Town of Addison

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Town of Addison

ADA Self-Evaluation & Transition Plan

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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 Town of Addison 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 Town of Addison 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 Town 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 Town. 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 Town of Addison'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 20 years. The ADA Self-Evaluation and Transition Plan is significant in that it establishes the Town's ongoing commitment to the development and maintenance of PSAs and facilities that accommodate all of 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 Town sponsored events

1.3.3 Ongoing Accessibility Improvements

Town 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 Town's website for review and consideration by the public.

1.3.4 Town of Addison Approach

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

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

2.0 Public Outreach

The Town hosted public workshops on April 24, 2017 and November 30, 2017, both at 6:00 PM, to provide a summary of the Transition Plan and receive feedback on the Transition Planning process and any other concerns related to accessibility. Initial Self-Evaluation findings were also presented during the November public workshop. In addition, the Town contacted local disability organizations to form an ADA Advisory Committee and hosted an ADA Advisory Committee meeting on August 24, 2017, at 1:00 PM. The Town will continue to solicit feedback from the public on the Transition Plan.

The public workshop and ADA Advisory Committee meeting notes are provided in **Appendix A**.

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3.0 Self-Evaluation and Summary of Findings

The Town of Addison'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 Town.

3.1 Programs, Procedures, and Policies Review

Under the ADA, the Town of Addison is required to complete a Self-Evaluation of the Town'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 Town's programs, services, and activities, as well as the policies and practices the Town uses to implement its various programs and services.

To comply with requirements of the plan, the Town 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 needed to provide effective communication.

When choosing a method of providing program access, the Town 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 Town 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 Town does not have to take any action that would 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 Town, such as the City Manager or his designee, 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 Town must consider all other options for providing access that would ensure that individuals with disabilities receive the benefits and services of the program or activity. This process must be fully documented.

3.1.1 Departmental Surveys and Interviews

The interactive survey process was conducted following the review of the Town's website. Program, services, and activities questionnaires were submitted to each Town department. The questionnaires were tailored to the PSAs offered by each department and used to finalize the determination of ADA compliance for each Department's PSA. The responses were reviewed and possible solutions for issues identified have been integrated throughout the ADA Transition Plan. See **Appendix B** for copies of the completed Departmental Survey and Interview Findings Summaries in their entirety.

Survey of All Departments: Self-Evaluation Findings

- Most department contacts are aware that ADA obligations exist, but they were not aware of the specific requirements.
- No department contacts were aware of a Town-wide ADA grievance policy and procedure. However, all Town staff are aware of the Town's general grievance policy and procedure located in the 2008 Employee Handbook, which does not specifically address ADA Title I or Title II.
- Most department contacts were unsure if the Town has a reasonable accommodation policy and procedure. However, almost every department contact has provided a reasonable accommodation without a written policy.
- Most department contacts were unsure if the Town has a process on how to obtain alternate formats of Town documents or the types of formats available. Each Department Liaison should retain a list of all alternate formats available and ensure all Town staff is aware of the Town's alternate format policy and procedure. Alternate formats are auxiliary aids, services, or devices that enable effective communication for people with disabilities.
- Most department contacts were unsure if the Town has a public notice under the ADA. This notice is required by all Title II entities regardless of the size and is required to be publicized on an ongoing basis. The notice shall include brief statements regarding employment, effective communication, making reasonable modifications to policies and programs, not placing surcharges on modifications or auxiliary aids and services, and filing complaints. This notice should be published on a continuous basis on the Town's website and in locations that are open to the public and employees. See **Section 3.1.11 Public Notice Under the ADA**.
- While having ADA Liaison training is not specifically required, it will help fulfill the Town's ADA obligations. All departments have an ADA Liaison; however, no specific training has been conducted to ensure all liaisons are aware of their roles and responsibilities.
- All department contacts stated that they are not aware of any ADA complaints within the last five (5) years. If complaints are received, they should be added to the Town Action Log. See example of ADA Action Log provided in **Appendix I.**
- No department contacts were aware of policies and procedures or guidelines in place regarding ADA compliant purchasing and procurement. The Financial Services Department should ensure that all policies on purchasing and procurement are readily available Town-wide.
- Most department contacts indicated they do not use ADA checklists to ensure ADA compliance. The Town's ADA/504 Coordinator should work with each department ADA Liaison to create checklists that provide guidance regarding Department programs, services, and activities.

Survey of All Departments: Self-Evaluation Findings (cont.)

- Most department contacts were not aware of a Town-wide non-discrimination statement that is required to be included in all information distributed by the Town. The Town's ADA/504 Coordinator should work with each department to ensure that a Town-wide non-discrimination statement has been drafted and is readily available to all Town staff.

- All department contacts affirm that some Town meetings are streamed live with closed captioning. The Town contracts with a company called Swagit Productions for closed-captioning services. Once a meeting is over, the Town posts the video with closed captioning on the website. However, the Town does not currently have policies, procedures, or guidelines in place regarding closed captioning, transcripts, or reasonable timeframes to provide these services.

Survey of All Departments: Possible Solutions

The possible solutions associated with each of the departmental surveys and interviews have been incorporated into Sections 3.1.2 – 3.1.25 of this document, as applicable for all Town programs, policies, and procedures.

3.1.2 Department-Specific Information

During the departmental survey and interview process, additional information was gathered for each department. A discussion of additional programmatic elements found during the research and evaluation process for each department is included in the following section.

Addison Airport

Addison Airport: Self-Evaluation Findings

- The Town of Addison owns the land associated with the Airport. This land is leased out for construction. All buildings that are constructed are owned by the lessee and the owner is responsible for ADA compliance based on the terms specified in the lease agreement.

- T-Hangar & Patio Hangar agreements, Conventional Hangar agreements, and Ground Lease agreements do not contain any ADA specific information clarifying the ADA obligations or responsibilities of the Town.

- The Airport Rules and Regulations, Section 3-1, Parking Restriction, does not specify enforcement of ADA accessible parking areas. The Airport Rules and Regulations are referenced in Airport agreements; however, ADA language is not included that would provide the tenant with notice of the Airport's and tenant's ADA obligations, nor does it provide information regarding ADA responsibilities.

- The 2016 Airport Master Plan was reviewed. The next Airport Master Plan update will take place within the next 10 years and all ADA requirements will be taken into consideration in the development of the revised plan.

Addison Airport: Possible Solutions

The Airport should revise all contracts and leases to include non-discrimination language and to clarify ADA obligations and responsibilities. See **Section 3.2.6 Non-Discrimination Language for Contracts, Agreements, and Waivers**.

Cavanaugh Flight Museum

Cavanaugh Flight Museum: Self-Evaluation Findings

The Town of Addison owns the land associated with the Airport. This land is leased out for construction. All buildings, including the Cavanaugh Flight Museum, that are constructed are owned by the lessee and the owner is responsible for ADA compliance based on the terms specified in the lease.

Cavanaugh Flight Museum: Possible Solutions

The Airport should revise all contracts and leases to include non-discrimination language and to clarify ADA obligations and responsibilities. See **Section 3.2.6 Non-Discrimination Language for Contracts, Agreements, and Waivers.**

Athletic Club

Athletic Club: Self-Evaluation Findings

- The Athletic Club does not have a facility-specific ADA grievance policy and procedure.
- The Athletic Club has a policy that allows elderly individuals to have caregivers assist them with no additional fee being charged for the caregiver to access the Athletic Club.
- The Athletic Club does not have an out-of-order policy and procedure regarding the Club facilities and equipment. An out-of-order policy and procedure provides guidance to internal staff on how to address out-of-order elements in a timely manner and to ensure that ADA accessibility is not compromised. However, if the Athletic Club has equipment that is out-of-order, an out-of-order sign is placed on the equipment and management submits a request for repairs to the General Services Department.
- The Athletic Club offers a variety of classes, including classes for senior citizens. The Athletic Club staff accommodates every individual who participates in these classes, as requested, on a case-by-case basis. However, there are no written policies and procedures providing guidance for reasonable accommodation requests, nor are staff trained on how to handle reasonable accommodation requests.
- The Athletic Club employs class instructors and trainers on an independent contractor basis. These contracts do not contain any ADA language to clarify ADA obligations and/or responsibilities of the instructors and trainers.
- The Athletic Club is in the process of consolidating and rewriting its policies, waivers, and contracts.

Athletic Club: Possible Solutions

- ADA training for all Athletic Club staff should be provided. This training will assist in meeting the Town's ADA obligations, as well as assisting staff when helping individuals with disabilities especially reasonable accommodation requests.

Athletic Club: Possible Solutions (cont.)

- ADA policies and procedures should be provided within each adopted program, service, and/or activity. These policies and procedures should be consistent Town-wide and incorporated into each department, posted on the Town website, and publicized in common areas that are accessible to all employees and areas open to the public. This includes the caregiver policy and procedure, as well as reasonable modification procedures for classes that are offered. See **Section 3.1.6 Reasonable Modification Request Policy, Procedure, and Request Form**.

- The Town of Addison should include non-discrimination language in all contracts and agreements. This language will need to be assessed by legal counsel on a case-by-case basis. See **Section 3.2.6 Non-Discrimination Language for Contracts, Agreements, and Waivers**.

City Manager's Office

City Manager's Office: Self-Evaluation Findings

- The City Manager's Office does not include the Town's ADA/504 Coordinator in the review of ordinances prior to publishing to ensure inclusion of ADA non-discriminatory language where needed.

- The Volunteer Handbook does not contain a non-discrimination statement or the contact information for the ADA/504 Coordinator. **See Section 3.1.10 Non-Discrimination Statement Policy** for non-discrimination statement guidelines.

- The Addison Advocates Volunteer (AAV) Program provides orientation and training that includes a review of the Volunteer Handbook, Service the Addison Way, and Ethics the Addison Way. However, no ADA information is included in the training documents. The Town's ADA obligations, grievance policies and procedures, and reasonable accommodations policies should be included at a minimum.

- The Town has recently combined the Addison Citizen Assisting Police (ACAP) Program within the AAV Program. The ACAP Program does have specific policies and procedures in place that include physical eligibility requirements and is in the process of being updated.

City Manager's Office: Possible Solutions

- The City Manager's Office, in conjunction with the Town's ADA/504 Coordinator, should review all ordinances prior to publishing to ensure inclusion of ADA non-discriminatory language as appropriate. See **Section 3.1.20 Town Ordinance Review** and **Section 3.1.13 Non-Discrimination Statement Policy**.

- The Volunteer Handbook should be revised to include a Town-wide non-discrimination statement and the contact information for the ADA/504 Coordinator. This handbook should also include all policies and procedures regarding the ADA. See **Section 3.1.10 Non-Discrimination Statement Policy** and **Section 3.1.3 ADA/504 Coordinator (Title I / Title II)**.

- The City Manager's Office should develop guidelines to assist staff in writing non-discrimination language for all contracts, agreements, and waivers. See **Section 3.2.6 Non-Discrimination Language for Contracts, Agreements, and Waivers**.

Addison Conference & Theatre Centre

Addison Conference & Theatre Centre: Self-Evaluation Findings

- The Addison Conference & Theatre Centre can accommodate all audio-visual needs, from wireless microphones to elaborate multi-media productions, as well as provide assisted listing devices as needed. The Centre has access to approximately 10-15 Assisted Listening Devices. These devices are portable, but are for use in the Theatre only. No devices are available in the Addison Conference Centre.

- The Theatre Centre has an ADA seating and ticketing policy, but this policy does not follow the ADA guidelines for ticket sales.

- The Theatre Centre does not have an internal out-of-order policy and procedure. An out-of-order policy and procedure provides guidance to internal staff on how to address out-of-order elements in a timely manner and to ensure that ADA accessibility is not compromised.

- There is no policy or procedure in place for allowing service animals at the Theatre Centre. However, Animal Control has previously provided assistance to Addison Conference & Theatre Centre staff regarding service animals.

- The Theatre Centre has numerous contracts and agreements. However, these documents do not include language regarding ADA obligations and responsibilities.

- The box office is managed by the Resident Company (WaterTower Theatre) through an annual lease. The Resident Company has permanent offices within the Theatre Centre. The lease includes language regarding ADA compliance and seating and ticketing in Exhibit D of the lease agreement. The non-discrimination statement that is provided in Section 19 of the lease agreement is inconsistent with the Town-wide non-discrimination statement and inappropriate words, such as “handicap” are used.

- The WaterTower Theatre agreement does not address ADA compliance issues such as information regarding responsibility for ensuring ADA accessibility for the path of travel or ADA accessible modifications to non-ADA compliant areas. See **Section 3.2.6 Non-Discrimination Language for Contracts, Agreements, and Waivers** for agreement requirements.

Addison Conference & Theatre Centre: Possible Solutions

- The Theatre Centre should adopt a Town-wide out-of-order policy and procedure, once developed. The Town has indicated that they will adopt a policy that provides a two (2) business day turnaround for all repairs. This could include information on signage, who to contact, and providing alternate equipment / facilities to ensure that ADA accessibility is not compromised.

- The Theatre Centre should revise contracts and agreements to include non-discrimination language in all contracts and agreements. This language will need to be assessed by legal counsel on a case-by-case basis. See **Section 3.2.6 Non-Discrimination Language for Contracts, Agreements, and Waivers**.

Addison Conference & Theatre Centre: Possible Solutions (cont.)

- The WaterTower Theatre agreement should be revised to include language that clarifies ADA obligations and responsibilities. Additionally, the ADA compliance, seating and ticketing policy should be updated to reflect the Department of Justice guidance on ticket sales (https://www.ada.gov/ticketing_2010.htm). Specifically, accessible seats should be equally distributed throughout the theatre. This would also include amending the definition of mobility impairment. See **Section 3.2.6 Non-Discrimination Language for Contracts, Agreements, and Waivers**.

- The Theatre Centre needs to purchase the minimum number of receivers required by the 2010 Standards for Accessible Design. See 2010 Standards for Accessible Design Section 216.10 Assistive Listening Systems and Table 219.3 Receivers for Assistive Listening Systems.

    - 2010 Standards for Accessible Design (https://www.ada.gov/regs2010/2010ADAStandards/2010ADAStandards_prt.pdf).

- The non-discrimination statement in the Agreement for the Use of the Addison Theatre Centre (Section 19), should be updated to reflect the Town's non-discrimination statement. Specifically, remove the word "handicap" and replace with the word "disability". **See Section 3.1.10 Non-Discrimination Statement Policy**.

Economic Development & Tourism Department

Economic Development & Tourism Department: Self-Evaluation Findings

- The office building in which the Treehouse is located is privately owned and is leased to the Town. It is not clear in the lease if it is the landlord's or tenant's obligation to ensure ADA compliance. It is clearly stated in the lease that the landlord is responsible for the exterior of the building, but it does not address parking lot maintenance. The lease also states that no dogs other than ones used by the visually impaired may enter the building. This statement is discriminatory as service animals are used for many reasons other than visual impairments.

- The Treehouse does not have a specific written out-of-order policy and procedure. An out-of-order policy and procedure provides guidance to internal staff on how to address out-of-order elements in a timely manner and to ensure that ADA accessibility if not compromised. When there is an issue, the Town staff contacts the building manager. Town staff is unsure if the building manager has an out-of-order policy.

- There are no physical requirements to participate in the Treehouse tours. The Treehouse environment connects several different learning areas with a single hallway that circles the interior of the entire floor. Tours for the Treehouse consist of walking an open circle around the floor, observing each learning space. There are no closed doors between each learning area. The Treehouse does not use ADA checklists to ensure that the tours are ADA compliant. Additionally, there is no written policy and procedures or guidelines in place.

Economic Development & Tourism Department: Possible Solutions

- The existing Treehouse lease should be revised to:
    - Include ADA language to ensure clarification on ADA obligations and responsibilities for the landlord and the tenant. See **Section 3.2.6 Non-Discrimination Language for Contracts, Agreements, and Waivers**;
    - Include language on how to address out-of-order elements in a timely manner and to ensure that ADA accessibility is not compromised; and
    - Include revised language to allow for all service animals, not just dogs used by the visually impaired.

Economic Development & Tourism Department: Possible Solutions (cont.)

- The Treehouse should develop an ADA checklist and/or guideline to ensure tours are ADA compliant. This checklist should address the facilities parking, accessible route to and from the building, access to restrooms, and access to all goods and services.

Financial and Strategic Services Department

Financial and Strategic Services Department: Self-Evaluation Findings

- The Fiscal Year 2017 budget provides a project overview for capital improvements by project name. However, the overviews descriptions do not provide details as to whether ADA elements are included in the project.

- In general, the Town's annual budgets do not provide expenditures for construction, maintenance, and alterations regarding ADA elements. ADA elements are not planned in a project-specific budget and are usually addressed from the Town's General Fund.

- The Town does not have a purchasing policy and procedure regarding purchasing ADA compliant equipment or goods for the Town.

Financial and Strategic Services Department: Possible Solutions

- The Town should develop a consistent Town-wide purchasing policy and procedure regarding purchasing ADA compliant information and/or technology to ensure products are reviewed for ADA compliance before purchase. This policy and procedure should provide Town staff guidance when purchasing any information or technology, including but not limited to: computers and ancillary equipment, instructional and training materials, software, videos, multimedia, telecommunications, and/or web-based content or products.

Fire Department

Fire Department: Self-Evaluation Findings

- All Fire Department employees have been trained in dealing with individuals with disabilities. Medical Control Training is provided monthly but only sometimes includes ADA information. The last Medical Control Training that included ADA information was January 2017.

- When the Fire Department performs site visits for special events, such as school visits, with fire trucks or ambulances, staff provides access and accommodations to the maximum extent feasible. This is a best practice that should be continued.

- No ADA language is provided in the Fire Department's standard operating guidelines. However, the Department intends to add a statement in Section 102, Rules and Regulations to refer to the Town of Addison 2008 Employee Handbook for information on persons with disabilities.

Fire Department: Possible Solutions

- The Fire Department staff should continue receiving annual ADA training through the Human Resources Division. This training would assist in meeting the Town's ADA obligations and assist staff when helping individuals with disabilities. See **Section 3.1.2 Department-Specific Information** (Human Resources Department).

- The Fire Department should include all Town ADA policies and procedures within the Fire Department's Standard Operating Guidelines. It should also include guidance regarding special events and the Town-wide non-discrimination statement. See **Section 3.1.2 Department-Specific Information** (General Services Department) and **Section 3.1.10 Non-Discrimination Statement Policy**.

General Services Department

General Services Department: Self-Evaluation Findings

- For special events, the General Services Department rents metal ramps to use over curbs to provide access and provides ADA accessible portable toilets. However, the Town does not have guidelines in place for special events.

- The General Services Department currently has guidelines regarding filming within Town limits. These guidelines do not specifically address ADA compliance to ensure that ADA accessibility is not impacted while filming.

General Services Department: Possible Solutions

- The General Services Department should revise existing guidelines regarding filming within Town limits. These guidelines should provide information regarding ADA requirements to ensure alternate accessible routes are available if accessible routes are closed.

- The General Services Department should develop guidelines for special events. The guidelines should incorporate details to ensure that all special event programs, services, and activities are ADA compliant. The guidelines should include language for providing ADA accessible portable toilets and accessible parking. Additional information can be found in the following resources:

    - The 2010 ADA Standards, Section 213, Exception 3 (https://www.access-board.gov/guidelines-and-standards/buildings-and-sites/about-the-ada-standards/ada-standards/chapter-2-scoping-requirements) requires that at least 5% of portable toilet units must be accessible for every special event.

    - The ADA National Network provides a planning guide for making temporary events accessible to people with disabilities (https://adata.org/publication/temporary-events-guide).

Human Resources Department

Human Resources Department: Self-Evaluation Findings

- The Human Resources Department provides new employee orientation (a.k.a. onboarding) and department training. This orientation and training provides guidance on the 2008 Employee Handbook; however, the orientation does not include specific information on the Town's ADA policies. The orientation and training also introduces the Human Resources Director, Passion Hayes, as the Town's ADA/504 Coordinator. However, Ashley Mitchell was recently appointed at the ADA/504 Coordinator for Title I and Title II.

- As a part of the onboarding process, the Human Resources Department also conducts a windshield tour of the Town and Addison Airport. This tour is transported by Wynn Tours. The information that was provided by the Town of Addison Human Resources Department does not address reasonable accommodations for individuals with disabilities. It also does not address the availability of accessible transportation. Wynn Tours has two (2) ADA complaint vehicles available for use as requested, but these vehicles have not been utilized as there has not been a need.

- The 2008 Employee Handbook mentions application packets; however, these application packets do not contain the Town-wide ADA grievance policy and procedure. The 2008 Employee Handbook also shows that the ADA/504 Coordinator for Title I is Passion Hayes. However, Ashley Mitchell was recently appointed at the ADA/504 Coordinator for Title I and Title II.

- The Human Resources Department maintains a list of vendors that can be provided to Town staff if ADA resources are needed. The Human Resource Department should make this information readily available to departments as some departments were not aware that the Human Resources Department has a vendor list for ADA resources.

Human Resources Department: Possible Solutions

- The Human Resources Department should coordinate with the ADA/504 Coordinator to conduct annual employee training to ensure all employees are aware of their ADA obligations as an employee and their rights under the ADA as a member of the public. Additionally, the Department, in conjunction with the ADA/504 Coordinator, should provide mandatory annual discrimination and harassment training to all employees.

- The Human Resources Department should coordinate with the ADA/504 Coordinator to provide annual ADA training to assist staff when helping individuals with disabilities.

- The Human Resources Department should include the Town-wide ADA grievance policy and procedure in all employment application packets. Additionally, the packets should include the adopted Town-wide non-discrimination statement. See **Section 3.1.5 ADA Grievance Procedure and Grievance Form with Appeals Process (Title I)** and **Section 3.1.10 Non-Discrimination Statement Policy**.

- The 2008 Employee Handbook should be revised to show that the ADA/504 Coordinator for Title I and Title II is Ashley Mitchell.

- The Human Resources Department should maintain a Town-wide vendor database that is used by every department. Upon completion, the Town should develop guidance on how to use this information and disseminate to each department to assist in obtaining vendor information.

Information Technology

Information Technology: Self-Evaluation Findings

- Information Technology (IT) and the Communications Department are jointly responsible for ADA accessibility and maintenance of the Town's website. An ADA checklist is not used to ensure ADA accessibility.
- The Town's website will be revised in Fiscal Year 2018, which begins on October 1st. The website redesign will take all ADA compliance requirements into consideration.
- Every department within the Town can update their department information on the website. No one reviews the information before it is uploaded to the website and there are no policies and procedures or guidelines in place regarding ADA compliance, including the availability of accessible PDF documents.
- IT staff does not attend annual training for ADA accessible websites, assistive technology, software, etc. The IT Department staff should attend regular training to better assist them when conducting training for other Town staff regarding ADA accessible websites, assistive technology, software, etc.
- IT assists with reasonable accommodations, when requested, and can assist in using the software, phones, body cameras, etc. This practice should be continued.

Information Technology: Possible Solutions

- When redeveloping the Town's website, the Town should require that the website development consultant have a working knowledge of all applicable ADA laws and regulations.
- The Town should develop policies and procedures or guidelines that will assist department staff in updating individual department's webpages for consistency with Web Content Accessibility Guidelines (WCAG) 2.0. This includes providing alternate formats of documents provided on the Town website when requested.
- Department staff should attend annual ADA training that includes information regarding the Town's ADA policies and procedures, websites, assistive technology, software, etc.

Infrastructure and Development Services Department

Infrastructure and Development Services Department: Self-Evaluation Findings

Infrastructure Services Division

- The Infrastructure Services Division does not use a checklist for ADA maintenance of public streets, signs and signals, and street markings.
- The Infrastructure Services Division inspector and plans reviewer check for ADA compliance using the Proposed Accessibility Guidelines for Pedestrian Facilities in the Public Right-of-Way (PROWAG). PROWAG has not been officially adopted by the Town but is a Department of Justice and federal Highway Administration best practice for design and construction of pedestrian facilities in the public-rights-of way.
- The Town technical standards contain some inconsistencies with 2010 ADA Standards and PROWAG.

Infrastructure and Development Services Department: Self-Evaluation Findings (cont.)

- Although the Town does not have an official policy, guidance from the Federal Highway Administration's Joint Technical Assistance is used to determine whether a project is an alteration or maintenance.

Development Services Division

- The Town of Addison demonstrates good faith efforts for continued compliance by having experienced staff and good practices in place. These efforts and practices include having a Building Official that is a Registered Accessibility Specialist (RAS) and referencing ADA requirements when sending comments to design professionals.

- The Town does not provide annual ADA training regarding the relationship between the ADA Transition Planning process and the effect it will have on the Town as a whole, including engineering requirements, outside contractors, and Town design standards.

Infrastructure and Development Services Department: Possible Solutions

Infrastructure Services Division

- The Infrastructure Development Division should develop and use a checklist for ADA maintenance of public streets, signs, signals, and street markings. This checklist should provide guidelines on performing routine maintenance with ADA accessibility in mind which would include ensuring all ADA elements are in working order and are unobstructed.

- The Town of Addison should officially adopt the Proposed Accessibility Guidelines for Pedestrian Facilities in the Public Right-of-Way (PROWAG).

- The Town should update the technical standards for consistency with the 2010 ADA Standards and PROWAG.

- The Town should develop specific guidelines that define what the Town considers to be maintenance and what it considers to be an alteration in accordance with the U.S. Department of Justice/Department of Transportation Joint Technical Assistance on the Title II of the Americans with Disabilities Act Requirements to Provide Curb Ramps when Streets, Roads, or Highways are Altered through Resurfacing. See Department of Justice / Department of Transportation Joint Technical Assistance.

Development Services Division

- The Town of Addison should provide ADA training regarding the relationship between the ADA Transition Planning process and the effect it will have on the Town as a whole, including engineering requirements, outside contractors, and Town standards.

Municipal Court

Municipal Court: Self-Evaluation Findings

- Article 35.16.11 of the Texas Code of Criminal Procedure states that either the state or defense can challenge for cause a particular juror if the juror cannot read or write. There is a specific complaint process in place for the state or defense for the juror selection challenge process that is different from an ADA complaint process.
    - The juror must be "of sound mind." This determination is made by the judge or prosecutor as a judgment call. There is not a test. The defendant or prosecutor would strike the juror to be excused if they felt they were not of sound mind. There is no actual policy or review process in place.
    - If it is known that a juror cannot read or write, reasonable accommodations would be made unless both sides object and choose to challenge. The Court does not have a reasonable accommodation policy and procedure.
    - Texas Code requires that all jurors must be able to read and write. However, this is not enforced by the Court, as the Court does not verify these requirements. Eliminating jurors who cannot read and write could be considered discriminatory. As a Court practice, all documents are read aloud to the Court and pictures are displayed using a projector.
    - The Court website states that an individual can be excused from jury service if the individual can show a physical or mental impairment, or an inability to comprehend or communicate in English. This information is disclosed on the reverse side of the juror summons. There is not a checklist that is used to determine reasons for an individual to be excused.

Municipal Court: Possible Solutions

- The Court should develop a Court-specific reasonable accommodation policy and procedure separate from the Town-wide policy and procedure. See **Section 3.1.6 Reasonable Accommodation Request Policy, Procedure, and Request Form**.
- When possible, the Court should accommodate jurors who may not be able to read and write. Despite the mentioned Texas State Law, it is possible for this qualification to be considered discriminatory. The Department of Justice (DOJ) was contacted to obtain guidance on this issue; however, no response has been received from the DOJ as of January 2018.

Parks and Recreation Department

Parks and Recreation Department: Self-Evaluation Findings

- The Parks and Recreation Department does not have an ADA grievance procedure in place.
- The Parks and Recreation Department does not have a maintenance policy and procedure in place.
- The Parks and Recreation Department rents park pavilions and park facilities for boot camps. The rental agreements and waivers do not have ADA language included. See **Section 3.1.2 Department-Specific Information**.

Parks and Recreation Department: Possible Solutions

- An ADA Grievance Procedure and Grievance Form with Appeal Process for Title I was developed as part of this project. These documents should be adopted Town-wide, posted on the web, and publicized in common areas that are accessible to all employees and areas open to the public. See **Appendix C** for a copy of the procedure and form.

- The Parks and Recreation Department should re-evaluate playground surfaces at Town Park for ADA compliance once the playground renovations are complete. The park playground is in the process of being resurfaced to comply with the 2010 ADA Standards (https://www.ada.gov/2010ADAstandards_index.htm) and the U.S. Access Board Summary of Accessibility Guidelines for Play Areas (https://www.access-board.gov/attachments/article/1369/play-guide.pdf).

- The Parks and Recreation Department should develop a maintenance policy and procedure to assist Department staff in maintaining ADA elements in compliance with the 2010 ADA Standards (https://www.ada.gov/2010ADAstandards_index.htm) and the U.S. Access Board Summary of Accessibility Guidelines for Play Areas (https://www.access-board.gov/attachments/article/1369/play-guide.pdf).

Police Department

Police Department: General Self-Evaluation Findings

- The Police Department does not have an ADA policy and procedure. The Department provides reasonable accommodations on a case-by-case basis, but this accommodation process is not in writing. If an accommodation is requested, the request must be in writing, and the request is sent through the chain of command. The Police Department usually contacts Julie Ross, Labor Attorney (outside counsel), for all ADA guidance.

- The Police Department provides employee training, but the training does not include ADA information.

- The Police Department does not provide guidance on the handling of service animals to Town staff. However, Animal Control has been called for assistance at various special events. Animal Control will assist in any way necessary, will provide a handout from the Department of Justice, and will ask the following questions to determine if a service animal is allowed:

    - Is the animal required because of a disability?

    - What tasks is the animal trained to do?

- Body-worn cameras are provided by COBAN Technologies.

    - The Town has not received a request for body-worn camera footage, but if a request is received, it must be filed through the Open Records process to the Department. This request would then be forwarded to the Attorney General's Office for approval before providing the footage. If the request is approved, the only alternate format available would be a transcript because of evidence restrictions.

    - The Police Department has a policy and procedure for body-worn cameras. However, this policy and procedure only references instructions on how and when the cameras should be operated. This policy does not mention alternate formats.

Police Department: General Self-Evaluation Findings (cont.)

- The Town jail is contracted with the City of Carrollton. All policies and procedure for jail facilities are through the City of Carrollton. However, the contract does not mention who is responsible for ADA compliance.

- The volunteer qualifications for the Addison Citizens Assisting Police Academy state that a person must have a driver's license and insurance. This language would be considered discriminatory for people who will be performing non-driving volunteer tasks, as this requirement is only for persons who will be driving vehicles.

- Page 7 of the Addison Citizen Assisting Police Program Introduction and Overview Handbook references a grievance procedure. A copy of this procedure was not available for review, but Town staff confirmed it is a general complaint procedure and does not mention the ADA.

Police Department: General Possible Solutions

- The Police Department should coordinate with the Human Resources Department regarding new employee orientation and training to ensure that ADA information has been included.

- The Police Department should develop a policy and procedure regarding the Body Worn Camera Program. This policy and procedure should include the process for requesting body camera footage and what alternate formats are available. For example: If someone is granted permission to review body camera footage, will the footage be closed captioned or will the Department provide a transcript?

- The Police Department should provide employee training that includes ADA obligations and employee rights under the ADA.

- The Police Department should develop guidance regarding service animals. This guidance should assist department staff when dealing with an individual with a disability who may be accompanied by a service animal. See **Section 3.1.7 Service Animal Guidance** .

- The Police Department should revise the existing contract with the City of Carrollton to include ADA language to provide clarification of ADA obligations and responsibilities. See **Section 3.2.6 Non-Discrimination Language for Contracts, Agreements, and Waivers**.

- The Police Department should revise the volunteer qualification for the Addison Citizens Assisting Police Academy to specify that only an individual who will be driving will need to provide a driver's license and insurance. All others would need to provide an alternate government-issued identification.

Police Department: Standard Operating Procedures Self-Evaluation Findings

The Police Department has Standard Operating Procedures (SOP) in place.

- **Section 112.06, page 17** – This section states that the Police Department uses manuals to provide more detail than the SOP. Two (2) specific manuals mentioned are 138.12 Background Investigation Manual and 141.03 Field Training Manual. All SOP documents were requested. However, these specific manuals were not provided for review.

Police Department: Standard Operating Procedures Self-Evaluation Findings (cont.)

- **Section 119.03c, page 21** – This section states that news releases are to be written and distributed to media and department employees. The Police Department does not have a policy or procedure in place to address alternate format requests. Alternate formats are auxiliary aids, services, or devices that enable effective communication for people with disabilities, such as Braille.

- **Section 128, page 33** – This section states that the notification to complainants of investigation results will be provided in writing. The Police Department does not have a policy or procedure in place to address alternate format requests. Alternate formats are auxiliary aids, services, or devices that enable effective communication for people with disabilities, such as Braille.

- **Sections 136 and 156.03, pages 38 and 62 – 64** – Hiring and Training:

    - This section does not include disability in the list of equal opportunity. Not all disabilities impact an individual's ability to perform essential functions even for law enforcement. SOP should include the Town's Non-Discrimination Statement which does include disability.

    - No mention of ADA training being provided to staff. ADA training should be provided for all new hires and to all staff involved in the hiring and training process.

- **Sections 144 and 145.02, pages 45-47** – This section on vacancies does not include a non-discrimination statement, and the Town's non-discrimination statement should be included in all vacancy announcements.

- **Section 150, page 50** – The grievance procedure is not provided in the SOP. Instead, the SOP directs the employee to the Town's Employee Handbook.

- **Section 166.10, page 81** – This section only addresses reporting procedures for sexual harassment. It should also address any other reporting procedures such as an ADA grievance procedure.

- **Sections 167.05 and 167.07, page 83** – This section provides a complaint process, but it does not specify if this complaint process also includes ADA complaints.

- **Section 421.21, page 176** – This section provides guidance for officers who may have a prisoner with a disability. This section states, "Any wheelchairs, crutches, and medication shall be transported with, but not in the possession of, the prisoner." This guidance may not always be appropriate and should be used on a case-by-case basis.

- **Section 476, page 258** – This section provides guidelines regarding Citizen Riding Observations. This section does not mention citizens with disabilities and should address reasonable modifications upon request.

- **Section 910, pages 416-417** – This section mentions a fee for obtaining records but no mention of alternate formats being available and if an additional fee is required.

- **Section 421.13, page 158, Section 421.13, page 172, Section 448, page 211 and Section 464.21.b, page 253** – Several discriminatory references throughout the document were made to "handicap" or "handicap parking."

Police Department: Standard Operating Procedures Possible Solutions

The Police Department should revise the existing Standard Operating Procedures as follows:

- **Section 112.06, page 17** – Evaluate manuals 138.12 Background Investigation Manual and 141.03 Field Training Manual for ADA compliance.

- **Section 119.03.c, page 21 and Section 128, page 33** – Revise to include language regarding the availability of alternate formats. See **Section 3.1.13 Alternate Format Policy, Procedure, and Request Form**.

- **Sections 136, page 38 and 156.03, pages 62-64** – Revise to reflect the Town-wide non-discrimination statement which includes "disability" in the list of equal opportunity. **See Section 3.1.10 Non-Discrimination Statement Policy**.

- **Sections 144 and 145.02, pages 45-47** – Revise to reflect the Town's non-discrimination statement policy. See **Section 3.1.10 Non-Discrimination Statement Policy**.

- **Section 150, page 50** – Revise to include the Town-wide ADA grievance policy and procedure instead of redirecting the reader to the Town Handbook.

- **Section 166.10, page 81** – Revise to include instructions for procedures on filing an ADA grievance. See **Section 3.1.5 ADA Grievance Procedure and Grievance Form with Appeal Process (Title I)**.

- **Sections 167.05 and 167.07, page 83** – Revise to provide specific information as to what type of complaint process this section is referencing. This section should also incorporate the Town's ADA Complaint Process. See **Section 3.1.5 ADA Grievance Procedure and Grievance Form with Appeal Process (Title I)**.

- **Section 421.21, page 176** – Revise to include guidance from the Department of Justice and to state that all guidance is applicable on a case-by-case basis.

    - U.S. Department of Justice commonly asked questions about the Americans with Disabilities Act and Law Enforcement (https://www.ada.gov/q&a_law.htm).

- **Section 476, page 258** – Revise to provide guidelines for citizens with disabilities participating in Citizen Riding Observations. **See Section 3.1.6 Reasonable Modifications Policy, Procedure, and Request Form**.

- **Section 910, pages 416-417** – Revise to include language stating that alternate formats are available at no extra charge.

- **Section 421.13, page 158-172, Section 448, page 211 and Section 464.21.b, page 253** – Revise discriminatory references throughout the document (e.g., "handicap" or "handicap parking") to use the word "disabled," "accessible," or the appropriate variation of the word disabled. See **Appendix D**, Equivalent Language Guidance.

3.1.3 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 Town of Addison has appointed Ashley Mitchell as ADA/504 Coordinator for Title I and Title II. Below is her contact information; however, this information is not published on the Town website or in other Town documents:

Ashley Mitchell, ADA/504 Coordinator
Deputy City Manager
Town Hall
5300 Belt Line Road
Dallas, TX 75254
Office: 972-450-7010
Relay: 1-800-735-2989
amitchell@addisontx.gov

ADA/504 Coordinator: Possible Solutions

Ashley Mitchell was recently appointed as the Title I and Title II ADA/504 Coordinator. This information should be prominently displayed in common areas that are accessible to all employees and areas open to the public. Also, the ADA/504 Coordinator contact information must be included in all materials that are distributed from the Town. This includes posting this information on the website.

3.1.4 Roles and Responsibilities of the ADA/504 Coordinator

Below is a list of qualifications for ADA Coordinators that are recommended by U.S. Department of Justice:

- Familiarity with the entities 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: Self-Evaluation Findings

No information regarding the roles and responsibilities of the ADA/504 Coordinator was found on the Town's website or in Town-provided documents.

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

The Town should develop roles and responsibilities for the ADA/504 Coordinator. These roles and responsibilities should be consistent with the Department of Justice's guidance for "An Effective ADA Coordinator" (https://www.ada.gov/pcatoolkit/chap2toolkit.htm).

3.1.5 ADA Grievance Procedure and Grievance Form with Appeal Process

Title I

Title I of the ADA prohibits private employers, state and local governments, employment agencies, and labor unions from discriminating against qualified individuals with disabilities in job application procedures, hiring, firing, advancement, compensation, job training, and other terms, conditions, and privileges of employment. The ADA covers employers with 15 or more employees based on an entity-wide employee total count, including state and local governments.

The purpose of the ADA grievance procedure is to provide a mechanism for the resolution of discrimination issues at the town level, rather than require the complainant to resort to resolution at the federal level.

ADA Grievance Procedure and Grievance Form with Appeals Process (Title I): Self-Evaluation Findings

The Town does not have an ADA-specific grievance procedure and grievance form with an appeal process. A general grievance information was found in the 2008 Employee Handbook:

- **Section 2.05.B, Page 34, Individuals with Disabilities** – This section refers employees to the Town's Sexual and Other Unlawful Harassment Policy.

- **Section 3.04.K, Page 66, Sexual and Other Unlawful Harassment** – This section does not provide information about ADA and is considered not adequate.

ADA Grievance Procedure and Grievance Form with Appeals Process (Title I): Possible Solutions

- An ADA Grievance Procedure and Grievance Form with Appeal Process for Title I was developed as part of this project. These documents should be adopted Town-wide, posted on the web, and publicized in common areas that are accessible to all employees and areas open to the public. See **Appendix C** for a copy of the procedure and form.

- The Town should maintain an ADA complaint log. This log should include an internal complaint number, details about the complaint, and details regarding the resolution.

- **Section 2.05.B, page 34 and Section 3.4.K, page 66** – Revise to include specific information for the newly developed ADA Grievance Procedure and Grievance Form with Appeals Process for Title I. See **Appendix C** for a copy of the procedure and form.

Title II

Local governments with 50 or more employees are required to adopt and publish procedures for resolving grievances in a prompt and fair manner that may arise under Title II of the ADA.

ADA Grievance Procedure and Grievance Form with Appeals Process (Title II): Self-Evaluation Findings

The Town does not have an ADA specific grievance procedure and grievance form with an appeal process.

ADA Grievance Procedure and Grievance Form with Appeals Process (Title II): Possible Solutions

- An ADA Grievance Procedure and Grievance Form with Appeal Process for Title II was developed as part of this project. These documents should be adopted Town-wide, posted on the web, and publicized in common areas that are accessible to all employees and areas open to the public. See **Appendix C** for a copy of the procedure and form.

- The Town should also maintain an ADA complaint log. This log should include an internal complaint number, details about the complaint, and details regarding the resolution.

3.1.6 Reasonable Accommodation Request Policy, Procedure, and Request Form

Title I

The reasonable accommodation request process plays a very important role when ensuring that the Town of Addison does not discriminate based on a disability. A reasonable accommodation is any modification to a job, the work environment, or the way things are usually done that allows an individual with a disability to apply for a job, perform job functions, or enjoy equal access to benefits available to other individuals in the workplace.

Reasonable Accommodation Request Policy, Procedure, and Request Form (Title I): Self-Evaluation Findings

- A reasonable accommodation policy and procedure is provided in the 2008 Employee Handbook on pages 33-34, Section 2.05.A, Individuals with Disabilities.

- The policy states that qualified individuals with disabilities may make requests for reasonable accommodation to the Director of Human Resources. However, the policy does not state how to file that request (form, email, via mail, in person), and no request form is provided. Additionally, the policy does not provide any information regarding the interactive process. Lastly, the policy states that the cost of the accommodation is considered a deciding factor as to whether an accommodation is feasible. Cost cannot be a deciding factor in the decision-making process. The deciding factor must be whether the accommodation is most effective. However, if the only accommodation possible is very expensive and it would cause an undue burden on the Town, an alternate accommodation may be considered.

Reasonable Accommodation Request Policy, Procedure, and Request Form (Title I): Possible Solutions

- The Town should develop a reasonable accommodation request form. This form should include the requestor's contact information, type of accommodation being requested, and specific details regarding the need for a reasonable accommodation.

Reasonable Accommodation Request Policy, Procedure, and Request Form (Title I): Possible Solutions (cont.)

- The Town should include the interactive process in the existing policy and procedure. This process will ensure open communication and collaborative efforts involving the employer and employee. This process also shows the Town's good faith efforts towards working with the employee to achieve the most effective resolution.

- The Town should revise the language that references cost as a factor to indicate the ultimate decision is based on the most effective accommodation. Cost is only a factor when it causes an undue hardship on the Town. Undue hardships should be evaluated on a case-by-case basis.

Title II

The reasonable modification request process allows an individual from the public to request a modification that would provide equal access to any Town program, service, and/or activity. A public entity must reasonably modify its policies, practices, or procedures to avoid discrimination unless the modification would fundamentally alter the nature of its program, services, or activity.

Reasonable Modification Request Policy, Procedure, and Request Form (Title II): Self-Evaluation Findings

The Town does not have a reasonable modification request policy and procedure.

Reasonable Modification Request Policy, Procedure, and Request Form (Title II): Possible Solutions

- The Town should develop a reasonable modification request form. This form should include the requestor's contact information, type of accommodation being requested, and specific details regarding the need for a reasonable accommodation for a specific program, services, and/or activity.

- The Town should develop a Town-wide reasonable modification policy and procedure. This policy and procedure should provide a detailed process allowing an individual to request a modification that would provide equal access to any Town program, services, and/or activity that is provided to the public.

3.1.7 Service Animal Guidance

A reasonable accommodation is any modification or adjustment to a job or the work environment that will enable a qualified applicant or employee with a disability to participate in the application process or to perform essential job functions. A reasonable accommodation also includes any modification or adjustment to a provided program, service, or activity that the entity provides to ensure accessibility for the public. A reasonable accommodation may also include the use of a service animal. Service animals are used for a variety of reasons, so each accommodation request and modification may be different.

Service Animal Guidance: Self-Evaluation Findings

The Town does not have service animal guidance as reasonable accommodations for qualified applicants and/or employees or the public.

Service Animal Guidance: Possible Solutions

The Town should develop Town-wide guidance for staff to reference when dealing with service animals as reasonable accommodations for applicants and/or employees or the public. Each Town department should integrate this guidance into their department-specific standard operating procedure. In doing so, this policy and procedure will be customized to fit each department's situations and provide guidance as to when a service animal is an effective reasonable accommodation. The Department of Justice created a publication providing guidance on service animals and the ADA: U.S Department of Justice Service Animal Guidance (https://www.ada.gov/service_animals_2010.htm).

3.1.8 ADA Grievance Procedure and Grievance Form with Appeals Process for Section 508 of the Rehabilitation Act

Section 508 of the Rehabilitation Act of 1973 requires that all electronic and information technologies developed and used by any federal government agency must be accessible to individuals with disabilities. This includes websites, video and audio tapes, electronic books, televised programs, and other such media. Individuals with disabilities may still have to use special hardware and/or software to access the resources. This law pertains to the federal government. However, each state can adopt these regulations for state use. The State of Texas has adopted these technology requirements; therefore, the Town of Addison is required to comply. The State of Texas Electronic and Information Resources (EIR) Accessibility Tools, Training, and Related Resources can be found here: http://dir.texas.gov/View-Resources/Pages/Content.aspx?id=39.

ADA Grievance Procedure and Grievance Form with Appeals Process for Section 508 of the Rehabilitation Act: Self-Evaluation Findings

The Town does not have a Section 508 policy, procedure, or form and Section 508 language is not provided on the Town website or in Town documents.

ADA Grievance Procedure and Grievance Form with Appeals Process for Section 508 of the Rehabilitation Act: Possible Solutions

- The Town should develop a grievance form. This form should include the complainant's contact information, description of the electronic and information technology in question, and specific details regarding the non-conforming aspects and remedy that is being requested.

- The Town should develop an ADA grievance procedure and grievance form with the appeals process for Section 508 of the Rehabilitation Act. Government agencies and institutions of higher education in Texas are required to comply with Texas EIR Accessibility statutes and rules to provide accessibility.

- This policy and procedure should be adopted Town-wide, posted on the web, and publicized in common areas that are accessible to all employees and areas open to the public. Additionally, the Town should maintain an ADA complaint log. This log should include an internal complaint number, details about the complaint, and details regarding the resolution.

3.1.9 Retaliation or Coercion Policy

Individuals who exercise their rights under the ADA, or assist others in exercising their rights, are protected from retaliation. The prohibition against retaliation or coercion applies broadly to any individual or entity that seeks to prevent an individual from exercising their rights or to retaliate against individuals for having exercised their rights.

Retaliation or Coercion Policy: Self-Evaluation Findings

A Coercion Policy is provided in the 2008 Employee Handbook, page 132 Section 7.01.B; however, this policy does not include retaliation.

Retaliation or Coercion Policy: Possible Solutions

The Town should revise the existing coercion policy to include specific language for retaliation. The U.S. Equal Employment Opportunity Commission provides enforcement guidance on retaliation and related issues. The revised policy should be adopted Town-wide and should be accessible to all employees and the public. U.S. Equal Employment Opportunity Commission guidance on retaliation and related issues can be found here: https://www.eeoc.gov/laws/guidance/retaliation-guidance.cfm.

3.1.10 Non-Discrimination Policy

All public entities must ensure that no qualified individuals with disabilities be excluded from participation in, be denied the benefits of, or otherwise be subjected to discrimination under any program, service, or activity administered by that entity.

To do so, public entities must develop two (2) separate policies:

1. Non-Discrimination Statement Policy, which documents the requirement to include a non-discrimination statement in any Town publication or document distributed to employees or to the public.

2. Non-Discrimination Clause Policy, which documents the requirement to include a non-discrimination statement in all funding agreements that the Town employs to pass federal funds to other agencies, entities, or municipalities but not contractors.

Non-Discrimination Statement Policy

Non-Discrimination Statement Policy: Self-Evaluation Findings

The Town has several different variations of a non-discrimination statement. This statement should be consistent across all documents.

Non-Discrimination Statement Policy: Possible Solutions

The Town shall develop a consistent Town-wide non-discrimination statement policy. This statement shall state that the Town 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 by the Town, its recipients, sub-recipients, and contractors. The statement should also include contact information for the ADA/504 Coordinator. This standardized statement should be accessible to all employees to utilize in all departmental materials that are distributed by the Town of Addison.

Non-Discrimination Clause Policy

Non-Discrimination Clause Policy: Self-Evaluation Findings

The Town does not have an ADA non-discrimination clause policy.

Non-Discrimination Clause Policy: Possible Solutions

The Town should develop a consistent Town-wide non-discrimination clause policy. This clause shall state that the Town 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 by the Town, its recipients, sub-recipients, and contractors. This clause policy should be accessible to applicable departments to use for all funding agreements that the Town employs to pass federal funds to other agencies, entities, or municipalities but not contractors. This would include any contract with federal funding and all joint use agreements.

3.1.11 Public Notice Under the ADA

The ADA public notice requirement applies to all state and local governments covered by Title II, including entities with fewer than 50 employees. The target audience for the public notice includes applicants, beneficiaries, and other people interested in the entities programs, services, and activities. This notice is required to include information regarding Title II of the ADA and how it applies to the programs, services, and activities of the public entity. Publishing and publicizing the ADA notice is not a one-time requirement. State and local government entities should provide the information on an ongoing basis, whenever necessary.

Public Notice Under the ADA: Self-Evaluation Findings

The Town does not have a public notice under the ADA.

Public Notice Under the ADA: Possible Solutions

- The Town should develop a public notice under the ADA in accordance with the Department of Justice recommendations (https://www.ada.gov/pcatoolkit/chap2toolkit.htm).

- The ADA/504 Coordinator should keep an updated list of where this public notice is posted. This public notice must be posted on the web and publicized in common areas that are accessible to all employees as well as areas open to the public.

3.1.12 ADA Assurances

With respect to federal funding, the Town is required to provide a written assurance, as well as acquire assurances from sub-recipients. This assurance states that as a federal recipient of programs, services and activities will be conducted in compliance with all requirements.

> Per 49 CFR Part 27.9, *"Each application for Federal financial assistance to which this part applies, and each application to provide a facility, shall, as a condition to approval or extension of any Federal financial assistance pursuant to the application, contain, or be accompanied by, written assurance that the program or activity will be conducted or the facility operated in compliance with all the requirements imposed by or pursuant to this part. An applicant may incorporate these assurances by reference in subsequent applications to the Department."*

ADA Assurances: Self-Evaluation Findings

The Town does not have ADA assurances.

ADA Assurances: Possible Solutions

The Town should develop an ADA assurance in accordance with the Code of Federal Regulations (49 CFR 27.9) (http://www.ecfr.gov/cgi-bin/text-idx?SID=4eaa2f4650bc6df3cb86ce50e3074cf1&tpl=/ecfrbrowse/Title49/49cfr27_main_02.tpl).

3.1.13 Alternate Format Policy, Procedure, and Request Form

Under the ADA, a public entity is responsible for providing ADA accessible communications. This includes any documents or information that is distributed by the Town of Addison. If a request for an alternate format is received, the Town must have an action plan to accommodate the request. For example, the Department of Justice does not expect entities to have Braille copies of all documents; however, Braille copies are expected to be readily available. Readily available means that once a request is received, a policy and procedure is in place to make a reasonable accommodation or modification to the document or information requested. This document must be provided to the requestor in a reasonable amount of time.

Alternate Format Policy, Procedure, and Request Form: Self-Evaluation Findings

The Town does not have an alternate format policy, procedure, and request form.

Alternate Format Policy, Procedure, and Request Form: Possible Solutions

- The Town should develop an alternate format request form. This form should include the requestor's contact information, existing document information, and type of alternate format being requested.
- The Town should develop an alternate format policy and procedure. This policy and procedure shall provide guidance to staff regarding the process of obtaining an alternate format and utilizing the Town's vendor database to obtain vendor information for alternate formats, if applicable. This policy and procedure should be adopted Town-wide and should be accessible to all employees and the public.

3.1.14 Responsibility / Acceptance Disclaimer for other Entities' Links, Forms, Documents, and Videos

Under the ADA, a public entity is responsible for providing ADA accessible alternate formats. This would include any documents or information that is distributed by the Town of Addison obtained from another entity. For example, if there is a link to an external site on Town's website that leads to additional information. However, it may not be feasible for the Town to obtain the original from the source for the purpose of creating an alternate format. Therefore, the Town should add a disclaimer where external sources are referenced stating that the Town of Addison is not responsible for ADA compliance of external content and any requests for alternate formats of external content should be directed to the source entity.

Responsibility / Acceptance Disclaimer for other Entities' Links, Forms, Documents, and Videos: Self-Evaluation Findings

The Town does not have a policy regarding accepting responsibility for other entities links, forms, documents, and videos.

Responsibility / Acceptance Disclaimer for other Entities' Links, Forms, Documents, and Videos: Possible Solutions

The Town should develop a disclaimer statement to express responsibility and/or acceptance for ADA compliance regarding content on another entity's site, links, forms, documents, and videos that are represented on the Town's website. This statement should be posted on the web and publicized in common areas that are accessible to all employees and areas open to the public.

3.1.15 Policies and Procedures for ADA Transition Plan Updates and Corrections (Title I)

As a part of the ADA Transition Plan process, the ADA/504 Coordinator will be provided the Self-Evaluation findings, recommendations, and necessary funding sources to bring the Town of Addison into ADA compliance. This information should be separated and categorized to assist the Town in establishing future policies and procedures for the ADA Transition Plan updates and corrections.

Policies and Procedure for ADA Transition Plan Updates and Corrections (Title I): Self-Evaluation Findings

The Town does not have a policy and procedure for ADA Transition Plan updates and corrections to address all applicable programs, services, and activities.

Policies and Procedure for ADA Transition Plan Updates and Corrections (Title I): Possible Solutions

The Town should develop customized policies and procedures for ADA Transition Plan updates and corrections. These policies and procedures should address the internal process for updating and correcting issues found during the ADA transition plan process.

3.1.16 ADA Liaison Committee

The Town has established an ADA Liaison Committee comprised of representatives from each department. These individuals work closely with the ADA/504 Coordinator to resolve issues regarding the needs of their department and the programs under their management. The Town's ADA/504 Coordinator works closely with the ADA Liaison Committee to coordinate the implementation of plans, programs, policies, and procedures.

ADA Liaison Committee: Self-Evaluation Findings

The Town of Addison has established an ADA Liaison Committee. This committee is comprised of a representative from each Town department. These representatives are tasked with serving as the ADA contact for their department and will consult with the ADA/504 Coordinator regarding all ADA issues impacting their department. Each representative is responsible for keeping a detailed log for all ADA inquiries within their department. This log shall be shared with ADA/504 Coordinator and shall be retained for at least three (3) years.

ADA Liaison Committee: Possible Solutions

The ADA Liaison Committee information should be publicized in common areas that are accessible to employees and areas open to the public. This includes posting this information on the website.

3.1.17 Employment Practices Review

All public entities must ensure that no qualified individual with disabilities be excluded from participation in, be denied the benefits of, or otherwise be subjected to discrimination under any program, service, or activity administered by that entity, including employment. Public entities must provide an equal opportunity for employment.

The Town 2008 Employee Handbook, employment forms, and documents were reviewed and additional information was obtained from the survey and interview process. This information was reviewed for consistency with current accessibility requirements and standards.

Employment Practices Review: Self-Evaluation Findings

- The Human Resources Department provides new employee orientation (a.k.a. onboarding) and department training. This orientation and training provides guidance on the employee handbook and does not include any specific ADA policies and procedures. In the past, the ADA/504 Coordinator was introduced to all new employees. The ADA/504 Coordinator would then present the employee handbook and provide contact information.

- The Town of Addison 2008 Employee Handbook was reviewed and the following comments are provided:

    - **Pages 12 and 14** do not contain a non-discrimination statement.

    - **Section 1.05, page 15** – This section states that departmental policy and procedure requires that each department may develop internal policies and procedures. Internal policies and procedures for departments should not contradict those of the Town or limit access, but rather created as a guide for the unique function of each department.

    - **Section 1.12, page 26 and Section 2.05, page 33** – These sections does not include non-discrimination statements or information with the reasonable accommodation request process.

Employment Practices Review: Self-Evaluation Findings (cont.)

- **Section 2.01, page 28** – This section provides guidance on what is included in a job description. See **Section 3.1.18 Job Description Review** for Self-Evaluation findings and possible solutions for all provided job descriptions.
- **Page 36** regarding Reasonable Accommodation for Dress and Appearance does not reference the policy section for Reasonable Accommodations within the handbook.
- **Section 2.08, pages 46** – This section does not reference information regarding reasonable accommodations. In certain cases, cell phones can be used to aide an individual with a disability.
- **Section 2.13, page 54** – This section does not provide information regarding reasonable accommodations for travel.
- **Chapter III** does not contain the Town's ADA Non-Discrimination Statement. This statement should be included as the first section prior to the existing 3.01 Equal Employment Opportunity.
- **Section 3.02, page 60** – This section states, "for some positions, pre-employment testing may be required." However, this section does not refer to the reasonable accommodation policy and procedure.
- **Page 66 K** – Sexual and Other Unlawful Harassment. See **Section 3.1.5 ADA Grievance Procedure and Grievance Form with Appeal Process (Title I)** for associated Self-Evaluation findings and possible solutions.
- **Page 80-81 D** – This section does not provide reasonable accommodation information regarding light duty.
- **Section 4.09, page 87** – This section does not include a non-discrimination statement or information regarding reasonable accommodations.
- **Section 7.01, page 132** Employee Conduct and Work Rules / Disciplinary Action.
- See **Section 3.1.9 Retaliation or Coercion Policy** for associated Self-Evaluation findings and possible solutions.
- **Page 133 D.** – This page does not include reasonable accommodation information within the bulleted listing.
- **Section 7.02, page 135** – This section does not specifically reference the ADA grievance procedure and appeals process.
- **Section 3.02.C, page 59** – This section states that applicants are required to submit to an oral interview and background investigation. For some positions, pre-employment testing may be required. All candidates will be required to submit a post offer physical examination and drug and alcohol screening. Candidates for public safety positions are additionally required to successfully complete all processes required by the hiring department, as defined in Police and Fire Department policies, including a pre-offer physical fitness test.

Employment Practices Review: Possible Solutions

- The Human Resources Department should coordinate with the ADA/504 Coordinator when conducting new employee orientation and employee training to ensure all participants are aware of their ADA obligations as an employee and their rights under the ADA as a member of the public. New employee orientation should be mandatory. As a best practice, the Human Resources Department, in conjunction with the ADA/504 Coordinator, should provide mandatory annual discrimination and harassment training to all employees.

- The Human Resources Department should include the Town-wide ADA grievance policy and procedure in all employment application packets.

- The following changes should be made to the Town of Addison 2008 Employee Handbook:

    - **Pages 12** and **14** should be revised to include the Town-wide non-discrimination statement. See **Section 3.1.10 Non-Discrimination Statement Policy**.

    - **Section 1.12, page 26** – This section should be revised to include the Town-wide non-discrimination statement and information with the reasonable accommodation request process. See **Section 3.1.10 Non-Discrimination Statement Policy** and **Section 3.1.6 Reasonable Accommodation Request Policy, Procedure, and Request Form**.

    - **Section 2.05, page 33** – This section should be revised to include the Town-wide non-discrimination statement. See **Section 3.1.10 Non-Discrimination Statement Policy**.

    - See **Section 3.1.6** for the **Reasonable Accommodation Request Process** Self-Evaluation findings and possible solutions.

    - See **Section 3.1.5** for the **ADA Grievance Procedure and Grievance Form with Appeal Process (Title I)** Self-Evaluation findings and possible solutions.

    - **Page 36** regarding Reasonable Accommodation for Dress and Appearance should be revised to reference the policy section for Reasonable Accommodations within the handbook.

    - See **Section 3.1.8** for the **ADA Grievance Procedure and Grievance Form with Appeals Process for Section 508 of the Rehabilitation Act** Self-Evaluation findings and possible solutions.

    - **Section 2.08, page 46** – This section should be revised to reference information regarding reasonable accommodations. In certain cases, cell phones can be used to aide an individual with a disability. This phone can provide a variety of accessible services to enlarge print, voice repeat, and/or provide accessible apps. Allowing the usage of a phone could be considered a way to grant an accommodation that would be low or no cost to the Town.

    - **Section 2.13, page 54** – This section should be revised to include information regarding reasonable accommodations for travel. Some additional language should be included to inform employees that ADA accommodation for travel can be made but must be requested. Employees need to know that accommodations must be requested before reservations involving accommodations are made.

Employment Practices Review: Possible Solutions (cont.)

- **Chapter III** should be revised to include the Town-wide non-discrimination statement. This statement should be included as the first section prior to the existing 3.01 Equal Employment Opportunity. See Section 3.1.10 **Non-Discrimination Statement Policy**.

- **Section 3.02, page 60** – This section should refer to the reasonable accommodation policy and procedure. The applicant has the right to request accommodations to complete pre-employment tests.

- **Page 66 K** – Sexual and Other Unlawful Harassment. See **Section 3.1.5** for the **ADA Grievance Procedure and Grievance Form with Appeal Process (Title I)** Self-Evaluation findings and possible solutions.

- **Pages 80-81 D** should provide reasonable accommodation information regarding light duty. Light duty could be considered as a temporary reasonable accommodation in the same department or another department. After the time period set in the policy, an evaluation can be done to determine if the individual meets the minimum qualifications for the essential job functions with or without a reasonable accommodation decided by the department.

- **Section 4.09, page 87** – This section should include a non-discrimination statement with reasonable accommodation language. For example, reasonable accommodations can be made to allow an individual to use leave to attend meetings. While a current illegal user of drugs is not protected by the ADA, if an employer acts on the basis of such use, a person who currently uses alcohol is not automatically denied protection. An alcoholic is considered an individual with a disability and is protected by the ADA if they are qualified to perform the essential functions of the job. An employer may be required to provide an accommodation to an alcoholic. However, an employer can discipline, discharge, or deny employment to an alcoholic whose use of alcohol adversely affects job performance or conduct. An employer also may prohibit the use of alcohol in the workplace and can require that employees not be under the influence of alcohol.

- **Page 133 D** should include reasonable accommodation information within the bulleted listing that is provided in this section. This ensures the Town is showing a good faith effort to provide accessibility to all employees and that accommodations are accounted for in the progressive discipline process.

- **Section 7.02, page 135** – This section does not specifically reference the ADA grievance procedure and appeals process. See **Section 3.1.5** for the **ADA Grievance Procedure and Grievance Form with Appeal Process (Title I)** Self-Evaluation findings and possible solutions.

3.1.18 Job Description Review

The ADA does not require an employer to develop or maintain job descriptions. Nevertheless, employers can certainly benefit from having well-written job descriptions that spell out the “essential functions” for each employment position. When job descriptions are written, they must be non-discriminatory.

A written job description can help employers identify whether an applicant will be able to perform the essential tasks required for a position. During the interview process, employers are not allowed to ask if an individual has a disability that would prevent them from performing certain job tasks. Employers may, however, ask applicants whether they can perform the “essential functions” of a position, such as the ability to meet attendance expectations or to operate a particular machine. If an applicant notifies the employer that he or she is unable to perform an essential job function because of a disability, the employer must then consider whether it is possible to reasonably accommodate the disability.

All Town job descriptions were reviewed. The following section provides a summary of the findings and possible solutions. A complete summary of the job description reviews is provided in **Appendix D.**

Job Description Review: Self-Evaluation Findings

- Most job descriptions do not have headings for clarification.
- Most job descriptions contained discriminatory language. When describing actual job duties, there are some physical demands. However, specific language must be used so that someone with a disability can disqualify themselves.
- Most job descriptions do not have disclaimer language on job descriptions to remind employees and applicants that the description is subject to change.
- Some job descriptions do not provide the physical requirements. These requirements are need to assist individuals with determining their qualifications.
- Job descriptions do not include ADA compliant language ensuring the public entity does not discriminate based on a disability. Descriptions should also include language stating reasonable accommodations are available upon request.

Job Description Review: Possible Solutions

- Job descriptions should separate information under specific headings for better clarification. Under these headings, the Town may use as many sub-headings as necessary to cover all aspects of the job description. These headings are: Job Title, Job Summary, Essential Functions, Non-Essential Functions and Job Specifications.
- When listing physical demands in a job description, the wording must be such that someone with a disability can disqualify themselves. ADA compliant equivalent language must be used. For example: Instead of "carry" or "lift", use "move", "transport", "position", "install", "remove", "hoist" and/or "transfer". See the **Appendix D** for Equivalent Language Guidance.
- The Town should include disclaimer language on all job descriptions to remind employees and applicants that the description is subject to change.
- All job descriptions should provide physical requirements to ensure clarity.
- The Town should develop a consistent Town-wide non-discrimination statement for Title I (employment) and include this statement in every job description and vacancy announcement. This statement ensures individuals that the Town does not discriminate based on a disability, and provides information on how to obtain a reasonable accommodation or modification.
- The Town should revise all applicable job descriptions to include language requiring a form of government issued ID instead of a Texas driver's license. However, some job descriptions may require a Texas driver's license. This should only be required for positions that require the use of a government issued vehicle to perform the essential job duties such as facility workers.

Job Description Review: Possible Solutions (cont.)

- The Town should review all job descriptions every three (3) years or when the job is advertised, whichever occurs first.

3.1.19 Emergency Management Plan Review

Emergency planning and management has become increasingly important today. All community emergency plans and emergency management teams must include the necessary information on how to properly assist citizens in the community who may have a disability. Identifying the citizens with disabilities is paramount to rescuing them. The Town of Addison should have an Emergency Management Plan in place that details how to help the citizens with disabilities in the event of a local emergency.

Disabilities manifest themselves in varying degrees and the functional implications of the variations are important for emergency evacuation. One (1) person may have multiple disabilities, while another may have a disability whose symptoms fluctuate. Everyone needs to have a plan to be able to evacuate a building, regardless of his or her physical condition.

While planning for every situation that may occur in every type of an emergency is impossible, being as prepared as possible is important. One way to accomplish this is to consider the input of various people and entities, from executive management, human resources, and employees with disabilities to first responders and other businesses, occupants, and others nearby. Involving such people in the development of the Town's Emergency Management Plan will help everyone understand the evacuation plans and the challenges that businesses, building owners and managers, and people with disabilities face.

The following programs, services or documents were reviewed:

- Addison Alert – Addison's Emergency Communications Program
- Emergency Evacuation Planning Guide for people with Disabilities
- Homeland Security
- Texas Prepares
- Emergency Preparedness for North Central Texas
- Centers for Disease Control
- Flu Information
- Taste of Addison Event Action Plan 2016

Emergency Management Plan Review: Self-Evaluation Findings

The Town of Addison has adopted a "multi-hazards" Emergency Management Plan that provides guidance on handling various emergencies and, should it become necessary, on accessing additional help from other resources (municipalities, counties, the State of Texas, the federal government, and private businesses).

- Addison has six (6) outdoor warning sirens located throughout the Town to warn of potential for life-threatening severe weather conditions. The outside warning sirens are designed to notify citizens who are outside only. Because of the way homes and automobiles are constructed; it is impossible for all to hear these alerts indoors or inside their cars so the Town strongly encourages all residents and local businesses to purchase a NOAA weather radio and sign up for Addison's Emergency Communications to be notified of alerts indoors and then monitor local weather and media sources for accurate and timely information.
- Addison will activate the outdoor warning sirens upon notification of one (1) of the follow:

Emergency Management Plan Review: Self-Evaluation Findings (cont.)

  - The National Weather Service (NWS) has issued a tornado warning for Dallas County and/or the immediate Addison area.
  - Tornado activity has been spotted in the Addison area by a reliable source, including police, fire, trained storm spotter, or FAA Control Tower at Addison Airport.
  - NWS reported or confirmed straight line winds or downburst more than 75 MPH.
- Once activated; the system will sound for three (3) minutes and repeat as necessary until the threat has passed.
- Addison has an Emergency Communications Program that is not specific to people with disabilities, but a place for all citizens to register to be notified in the event of an emergency. There is no mention of the State of Texas Emergency Assistance Registry (STEAR) program, which is specific to people with disabilities.
- Reference is made on the Town website to "Emergency Evacuation Planning Guide for People with Disabilities", which links to a document provided by the National Fire Protection Association (NFPA) and is not specific to Addison, but is a good resource for individuals with disabilities. It does not provide information about the Town planning process.
- Page 31 of the Taste of Addison Event Action Plan 2016 has a sample road closure statement that states: *"Motorists are urged to use _____ as an alternate route to reach event area parking. Free self-parking for the Addison Circle Park event is available in the garages on Arapaho Road at Dallas Parkway and Addison Circle Drive at Dallas Parkway. Valet parking is available on Quorum Drive at Morris Avenue and Addison Circle Drive at Spectrum Drive. Handicap parking is available at the DART Transit Center (4925 Arapaho Road)."*
  - This is the only place citizens with disabilities are mentioned in the document, which indicates they should park at a DART Transit Center. All parking areas will need to have accessible parking.
  - No planning is provided or discussed about citizens with disabilities.
- No Town-wide emergency plan was reviewed.

Emergency Management Plan Review: Possible Solutions

- The Town of Addison should collaborate with the STEAR program to ensure that the Town is equipped with information on the needs of the community.
- The Town should add information to the overall Town Emergency Management Plan that covers the following information specific to serving citizens with disabilities during an emergency:
  - Notification (What is the Emergency?)
  - Wayfinding (Where is the way out?)
  - How will someone get out? (Can they do it themselves, will they need help?)
  - Will it be just themselves?
  - Themselves with a device?
  - Themselves with some form of assistance (possibly an animal)?
  - What is the main circulation path for each building?
  - What type of notification system is in place?
  - What directions are provided to and through the circulation path to a public way?
  - Is that route fully accessible for each facility owned or operated by the Town?

Emergency Management Plan Review: Possible Solutions (cont.)

- The Town should incorporate the same questions noted above into "Taste of Addison Event Action Plan 2016" and all special event emergency plans.
- Develop a Town-wide emergency plan that addresses serving citizens with disabilities for wide-spread emergencies, for sheltering (if provided), and for individual building emergencies.

3.1.20 Town Ordinance Review

All applicable ordinances were reviewed for consistency with current accessibility requirements and standards.

Town Ordinance Review: Self-Evaluation Findings

- All new and approved ordinances are uploaded to Municode. Once all ordinances are approved, the City Manager's Department's goal is to sign them and send them to Municode within the same day.
- All unsigned ordinances are available to the public by the agenda portal or in the office within 72 hours before Town Council meetings (on the agenda) and in the Town Council meeting minutes (2 weeks after the meeting).
- The following is a list of Town Ordinances reviewed and Self-Evaluation findings:
    - **Chapter 14 – Aviation:** No specific ADA information is mentioned.
    - **Chapter 30 – Emergency Services:** No specific ADA information is mentioned.
        - Section 30 references the Emergency Management Director.

          This section states that the Emergency Management Plan shall be adopted by a Resolution by the Town Council. No specific ADA information is mentioned.
    - **Chapter 34 – Environment**: No specific ADA information is mentioned.
    - **Chapter 38 – Fire Prevention and Protection**: No specific ADA information is mentioned.
    - **Chapter 46 – Health and Sanitation:** No specific ADA information is mentioned.
    - **Chapter 50 – Law Enforcement:** No specific ADA information is mentioned.
    - **Chapter 58 – Parks and Recreation:** No specific ADA information is mentioned.
    - **Chapter 62 – Signs:** No specific ADA information is mentioned.
    - **Chapter 67 – Special Events:** No specific ADA information is mentioned.

Town Ordinance Review: Self-Evaluation Findings (cont.)

- **Chapter 70 – Streets, Sidewalks and Other Public Places:** No specific ADA information is mentioned.
    - Section 70-2 Owners to construct sidewalk to Town standards.

      This chapter mentions that the sidewalk must be constructed at the back of curb. It further states that approved barrier-free ramps will be provided at street intersections as required by the Town. No specific ADA information is mentioned.
- **Chapter 78 – Traffic and Vehicles:** No specific ADA information is mentioned.
- **Chapter 82 – Utilities:** No specific ADA information is mentioned.
- **Chapter 86 – Vehicles for Hire:** No specific ADA information is mentioned.
- **Chapter 18 – Buildings and Building Restrictions:** Section 18-128 states that trees, shrubs, and plants shall not create a hazard or obstructions and shall be maintained for sidewalks and pathways. This chapter also references the International Building Code. No specific ADA information is mentioned.

Town Ordinance Review: Possible Solutions

- All Town ordinances should be updated as noted in the following section:
    - **Chapter 14 – Aviation:** No changes needed.
    - **Chapter 18 – Buildings and Building Restrictions**
        - The Town should revise this chapter to include ADA specific language to clarify responsibilities regarding hazards, obstructions, and maintenance in all Town owned or leased buildings.
        - The Town should revise this chapter to include ADA specific information regarding obstructions and maintenance of an accessible path of travel inside and outside all buildings and facilities.
    - **Chapter 30 – Emergency Services:** The Town should incorporate possible solutions regarding the Town of Addison Emergency Management Plan and submit all revision to the Town Council for approval.
    - **Chapter 34 – Environment:** No changes needed.
    - **Chapter 38 – Fire Prevention and Protection:** No changes needed.
    - **Chapter 46 – Health and Sanitation:** No changes needed.
    - **Chapter 50 – Law Enforcement:** The Town should revise this chapter to include more information regarding the Town's body camera policies and procedures, including the process to request body camera footage and alternate formats available.
    - **Chapter 58 – Parks and Recreation:** No changes needed.

Town Ordinance Review: Possible Solutions (cont.)

- **Chapter 62 – Signs:** No changes needed.
- **Chapter 67 – Special Events:** The Town should revise this chapter to include specific guidelines for conducting ADA accessible special events.
- **Chapter 70 – Streets, Sidewalks and Other Public Places**
  - The Town should revise this chapter to include information regarding specific ADA requirements regarding construction and maintenance of sidewalks and curb ramps.
  - The Town should incorporate the specific guidelines that define what the Town considers to be maintenance and what it considers to be an alteration. This guidance should be in accordance with the U.S. Department of Justice/Department of Transportation Joint Technical Assistance on the Title II of the Americans with Disabilities Act Requirements to Provide Curb Ramps when Streets, Roads, or Highways are Altered through Resurfacing (https://www.fhwa.dot.gov/civilrights/programs/doj_fhwa_ta.cfm). Additional information is also provided in **Section 3.3**.
- **Chapter 78 – Traffic and Vehicles**: No changes needed.
- **Chapter 82 – Utilities:** No changes needed.
- **Chapter 86 – Vehicles for Hire:** No changes needed.

3.1.21 Previous ADA Complaints (Title I & II) Review

All public entities must ensure that no qualified individual with disabilities be excluded from participation in, be denied the benefits of, or otherwise be subjected to discrimination under any program, service, or activity administered by that entity.

A review of previous ADA complaints from the past five (5) years is necessary to ensure that all complaints have been addressed and updated in the Transition Plan.

Previous ADA Complaints Review (Title I & II): Self-Evaluation Findings

The Town is not aware of any Title I or Title II ADA complaints that have been received in the past five (5) years.

Previous ADA Complaints Review (Title I & II): Possible Solutions

The Town should maintain confidential complaint files and ADA complaint logs. This log should include an internal complaint number, details about the complaint, and details regarding the resolution.

3.2 Programs, Services, and Activities Review

All programs, services, and activities (PSAs) were researched and evaluated for ADA compliance. All PSAs mentioned in Section 3.1 were integrated into this section (Section 3.2). This review was based on what is accessible to the public on the Town of Addison's website, as well as departmental specific questions that were submitted to the Town.

3.2.1 Boards, Commissions, Committees, and Councils Review

The Town's website provides various information regarding the Town's boards, commissions, committees, and councils. These groups are listed below.

- City Council
- Planning and Zoning Commission
- Board of Zoning Adjustment
- Development Review Committee

Boards, Commissions, Committees, and Councils Review: Self-Evaluation Findings

- The Planning and Zoning Commission agendas contain a statement regarding accessibility. However, they do not contain a consistent Town-wide non-discrimination statement.

- The Town does not have a consistent Town-wide non-discrimination statement that is used when distributing information to the public, including meeting agendas and minutes.

- The Town does not have a specific checklist that is used for determining if meeting facilities are accessible.

- Meetings are advertised in accordance with state law at Town Hall and are posted on the Town's website. Meeting dates and locations for zoning cases are advertised in the *Dallas Morning News* (print and website).

Boards, Commissions, Committees, and Councils Review: Possible Solutions

- All board, commission, committee, and council members should attend annual ADA training, along with all Town staff.

- All meeting agendas and minutes should include a consistent Town-wide non-discrimination statement that is posted on the web and publicized in common areas that are accessible to all employees and areas open to the public. See **Section 3.1.10 Non-Discrimination Statement Policy**.

- All application requirements for boards, commissions, and committees where Town residents are appointed should be publicized in common areas that are accessible and open to the public. This may also include advertising these requirements within the disabled community, as this provides an opportunity for a more diverse group of appointees. All advertisements should specifically state that only residents of the Town of Addison are eligible to apply. Also, all applications shall include a consistent Town-wide non-discrimination statement that is posted on the web and publicized in common areas that are accessible to all employees and areas open to the public. See **Section 3.1.10 Non-Discrimination Statement Policy** .

- The Town should develop ADA specific checklists that are used for determining meeting facility ADA compliance. These checklists should address the facilities parking, accessible route to and from the building, access to restrooms, and access to all goods and services.

Boards, Commissions, Committees, and Councils Review: Possible Solutions (cont.)

- The Town should routinely solicit input from the community regarding ADA compliance issues impacting the community and Town. This includes the location of Town meetings.

3.2.2 Documents, Forms, and Videos Reviewed

The Town's website provides various documents, forms, and videos that are available to the public. For a complete listing of documents, forms, and videos reviewed, see **Appendix D**.

Documents, Forms, and Videos Reviewed: Self-Evaluation Findings

- The Town does not have alternate formats on hand for every document, form, or video.
- The Town does not have a policy or procedure in place to address alternate formats. Alternate formats are auxiliary aids, services, or devices that enable effective communication for people with disabilities. See **Section 3.1.13 Alternate Format Policy, Procedure, and Request Form**.
- The Town does not have a policy for placing responsibility or acceptance for ADA compliance regarding another entity's links, documents, forms, videos that are represented on the Town's website.
- The Town does not have a policy and procedure on closed captioning.
- During the website evaluations, several versions of non-discrimination statements were found but they were not consistent. The Town does not have a consistent Town-wide non-discrimination statement that is used in documents, forms, videos that are distributed by the Town.

Documents, Forms, and Videos Reviewed: Possible Solutions

- Each department liaison should develop a list of all documents and forms for their department. The list should include the document or form name, location(s) where it can be found (office location, website link), what alternate formats are available, and how the formats can be obtained. This list should be updated continuously as documents and forms are created and revised. The forms should be reviewed for ADA compliance.
    - Section 508 Compliant PDF Checklist (https://508compliantdocumentconversion.com/compliance-regulations/pdf-compliance-checklist/).
- The Town should develop an alternate format policy, procedure, and request form. This policy and procedure should be adopted Town-wide and should be accessible to all employees and the public. See **Section 3.1.13 Alternate Format Policy, Procedure, and Request Form**.
- The Town should develop a disclaimer statement to state who is responsible for ADA compliance regarding another entity's content, site, links, forms, documents, videos, etc. that are represented on the Town's website. This statement should be posted on the web and publicized in common areas that are accessible to all employees and areas open to the public. See **Section 3.1.14 Responsibility / Acceptance Disclaimer for Other Entities' Links, Forms, Documents, and Videos**.
- The Town should develop guidelines to assist staff in providing closed captioning for videos that are available to all employees and the public. These guidelines shall include the process to add closed captioning and/or utilize the vendor database to purchase these required services.

Documents, Forms, and Videos Reviewed: Possible Solutions (cont.)

- The Town should develop a consistent Town-wide non-discrimination statement for Title I and Title II of the ADA. This statement ensures individuals that the Town does not discriminate based on disability. The statement must also provide information on how to obtain a reasonable accommodation or modification. See **Section 3.1.10 Non-Discrimination Policy**.

- The Town should develop internal policies and procedures that provide specific instructions on incorporating specific statements in all documents, forms, and information that are distributed by the Town. See **Section 3.1.10 Non-Discrimination Policy**.

3.2.3 Links to Other Websites

The Town website provides various links to other websites that are available to the public. For a complete listing of links, see **Appendix D**.

Links to Other Websites: Self-Evaluation Findings

The Town does not have a disclaimer statement or a pop-up warning that states the Town is not responsible for ADA compliance regarding the content beyond this point.

Links to Other Websites: Possible Solutions

The Town should develop a disclaimer statement to state who is responsible and/or acceptance for ADA compliance regarding another entity's content, site, links, forms, documents, and videos that are provided through the Town's website. This statement should be posted on the Town's website and publicized in common areas that are accessible to all employees and areas open to the public. See **Section 3.1.14 Responsibility / Acceptance Disclaimer for Other Entities' Links, Forms, Documents, and Videos**.

3.2.4 Online Services

The Town website provides a variety of online services including access to databases, directories, online purchases, online payments, sign ups, registrations, file reports, and portals to view and submit bids, which are all available to the public. For a complete listing of services, see the **Appendix D**.

Online Services: Self-Evaluation Findings

- Databases are available in alternate formats, if requested. The Town does not have a current policy on obtaining alternate formats.

- Directories are available in alternate formats, if requested but the Town does not have a current policy on obtaining alternate formats.

- Search databases are available in alternate formats, if requested but the Town does not have a current policy on obtaining alternate formats.

Online Services: Possible Solutions

The Town should develop an alternate format policy, procedure, and request form. This policy and procedure should be adopted Town-wide and should be accessible to all employees and to the public. See **Section 3.1.13 Alternate Format Policy, Procedure, and Request Form**.

3.2.5 Cursory Website Review

A cursory website review of the Town's website was completed. This review consisted of evaluating various links located on the Town's website. See below for a listing of 10 key evaluation points that were reviewed. For a complete summary of the review, see the **Appendix D**.

- Informational images for alternative text
- Decorative images for alternative text
- Video or audio content that does not have captioning
- Forms on website
- Text resizing
- Lynx Browser
- Navigating the website without the use of a mouse
- Site map
- Ensuring link text makes sense out of context
- Automated program

Cursory Website Review: Self-Evaluation Findings

- The Town website does not have a site map.
- A random review of informational images for alternative text was completed. When placing the cursor over a picture of the man walking a dog and another picture of a dog, a white box with a description did not appear. No image description was found. See **Appendix D**.
- The Town does not differentiate between informational images and decorative images for alternative text.

Cursory Website Review: Possible Solutions

- The Town should conduct a full website ADA evaluation.
- The Town should differentiate between a decorative image and an informational image for alternative text by updating the website to include alternative text for informational images that include a description box when the cursor is placed over the image. This description should provide details as to what is shown in the picture. See **Appendix D**.

3.2.6 Non-Discrimination Language for Contracts, Agreements, and Waivers

All public entities must ensure that no qualified individual with disabilities be excluded from participation in, be denied the benefits of, or otherwise be subjected to discrimination under any program, service, or activity administered by that entity. In doing so, public entities should provide a statement in all agreements and contracts with the Town to ensure non-discrimination for both parties and to clarify accessibility obligations.

The Town provided several contracts, agreements, and waivers for review. For a complete list of documents reviewed, see the **Appendix D**.

Non-Discrimination Language for Contracts, Agreements, and Waivers: Self-Evaluation Findings

Reviewed contracts, agreements, and/or waivers did not contain any ADA language that would clarify ADA responsibilities and obligations.

Non-Discrimination Language for Contracts, Agreements, and Waivers: Possible Solutions

The Town should develop guidelines to assist the appropriate staff in writing non-discrimination language to be included in all Town contracts and agreements. This non-discrimination language would need to be assessed by legal counsel on a case-by-case basis. These guidelines shall include language that clarifies responsibilities regarding ADA maintenance, alterations, and construction. In addition, this language shall also include information stating that the Town 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 by the Town, its recipients, sub-recipients, and contractors. The statement should also include contact information for the ADA/504 Coordinator.

3.2.7 Design Standard Review

The Town of Addison Transportation Plan, Standard Construction Details, and Traffic Specifications were reviewed for compliance with the 2012 Texas Accessibility Standards, 2010 Standards for Accessible Design, and 2011 Proposed Accessibility Guidelines for Pedestrian Facilities in the Public Right-of-Way (PROWAG).

Master Transportation Plan

The 2016 Master Transportation Plan was reviewed. The next Master Transportation Plan update will take place within the next several years and all ADA requirements will be taken into consideration in the development of the revised plan.

Standard Construction Details

The following standard design documents were reviewed for consistency with Proposed Accessibility Guidelines for Pedestrian Facilities in the Public Right-of-Way (PROWAG):

- System Requirements – Wastewater (August 2010)
- Engineering Survey Control
- Standard Construction Details – Paving (August 2010)
- Standard Construction Details – Storm Drainage (August 2010)
- Standard Construction Details – Water (August 2010)
- Standard Construction Details – Waste Water
- Standard Construction Details – Utilities Trenchline & Street Restoration (August 2010)
- Standard Construction Details – Traffic (August 2010)
- Standard Construction Details – Erosion Control (August 2010)

Design Standard Review: Self-Evaluation Findings

A complete list of issues is provided in **Appendix E**.

Design Standard Review: Possible Solutions

A complete list of potential solutions is provided in **Appendix E**.

3.3 Facilities Review

3.3.1 Buildings

Fourteen (14) buildings within the Town of Addison were evaluated as part of this project. All buildings included in the evaluation are listed on a map included in **Appendix F**.

Table 1. Summary of Buildings Reviewed

Buildings	
1. Addison Circle Park Pavilion	8. Service Center
2. Athletic Club	9. Stone Cottage
3. Central Fire Station	10. Theatre Centre
4. Conference Centre	11. Town Hall
5. Finance Building	12. Police Substation – Addison Circle *
6. Fire Station No. 2	13. Police Substation – Vitruvian Way *
7. Police & Courts	14. Treehouse *
* Buildings 12, 13, & 14 are not owned by the Town of Addison. The Town of Addison will pass information along to the responsible party if there are issues in the facilities that the Town is not responsible for.	

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 can be found in the building facility reports provided in **Appendix G.** Common issues found included:

- Curb ramps project into access aisles;
- No access to the 2nd floor is provided at multiple facilities;
- Door knobs that require tight grasping to operate are used throughout the facilities;
- Multiple doors are not the required width;
- Many doors do not have the required maneuvering clearance on pull side and signage is not compliant;
- Landings at entrance doors are not level;
- Restrooms are not accessible;
- Non-accessible showers; and
- Non-compliant breakroom sinks and counters.

Buildings: Possible Solutions

A complete list of potential solutions can be found in the building facility reports provided in **Appendix G.**

3.3.2 Parks

Seven (7) parks within the Town of Addison were identified and evaluated as part of this project. All parks included in the evaluation are listed on a map included in **Appendix F**.

Table 2. Summary of Parks Reviewed

Parks	
1. Addison Circle Park	5. Redding Trail Dog Park
2. Addison Town Park	6. Spruill Park
3. Beckert Park	7. Vitruvian Park
4. Les Lacs Park	

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 can be found in the facility reports provided in **Appendix G.** Common issues found included:

- Not all parks provide accessible parking;
- Not all accessible parking is compliant;
- Parking signage is mounted too low;
- No companion seating provided at benches;
- Drinking fountains do not have clear space next to them and some require more than 5lbs of pressure to operate;
- No accessible route to volleyball and basketball courts;
- No accessible route to trash cans or dog disposable bags; and
- No accessible picnic tables.

Parks: Possible Solutions

A complete list of potential solutions can be found in the building facility reports provided in **Appendix G.**

3.3.3 Airport Facilities

Twenty-two (22) airport buildings were evaluated as part of this project. In addition to the buildings, the associated parking lots serving the buildings were also evaluated. All airport facilities included in the evaluation are listed on a map included in **Appendix F**.

Table 3. Summary of Airport Facilities Reviewed

Airport Facilities	
1. 4700 Airport Parkway	12. 4660 Jimmy Doolittle Drive
2. 4736 Airport Parkway	13. 46666 Jimmy Doolittle Drive
3. 4726 George Haddaway Drive	14. Pilot Lounge North
4. 4730 George Haddaway Drive	15. Pilot Lounge West
5. 4540 Glenn Curtiss Drive	16. Wiley Post Office Building
6. 4551 Glenn Curtiss Drive	17. 4400 Glenn Curtiss Drive *
7. 4553 Glenn Curtiss Drive	18. 16051 Addison Road – Terminal Bldg. **
8. 4555 Glenn Curtiss Drive	19. Cavanaugh Flight Museum – Main Bldg. **
9. 4666 Glenn Curtiss Drive	20. Cavanaugh Flight Museum – Hangar 2 **
10. 4680 Glenn Curtiss Drive	21. Cavanaugh Flight Museum – Hangar 3 **
11. 4553 Jimmy Doolittle Drive	22. Cavanaugh Flight Museum – Hangar 4 **
* Building 17: Owned by the Town of Addison but the long-term commercial lease with the tenant shifts responsibilities for all building maintenance and repairs to the tenant.	
** Buildings 18 – 22: Not owned by the Town of Addison. The Town of Addison will pass information along to the responsible party if there are issues in the facilities that the Town is not responsible for.	

Airport Facilities: 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 can be found in the airport facility reports provided in **Appendix G.** Common issues found included:

- No accessible parking;
- Accessible parking provided is not fully accessible;
- Entrance doors have sloped pavement;
- Steps or level changes at entrance doors;
- Non-compliant interior room signage;
- Knob style door hardware;
- Non-compliant restroom lavatories;
- No accessible toilet compartments;
- Toilet rooms are too small; and
- Non-compliant sinks in break rooms.

Airport Facilities: Possible Solutions

A complete list of potential solutions can be found in the airport facility reports provided in **Appendix G.**

3.3.4 Signalized Intersections

Eighteen (18) signalized intersections within the Town of Addison were identified and evaluated as part of this project. 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.

Two (2) signalized intersections currently under design were identified for plan review. The plans for the intersections of Belt Line Rd. at Beltway Dr. and Belt Line Rd. at Inwood Rd./Addison Rd were evaluated for consistency with the Proposed Accessibility Guidelines for Pedestrian Facilities in the Public Right-of-Way (PROWAG). Redlines of the plans are included in **Appendix H**.

All signalized intersections included in the evaluation and plan review are listed on a map included in the **Appendix F**.

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 4** provides a summary of the curb ramp issues at signalized intersections.

About five (5) percent of valid pedestrian crossing at signalized intersections did not have pedestrian signal heads or pedestrian push buttons. These were typically locations where “No Pedestrian Crossing” signs were present, but the existing sidewalk, curb ramp, or crosswalk orientations created a valid pedestrian crossing. Pedestrian push buttons and signal heads were recommended to be installed at all valid 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 running slopes and cross slopes, push buttons installed at locations inconsistent with the current *Texas Manual on Uniform Traffic Control Devices (Texas MUTCD)* guidance, and excessive push button heights. **Table 5** provides a summary of the push button issues.

Signalized Intersections: Possible Solutions

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

Table 4. Summary of Curb Ramp Issues at Signalized Intersections

Curb Ramp Issue	Number Evaluated	Number Non-Compliant	Percent Non-Compliant
Missing or non-compliant texture contrast	80	53	66.3%
Landing running slope > 2%	67	30	44.8%
No flush transition to roadway	80	34	42.5%
Curb ramp running slope > 8.3%	80	32	40.0%
No color contrast	80	30	37.5%
Flare cross slope > 10%	80	29	36.3%
Landing cross slope > 2%	67	24	35.8%
Curb ramp cross slope > 2%	80	24	30.0%
No landing	80	13	16.3%
Obstruction in curb ramp, landing, or flares	80	13	16.3%
Curb ramp counter slope > 5%	80	12	15.0%
No 48” crosswalk extension	64	9	14.1%
Ponding in curb ramp, landing, or flares	80	10	12.5%
No curb ramp where ramp is needed	90	7	7.8%
Curb ramp width < 48”	80	6	7.5%
Curb ramp does not land in crosswalk	80	0	0.0%
Traversable sides	21	0	0.0%
Curbed sides < 90°	21	0	0.0%

Table 5. Summary of Push Button Issues

Push Button Issue	Number Evaluated	Number Non-Compliant	Percent Non-Compliant
Clear space running slope > 2%	86	42	48.8%
Clear space cross slope > 2%	86	42	48.8%
Push button diameter not 2”	138	60	43.5%
No clear space or no access to push button	138	52	37.7%
Push button offset from crosswalk > 5’	138	31	22.5%
Push button height > 48”	138	19	13.8%
Push button offset from curb > 10’	138	18	13.0%
Push button orientation not parallel	138	2	1.4%
Missing push button where push button is needed	173	0	0.0%
Missing pedestrian head where pedestrian head is needed	173	0	0.0%

3.3.5 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 18 miles of sidewalk were evaluated as part of this project. 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 included in **Appendix F**.

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 Town of Addison 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 6**. 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

Sidewalk Corridors: Self-Evaluation Findings (cont.)

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 potential solutions can be found in the sidewalk, unsignalized intersection, and railroad crossing facility reports provided in **Appendix G**.

Table 6. Summary of Curb Ramp Issues at Unsignalized Intersections

Curb Ramp Issue	Number Evaluated	Number Non-Compliant	Percent Non-Compliant
Missing or non-compliant texture contrast	607	461	75.9%
No color contrast	607	354	58.3%
No flush transition to roadway	607	322	53.0%
Curb ramp cross slope > 2%	607	319	52.6%
Flare cross slope > 10%	366	177	48.4%
Landing cross slope > 2%	489	217	44.4%
Curb ramp running slope > 8.3%	607	236	38.9%
Landing running slope > 2%	489	167	34.2%
Curb ramp width < 48”	607	189	31.1%
No curb ramp where curb ramp is needed	977	288	29.5%
Obstruction in curb ramp, landing, or flares	607	125	20.6%
No landing	607	112	18.5%
Ponding in curb ramp, landing, or flares	607	79	13.0%
Curbed sides < 90°	242	28	11.6%
Traversable sides	242	26	10.7%
Curb ramp counter slope > 5%	607	44	7.2%
No 48” crosswalk extension	570	14	2.5%
Curb ramp does not land in crosswalk	607	4	0.7%

3.3.6 Railroad Crossings with Pedestrian Accommodations

To the best knowledge of Town staff, the Town of Addison is not responsible for the maintenance of pedestrian facilities within the railroad right-of-way. Dallas Area Rapid Transit (DART) was contacted on November 11, 2017 to confirm what responsibility the Town has for pedestrian facilities within the railroad right-of-way; however, no response has been received from DART to-date.

Railroad Crossings with Pedestrian Accommodations: Self-Evaluation Findings

Three (3) at-grade railroad crossings along the evaluated sidewalk corridors were evaluated for compliance with the Proposed Accessibility Guidelines for Pedestrian Facilities in the Public Right-of-Way (PROWAG) to understand how these railroad crossing affect the pedestrian path of travel along sidewalks within Addison. Elements evaluated included transitions to and from adjacent sidewalk, flangeway gap width, and detectable warning surfaces. The rail type (freight or non-freight) affects the compliance threshold for flangeway gaps. DART confirmed all tracks at the pedestrian rail crossings are freight only.

Table 7. Summary of Issues at Railroad Crossings

Railroad Crossing Issue	Number Evaluated	Number Non-Compliant	Percent Non-Compliant
No flush transition to/from adjacent sidewalk	6	6	100%
No detectable warning surface in advance of track crossing	6	6	100%
Flangeway gap > 3 inches (freight) or flangeway gap > 2.5 inches (non-fright)	6	5	83.3%
No concrete panel present at rail crossing	6	0	0.0%

Railroad Crossings with Pedestrian Accommodations: Possible Solutions

Railroad crossing issues and possible solutions are provided in **Appendix G**. **Table 7** provides a summary of the issues identified for the evaluated railroad crossings.

Where there are multiple tracks at a single location, the detectable warning surfaces should only be installed on the sidewalk leading up to the outside edge of each track. PROWAG Figure R305.2.5 Pedestrian At-Grade Rail Crossings shows a minimum of 6 feet between the detectable warning surface and the outer track. Therefore, the minimum distance between rails of two (2) different tracks would be need to be at least 18 feet for additional detectable warning surfaces to be installed between tracks. Detectable warning surfaces should be 2 feet in depth in the direction of pedestrian travel and extend the full width of the sidewalk.

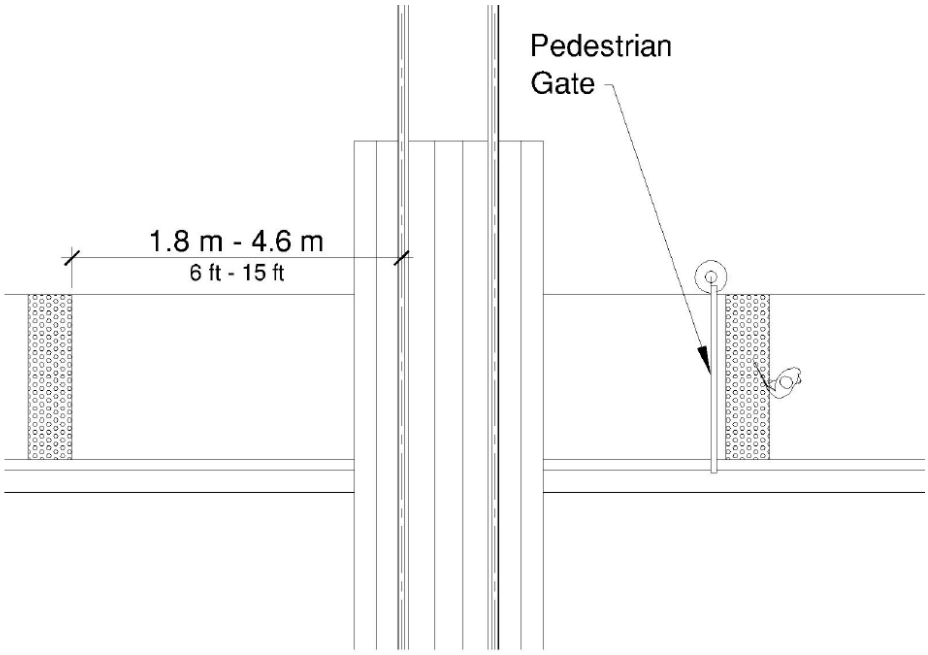


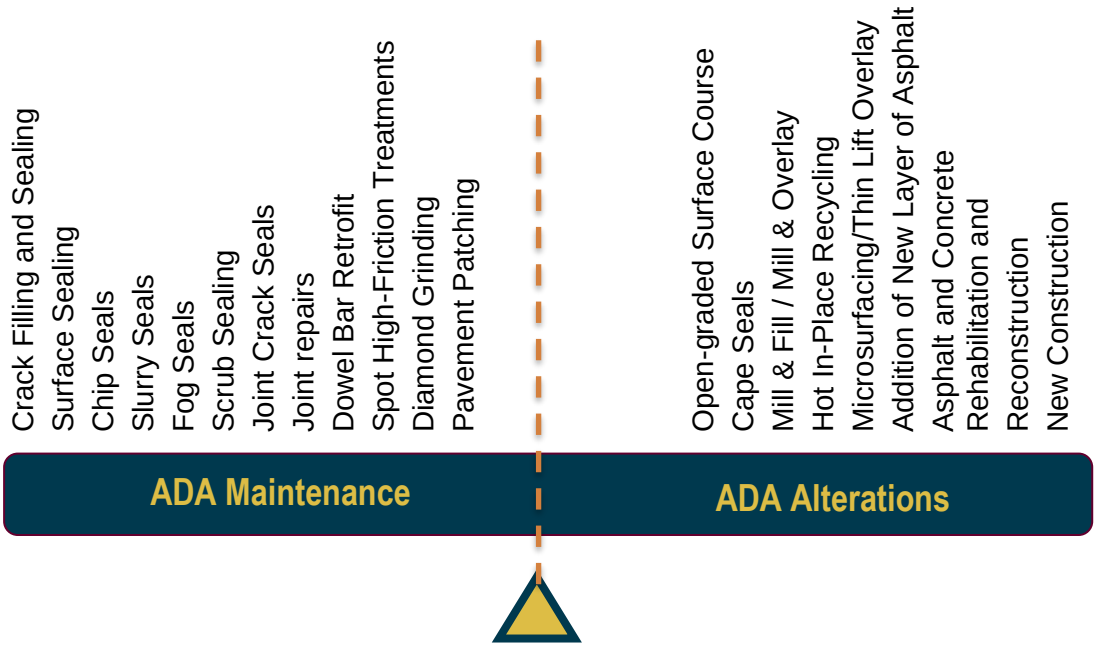
Figure R305.2.5
Pedestrian At-Grade Rail Crossings

3.4 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 Town of Addison 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

3.5 FHWA Guidance on Closing Pedestrian Crossings

The FHWA has provided guidance on closing pedestrian crossings. If an engineering study (performed by the Town 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 Town of Addison 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.

3.6 Prioritization

The following sections outline the prioritization factors and results of the prioritization for buildings, parks, signalized intersections, sidewalks, and un-signalized 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.

3.6.1 Prioritization Factors for Facilities

Buildings were prioritized on a 12-point scale, which is defined in **Table 8.** This prioritization methodology was developed by the Consultant Team to aid the Town in determining how the buildings should be prioritized for improvements based on the severity of non-compliance with ADA.

Parks were prioritized on a 12-point scale, which is defined in **Table 9.**

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 10**. This prioritization methodology was developed by the Consultant Team to aid the Town 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 11.** Compliant segments of the sidewalk corridor were given a priority label of “Compliant”.

[The remainder of this page intentionally left blank.]

Table 8. Prioritization Factors for Buildings

Priority	Criteria
1 (high)	Safety Issues (dangerously steep slopes, protruding objects, etc.)
2 (high)	• New construction built out of compliance • Older construction severely out of compliance (Accessible Route list for sidewalks, curb ramps/ramps) • Alterations that did not bring required elements into compliance (adding a break room or restroom that isn't compliant)
3 (high)	• No accessible parking • No accessible route from parking to building entrances • No accessible route to adjacent sidewalk system, when provided • Severely non-compliant parking (bad slopes, gravel surface, etc.)
4 (high)	• No accessible route to covered areas inside buildings on site (no elevator to upper areas, steps only, narrow doors, etc.) • No accessible counter heights (reception counters, utilities counters, etc.) • No access to public areas (coffee bars, break rooms, conference rooms, smoking areas etc.) • No access to Town Council chambers • No access to court amenities
5 (medium)	• Non-compliant parking (structural solution) • Non-compliant public access spaces (coffee bars, break rooms, conference rooms, smoking areas etc.) • Non-compliant interior door clearances • Non-compliant restroom amenities (water closet, urinal, lavatory)
6 (medium)	Non-compliant showers/changing areas
7 (medium)	Accessible route with moderate access issues (level changes that can be ground down or fitted with device)
8 (medium)	• No accessible drinking fountains • No accessible telephones
9 (low)	Non-compliant parking (striping, signage)
10 (low)	Minor level changes, gaps or cracks in accessible route
11 (low)	Non-compliant drinking fountains
12 (low)	Non-compliant public phones

Table 9. Prioritization Factors for Parks

Priority	Criteria
1 (high)	Safety Issues (dangerously steep slopes, protruding objects, etc.)
2 (high)	• New construction built out of compliance • Older construction severely out of compliance (see Accessible Route list for sidewalks, curb ramps/ramps) • Alterations that did not bring required elements into compliance (replacing playground surfacing with non-compliant material)
3 (high)	• No accessible parking • No accessible route from parking to park entrance, sports complex or amenity served • No accessible entrance or sidewalk system to and around each amenity provided • Severely non-compliant parking (bad slopes, gravel surface, etc.)
4 (high)	• There is a sidewalk system around the park, but it does not connect to each amenity (picnic tables, fishing piers, park benches, baseball, softball, disc golf, tennis, basketball, soccer, horseshoe, splash pads, skate parks, etc.) • No accessible route to each amenity, inside buildings on site (no elevator to upper areas, steps only, narrow doors, etc.) • No accessible counter heights (concession stands, ticket booths, pool admittance, etc.) • No access to public areas (coffee bars, break rooms, conference rooms, smoking areas, etc.) • No access to dug outs • No accessible showers, benches, changing areas • Seating provided, but none accessible
5 (medium)	• Non-compliant parking (structural solution) • Non-compliant playground surface • Non-compliant playground equipment • Non-compliant public access spaces (coffee bars, break rooms, conference rooms, smoking areas, etc.) • Non-compliant interior door clearances • Non-compliant restroom amenities (water closet, urinal, lavatory)
6 (medium)	• Non-compliant dug outs at ball fields • Non-compliant showers/changing areas
7 (medium)	Accessible seating not integrated or on sloped area
8 (medium)	• No accessible drinking fountains • No accessible telephones
9 (low)	Non-compliant parking (striping, signage)
10 (low)	Minor level changes, gaps or cracks in accessible route
11 (low)	Non-compliant drinking fountains
12 (low)	Non-compliant public phones

Table 10. 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: • 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)	• 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: • 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)	• 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: • 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 landing
10 (low)	Existing diagonal curb ramp without a 48-inch extension in 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 11. 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 1/4 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)	
Railroad crossing excessive sidewalk vertical discontinuity	Elevation change greater than 1/4 inch or gaps greater than 1 inch)		
Railroad crossing pre-fabricated plate is plastic or does not exist	Yes – Plastic or No		
Railroad crossing flangeway gap is greater than 3 inches	Value > 3.0		
Railroad crossing is missing detectable warning surface(s)	Value > 2.5		

Table 12, **Table 13**, and **Table 14** provide summaries of the prioritization classifications for signalized intersections, sidewalks, and unsignalized intersections, respectively.

Table 12. Prioritization Summary Signalized Intersections

Priority	Number of Intersections
1 (high)	-
2 (high)	10
3 (high)	-
4 (high)	-
5 (medium)	7
6 (medium)	-
7 (medium)	-
8 (medium)	-
9 (low)	1
10 (low)	-
11 (low)	-
12 (low)	-
13 (low)	-
Total	18

Table 13. Prioritization Summary for Sidewalk Corridors

Line type	Length (miles) by Priority					
	1 (high)	2 (medium)	3 (low)	Compliant	Not Prioritized	Total
Sidewalk Line	3.25	5.89	0.11	10.27	N/A	19.52
Sidewalk Issues (including missing sidewalk)	1.73	0.33	0.32	-	0.02	2.40
Driveways	0.67	0.45	0.31	0.30	N/A	1.73
Cross Streets	0.06	0.12	0.51	1.24	N/A	1.93
Total	**5.71**	**6.79**	**1.25**	**11.81**	**0.02**	**25.58**

Table 14. Prioritization Summary for Unsignalized Intersections

Priority	Number of Intersections
0 (compliant)	1
1 (high)	-
2 (high)	118
3 (high)	7
4 (high)	1
5 (medium)	117
6 (medium)	60
7 (medium)	-
8 (medium)	-
9 (low)	13
10 (low)	-
11 (low)	-
12 (low)	-
13 (low)	1
Total	**318**

3.7 Conclusion

This document serves as the Americans with Disabilities Act (ADA) Transition Plan for the Town of Addison. In developing this Plan, program, policies and procedures were reviewed for compliance with ADA guidelines and a Self-Evaluation was conducted on the following facilities:

- 14 of 19 buildings;
- 7 of 15 parks;
- 22 Addison Airport facilities and associated parking;
- 18 of 36 signalized intersections; and
- 18 of 57 miles of sidewalk and all unsignalized intersections and driveways along the sidewalk corridors.

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

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

To confirm follow-up on corrective actions required under the Transition Plan, the Town will institute an ADA Action Log, documenting its efforts at compliance with the ADA. At a minimum, the Action Log will identify items that are not ADA compliant and will include anticipated completion dates. After the adoption of the Transition Plan by the Governing Body of the Town, the ADA Action Log will be updated on an annual basis. The ADA Action Log should be available upon request. See example of ADA Action Log provided in **Appendix I**.

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4.0 Staff Training

Training was provided to Town staff to address some of the issues identified in the departmental surveys and interviews. The following training sessions were provided by the Consultant Team:

- November 13, 2017 – Disability Awareness and ADA Overview for Staff in Contact with Public (2 hours)
- November 13, 2017 – Disability Employment Training for Human Resources, Staff, and Supervisors (2 hours)
- November 14, 2017 – New 2010 ADA Regulations, an Overview (4 hours)

Descriptions of each training course are provided below:

Disability Awareness and ADA Overview for Staff in Contact with Public (2 hours)

This training included an overview of the access criteria and requirements mandated for State and local government staff interacting with the public. Best practices for sensitive and respectful interactions were explained. Communication topics included correct language and etiquette, appropriate use of terminology, and dealing with service animals in public places. The training concluded with a brief overview of maintaining accessibility for people with disabilities.

Town Staff in Attendance: 26

Disability Employment Training for Human Resources, Staff, and Supervisors (2 hours)

This workshop's objectives were to understand who is covered by disability civil rights laws, what employment elements are covered, and how to meet the Town's responsibilities in an "interactive process." Achieving an interactive process was broken down into five (5) steps to effectively meet reasonable accommodation requests. Attendees were able to determine essential vs. marginal functions of the job; defining the job in very specific terms assists in the job selection process, providing reasonable accommodations and in evaluation of staff. The training also covered special problems encountered during employment.

Town Staff in Attendance: 23

New 2010 ADA Regulations, an Overview (4 hours)

The 2010 ADA Standards for Accessibility went into effect on March 15th, 2012. Attendees were provided information on how to implement these guidelines, when the new rules apply, how they differ from existing codes, and the ways in which they are more stringent than the State or Building Codes. Attendees learned which standards must be complied with and how they can be incorporated into the Town's master planning to create a framework to consistently meet ADA compliance. This class was important for designers and engineers building facilities, infrastructure, and parks in the town.

Town Staff in Attendance: 14

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5.0 Facility Costs

5.1 Facilities Cost Projection Overview

To identify funding sources and develop a reasonable implementation schedule, cost projection summaries for only the facilities evaluated in the initial study were developed for each facility type. To develop these summaries, recent bid tabulations from Texas Department of Transportation (TxDOT) 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 (20%). All costs are in 2017 dollars. **Table 15** provides a summary of the estimated costs to bring each facility into compliance.

Table 15. Summary of Facility Costs

Facility Type	Priority *			
	High	Medium	Low	Total
Buildings	$1,255,400	$357,600	$60,000	$1,673,000
Buildings – Not Town Owned	$56,700	$19,800	$5,800	$82,500
Building Sidewalk	$43,000	$54,900	$3,300	$101,500
Building Unsignalized Intersections	$33,000	$6,000	$13,000	$52,000
Parks	$49,700	$28,800	$2,200	$81,000
Park Sidewalk	$133,700	$522,800	$39,700	$696,500
Park Unsignalized Intersections	$59,000	-	$8,000	$67,000
Addison Airport – Town Owned	$438,400	$115,800	$675,000	$1,229,500
Addison Airport – Not Town Owned	$215,600	$89,100	$175,200	$480,000
Signalized Intersections	$572,000	$438,000	$17,000	$1,027,000
Public Rights-of-Way Sidewalk	$1,893,000	$1,405,800	$233,400	$3,532,500
Public Rights-of-Way Unsignalized Intersections	$1,681,000	$2,881,000	$38,000	$4,600,000
Railroad Crossings	$194,000	-	-	$194,000
Town Totals	**$6,624,500**	**$5,919,600**	**$1,270,600**	**$13,816,500**

* Tables values are rounded for simplification. Summation of individual priority totals will differ from Town-wide total.

5.2 Implementation Schedule

Table 16 details the barrier removal costs and proposed implementation schedule by facility type for all Town-owned facilities evaluated as part of this project. Buildings and Addison Airport facilities that were evaluated, but are not owned by the Town, are excluded from the implementation schedule. This 20-year plan will serve as the implementation schedule for the Transition Plan. The Town of Addison 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 Town programs.

It is the intent of the Town 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 16. Implementation Schedule

Facility Type	Estimated Cost *	Implementation Schedule (years)	Approximate Annual Budget *
Buildings – Town Owned	$1,673,000	20	$83,700
Building Sidewalk	$101,500	20	$5,100
Building Unsignalized Intersections	$52,000	20	$2,600
Parks	$81,000	20	$4,100
Park Sidewalk	$696,500	20	$34,900
Park Unsignalized Intersections	$67,000	20	$3,400
Addison Airport – Town Owned	$1,229,500	20	$61,500
Signalized Intersections	$1,027,000	20	$51,400
Public Rights-of-Way Sidewalk	$3,532,500	20	$176,700
Public Rights-of-Way Unsignalized Intersections	$4,600,000	20	$230,000
Railroad Crossings	$194,000	20	$9,700
Total Town	**$13,254,000**		
		Total Annual Budget	**$663,100**

* Tables values are rounded for simplification.

5.3 Funding Opportunities

Several alternative funding sources are available to the Town 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.

5.3.1 Federal and State Funding

Table 17 depicts the various types of federal and state funding available for the Town to apply for funding for various improvement. The following agencies and funding options are represented in the chart.

- BRI – Bridge - Highway Bridge Replacement and Rehabilitation (HBRRP)
- CMAQ – Congestion Mitigation/Air Quality
- FLH – Federal Lands Highways Program

- HSIP – Highway Safety Improvement Program
- NHPP – National Highway Performance Program
- RHC – Railway-Highway Crossing
- SRTS – Safe Routes to School (Moving Ahead for Progress in the 21st Century Act (MAP-21) now under TAP)
- STBG – Surface Transportation Block Grant
- TAP – Transportation Alternatives Program

The majority of these programs are competitive type grants; therefore, the Town of Addison is not guaranteed to receive these funds. It will be important for the Town to track these programs to apply for the funds.

Table 17. Funding Opportunities

Activity	BRI	CMAQ	FLH	HSIP	NHPP	RHC	SRTS	STBG	TAP
Pedestrian plan		X		X				X	
Paved shoulders	X	X	X	X	X	X		X	X
Shared-use path/trail	X	X	X	X	X		X	X	X
Recreational trail			X						X
Spot improvement program		X		X			X	X	X
Maps		X		X			X	X	
Trail/highway intersection		X	X	X	X		X	X	X
Sidewalks, new or retrofit	X	X	X	X	X	X	X	X	X
Crosswalks, new or retrofit		X	X	X	X	X	X	X	X
Signal improvements		X		X	X	X	X	X	X
Curb cuts and ramps		X		X	X	X	X	X	X
Traffic calming				X		X	X	X	X
Safety brochure/book		X		X			X	X	X
Training		X		X	X		X	X	X

5.3.2 Local Funding

There are several local funding options for the Town 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) to be used 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

5.3.3 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 Town to require private developers to improve pedestrian facilities to current ADA requirements, whether it by new development or redevelopment of an existing property.

5.4 Next Steps

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

The Town will develop a budget to include the next 20 fiscal years. Projects identified in the ADA Transition Plan will be programmed within the 20-year budget based prioritization provided (see **Section 3.6 Prioritization**) and other factors determined by the Town, such as how barrier removal can be incorporated into existing Town projects identified for capital improvements.

The Town also intends to adopt the 2011 Proposed Accessibility Guidelines for Pedestrian Facilities in the Public Right-of-Way (PROWAG) to enable Town 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 Workshop Meeting Notes
- ADA Advisory Committee Meeting Notes

Appendix B: Departmental Survey and Interview Finding Summaries

Appendix C: Grievance Procedure

- Title I Grievance Procedure
- Title I Grievance Form
- Title II Grievance Procedure
- Title II Grievance Form

Appendix D: Programs, Services, and Activities Review

- Job Description Review
- Equivalent Language Guidance
- Documents, Forms, and Videos Review
- Online Services Review
- Links to Other Websites Review
- Cursory Website Review

Appendix E: Design Standard Review

- Design Standards Review
- Traffic Specifications Review

Appendix F: Facility Maps

- Buildings
- Parks
- Airport Facilities
- Signalized Intersections
- Sidewalk Corridors

Appendix G: Facility Reports

- Building Combined Cost Projection Summary and Path of Travel Maps
- Buildings
- Building Sidewalk
- Building Unsignalized Intersections
- Park Combined Cost Projection Summary and Path of Travel Maps
- Parks
- Park Sidewalk
- Park Unsignalized Intersections
- Addison Airport Facilities
- Signalized Intersections
- Sidewalk Corridors
- Railroad Crossings
- Unsignalized Intersections

Appendix H: Signalized Intersection Plan Review

Appendix I: ADA Action Log

Appendix A: Public Outreach

Public Workshop # 1 Meeting Notes

Public Workshop # 2 Meeting Notes

ADA Advisory Committee Meeting Notes

PUBLIC WORKSHOP NOTES
April 24, 2017, 5:30 – 7:00 PM

Project: ADA Self-Evaluation and Transition Plan

Location: Addison Tree House, 14681 Midway Rd., Addison, TX

Attendees:

- Mayor Meier, Town of Addison
- Councilman Ivan Hughes, Town of Addison
- Councilman Al Angell, Town of Addison
- Deputy City Manager Cheryl Delaney, Town of Addison
- Deputy City Manager Ashley Mitchell, Town of Addison
- Lisa Pyles, Town of Addison
- Jason Shroyer, Town of Addison
- Marissa Paz, Town of Addison
- Erin Eurek, Kimley-Horn
- Brian Shamburger, Kimley-Horn
- Matt Pool, Kimley-Horn
- David Halloin, Kimley-Horn
- Kristi Avalos, Accessology
- Karen Jackson, Accessology

Discussion Items:

- Q: Have you looked at businesses within the community as part of this project?

  A: This project is focused on evaluating the Town for compliance with Title II of the ADA, including all Town programs, services, and activities, and Town-owned/maintained facilities. The businesses and places of employment within the Town are mostly privately owned, so they have not been included in the scope of this project.

- Q: Do the 18 miles of sidewalk include all the sidewalk within Addison?

  A: The 18 miles are a sampling of corridors that were selected based on several factors, including proximity to pedestrian attractors, street classification, and upcoming construction projects.

- Q: Does the federal government have requirements that supersede any Town or local standards?

  A: No, the federal standards set the minimum requirement only, but the local requirements can be more stringent than federal requirements.

- Q: How were the parks selected?

  A: Parks were selected based on pedestrian activity and number of annual events.

- Comment: Suggest adding White Rock Creek to the list. A lot of people use that park.

- Q: Are you addressing any streets within the City of Dallas?

  A: No, only pedestrian facilities along roadways within the Town of Addison are included in the scope.

- Comment: There needs to be coordination for pedestrian facilities along roadways, because many of the surrounding signalized intersections are maintained by the City of Dallas.

- Q: You only have two signalized intersections along Belt Line Rd. included in the scope (intersections 13 and 14 on the map); however, Belt Line Rd. is the main street that people use.

  A: Plan reviews for three (3) signalized intersections along Belt Line Rd. are also included in the scope. Improvements are in the design phase.

- Q: Will your comments for the Belt Line Rd. signal plans be incorporated into the design?

  A: Consultant Team comments will be provided to the Town for consideration during the design phase.

- Q: Will you be looking at 100% of the sidewalk along principal arterials, particularly Belt Line Rd.? This is the most major corridor we have.

  A: Belt Line Rd. improvements were broken into two phases. A focus of Phase 1 was ADA compliance.

- Q: Should we view the selected sidewalk as a sampling?

  A: Yes, but it is a very large sampling. We are including a large percentage of Town-maintained sidewalks in the scope.

- Q: Do you look at missing sidewalk sections? For instance, will the ADA Transition Plan note sections where sidewalk is only present on one side of the street?

  A: Installation of sidewalk is not required by the ADA; however, where sidewalk exists, it is required to be compliant.

- Q: Is a compliant sidewalk 5 feet wide?

  A: The width requirement for sidewalk is 4 feet.

- Q: Will curb ramps also be evaluated?

  A: Yes, all curb ramps at the selected signalized intersections and at all unsignalized intersections and driveways along the selected sidewalk corridors will be evaluated.

- Q: Do crosswalks have ADA requirements?

  A: Yes, whether the crosswalk is marked or not, if there is a pedestrian path of travel through an intersection along the selected sidewalk corridors, the pedestrian path of travel within the street will

be evaluated. Street crossings perpendicular to the selected sidewalk corridors will also be evaluated if there is existing sidewalk leading up to the curb or an existing curb ramp serving that crossing.

- Q: When you're looking at the sidewalk, are you also looking at places where the sidewalk has shifted or sunk?

  A: Yes, any vertical changes greater than ¼-inch along the project corridors will be recorded.

- Q: For sidewalks not included in the scope of this project, can issues be reported by going through the grievance process?

  A: Yes, reported issues will be given a high implementation priority assuming there is an issue with ADA compliance.

- Q: For the airports, will you be looking at the Millionaire's hangar?

  A: That hangar is under a lease agreement, so the Town does not own or maintain that hangar. We will only be looking at hangars that are owned or maintained by the Town.

- Q: I never hear the audible pedestrian buttons in Addison. Why not?

  A: As part of the Transition Plan, where there is an ADA compliance issue with an existing push button or where a push button does not exist but is needed, Accessible Pedestrian Signals (APS) will be suggested for installation.

- Q: I'm talking about the "beep, beep, beep".

  A: Push buttons with sounds indicating it is appropriate to cross the street are not a requirement of the ADA. In addition, some sounds have been found to increase anxiety in some people and the bird chirping sound is sometimes mimicked by live birds, which creates confusion for a pedestrian. Accessible Pedestrian Signals, when installed, will have a locator tone.

- Q: Will pedestrian walk time be reviewed as part of this project?

  A: Pedestrian crossing distances will be recorded as part of this project, which can be used by the Town to calculate and review the required flashing don't walk time. PROWAG requires pedestrian flashing don't walk times to be calculated using a pedestrian walking speed of 3.5 feet per second.

- Comment: Additional time is needed to cross the intersection of Montfort Rd. and Belt Line Rd. (Note: This is a City of Dallas signalized intersection).

- Q: Do you coordinate between Town and privately owned facilities? For example, sometimes connections between sidewalk corridors are broken because the land changes from Town-owned to privately owned.

A: Missing sidewalk along the selected sidewalk corridors will be recorded and included in the Transition Plan. Coordination between the Town and private entities may be needed to create a continuous path of travel. The Town will determine where coordination is needed to complete the implementation of improvements.

- Q: Are public transit facilities included in this study?

  A: Transit facilities are not owned by the Town of Addison, so they will not be included in the Town's Transition Plan. However, coordination efforts between the Town and the transit operator will be recommended as part of this project.

- Comment: There are locations throughout Town with no access to public transit. For example, some transit stops have no sidewalk leading up to them. There is also no access to the Town service center.

- Q: What is the project schedule? When are you looking to receive comments?

  A: This project is scheduled to be complete by the end of 2017. Comments are welcome during and following the completion of the project. Comments can be submitted through the formal grievance process.

- Q: Do you know when Public Workshops 2 and 3 will occur?

  A: We are reviewing our data collection schedule. Once that schedule is finalized we will have a better understanding of the timeframe for those workshops. The Public Workshops will be advertised like this meeting.

- Q: Many people who do not live in Addison come here for employment or events. These people should also be included in the public input process.

  A: Local disability organizations were contacted about the purpose of this project. They were asked to identify representatives from their organization who would like to participate on the ADA Advisory Committee. One of the purposes of this committee is to reach a wide range of people with various disabilities or those who represent them. The Town of Addison has no authority over businesses or private entities that are non-compliant; however, the Town may contact these agencies to make them aware of any complaints filed through the Town.

- Q: Is it typical that only a handful of people are present at a public workshop?

  A: Yes, but it does vary. It is difficult to find a time that works for everyone. However, since there are multiple workshops the Town plans to vary the workshop times in an effort to include everyone more people.

- Q: The Transportation Plan included recommendations over a 40-year period. A concern is that at the end of this project we will end up with a 40-year plan and will not see improvements implemented any time soon.

A: Implementation of improvements will not happen overnight; however, the timeframe should be reasonable for the size of the Town. If there is an access issue that impacts you, then you can file a complaint using the Town's grievance process.

- Q: I am impacted daily. How do we make compliance part of the process instead of an after-thought?

  A: At the end of the project, the Town will have compliance data and suggested improvements to bring non-compliant facilities into compliance, design standard review comments, and ordinance review comments. The Town will be able to incorporate this information into upcoming projects, while balancing how quickly improvements can be implemented with available funding.

- Q: Do you prioritize the final report?

  A: Yes, every facility that is evaluated will have a priority value. The Transition Plan will include a prioritization schedule that ranks the facilities from high to medium to low. Within that scale, there is a 12-point scale that breaks each high, medium, or low priority into further subgroups.

- Q: How impactful are community comments to the prioritization schedule?

  A: A complaint/concern will bring a facility to the highest priority level, so the Town can address issues that impact people on a daily basis first. Therefore, input is a crucial part of this process.

- Q: Is there a requirement to maintain ADA compliance during construction? For example, sometimes there are torn up curb ramps and sidewalks? Example: I went to a new dentist today and was forced to jay-walk and walk through a field because that was the safest option.

  A: Yes, agencies are required to maintain a pedestrian path of travel during construction, which should be included as part of the construction project. People are encouraged to contact the Town to identify any problems during construction. The Town can then contact the appropriate group managing the project and inform them that the route must be provided and maintained during construction.

- Comment: It would be valuable to seek people to serve on this panel, looking specifically for people with disabilities or accessibility problems (e.g., several people who use a wheelchair and cane). There are likely several people who probably didn't know about this public meeting. The Town needs to focus on people who walk the streets and have trouble using the facilities.

PUBLIC WORKSHOP NOTES
November 30, 2017, 6:00 – 7:00 PM

Project: ADA Self-Evaluation and Transition Plan

Location: Addison Conference Centre, 15650 Addison Rd., Sycamore Room, Addison, TX

Attendees:

- Council Member Lori Ward, Town of Addison
- Council Member Al Angell, Town of Addison
- Council Member Tom Braun, Town of Addison
- Deputy City Manager Ashley Mitchell, Town of Addison
- Lisa Pyles, Town of Addison
- Rob Bourestom, Town of Addison
- Marissa Paz, Town of Addison
- Erin Eurek, Kimley-Horn
- Kristi Avalos, Accessology

Discussion Items:

- Q: Were residential areas included in this study?

  A: Sidewalk corridors with high pedestrian activity were selected for evaluation. 6.2 miles out of 18.4 miles of sidewalk evaluated were in residential areas. Maps of evaluated facilities have been provided at this meeting.

- Q: Is the Town going to evaluate the remaining sidewalk corridors not included in this study?

  A: Yes, the remaining sidewalk corridors will be evaluated at some point in the future.

- Q: Did the study include evaluating the access (e.g., sidewalks) to the Town's municipal facilities?

  A: The sidewalk corridor evaluations included the pedestrian path of travel within the public rights-of-way. The building evaluations included the pedestrian path of travel from the parking lot to the building entrance and the park evaluations included the pedestrian path of travel from the parking lot to park amenities.

- Q: What if there are locations along a sidewalk corridor where sections of sidewalk are missing (e.g., along Airport Parkway to the Municipal Center)?

  A: The decision to install missing sidewalk will be addressed by the Town, separate from the ADA Transition Plan. Installation of sidewalk is not required under the ADA, however, where sidewalk exists it is required to be compliant.

- Comment: Going from Quorum Drive to the Municipal Office, there is no sidewalk or concrete area when you get off from the bus.

Response: Transit stops were not included in this study because the Town is not responsible for these. A grievance for this location can be filed using the ADA grievance process that was developed as part of this Transition Plan, and the information can be provided to the responsible entity.

- Q: At the Tree House, there is no banister and the handicap space is the farthest away from the door. Is this something that was noted?

  A: The Tree House is not owned by the Town. Any ADA compliance issues are the responsibility of the building owner.

- Q: During the meeting presentation the size of the sidewalk such as the one in front of Town Hall was not mentioned. Why?

  A: That sidewalk is within the Dallas city limits and is not the responsibility of the Town.

- Q: Why was the area east of Addison Road not considered in this study?

  A: Elements included in this study were selected primarily based on the level of pedestrian activity. One of the objectives of this meeting is to seek the public's feedback on what should be prioritized for collection in future studies.

- Q: Is there a mandatory number of accessible parking spaces per facility?

  A: Yes, the requirement is approximately two percent of total parking spaces for the facility.

- Q: Is there any requirement for the location of the accessible parking space relative to the access aisle?

  A: There are no requirements that specify on which side of the parking space the access aisle has to be. A driver can back their vehicle into a parking space if the access aisle is oriented on the wrong side.

- Q: If there is a non-compliance issue at an apartment, what's action can be taken to make the element complaint?

  A: There are several options. A complaint can be filed with the Department of Justice or the Department of Housing and Urban Development. Alternatively, you can speak to a local attorney who handles apartment cases. Additionally, North Texas Fair Housing also has attorneys and other advocacy groups that can provide additional information.

- Q: We live on the 4th floor. What are the accessibility requirements for the building with respect to elevators and/or stairs access during a fire?

A: Requirements are based on when the building was built. The responsibility for planning an evacuation route during an emergency is generally put on the tenant since elevators are typically shut down in the event of a fire. Using stairs is typically the best option during a fire. If the use of stairs is prevented by a disability, one option is for the tenant to move to a first-floor apartment. Other options could include the installation of stair chairs, or assistance from fire fighters.

- Q: Is it the Town's responsibility to make sure buildings are being constructed ADA compliant?

  A: The Town is not responsible if they are not the owner of the building. When the Town does own the building, there is a state process in place under the Texas Department of Licensing and Regulation (TDLR) to review buildings for ADA compliance during design and to inspect the building after construction. The Town needs to submit design plans to the TDLR prior to construction.

- Q: If someone constructs a building within the Town that is not ADA compliant, the Town has no way to enforcement making the building compliant?

  A: No. The federal government is the only agency that has authority over federal law. The State of Texas has authority over the state law, which is what requires the plan reviews and inspections by the TDLR. The Town is only required to make sure that plans have been properly submitted to TDLR for the state review process.

- Q: If someone is building a condominium project in Addison, are the plans for the condominiums submitted to TDLR for state review of ADA requirements?

  A: The laws vary by building type and there are differences for housing developments. State law does not require a review the dwelling unit itself. Only the facility and leasing office are required to be reviewed. The developer, builder, and owner are required to submit to the state for review and inspection. Over 500 people are licensed as Registered Accessibility Specialists (RAS) in the state of Texas to do the plan reviews and site inspections.

- Comment: There is a condominium facility that does not have accessible parking spaces. We have approached the Town, but the Town and developer have not done anything.

  Response: It is recommended that a formal grievance be filed using the grievance process.

- Q: For some events at the Athletic Center, seniors are asked to fill out a form which asks about known disabilities. Is the Athletic Center supposed to ask these questions?

  A: Questions specifically about disabilities are not supposed to be asked.

- Q: Is there a requirement to fill out that form? Who will have access to the information after the form has been filled out?

  A: The Town can ask about certain medical needs to make sure staff is prepared to respond to any medical emergencies. For example, epilepsy is a condition Town staff would need to be aware of so staff could respond in the event of an emergency. The Health Insurance Portability and Accountability Act (HIPAA) can apply when dealing with that type of personal information. The Athletic Center is required to keep all the information private.

- Q: Did the Town pay the Consultant Team to complete this study?

  A: Yes.

- Q: What is the timeline to integrate/complete the remaining evaluations? What is the next step?

  A: The next step is the implementation of corrective action for the findings noted in the Transition Plan. The Town's timeline is a 20-year implementation plan for removal of the barriers to access identified during this project. Some issues identified are low priority that will not be improved for several years as other high priority items are scheduled to be addressed. The Town will take the information provided by the Consultant Team and determine the best way to implement improvements. For example, if an obstruction such as a mailbox is present in middle of the sidewalk, there are several factors that need to be considered in determining how to resolve this issue.

- Q: So the rest of the Self-Evaluation will be part of the Transition Plan?

  A: Yes, the remaining Self-Evaluation items to be evaluated will be completed and the Transition Plan will be updated to reflect the evaluation findings.

- Q: In the 20-year plan, is the Town doing an interim review of the Transition Plan to be sure no changes or updates are needed?

  A: Yes, the Town will have an ADA committee comprised of members representing various Town departments. The Town will work on the implementation of the plan according to the budget available. Every year the committee will have input on this process and contribute to the implementation of the plan.

- Q: Are there people with disabilities on this committee?

  A: This is an internal committee comprised of representatives from each Town department. The representative will be selected based on their knowledge of departmental operations so that complaints associated with that department can be effectively addressed.

- Comment: There need to be more opportunities for involvement for people with disabilities. More notifications about this project and ADA/accessibility-related information need to be provided.

  Response: What suggestions do the meeting attendees have for the best method of providing information or notifications related to the ADA committees and meetings?

  Comment: The Town could add a notification or flyer in Addison Park to inform the Town about these committees and meetings.

  Response: That will be taken into consideration. The Town also uses social media to communicate this information.

- Comment: Attendee wants to make sure that there is an implementation phase for this ADA Transition Plan.

  Response: Town staff has been heavily involved in the Transition Plan project and will continue to be involved throughout the implementation of barrier removal.

- Q: Whose idea was it to design the ramps the way they are?

  A: The first design for accessible curb ramps came out in 1968 and the design has been improved as new factors have become relevant. All user groups are taken into consideration.

- Q: What about the domes?

  A: The detectable warning surface (domes) warn visually impaired people that they are approaching an intersection with vehicular traffic. The domes serve as curb replacements.

- Q: When you did the study, what requirements were used to make the prioritization?

  A: Cost is not always the first consideration. Prioritization for the implementation of barrier removal is a combination of several factors including existing grievances or complaints, severity of non-compliance, and how barrier removal can be incorporated into existing Town projects identified for capital improvements.

ADA ADVISORY COMMITTEE NOTES
August 24, 2017, 1:00 – 3:00 PM

Project: ADA Self-Evaluation and Transition Plan

Location: Addison Tree House, 14681 Midway Rd., Addison, TX

Attendees:

- Town of Addison Staff (see attached sign-in sheet)
- ADA Advisory Committee Members (see attached sign-in sheet)
- Erin Eurek, Kimley-Horn
- David Halloin, Kimley-Horn
- Kristi Avalos, Accessology
- Karen Jackson, Accessology
- Trinia Mullins, Accessology

Discussion Items:

- ADA Advisory Committee Question: In the examples provided in the presentation, it seems physical barriers were identified. Is the Town also looking at meeting spaces and rooms to see if they are compliant with respect to visual and hearing impairments?

  Consultant Team Response: Yes, the locations where public meetings are held are being evaluated for all aspects of ADA compliance.

- ADA Advisory Committee Question: Does modification of a building trigger the need to meet ADA compliance, even if the building is grandfathered?

  Consultant Team Response: When modifications are made to a building, the altered elements are required to be brought into ADA compliance. There is no "grandfathering" with respect to the ADA.

- ADA Advisory Committee Comment: In the past, a request was made to the Town for an audible push button to be installed and the request was quickly accommodated (installed within a month).

- ADA Advisory Committee Comment: There is a church within the Town of Addison (unsure of the name) that is in the process of trying to achieve ADA compliance even though they are exempt from the ADA. Currently, ramps are not compliant, door signs did not have braille, etc. The church has contacted REACH of Dallas for assistance.

  Consultant Team Response: Churches are exempt from the ADA, but are required to meet Building Code, which includes some of the same requirements as the ADA Standards.

- Consultant Team Question: Does the ADA Advisory Committee have any suggestions or complaints for the Town from either personal experience or based on the experience of others?

  ADA Advisory Committee Comment: Compliance issues seen in other facilities (not in the Town of Addison) have included lack of braille signs at doors, doors and paths of travel that do not meet ADA Standards, non-compliant fire extinguishers mounting heights, etc.

ADA Advisory Committee Comment: Most complaints heard from others have been related to transportation issues, such as lack of sidewalks in general and lack of sidewalks providing access to bus stops, as well as compliance of bus stop shelters, and missing curb ramps where sidewalk crosses a curb.

Consultant Team Responses: It's about education. Most people, including people with disabilities, do not realize that sidewalks are not required by the ADA.

ADA Advisory Committee Response: REACH of Dallas will check with members to see if they have suggestions for the Town of Addison. REACH will also be driving around Town looking for things that stand out, and will share what they find with the Town.

- Consultant Team Question: Does the ADA Advisory Committee have feedback on when committee meetings should be held?

  ADA Advisory Committee Response: For the committee members present, schedules are flexible and can be adjusted as needed to accommodate a meeting.

- Consultant Team Comment: Thank you for the feedback.

Town of Addison
ADA Self-Evaluation and Transition Plan
ADA Advisory Committee Meeting, August 24, 2017 - 1:00 PM

Sign In Sheet

Name	Organization	Phone	E-mail
HARVEY SPEARS	REACH OF DALLAS	2146304256	HSPEARS@REACHCILS.ORG
Blake Lindsay	Dallas Lighthouse for the blind	214.207.6972	blake.lindsay@dallaslighthouse.org
Marissa Paz	TOA	972.450.2818	mpaz@addisontx.gov
MICHAEL KASHUBA	TOA	972.450.2831	mkashuba@addisontx.gov
Lisa Pyles	TOA	972-450-2878	lpyles@addisontx.gov
Rob Bouvieston	TOA	972-450-6203	rbouvieston@addisontx.gov
Joe McAnally	Addison Airport	972-392-4861	joe.mcanally@addisonairport.net
HAMID KHALEGHIPOUR	TOA	9-450-2868	hKhaleghipour@addisonTx.gov
mary Rosenbleeth	TOA	972-450-7032	mrosenbleeth@addisontx.gov
DAVID HALLOIN	KHA	972-770-1315	david.halloin@kinley-horn.com
Karen Jackson	Accessology	972-434-0068	Kjackson@accessology.com
Trinia Mullins	Accessology	405-361-1641	TMullins@accessology.com
Kristi Avalos	Accessology	972-434-0068	kjavalos@accessology.com
Ashley Mitchell	TOA	972-450-7010	amitchell@addisontx.gov

Appendix B: Departmental Survey and Interview Finding Summaries

TOWN OF ADDISON INTERVIEW QUESTIONS AND RESPONSES – ADDITIONAL INFORMATION NEEDED

Below are Consultant provided questions and responses provided by Lisa Pyles, Director of Infrastructure and Development Services, via email on August 28, 2017. In the event more information is needed, additional interview questions will be submitted via email and in-person interviews will be setup, if necessary.

Additional Information Needed for Review

After completing the evaluation of the Town website, additional documents were identified that needed to be reviewed. Please see below and provide the following, if applicable.

Information Needed	Notes	Questions / Answers
ADA Coordinator's Information (Title I)	ADA Coordinator is not listed on the City Staff Organization Chart but was found under Human Resources. Passion Hayes, ADA Coordinator, or other designated official at 972.450.2819 (She is also the Director of Human Resources)	Is Passion Hayes the ADA Coordinator for Title I and Title II? • The ADA/504 Coordinator for Title I and II is: Ashley Mitchell, ADA/504 Coordinator Deputy City Manager Town Hall 5300 Belt Line Road Dallas, TX 75254 Office: 972-450-7010 Relay: 1-800-735-2989 amitchell@addisontx.gov
ADA Coordinator's Information (Title II)	ADA Coordinator is not listed on the City Staff Organization Chart but was found under Human Resources. Passion Hayes, ADA Coordinator, or other designated official at 972.450.2819 (She is also the Director of Human Resources)	Is Passion Hayes the ADA Coordinator for Title I and Title II? • The ADA/504 Coordinator for Title I and II is: Ashley Mitchell, ADA/504 Coordinator Deputy City Manager Town Hall 5300 Belt Line Road Dallas, TX 75254 Office: 972-450-7010 Relay: 1-800-735-2989 amitchell@addisontx.gov

TOWN OF ADDISON INTERVIEW QUESTIONS AND RESPONSES – ADDITIONAL INFORMATION NEEDED

Information Needed	Notes	Questions / Answers
ADA Grievance Policy and Procedure (Title I)	Contained within the Employee Handbook Dated 2008 (Page 33 Section 2.05.B) Page 34: This section refers employees to the Town's Sexual and Other Unlawful Harassment Policy. Page 66 Section 3.04 Probationary Period K. Sexual and Other Unlawful Harassment: This section does not provide any information at all.	Does the Town have another ADA grievance / complaint procedure within any other Town documents? If so, can we obtain a copy for review? • No. Please contact Passion Hayes, Human Resources.
ADA Grievance Form (Title I)	Contained within the Employee Handbook Dated 2008 (Page 33 Section 2.05.B) Page 34: This section refers employees to the Town's Sexual and Other Unlawful Harassment Policy. Page 66 Section 3.04 Probationary Period K. Sexual and Other Unlawful Harassment… This section provides no information at all. Not adequate.	Does the Town have another ADA grievance / complaint procedure within any other Town documents? If so, can we obtain a copy for review? • No. Please contact Passion Hayes, Human Resources.
ADA Grievance Policy and Procedure (Title II)	Not found - Per FY16 Budget Infrastructure Investment Fund (Page 91), "To Date, none of these steps have been taken so the Town is not in compliance with the Federal requirements." Grievance / Appeal procedure for Title I was found in the Employee Handbook.	Does the Town currently have this policy and/or procedure in place? If so, can we obtain a copy for review? • No. Please contact Passion Hayes, Human Resources.
ADA Grievance Form (Title II)	Not found - Per FY16 Budget Infrastructure Investment Fund (Page 91), "To Date, none of these steps have been taken so the Town is not in compliance with the Federal requirements."	Does the Town currently have this form in place? If so, can we obtain a copy for review? • No. Please contact Passion Hayes, Human Resources.
ADA Appeals Policy and Procedure (Title I)	No Information was found on the Town's website.	Does the Town currently have this policy and/or procedure in place? If so, can we obtain a copy for review? • Yes. Please contact Passion Hayes, Human Resources.

TOWN OF ADDISON INTERVIEW QUESTIONS AND RESPONSES – ADDITIONAL INFORMATION NEEDED

Information Needed	Notes	Questions / Answers
ADA Appeals Policy and Procedure (Title II)	No Information was found on the Town's website.	Does the Town currently have this policy and/or procedure in place? If so, can we obtain a copy for review? • No. Please contact Passion Hayes, Human Resources.
Reasonable Accommodation Request Procedure	This information was found in the Employee Handbook dated 2008. (Page 33 Section 2.05 Individuals with Disabilities)	Request goes to the Director of Human Resources but does not say how to request (form, email, via mail, in-person) • Please contact Passion Hayes, Human Resources. This should be addressed in the handbook revision.
Reasonable Accommodation Request Form	This information was found in the Employee Handbook dated 2008. (Page 33 Section 2.05 Individuals with Disabilities)	Request goes to the Director of Human Resources but does not say how to request (form, email, via mail, in-person) • Please contact Passion Hayes, Human Resources. This should be addressed in the handbook revision.
Service Animal Guidance for Reasonable Accommodations	No information was found on the Town's website.	Does the Town currently have this policy and/or procedure in place? If so, can we obtain a copy for review? • Please contact Passion Hayes, Human Resources.
Service Animal Guidance for Reasonable Modifications in Public Places	No information was found on the Town's website.	Does the Town currently have this policy and/or procedure in place? If so, can we obtain a copy for review? • Please contact Passion Hayes, Human Resources.
Reasonable Modifications Request Form	No information was found on the Town's website.	Does the Town currently have this form in place? If so, can we obtain a copy for review? • Please contact Passion Hayes, Human Resources.

TOWN OF ADDISON INTERVIEW QUESTIONS AND RESPONSES – ADDITIONAL INFORMATION NEEDED

Information Needed	Notes	Questions / Answers
ADA Grievance Procedure for Section 508 of the Rehabilitation Act	This information was found in the Employee Handbook dated 2008. Page 37 Section 2.07 Electronic Communications and Systems Access Use. This section covers networks, internet access, email, telephones, pagers, digital cameras, voice mail, and fax communication systems for use by the Town employees in the performance of their job. There is no information or reference for a reasonable accommodation / modification for electronic communication.	Does the Town have a policy and procedure in place for Section 508? If so, can we obtain a copy for review? • Please contact Information Technology.
ADA Grievance Form for Section 508 of the Rehabilitation Act	This information was found in the Employee Handbook dated 2008. Page 37 Section 2.07 Electronic Communications and Systems Access Use. This section covers networks, internet access, email, telephones, pagers, digital cameras, voice mail, and fax communication systems for use by the Town employees in the performance of their job. There is no information or reference for a reasonable accommodation / modification for electronic communication.	Does the Town have a policy and procedure in place for Section 508? If so, can we obtain a copy for review? • Please contact Information Technology.
ADA Appeal Process for Section 508 of the Rehabilitation Act	This information was found in the Employee Handbook dated 2008. Page 37 Section 2.07 Electronic Communications and Systems Access Use. This section covers networks, internet access, email, telephones, pagers, digital cameras, voice mail, and fax communication systems for use by the Town employees in the performance of their job. There is no information or reference for a reasonable accommodation / modification for electronic communication.	Does the Town have a policy and procedure in place for Section 508? If so, can we obtain a copy for review? • Please contact Information Technology.
Retaliation or Coercion Policy	This information was found in the Employee Handbook dated 2008. Page 132 Section 7.01 Employee Conduct and Work Rules / Disciplinary Action. Not enough information to form a Town stance on the issue.	Does the Town currently have this policy or statement in place that is used Town wide? If so, can we obtain a copy for review? • Please contact Passion Hayes, Human Resources.
Non-Discrimination Statement	These specific statements were found on the below links: https://addisontexas.net/index.php?secti	Several statements were found on more than one link on the Town's website.

Information Needed	Notes	Questions / Answers
	on=content_privacy https://www.addisontexas.net/index.php?section=human-resources_employment-opportunities The Town of Addison is committed to compliance with the Americans with Disabilities Act (ADA). Reasonable accommodations, including equal access to communications, will be provided upon request. Requests for reasonable accommodations, with regard to equal access to communications, should be directed to the Deputy City Manager, Lea Dunn, at 972-450-7037. The Town of Addison acknowledges its responsibility to comply with Americans with Disabilities Act of 1990. Thus, in order to assist individuals with disabilities who require special services (i.e. sign interpretive services, alternative audio/visual devices, and amanuenses) for participation in or access to the Town of Addison recruitment process, the city requests that individuals make requests for these services forty-eight (48) hours ahead of the scheduled assessment and/or interview. To make arrangements, contact Passion Hayes, ADA Coordinator, or other designated official at 972.450.2819. The Town of Addison is an equal opportunity employer. Discrimination against any person in recruitment, examination, selection, appointment, rate of pay, promotion and transfer, retention, daily working conditions, testing and training, awards, compensation and benefits, disciplinary measures or any other aspect of employment or personnel management because of age, race, religion, sex, color, national origin, citizenship, disability, veteran's status or other unlawful basis, is prohibited. (Employee Handbook Page 58)	Please provide a copy of the Town-wide Non-Discrimination Statement. • The contact information that is provided in the statements listed are outdated. Please contact Passion Hayes, Human Resources.

TOWN OF ADDISON INTERVIEW QUESTIONS AND RESPONSES – ADDITIONAL INFORMATION NEEDED

Information Needed	Notes	Questions / Answers
Non-Discrimination Clause	No information was found on the Town's website.	Does the Town currently have this clause in place? If so, can we obtain a copy for review? • Please contact Finance.
Public Notice Under the Americans with Disabilities Act	No information was found on the Town's website.	Does the Town currently have this policy and/or procedure in place? If so, can we obtain a copy for review and also a list of where this public notice is posted? • Please contact Human Resources and Marketing.
Copies of all Lease Agreements / Contracts	This includes leases for all hangars, tenants, contractors, ground leases, etc.	Does the Town currently have copies of lease agreements? If so, can we obtain copies for review? • All applicable lease agreements / contracts have been provided for review.
Town of Addison ADA Assurance	No information was found on the Town's website.	Does the Town currently have a copy of their ADA Assurance? If so, can we obtain a copy for review? • Please contact Passion Hayes, Human Resources.
Copies of Compliance Plans	Not Applicable. No Compliance Plans Found These plans are sometimes required by FWHA and FAA if found non-compliant during a compliance evaluation.	Not Applicable. No Compliance Plans Found.
List of all documents / information / forms / videos that are given out the employees / public and the format type that is available for each Department / Division.	This includes a list all forms for the applicable Departments, brochures, cd's, flyers, posters, fee schedules, rules, regulations, informational packets, volunteer packets, etc. In the event an individual asks for an alternate format, they must be readily available or you must have a procedure in place to obtain these formats.	Can we obtain copies of any material given out to employees / public or a list of all items and the format type (e.g., brochures, CD's, flyers, posters, etc. in electronic pdf, hard copy, braille, large print, etc...)? • Please contact Passion Hayes, Human Resources.

TOWN OF ADDISON INTERVIEW QUESTIONS AND RESPONSES – ADDITIONAL INFORMATION NEEDED

Information Needed	Notes	Questions / Answers
Alternate Format Policy and Procedure	No information found on the website.	Does the Town have a policy and procedure in place to obtain alternate formats? If so, can we obtain a copy for review? • Please contact Human Resources, Marketing and Information Technology.
Town Rules, Regulations, Ordinances, etc. that are applicable to ADA that were not provided and reviewed	Please provide any that are not listed on the website that need to be revised.	None
Internal Department Standard Operating Procedures	It was mentioned in the Employee Handbook dated April 2008 (Page 15, Section 1.05) that each Department could develop their own internal policies and procedures.	Does the Town have an internal department SOP's? If so, can we obtain a copy for review? • Please contact Passion Hayes, Human Resources.
Website Compliance Procedures / Checklist	No information found on the website.	Does the Town currently have a ADA Procedures and/or an ADA Checklist that is being used to ensure that the website is ADA compliant and/or is being maintained to be ADA compliant? If so, can we obtain a copy of this checklist for review? • Please contact Human Resources and Marketing.
Emergency Evacuation Plans	No actual plan found on the website. However, helpful guideline information was found.	Does the Town currently have Emergency Evacuation Plans in place for the entire Town? If so, can we obtain a copy for review? • Yes, Fire and Police have been provided for Consultant Review.
Copies of ADA Complaints (Title I & II) filed within the last 5 years.	None	Has the Town has any ADA complaints within the last 5 years? If so, can we obtain copies for review? This may be just a copy of the investigation logs as we do not need specific confidential file details. • Please contact Passion Hayes, Human Resources.

TOWN OF ADDISON INTERVIEW QUESTIONS AND RESPONSES – ADDITIONAL INFORMATION NEEDED

Information Needed	Notes	Questions / Answers
Procedures on how the Town reviews and updates policies and practices for implementing the ADA/504 for all programs, services and activities.	None	Does the Town currently have procedures in place on how to review and update policies and practices for implementing the ADA/504 for all programs, services and activities? • Please contact Passion Hayes, Human Resources.
Disability Community Committee Listing and contact information	No information found on the website.	Does the Town have a current listing for the Disability Community? If so, can we obtain a copy for review? • Please contact Human Resources and Marketing.
Any ADA Checklists utilized to achieve ADA compliance.	No information found on the website.	Does the Town have any ADA checklist that are utilized to achieve ADA compliance? This could include checklists for buildings and public rights-of-way. • Unknown
Guidelines for providing effective communication to persons with disabilities	None	Does the Town currently have guidelines in place for providing effective communications to persons with disabilities? • Please contact Passion Hayes, Human Resources.
Access guidelines for Mobility Devices	None	Does the Town currently have access guidelines for Mobility Devices in place? • Please contact Passion Hayes, Human Resources.
Access guidelines for Special Events	Information was found regarding Special Events. However, no ADA information was mentioned in the information that was found.	Does the Town currently have access guidelines for Special Events in place? • Please contact General Services for Special Events.
Policies and Procedures for ADA Transition Plan Updates and Corrections for PSA	No information found on the website.	Does the Town currently have policies and procedures in place for updating and correction transition plan elements? If so, can we obtain a copy for review? • No

TOWN OF ADDISON INTERVIEW QUESTIONS AND RESPONSES – ADDITIONAL INFORMATION NEEDED

Information Needed	Notes	Questions / Answers
Guidelines for Ensuring Access to Facilities and Programs for Persons with Disabilities	None	Does the Town currently have Guidelines to Physical Facilities and Programs for Persons with Disabilities in place? • Please contact General Services.
Sub-Recipient Program Guidance (Includes ADA Assurances, Training, etc.…)	None	Does the Town currently have a Sub-Recipient monitoring program in place? This includes that all Town recipients have ADA Assurances, have ADA Transition Plans, have ADA Coordinators, etc. • Unknown
Job Descriptions	Found some job description information on the website but it does not provide all information.	Can we obtain all Job Descriptions for this phase that need to be reviewed? • These were provided by Passion Hayes, Human Resources, for review on 08-23-17.
Hiring and Testing Policies and Processes for Internal (This includes reasonable accommodation policy)	You can apply for full time and part time employment through the website by filling out an application which is online. However, there are no policies or practices found on the website. More information is needed. https://addisontexas.net/index.php?section=human-resources_employment_current-job-openings	Can we obtain more information regarding the Town's Hiring and Testing Policies and Processes? If so, can we obtain a copy for review? • Please contract Passion Hayes, Human Resources.
Hiring and Testing Policies and Processes for External (This includes reasonable accommodation policy)	You can apply for full time and part time employment through the website by filling out an application which is online. However, there are no policies or practices found on the website. More information is needed. https://addisontexas.net/index.php?section=human-resources_employment_current-job-openings	Can we obtain more information regarding the Town's Hiring and Testing Policies and Processes? If so, can we obtain a copy for review? • Please contract Passion Hayes, Human Resources.
New Employee and recurrent Training Program Information for Internal	Page 59 Section 3.02 Recruitment and Selection C. Applicants are required to submit to an oral interview and background investigation. For some positions, pre-employment testing may be required. All candidates will be required to submit a post offer physical examination and drug and alcohol	Does the Town have another other information regarding New Employee and recurrent Training Program Information other than what was found in the employee handbook? This would include any information that would be provided in a new employee orientation, information provided to a new hire, etc.

Information Needed	Notes	Questions / Answers
	screening. Candidates for public safety positions are additionally required to successfully complete all processes required by the hiring department, as defined in Police and Fire Department policies, including a pre-offer physical fitness test.	• Unknown
New Employee Training Program Information for External	Page 59 Section 3.02 Recruitment and Selection C. Applicants are required to submit to an oral interview and background investigation. For some positions, pre-employment testing may be required. All candidates will be required to submit a post offer physical examination and drug and alcohol screening. Candidates for public safety positions are additionally required to successfully complete all processes required by the hiring department, as defined in Police and Fire Department policies, including a pre-offer physical fitness test.	Does the Town have another other information regarding New Employee and recurrent Training Program Information other than what was found in the employee handbook? This would include any information that would be provided in a new employee orientation, information provided to a new hire, etc. • Unknown
Any plans for construction that may need to be reviewed for ADA compliance.	None	Does the Town have any plans for construction that may need to be reviewed for ADA compliance? • No.
Standards used for maintenance, alterations, new construction, etc.…	https://addisontexas.net/index.php?section=infrastructure-services_engineering https://addisontexas.net/index.php?section=About_Upcoming-Projects	None
Organizational Chart for the ADA program	None	Does the Town have an organizational chart for the ADA program? If so, can we obtain a copy for review? • No.
Parking Lot Information for all facilities (This may include maps; number of lots/structures, number of spaces in each area, number of accessible spaces in each area, number of van accessible spaces in each area)	None	None

TOWN OF ADDISON INTERVIEW QUESTIONS AND RESPONSES – ADDITIONAL INFORMATION NEEDED

Accessible Pedestrian Signal (APS) and Curb Ramp Installation Policy and procedure / form	None	Does the Town currently have an APS and Curb Ramp Installation Policy and procedure? If so, can we obtain a copy for review? • No.
ADA Project Inspection Checklist	None	Does the Town currently have an ADA Project Inspection Checklist? If so, can we obtain a copy for review? • No.
ADA Project Inspection Policies and Procedures	None	Does the Town currently have ADA Project Inspection Policies and Procedures in place? If so, can we obtain a copy for review? • No.
PROWAG Adoption Memorandum	None	Has the Town adopted the PROWAG? If so, can we obtain a copy of the PROWAG Adoption Memorandum? • No.
Process for ADA Compliance by Resolution Process	None	Does the Town currently have a process for ADA Compliance by Resolution Process? If so, can we obtain a copy for review? • No.

TOWN OF ADDISON INTERVIEW QUESTIONS AND RESPONSES – ADDISON AIRPORT

Below are Consultant-provided questions and responses provided by the Addison Airport (Airport) and Airport supporting staff, during an in-person interview conducted on August 23, 2017. In the event more information is needed, additional interview questions will be submitted via email and in-person interviews will be setup, if necessary.

Scoping and General Questions

1. Does the Airport have an Airport Plan that has specific information regarding airport circulation / flow and wayfinding? This may include minimizing level changes and walking distances, the use of the international symbol of accessibility, elements pertaining to flight ticketing and check-in areas, passenger loading and unloading, airport parking, public services, and emergency evacuation.

   - Addison Airport Response: Currently, there is no existing wayfinding plan in place.

   - Consultant Team Response: The Federal Aviation Administration (FAA), Office of Civil Rights, is currently doing airport audits across the United States through their Airport Disability Compliance Program. The purpose of their audit is to ensure that airport operators / sponsors are meeting their obligations with regards to non-discrimination of people with disabilities. The audit process is as follows:

Method	Description
Education	o Educating airport operators/sponsors on their obligations o Assisting airport operators/sponsors through consultations on accessibility issues o Providing resources to other stakeholders in the industry
Evaluation	o Evaluating performance through compliance reviews o Enforcing regulations when non-discrimination complaints are lodged
Exchange	o Enhancing relationship by working in conjunction with relevant entities and stakeholders

2. Does the Airport have policies and procedures or guidelines that assist Airport staff in how to offer wayfinding assistance to individuals who may need assistance in understanding and navigating their way through the Airport terminals, ticketing, check-in areas, airport parking, and public services?

   - Addison Airport Response: Not Applicable. The public is only allowed in the ground lease areas only, which would not be the Airport / Town's responsibility.

3. Has the Airport provided staff training on how to interact with persons who may have disabilities?

   - Addison Airport Response: Not Applicable. The public is only allowed in the ground lease areas only, which would not be the Airport / Town's responsibility.

4. Does the Airport have policies and procedures or guidelines that would assist staff regarding specific regulations for boarding assistance, ground transportation, use and maintenance of accessible equipment, accessible communications, and reasonable modifications?

    - Addison Airport Response: Not Applicable. The public is only allowed in the ground lease areas only, which would not be the Airport / Town's responsibility.

5. The website mentions Airport Redevelopment News regarding the Taxiway Papa Redevelopment Updated March 6, 2017. Has the redevelopment taken place as of July 2017? Was the ADA taken into account during the planning process?

    - Addison Airport Response: This redevelopment applies to the ground leased areas only. The Addison Airport will provide a copy of this redevelopment for review.

6. The Town provide some leases for review. However, not all of the ground leases that were listed in the scope have been provided. Can the Town please provide additional leases for review and/or provide clarification on the leases that have been provided? See below for a list of what we know.

    This scope was based on general lease agreement types. The Airport will provide one lease agreement for each type of agreement for review.

    - T-Hangars & Patio (Shade) Hangars
        - Aircraft Storage Rental Agreement 150514
    - Conventional Hangers
        - Conventional Hangar Lease for Commercial Aviation Use
    - Other
        - U.S. Customs and Border Protection Memorandum of Agreement (Use Fee Airport Program) - The Town of Addison leases this space from a tenant so that U.S. Customs can occupy the space.
    - Ground Leases
        - Hangar Office/Leasing
            - Commercial Office Lease Template
        - Avionics Sales/Repairs; Charter Cargo; Charter Passenger; Aircraft Sales; Aircraft Rental; Instrument Sales/Repair; Aviation Consulting
            - Sample Addison Airport of Texas, Inc. (AATI) Original Ground Lease Agreement
        - Flight Instruction
            - Found information in the Minimum Standards and Requirements for Commercial Aeronautical Service Providers but no actual ground lease to review. (No agreement to review)
        - Museum (No agreement to review)
        - Car Rental (No agreement to review)
        - Corporate Flight (No agreement to review)
        - Airport Management (No agreement to review)

7. The U.S. Customs Process and Fee Agreement references the "User Fee Airport Facilities Standards" and the "Technical Standards for Customs Passengers Processing at Airports" documents. Can we obtain copies of these document for review?

    - Addison Airport Response: The Town is not able to provide these documents for review.

<u>2016 Airport Master Plan</u>

1. Page 6 of this document references public involvement and project committees. Were the disability advocates contacted for the public involvement process?

    - Addison Airport Response: Not aware of any being contacted.

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2. Page 8 of this document references on-site inspections conducted in March and April 2014 and inventory of airport facilities, equipment, and services to assess existing physical conditions. Were ADA accessibility requirements assessed? If so, can we obtain copies of these inspections and inventories?

    - Addison Airport Response: The ADA was not a part of the inspections process. The inspections process was about taking an inventory of the type and age of the facilities.

3. Page 9 of this document references the historic airport projects with funding assistance involving assistance from federal and state sources. Were there any projects that involved ADA or that should have had ADA involvement? If so, can we get copies of documentation to review those documents?

    - Addison Airport Response: All of the projects were airfield related. There were no building improvements at all.

4. Page 14 of this document states that the Town of Addison has owned the Addison Airport since 1976. It further states that the Town has completed the airport management through a lease/management agreement. Today, that management contract is held by URS Corporation and SAMI Management Incorporated. Can we obtain a copy of this management contract for review?

    - Addison Airport Response: The Airport is under two management agreements. The Airport will send copies of these two agreements for review.

5. Have the aircraft parking aprons been evaluated for ADA compliance?

    - Addison Airport Response: Not Applicable. The public is only allowed in the ground lease areas only, which would not be the Airport / Town's responsibility.

6. Have the fuel storage tanks been evaluated for ADA compliance?

    - Addison Airport Response: Not sure.

7. Page 50 of this document talks about an assessment of the regional economic conditions. Were statistics gathered regarding the local disabled population?

    - Addison Airport Response: The Airport followed the FAA template to perform the assessment. This template does not specify the local disabled population.

8. Is ADA construction and maintenance included in the annual budget for the Addison Airport?

    - Addison Airport Response: ADA is not currently a line item in the Addison Airport budget. Currently, the Airport assess the cost under a capital improvement.

9. Page 115 of this document shows several regrowth / redevelopment areas. Was ADA compliance factored into the plans for these areas?

    - Addison Airport Response: ADA was not factored into these plans as this regrowth / redevelopment areas were not evaluated at an ADA compliance level.

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Airport Rules and Regulations

1. Does the Airport enforce accessible parking requirements, as mentioned in Section 3-4 Parking Restrictions?

    - Addison Airport Response: Parking restrictions would be in accordance with the Town of Addison Building Code for only a change in tenancy for a new certificate of occupancy.

2. Do the hangars owned and operated by the Airport mentioned in Section 4 have common areas that are open to the public? (restrooms, offices, phones, etc.)

    - Addison Airport Response: Not Applicable. The public is only allowed in the ground lease areas only, which would not be the Airport / Town's responsibility.

Cavanaugh Flight Museum

- Questions not applicable. The public is only allowed in the ground lease areas only, which would not be the Airport / Town's responsibility.

Committees Reviewed

The Airport's website provided information regarding various committees which are listed below:

Addison Airport Master Plan Project Steering Committee
Administration / Staff Committee for the Airport Master Plan
Addison Airport Master Plan Executive Committee

1. Are committee meetings held in an accessible facility?

    - Addison Airport Response: Facilities are currently being assessed for ADA compliance. However, currently there are no standing committees.

2. Does the Airport have an accessibility checklist to determinate if the facility is accessible?

    - Addison Airport Response: No.

3. Does the Airport have a non-discrimination clause available to use in all documents / forms that are disseminated by the Airport? This includes meeting agendas and minutes.

    - Addison Airport Response: No.

4. Is the disability community involved in the committee member selection process, meeting location selection process, or for their input regarding community issues?

    - Addison Airport Response: These meetings are not open to the public and are by internal invite only.

5. How are committee meetings advertised? Are they advertised in the disability community?

    - Addison Airport Response: These meetings are not open to the public and are by internal invite only.

6. Are the live committee meetings closed captioned?

   - Addison Airport Response: These meetings are not videoed or lived streamed.

7. Can the Airport provide more information regarding each of the above listed committees? Such as:
   - What is the purpose of the committee?
   - Where do they meet?

   - Addison Airport Response: Currently there are no standing committees.

Documents Reviewed

The Airport's website provided links to various documents. The following documents were reviewed:

Document Name	Form / Document / Video Reference Link
Assurances	N/A
Town of Addison Ordinance #010-050	https://www.municode.com/library/tx/addison/codes/code_of_ordinances?nodeId=PTIICOOR_CH14AV_ARTIIIMUAI_DIV1GE
Addison Airport Rules and Regulations	https://addisontexas.net/ckeditorfiles/files/reports/Addison%20Airport/Rules-and-Regulations-Adopted-2010-12-14.pdf
Master Plan Documents	https://cloud.garverusa.com/index.php/s/fa1b3a2066ec7601c3341ce11fb36f82
Airport Diagram	https://addisontexas.net/ckeditorfiles/files/reports/Addison%20Airport/Addison-Airport-Diagram.pdf
Addison Airport Master Plan	https://addisontexas.net/index.php?section=addison-airport_all-documents
Addison Airport Strategic Plan	https://addisontexas.net/index.php?section=addison-airport_all-documents
ADS Incursion Risks 140912	https://addisontexas.net/index.php?section=addison-airport_all-documents
Airport/Facility Directory	https://addisontexas.net/index.php?section=addison-airport_all-documents
Approved Rates & Charges	https://addisontexas.net/index.php?section=addison-airport_all-documents

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Document Name	Form / Document / Video Reference Link
As Built Survey - Sparr Survey	https://addisontexas.net/index.php?section=addison-airport_all-documents
History of Addison Airport, the Addison Airport 2001 Committee Report and Memorandum of Airport History	https://addisontexas.net/index.php?section=addison-airport_all-documents
Master Plan Documents	https://addisontexas.net/index.php?section=addison-airport_all-documents
Minimum Standards and Requirements for Commercial Aeronautical Service Providers	https://addisontexas.net/index.php?section=addison-airport_all-documents
RFQ #15-03 Addison Airport Property Redevelopment - 16 Acres	https://addisontexas.net/index.php?section=addison-airport_all-documents
Rules and Regulations Adopted 12.14.2010	https://addisontexas.net/index.php?section=addison-airport_all-documents
SEQ Partners Report	https://addisontexas.net/index.php?section=addison-airport_all-documents
Taxilane Victor Reconstruction Phasing	https://addisontexas.net/index.php?section=addison-airport_all-documents
Taxilane Victor Schedule	https://addisontexas.net/index.php?section=addison-airport_all-documents
Town of Addison Municipal Airport Ordinance	https://addisontexas.net/index.php?section=addison-airport_all-documents
Monthly Reports	https://addisontexas.net/index.php?section=addison-airport_all-documents
Digital Aeronautical Chart	https://addisontexas.net/index.php?section=addison-airport_pilot-information

1. Are there alternate accessible formats available for the reviewed documents? If so, please list formats available (e.g., fillable forms, Braille, larger print, etc.). This does not include alternate languages.

    - Addison Airport Responses: No. Currently, there is not a separate Airport policy and/or procedure in place regarding alternate formats.

2. What is the Airport's current policy / procedure for obtaining alternate formats for documents (e.g., fillable forms, Braille, larger print, etc.)?

    - Addison Airport Response: Currently, there is not a separate Airport policy and/or procedure in place. These policies and procedures would be in accordance with the Town-wide policies and procedures.

3. What is the Airport's current policy on placing responsibility and/or acceptance for ADA compliance regarding another entity's link / form / document / video that is represented on the Airport's website (e.g., providing an alternate format for a form, providing closed captioning for a video, etc.)?

    - Addison Airport Response: Currently, there is not a separate Airport policy and/or procedure in place. These policies and procedures would be in accordance with the Town-wide policies and procedures.

4. What is your current policy / procedure for retaining alternate formats for documents (e.g., sending documents to be translated into Braille, converting into an accessible pdf document, etc.)?

    - Addison Airport Response: Currently, there is not a separate Airport policy and/or procedure in place. These policies and procedures would be in accordance with the Town-wide policies and procedures.

Forms Reviewed

The Airport's website provided links to various forms. The following forms were reviewed:

Form Name	Form / Document / Video Reference Link
Contact Us	https://www.cavflight.org/index.php?option=com_content&view=article&id=101&Itemid=133
Maintenance Service Request Form	https://addisontexas.net/ckeditorfiles/files/forms/Addison%20Airport/Airport-Maintenance-Request-Form-2015.pdf
File a Noise Complaint	https://app.perfectforms.com/playerf.htm?f=gRnEgAwD
Addison Airport Access Permit Form	https://addisontexas.net/index.php?section=addison-airport_all-documents
Business Directory Updates	https://addisontexas.net/index.php?section=addison-airport_all-documents
Credit Card Authorization Form	https://addisontexas.net/index.php?section=addison-airport_all-documents
Information About Broker Services	https://addisontexas.net/index.php?section=addison-airport_all-documents
Maintenance Service Request	https://addisontexas.net/index.php?section=addison-airport_all-documents

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Form Name	Form / Document / Video Reference Link
Master Landlord Consent Commercial Lease to Sublease	https://addisontexas.net/index.php?section=addison-airport_all-documents
Master Landlord Consent Ground Lease to Sublease	https://addisontexas.net/index.php?section=addison-airport_all-documents
Special Event Permit Application	https://addisontexas.net/index.php?section=addison-airport_all-documents
Through the Fence Access Permit Application	https://addisontexas.net/index.php?section=addison-airport_all-documents

1. Are there alternate accessible formats available for the reviewed forms? If so, please list formats available (e.g., fillable forms, Braille, larger print, etc.). This does not include alternate languages.

    - Addison Airport Response: No, currently, there is not a separate Airport policy and/or procedure in place regarding alternate formats.

2. What is the Airport's current policy / procedure for obtaining alternate formats for forms (e.g., sending documents to be translated into Braille, converting into an accessible fillable form, etc.)?

    - Addison Airport Response: Currently, there is not a separate Airport policy and/or procedure in place. These policies and procedures would be in accordance with the Town-wide policies and procedures.

3. What is the Airport's current policy on placing responsibility and/or acceptance for ADA compliance regarding another entity's link / form / document / video that is represented on the Airport's website (e.g., providing an alternate format for a form, providing closed captioning for a video, etc.)?

    - Addison Airport Response: Currently, there is not a separate Airport policy and/or procedure in place. These policies and procedures would be in accordance with the Town-wide policies and procedures.

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Videos Reviewed

The Addison Airport's website provides links to various videos. The following videos were reviewed:

Video Name	Closed Captioning Available and Working	Closed Captioning Available and Working	Form / Document / Video Reference Link	Additional Comments
Name is not provided	N/A	N/A	https://www.youtube.com/user/Wibbitz/channels	The link takes you to YouTube subscriptions list that shows different channels.
Addison Airport	No	No	https://addisontexas.net/index.php?section=addisont-airport_access-permits	This video is through Vimeo. Closed captioning is not provided, and no transcript is listed.

1. What is the Airport's closed captioning / transcript process for videos that are posted for employees and public viewing?

   - Addison Airport Response: Currently, there is not a separate Airport policy and/or procedure in place. These policies and procedures would be in accordance with the Town-wide policies and procedures.

2. Is there an alternate accessible format available?

   - Addison Airport Response: No. Currently, there is not a separate Airport policy and/or procedure in place for alternate formats. These policies and procedures would be in accordance with the Town-wide policies and procedures.

3. What is the Airport's current policy on obtaining alternate formats for videos (e.g., hiring an interpreter, sending documents to be translated into Braille, etc.)?

   - Addison Airport Response: Currently, there is not a separate Airport policy and/or procedure in place. These policies and procedures would be in accordance with the Town-wide policies and procedures.

4. What is the Airport's current policy on placing responsibility and/or acceptance for ADA compliance regarding another entity's link / form / document / video that is represented on the Airport's website (e.g., providing an alternate format for a form, providing closed captioning for a video, etc.)?

   - Addison Airport Response: Currently, there is not a separate Airport policy and/or procedure in place. These policies and procedures would be in accordance with the Town-wide policies and procedures.

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Links to Other Websites Reviewed

The Airport's website provided various links to other websites. The following links were reviewed:

Links to Other Websites	Form / Document / Video Reference Link:
U.S. Customs & Border Protection Website	http://www.cbp.gov/travel/travel-industry-personnel/apis2
Addison's Economic Development & Tourism Website	https://addisontexas.net/index.php?section=economic-development-tourism
NBAA Standard Departure Procedures	https://www.nbaa.org/ops/environment/noise-abatement/#Standard
National Business Aviation Association	http://www.nbaa.org/ops/security/
FAA	http://www.faa.gov/
North Texas Business Aviation Association	http://www.ntbaa.wildapricot.org/
Aircraft Owners and Pilots Association	http://www.aopa.org/
Addison Business Association	http://www.addisonbusinessassociation.org/
Bird Strike Reporting	http://wildlife.faa.gov/strikenew.aspx
FAA NOTAM	https://pilotweb.nas.faa.gov/PilotWeb/
AirNav Website	https://www.airnav.com/

1. What is the Airport's current policy on placing responsibility and/or acceptance for ADA compliance regarding another entity's link / form / document / video that is represented on the Airport's website (e.g., If a person with a disability needs an alternate format of a document that is on a link that is listed on your website. This could also apply to an alternate format of a form, closed captioning on a video, transcript for a video, ADA compliance for a social media page, etc.)?

    - Addison Airport Response: Currently, there is not a separate Airport policy and/or procedure in place. These policies and procedures would be in accordance with the Town-wide policies and procedures.

Databases, Online Purchases, etc.

The Airport's website provides various links that lead to webpages where the public can search databases, directories, make purchases and payments online, sign up for specific services including registrations, file reports, and view and submit bids, etc. The following links were reviewed:

Databases / Search Data / Purchase on Web	Form / Document / Video Reference Link:
Purchase Membership	http://www.shop.cavanaughflightmuseum.com/product.sc;?productId=13&categoryId=10
Donations	http://www.shop.cavanaughflightmuseum.com/category.sc?categoryId=9
Airport Business Directory	https://addisontexas.net/index.php?section=addison-airport_business-directory

1. Purchases / Payments on the Web / Donations:
   Can purchases, payments, and donations be made in an alternate format such as in person or via mail?

   - Addison Airport Response: Currently, there is not a separate Airport policy and/or procedure in place. These policies and procedures would be in accordance with the Town-wide policies and procedures.

2. Directories:
   Is the directory information only available through the Airport Business Directory or can someone obtain it in an alternate format (e.g., hard copy, Braille, larger print, etc.)? What is your current policy on obtaining this alternate format?

   - Addison Airport Response: No, however, an individual can call the Airport for assistance. Currently, there is not a separate Airport policy and/or procedure in place. These policies and procedures would be in accordance with the Town-wide policies and procedures.

Additional Information Needed for Review

After completing the evaluation of the Addison Airport website, additional documents were identified that needed to be reviewed. Please provide the following documents, if applicable for the Addison Airport and the Cavanaugh Flight Museum:

Documents Needed	Notes	Questions
ADA Coordinator's Information	No information was found on the Airport's website.	None. The Town of Addison ADA Coordinator is also serving as the Airport ADA Coordinator.
ADA Grievance Policy and Procedure (Title I)	No information was found on the Airport's website. The Airport does not have a grievance policy and procedure. This policy and procedure would be in accordance with the Town-Wide policy and procedure.	Does the Airport currently have this policy and/or procedure in place? If so, can we obtain a copy for review?
ADA Grievance Form (Title I)	No information was found on the Airport's website. The Airport does not have a grievance form. This grievance form would be in accordance with the Town-Wide grievance form.	Does the Airport currently have this form in place? If so, can we obtain a copy for review?
ADA Grievance Policy and Procedure (Title II)	No information was found on the Airport's website.	Does the Airport currently have this policy and/or procedure in place? If so, can we obtain a copy for review?
ADA Grievance Form (Title II)	No information was found on the Airport's website.	Does the Airport currently have this form in place? If so, can we obtain a copy for review?
ADA Appeals Policy and Procedure (Title I)	No information was found on the Airport's website.	Does the Airport currently have this policy and/or procedure in place? If so, can we obtain a copy for review?
ADA Appeals Policy and Procedure (Title II)	No information was found on the Airport's website.	Does the Airport currently have this policy and/or procedure in place? If so, can we obtain a copy for review?
Reasonable Accommodation Request Procedure	No information was found on the Airport's website.	Does the Airport currently have this policy and/or procedure in place? If so, can we obtain a copy for review?
Reasonable Accommodation Request Form	No information was found on the Airport's website.	Does the Airport currently have this form in place? If so, can we obtain a copy for review?

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Documents Needed	Notes	Questions
Service Animal Guidance for Reasonable Accommodations	No information was found on the Airport's website.	Does the Airport currently have this policy and/or procedure in place? If so, can we obtain a copy for review?
Reasonable Modification Request Procedure	No information was found on the Airport's website.	Does the Airport currently have this policy and/or procedure in place? If so, can we obtain a copy for review?
Service Animal Guidance for Reasonable Modifications in Public Places	No information was found on the Airport's website.	Does the Airport currently have this policy and/or procedure in place? If so, can we obtain a copy for review?
Reasonable Modifications Request Form	No information was found on the Airport's website.	Does the Airport currently have this form in place? If so, can we obtain a copy for review?
Retaliation or Coercion Policy	No information was found on the Airport's website.	Does the Airport currently have this policy and/or procedure in place? If so, can we obtain a copy for review?
Non-Discrimination Statement	No information was found on the Airport's website. This statement should be in any and all information that is provided to employees and the public (e.g., flyers, presentations, brochures, posters, notices, etc.).	Does the Airport currently have this statement in place? If so, can we obtain a copy for review?
Non-Discrimination Clause	No information was found on the Airport's website. This clause should be in any contract with the Airport that involves federal funding.	Does the Airport currently have this clause in place? If so, can we obtain a copy for review?
Public Notice Under the Americans with Disabilities Act	No information was found on the Airport's website.	Does the Airport currently have this policy and/or procedure in place? If so, can we obtain a copy for review and also a list of where this public notice is posted?
Copies of all Lease Agreements / Contracts	This includes leases for all hangars, tenants, contractors, ground leases, etc.	Does the Airport currently have copies of lease agreements? If so, can we obtain copies for review?
Addison Airport ADA Assurance	No information was found on the Airport's website. Assurances were found in the Airport Master Plan. However, the language is not specific to the ADA.	Does the Airport currently have a copy of an ADA Assurance that has more specific ADA language?

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Documents Needed	Notes	Questions
Copies of Compliance Plans	No compliance plans regarding ADA were found. These plans are sometimes required by FWHA and FAA if found non-compliant during a compliance evaluation.	Is the Airport currently required by the FAA to submit annual compliance plans? If so, can we obtain copies for review?
List of all documents / information / forms / videos that are provided to the employees / public and the format type that is available	This includes a list all forms for the applicable departments, brochures, CDs, flyers, posters, fee schedules, rules, regulations, informational packets, volunteer packets, etc. In the event an individual asks for an alternate format, they must be readily available or the Airport must have a procedure in place to obtain these formats.	Can we obtain copies of any material given out to employees / public (e.g., brochures, CDs, flyers, posters, etc.)? Can we obtain a list of all items and the format type available (e.g., electronic PDF, hard copy, Braille, large print, etc.)?
Alternate Format Policy and Procedure	No information found on the Airport's website.	Does the Airport have a policy and procedure in place to obtain alternate formats? If so, can we obtain a copy for review?
Internal Employee Handbook	No information found on the Airport's website.	Does the Airport have an internal employee handbook? If so, can we obtain a copy for review?
Website Compliance Procedures (Includes 10 Key Elements Checklist)	No information found on the Airport's website.	Does the Airport currently have an ADA checklist that is being used to ensure that the website is ADA compliant? If so, can we obtain a copy of this checklist for review?
Emergency Evacuation Plans	No information found on the Airport's website.	Currently being reviewed.
Copies of ADA Complaints (Title I & II) filed within the last 5 years. This includes final reports and investigation logs.	None	Has the Airport had any ADA complaints within the last 5 years? If so, can we obtain copies for review?
ADA Grievance Procedure for Section 508 of the Rehabilitation Act	No information found on the Airport's website. The State of Texas has adopted Section 508 of the Rehabilitation Act of 1973.	Does the Airport have a policy and procedure in place for Section 508? If so, can we obtain a copy for review?
ADA Grievance Form for Section 508 of the Rehabilitation Act	No information found on the Airport's website. The State of Texas has adopted Section 508 of the Rehabilitation Act of 1973.	Does the Airport have a grievance form in place for Section 508? If so, can we obtain a copy for review?

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Documents Needed	Notes	Questions
ADA Appeal Process for Section 508 of the Rehabilitation Act	No information found on the Airport's website. The State of Texas has adopted Section 508 of the Rehabilitation Act of 1973.	Does the Airport have an Appeals process in place for Section 508? If so, can we obtain a copy for review?

Action Items:

Addison Airport and supporting staff:

- The Airport staff will provide an electronic copy of the Taxiway Papa Redevelopment information for Consultant review.
  - ✓ Addison Airport Response:
    Joel Jenkinson indicated that the "Taxi[lane] Papa Redevelopment" is also known as the proposed redevelopment in the "southeast quadrant" (SEQ) of the airport. While a lease was executed in April 2017, the SEQ redevelopment has yet to move much beyond the conceptual design phase at this point. The Town does expect to proceed with demolition of the existing structures (the Papa-series T-hangars, the "south pilot lounge", and the Axis Aviation hangar) later this fall.
- The Airport staff will provide electronic copies of the two Airport lease/management agreements for Consultant review.
  - ✓ This information was provided by Bill Dyer and Joel Jenkinson for review.

Consultant Team:

- Consultant will follow up to see if there is some type of exemption under the ADA regarding fuel storage tanks.
  - Answer: The fuel storage tanks should fall under the special exception for machinery spaces, with the same category as water or sewage pump rooms and stations.

    Per Section 203.5 Machinery Spaces of the 2010 ADA Standards for Accessible Design, "Spaces frequented only by service personnel for maintenance, repair, or occasional monitoring of equipment shall not be required to comply with these requirements or to be on an *accessible* route. Machinery spaces include, but are not limited to, elevator pits or elevator penthouses; mechanical, electrical or communications equipment rooms; piping or equipment catwalks; water or sewage treatment pump rooms and stations; electric substations and transformer vaults; and highway and tunnel utility facilities."

    https://www.ada.gov/regs2010/2010ADAStandards/2010ADAStandards.pdf

TOWN OF ADDISON INTERVIEW QUESTIONS AND RESPONSES – ATHLETIC CLUB

Below are Consultant provided questions and responses provided by Randy Rogers, Athletic Club Recreation Manger, during an in-person interview conducted on August 24, 2017. In the event more information is needed, additional interview questions will be submitted via email and in-person interviews will be setup, if necessary.

1. Does the Athletic Club have an ADA Grievance policy and procedure in place? This would also include a reasonable accommodation / modification request policy and procedure, as well as an appeals process.

    - Town Response: No, the Athletic Club would utilize Town-wide policies and procedures. However, the Athletic Club does have a specific policy that allows elderly individuals to bring in caregivers to assist them and no fee is charged for their assistance. Randy Rogers will provide an electronic copy of this policy for Consultant review.

2. Is the information regarding these processes available and visible to employees and to the public?

    - Town Response: No. This includes the Caregiver Policy as well.

3. Does the Athletic Club have an "Out of Order" policy regarding equipment that may be used for accessibility purposes? If so, can we obtain a copy for review? For example, the elevator.

    - Town Responses:

        - No. Currently, there is not a policy or procedure in writing. However, the Athletic Club will post an "Out of Order" sign. Most things, like the elevator, would go through General Services. The Athletic Club would submit a work order to General Services.

        - Pool maintenance and repairs is the Athletic Club's responsibility. However, there is not an "Out of Order" policy or procedure in writing. Both pools (indoor and outdoor) have ADA accessible lifts. The hot tub has a ramp for entry but currently there is no lift.

        - The Athletic Club offers senior classes. However, there are no written policies and procedures for reasonable accommodation but the club staff will accommodate every individual on a case-by-case basis.

        - All class instructors and trainers are independent contractors. Randy Rogers will provide an electronic copy of a sample contract for Consultant review.

Action Items:

Town of Addison:

- Randy Rogers will provide an electronic copy of the Caregiver Policy for Consultant review.
- Randy Rogers will provide an electronic copy of a sample instruction and/or trainers contract for Consultant review.
    - ✓ This information was provided for review on 08/24/17.

Consultant Team:

- Follow up with General Services to see if they have a policy and procedure on how to handle ADA elements that are "Out of Order".
    - ✓ This action item was completed on August 23, 2017 during the in-person interview process. See Departmental Survey and Interview Findings Summary for General Services.

TOWN OF ADDISON INTERVIEW QUESTIONS AND RESPONSES – BOARDS, COMMISSIONS, COMMITTEES, AND COUNCILS

Below are Consultant provided questions and responses provided by Charles Goff, Assistant Director of Development Services, via email on August 28, 2017. In the event more information is needed, additional interview questions will be submitted via email and in-person interviews will be setup, if necessary.

City Council	Planning and Zoning (P & Z) Commission
Board of Zoning Adjustment	Development Review Committee

1. Are board, commission, committee, and council meetings held in accessible facilities?

    - Town Response: The formal meetings are held in Council Chambers at Town Hall. It is unknown if the Town Hall is considered an accessible facility. We also have work sessions that are held in the large conference room on the first floor of the Service Center. The P & Z Commission may, from time to time, also conduct site tours of properties.

2. Does the Town have an accessibility checklist that is utilized for determinate if the facility is accessible?

    - Town Response: No.

3. Does the Town have a Non-Discrimination Clause available to use in all documents / forms that are disseminated by the Town? This includes meeting agendas and minutes. (The Planning and Zoning Commission meeting agendas have the following statement, "The Town of Addison is accessible to persons with disabilities. Please call (972) 450-7017 at least 48 hours in advance if you need assistance.")

    - Town Response: The agenda includes the aforementioned statement, but there are no other statements made on any other documents.

4. Is the disability community involved in the member selection process, meeting location selection process and providing their input regarding community issues?

    - Town Response: Board and Commission appointments are made by individual City Council members and are approved by the City Council as a whole. There is an application process for those desiring to serve. The Council members are free to select from the pool of applicants or chose their own appointee. The location of formal P&Z Commission meetings has always been Town Hall. We have an informal Work Session at the Service Center. We have not solicited input from anyone about the meeting location. All members of the community are able to reach out to elected or appointed officials or Town staff regarding community issues. There is also a public comment section at each City Council meeting for members of the community to speak about any issue they wish. Certain types of agenda items require public hearings, where the public is permitted to speak regarding the item. Finally, the Town has two annual community meetings where citizens can provide input on community issues. If you need additional information, contact Mary Rosenbleeth or Laura Bell (City Secretary) regarding meeting location selection and input opportunities.

5. How are board, commission, committee, and council meetings advertised? Are they advertised in the disability community?

    - Town Responses: Meetings are advertised in accordance with state law at Town Hall. Additionally, they are posted on the Town's website. Meeting dates and locations for zoning cases are advertised in the Dallas Morning News (print and website).

6. Are the live meetings closed captioned?

    - Town Response: No.

7. Can the Town provide more information regarding what the Development Review Committee? Such as, what is the purpose of the Development Review Committee?

    - Town Response: The Development Review Committee includes all of the Town employees with some role in reviewing plans for proposed construction projects in Addison. Often times, these are internal meetings for the team to discuss the plans as a group. From time to time, a property owner/developer/design professional may come in to present their proposed project to staff and receive feedback.

8. Where does the Development Review Committee meet?

    - Town Response: Service Center.

    Are these meetings held in an accessible facility?

    - Town Response: It is unknown if the Service Center is considered an accessible facility.

    Are these meetings broadcasted, and if so, are the broadcasts closed captioned?

    - Town Response: These meetings are not broadcast.

9. How does the Town determine if a meeting is held in an accessible facility? Does the Town have a checklist to determine accessibility? If so, can we obtain a copy for review?

    - Town Response: Unknown.

Action Items:

Town of Addison:
- None

Consultant Team:
- None

TOWN OF ADDISON INTERVIEW QUESTIONS AND RESPONSES – CITY MANAGER'S DEPARTMENT / TOWN HALL

Below are Consultant provided questions and responses provided by Caitlan Biggs, Assistant to the City Manager, during an in-person interview conducted on August 24, 2017. In the event more information is needed, additional interview questions will be submitted via email and in-person interviews will be setup, if necessary.

1. Does the City Manager's Department / Town Hall have an ADA grievance policy and procedure in place? This would also include a reasonable accommodation / modification request policy and procedure, as well as an appeals process.

    - Town Response: No, the City Manager's Department would utilize Town-wide policies and procedures.

2. Is the information regarding these processes available and visible to employees and to the public?

    - Town Response: No.

Volunteer Program

1. It is our understanding that there are numerous, specific volunteer opportunities throughout the Town through the Addison Advocates Volunteer Program. The only requirement listed through this volunteer program is a helpful, cooperative attitude. Can you provide additional information regarding the Town's volunteer program?

    - Town Response: The volunteer program is applied Town-wide. However, the Addison Citizen Assisting Police (ACAP) Program just merged with the Addison Advocates Volunteer Program. Both of these programs report to Stacy Love, Program Coordinator (Slove@addisontx.gov). The ACAP program does have specific physical requirements. The policy regarding this program is being updated. Caitlin Biggs will send a copy of the policy for Consultant review, once it is updated.

2. It appears that you fill out a volunteer application through the Addison Advocates Volunteer Program for all volunteer opportunities, correct?

    - Town Response: Yes, correct.

3. Does each Town department that provides volunteer opportunities have specific physical or mental requirements to be eligible to participate in volunteer opportunities?

    - Town Response: Just the ACAP program has specific physical requirements. See question #1.

4. The volunteer application states that the advocate volunteers are provided the following:
    - an assignment which reflects their skills, interest, availability, and training;
    - a clear and specific job description;
    - orientation, training, and supervision for the tasks they perform;
    - access to staff to answer questions and assist in handling problems; and
    - regular formal and informal expressions of recognition and appreciation.

    Can we obtain copies of the volunteer job descriptions for review? The volunteer handbook states to ask the Volunteer Coordinator for copies.

    - Town Response: Caitlin Biggs will send electronic copies of the job descriptions for volunteers for Consultant review.

5. Can we obtain information regarding the content of the orientation and training for volunteers?

    - Town Response: The training involves going over the Volunteer Manual, Service the Addison Way, and Ethics the Addison Way. No ADA information is included.

6. Does the orientation and training for volunteers include information regarding their rights under the ADA, as well as the Town's obligations under the ADA?

    - Town Response: ADA obligations and rights are not a part of the volunteer training.

7. Does the volunteer program have an ADA grievance policy and procedure in place? This would also include a reasonable accommodation / modification request policy and procedure, as well as an appeals process.

    - Town Response: No. The Volunteer Program would utilize Tow-wide policies and procedures.

8. Is information regarding these processes available and visible to the volunteers?

    - Town Response: No. However, the Volunteer Program would utilize Town-wide policies and procedures.

Town Ordinances

1. After a thorough review of the Code of Ordinances listed on Municode, no detailed information regarding ADA guidance or compliance was found except minimal information in Chapter 70 – Street, Sidewalks and Other Public Places. Does the Town have other ordinances or laws that are not included in the below link that would have ADA information included?

    - https://www.municode.com/library/tx/addison/codes/code_of_ordinances

    - Town Responses:

        - Nothing regarding the ADA is included other than what was reviewed. All new and approved ordinances are uploaded to Municode. Once all ordinances are approved, the City Manager's Department tries to get them signed and sent to Municode within the same day. Caitlin Biggs is unaware of Municode's timeframe for publishing these ordinances. She stated that the City Secretary would know Municode's process.

        - All unsigned ordinances are available to the public by the agenda portal or in the office within 72 hours prior to City Council meetings (on the agenda) and in the City Council meeting minutes (2 weeks after the meeting).

Action Items:

Town of Addison:

- Caitlin Biggs will send an electronic copy of the ACAP Program Policy and Procedure for Consultant review once it has been updated.
    - ✓ This information has been provided for review.
      Please note, the ACAP revisions have not been finalized. However, it is important to note that the City will not be request that the volunteers to go on to any private residential property to check garages and open doors for safety reasons. The City will no longer require volunteers to participate in a ride out observation in a patrol car with an officer. The City's focus in revising the handbook surrounds volunteer safety.

- Stacy Love will provide the ACAP liability waiver that all volunteers must sign.
    - ✓ This information has been provided for review.

- Caitlin Biggs will send electronic copies of the job descriptions for volunteers for Consultant review.
    - ✓ This information has been provided for review.

Consultant Team:

- None

TOWN OF ADDISON INTERVIEW QUESTIONS – ADDISON CONFERENCE & THEATRE CENTRE

Below are Consultant provided questions and responses provided by Rob Bourestom, Assistant Director of General Services & Events, during an in-person interview conducted on August 23, 2017. In the event more information is needed, additional interview questions will be submitted via email and in-person interviews will be setup, if necessary.

1. The website states that the Theatre Centre can accommodate all audio-visual needs from wireless microphones to elaborate multi-media productions. The link below is provided, but it does not seem to be working. Can more information be provided on accommodations?

    - https://addisontexas.net/repository/unmanaged_content/reports/Conference_and_Theatre_Centre/Reports/ACTC%20AV%20Price%20List.pdf

    - Client Response: This link does not apply to the ADA.

2. Does the Addison Conference Center & Theatre Centre have an ADA grievance policy and procedure in place? This would also include a reasonable accommodation / modification request policy and procedure, as well as an appeals process.

    - Client Response: No, the Conference & Theatre Centre would utilize Town-wide policies and procedures.

3. Is the information regarding these processes available and visible to employees and to the public?

    - Client Response: No.

4. Does the Conference Center & Theatre Centre have specific contract language for ADA requirements / compliance for individuals who may lease the facility for their events?

    - Consultant Team Response: There is not specific language included in the contracts. Joseph Tautges, Conference Centre Administrator, provided a copy of a contract for Consultant review.

5. Who does the lease agreement hold responsible for ADA violations?

    - Consultant Team Response: Currently, there is not responsibility language included.

Other Comments:

- The Town owns approximately 10-15 Assisted Listening Devices (ALD). These devices are portable and only for use by the theatre. There are none for use by the convention center.
- The theatre seats 220 – 280 people.
- The Conference & Theatre Centre does not have an "Out of Order" policy and procedure. They have not had a situation where all of the ALD where in use and any have quit working. So far, they have just replaced one that was not working.
- The minimum number of receivers required of facilities can be found on page 77 of the 2010 Standards for Accessible Design, Table 219.3 Receivers for Assistive Listening Systems.
    - https://www.ada.gov/regs2010/2010ADAStandards/2010ADAStandards_prt.pdf
- Animal Control has a service animal policy and procedure that the Conference & Theatre Center uses to address persons with service animals in the facility. Consultant to follow up with the Police Department regarding this policy and training information.
- The Conference & Theatre Centre does have a written internal policy and procedure in place for internal Service Animals. Rob Bourestom will send a copy for Consultant review.
- The Conference & Theatre Centre also has specific ADA Guidelines for Tenants. Rob Bourestom will send for Consultant review.
- The Box Office is managed by the Resident Company (WaterTower Theatre - Annual Lease) – Rob Bourestom will send copy for Consultant review. The Resident Company has permanent offices within the Conference & Theatre Centre.

Action Items:

Town of Addison:

- Rob Bourestom will send the internal written policy for service animals for Consultant review.
  - ✓ The City does not currently have a written policy for service animals.
- Rob Bourestom will send the ADA Guidelines for Tenants for Consultant review.
  - ✓ The ADA Seating Policy was provided for review.
- Rob Bourestom will send a copy of the WaterTower Theatre Resident Company annual lease for Consultant review.
  - ✓ This information was provided for review.

Consultant Team:

- Follow up with the Police Department regarding their Animal Control Policy and Procedure on how to address persons who have service animals in the facility.
  - ✓ This information was discussed with the Police Department. See the Departmental Survey and Interview Findings Summary for the Police Department.
- Request information about Police Department training related to service animals.
  - ✓ Information was requested by the Consultant and is an action item for the Police Department.

TOWN OF ADDISON INTERVIEW QUESTIONS AND RESPONSES – DOCUMENTS AND FORMS REVIEWED

Below are Consultant provided questions and responses provided by Lisa Pyles, Director of Infrastructure and Development Services, and Mary Rosenbleeth, Director of Public Communications, via email on August 28, 2017. In the event more information is needed, additional interview questions will be submitted via email and in-person interviews will be setup, if necessary.

1. Is there an alternate accessible format available for all documents and forms? If so, please list formats available.

    - Town Response: Lisa Pyles stated that the uploading of documents is up to the individual department. For the most part, in the Infrastructure and Development Services, the documents are uploaded in PDF and therefore are restricted to the properties of the PDF.

    - Town Response: Mary Rosenbleeth stated that if an alternate format exists, she is not aware of it. She also recommends to contact the City Secretary's Office.

2. What is your current policy / procedure for retaining alternate formats for documents?

    - Town Response: Lisa Pyles stated that no policy is in place as far as she knows. She also stated that we may want to ask Mary Rosenbleeth about this when we interview Marketing and Communications.

    - Town Response: Mary Rosenbleeth stated that if one exists, she is not aware of it. She also recommends that we contact the City Secretary's Office.

3. What is your current policy on placing responsibility and/or acceptance for ADA compliance regarding another entity's link / form / document / video that is represented on the Town's website?

    - Town Response: Lisa Pyles stated that no policy is in place as far as she knows. She also stated that we may want to ask Mary Rosenbleeth about this when we interview Marketing and Communications.

    - Town Response: Mary Rosenbleeth stated that if a policy exists, she is not aware of it. She also recommends to contact the City Secretary's Office.

Action Items:

Town of Addison:
- None

Consultant Team:
- None

TOWN OF ADDISON INTERVIEW QUESTIONS AND RESPONSES – ECONOMIC DEVELOPMENT AND TOURISM DEPARTMENT

Below are Consultant provided questions and responses provided by Orlando Campos, Director of Economic Development and Tourism, during an in-person interview conducted on August 23, 2017. In the event more information is needed, additional interview questions will be submitted via email and in-person interviews will be setup, if necessary.

1. The Economic Development Department (Department) is responsible for developing programs and supporting projects that will help promote economic prosperity in the community. Can you provide information on how the Department provides the disabled community information on businesses opportunities and information on ways for the community to prosper, while improving accessibility within the community and the Towns program, services, and activities?

    - Town Responses:

        - Most of the information that is provided is via email, newsletters and presentations. Venues are usually accessible. The Department does not use a checklist to determine accessibility but by using common sense.

        - The Department specifically deals with community business development and tourism, but not advocacy groups.

2. Does the Department keep records of past projects that may have encompassed accessibility within certain projects? These particular projects can be recorded within the Town's ADA Transition Plan and need to be included within the evaluation process.

    - Town Response: The Department doesn't really keep records. Most programs are sponsorship and business marketing programs. The Department's main focus is on marketing events to convince businesses to bring projects to the Town to stimulate the local economy as a whole.

3. Does the Department reach out to the disability community when communicating with the Town's key stakeholders, seeking project input, public support, networking opportunities, etc.?

    - Town Response: No, not specifically. The Department specifically deals with community business development and tourism, but not advocacy groups.

<u>Addison Treehouse</u>

1. Does the Addison Treehouse have an ADA grievance policy and procedure in place? This would also include a reasonable accommodation / modification request policy and procedure, as well as an appeal process. Is the information regarding these processes available and visible to the public?

    - Town Responses:

        - No, the Addison Treehouse utilizes Town-wide policies and procedures.

        - Addison Treehouse is not aware of ADA policies and procedures specifically for the Treehouse.

        - The Addison Treehouse is privately owned and is leased to the Town.

2. Does the Addison Treehouse have an "Out of Order" policy regarding equipment that may be used for accessibility purposes? If so, can we obtain a copy for review?

    - Town Responses:

        - The Town does not have a specific written "Out of Order" policy and procedure. When there is an issue, the Town staff contacts the Addison Treehouse building manager. Town staff is unsure if the Addison Treehouse building manager has an "Out of Order" policy.

        - The Town will provide a copy of the lease for Consultant review.

3. Have the facility tours been evaluated for ADA accessibility? This would include accessing the path and activities to ensure equal accessibility.

    - Town Response: The tours for the Addison Treehouse consists of doing an open circle around the building. The Addison Treehouse space is designed to where there are no office spaces separated by the windows or walls. There are no closed doors. There are no ADA checklists that are utilized, they just use common sense. There is no written policy or procedure in place.

4. Are their specific physical requirements to be eligible to attend these tours?

    - Town Responses:

        - There are no physical requirements to participate in the tours. Most tours are usually only 2-3 people maximum. Currently, there is no written guidelines regarding these tours.

        - The Addison Treehouse provides a handout that gives information on different levels of membership. Alternate formats are available online or by postcard.

        - There is not a written alternate format policy and procedure or guidelines.

5. Are there specific membership requirements?

    - Town Response: You must be a startup business or in the early stages of a startup business.

Action Items:

Town of Addison:

- The Town will provide a copy of the Addison Treehouse lease for Consultant review.
    - ✓ This information was provided for review.

Consultant Team:

- None

TOWN OF ADDISON INTERVIEW QUESTIONS AND RESPONSES – FINANCIAL & STRATEGIC SERVICES DEPARTMENT

Below are Consultant provided questions and responses provided by Olivia Riley, Chief Financial Officer via email on August 23, 2017. The Financial & Strategic Services Department (Department) was unable to attend in-person interviews that were conducted. In the event more information is needed, additional interview questions will be submitted via email and in-person interviews will be setup, if necessary.

1. Does the Department include ADA language in each vendor contract to ensure that all parties are aware of their ADA rights and obligations? Can we obtain copies of contracts for review?
   For example: The Town of Addison does not maintain its own vendor list. The Town contracts with Periscope and uses www.bidsync.com.

   - Town Responses:

     - The standard contract references said bid/proposal. Each bid or proposal has its own scope of work, specification, etc. There are two points of view to consider:

       - First, ADA compliance during a construction project or building improvement (e.g., it is not necessary for building fertilizer); and
       - Second, ADA compliance for access to an event location (e.g., during a pre-bid or bid opening meeting).

     - We do not have any ADA verbiage in our terms and conditions.

2. Does the Town have specific funds set aside for ADA compliant improvements including maintenance and alternations?

   - Town Response: The Department does not know of any.

3. What are the Town's current ADA policies regarding purchasing of any items that would require ADA compliance (e.g., software, laptops, accessible equipment, etc.)?

   Can we obtain a copy for review?

   - Town Response: This is not a policy within the purchasing function but rather would be included in a policy within Human Resources.

Action Items:

Town of Addison:

- None

Consultant Team:

- Consultant Team to follow up with the Human Resources Department to inquire on whether or not they have a policy and procedure in place for the purchasing of any items that would require ADA compliance (e.g., software, laptops, accessible equipment, etc.).
- Follow up on additional questions:
  - Does the Town have a checklist that is utilized to ensure that contracts have adequate ADA language included?
    - ✓ Olivia Riley provided responses via email on August 31, 2017:
      Of the 59 items in our terms and conditions, none address ADA.

- Does the Town include standard ADA language in each vendor contract that would ensure that each vendor does not discriminate based on a disability? Normally this would be standard verbiage from the Town that would be labeled as an ADA Non-Discrimination Clause.
  - ✓ Olivia Riley provided responses via email on August 31, 2017:
    Of the 59 items in our terms and conditions, none address ADA.

TOWN OF ADDISON INTERVIEW QUESTIONS – FIRE DEPARTMENT

Below are Consultant provided questions and responses provided by David Jones, Fire Chief via email on August 31, 2017. The Fire Department (Department) was unable to attend in-person interviews that were conducted. In the event more information is needed, additional interview questions will be submitted via email and in-person interviews will be setup, if necessary.

General Facility and Employment

1. What are the eligibility requirements to be employed with the Fire Department?

   - Town Response:

   General Requirements:

   - 30 college hours;
   - Pass all entrance exams and pre-employment tests;
   - Meet and maintain required level of physical fitness and required paramedic / firefighter certifications as a condition of continued employment.
   - Ability to establish and maintain good working relationships with fellow employees, superiors, and citizens;
   - Safe driving record; and
   - Clear criminal background check and clear pre-employment drug screen.

   Work Environment / Physical Requirements:

   Incumbent may be exposed to serious physical dangers and extremes of weather. May work under stressful conditions demanding a great deal of physical strength and agility, mental alertness and concentration. When not engaged in emergency operations, works under normal conditions. Employee will be required to wear and use prescribed safety gear and to follow department safety regulations and policies.

2. Can we obtain copies of the job descriptions for review?

   - Town Response: Yes.

Transportation

1. Does the Department have emergency vehicles that are ADA accessible in the event that a person with a disability needs to be transported? If so, have these vehicles been evaluated for ADA compliance?

   - Town Response: The Department has ambulances to transport patients. Firefighters regularly utilize the engines, trucks, and battalions. All ambulances meet the requirements of the Texas Department of State Health Services.

2. Does the Department have policies in place that address instances of an individual with a disability needing assistance and the Department is not equipped to handle this type of assistance? If yes, please provide a copy of the polices for review.

   - Town Response: The Department has not had anyone with a disability that was not able to be accommodated. In the past, the Department has utilized a local bariatric ambulance for a patient weighing over 500 lbs.

Emergency Management / Emergency Evacuation Plans / Emergency Notifications / Emergency Communications

1. The Consultant Team was able to find an Emergency Evacuation Planning Guide for People with Disabilities on the website but no actual plan for the Town. Please provide copy of Town Emergency Evacuation Plan for review.

   - Town Response: The Fire Marshal has provided the Town with a building evacuation instruction form indicating that it is the responsibility of each employee to be familiar with locations of all emergency exits in their building (e.g., How they would leave their building in order to escape a fire or other emergency). If a fire alarm occurs in

the building, Fire Department personnel will respond, and administration staff shall be available to assist disabled persons as needed and evacuate all visitors immediately.

2. Confirm the Department provides the following emergency notification services? Please advise if there are any that are missed.

   - Outdoor emergency warning system (6 siren locations)
   - Emergency Communications Notifications by text, email or phone (Register Online except for those who are hearing impaired, the Internet update offers a TDD-only option for tone delivery of emergency messages. Messages delivered to phone numbers marked TDD will only be delivered in a TDD/TTY format. Residents without Internet access may call 972.450.7156 to give their information over the phone.

   - Town Response: The list is accurate.

Fire Prevention & Fire Marshal's Office / Engineering Review

1. Does the Department require that all new fire alarms systems have both audible and visible alarms in new constructed facilities?

   - Town Response: Yes.

2. Does the Department required that both audible and visible alarms are required when a new alarm is being installed, upgraded or replaced?

   - Town Response: Yes.

3. Where does the Department required fire alarms to be installed?

   - Town Response: The Department requires fire alarms in all buildings that have fire sprinkler protection. Also, single family homes built since late 1992.

4. Have all existing fire alarm systems been evaluated for ADA compliance? If yes, please provide copies of documentation for review.

   - Town Response: All fire alarm systems go through a final acceptance test that must be passed.

5. Please provide copy of Town of Addison Fire Alarm System requirements for review.

   - Town Response: See Town provided document, "Addison Fire Department Fire Alarm Installation", page 3.

Public Education / Programs and Community Outreach / Tours / Training Courses

1. Please verify that the Department provides the following public education / programs and community outreach services? Please advise if there are any missing.

   - Fire extinguisher classes for employees of hotels, restaurants and other business in Addison;
   - Children's Station tour program that includes proper fire safety behaviors;
   - Emergency plans and training for individuals serving as "fire wardens" in high-rise office buildings;
   - Other fire station tours;
   - Fire safety presentations;
   - Fire truck or ambulance requests for events;
   - School visits;
   - Smoke detector inspections & battery swaps; and/or
   - Visit with the firefighters

- Town Response: The list is accurate.

2. Have the station tour plans been evaluated for ADA accessibility? This would include assessing the tour plans to ensure that the proposed station tours path and activities are providing equal accessibility.

   - Town Response: Operations personnel are aware of and trained to handle a diverse variety of visitors including those with disabilities.

3. Is the Department aware of different types of disabilities that may affect the way a station tour could be performed?

   - Town Response: Yes.

   Is this something that is inquired about prior to performing these tours? For example: The Department may be doing a children's tour where typically the sirens are sounded. However, on this particular tour, you have a student that is autistic and the teacher has requested that the sirens are not sounded as it may trigger a sensory overload.

   - Town Response: Yes, if the information if offered. The Department inquires whether there are any special needs for tours. The entire Department operations staff attends annual continuing education training for emergency medical services. Part of this training is special needs training and how to handle different disabilities.

4. Are there specific physical requirements to be eligible to attend station tours?

   - Town Response: No.

5. The website mentions the Department assists in emergency plans. Please provide a description of the capacity in which the Department assists with emergency plans for the Town of Addison.

   - Town Response: The Department assist in any way possible.

6. Do the emergency plans include evacuation plans for persons with disabilities?

   - Town Response: Yes.

7. When the Department conducts fire presentations, does the Department provide alternate formats of the presentation and/or does the Department provide alternate forms of communications? Please provide details.

   - Town Response: The Department does not provide sign language interpretation. However, a translation line is available, if needed. Most guests are accompanied by a caretaker or someone that can assist.

8. When the Department provides a fire truck or an ambulance for a requested event or performs a school visit, does the Department provide equal access to those vehicles so that an individual with a disability has the same experience as a person without a disability? Can you provide examples?

   - Town Response: Yes. All Department personnel ensure that all visitors have good experiences within the limitations of time and equipment.

9. The Department provides various training opportunities. Does the Department have an ADA grievance policy and procedure in place? This would also include a reasonable accommodation / modification request policy and procedure, as well as an appeals process.

   - Town Response: The Department is not aware of any policy and/or procedure.

10. Does any emergency training that is provided offer information regarding how to handle situations with persons who may have disabilities? This would include how to lift a person with a mobility impairment, how to communicate with a person with no hearing, etc.

- Town Response: Yes. However, the Department does not have anyone who can interpret sign language and assess each situation on a case-by-case basis to mitigate the problem in the best interest of the patient.

11. The Department provides annual smoke detector inspections & battery swap program. It is understood that the Department will also provide a home inspection at the same time of the visit to conduct a brief walk-through to identify any signs of fire hazards. The website sates that due to liability, the Department does not install smoke detectors. Does the Department have program in place to allow installation assistance for persons with disabilities?

    - Town Responses:

        - The Department has a limited supply of battery-powered detectors. However, if detectors are provided on-site and are compatible, they can be installed. The Department does not purchase the detectors but will recommend where they can be purchased. Currently, the Department is working on a program to have detectors on hand for installation.

        - If the crews come across a defective detector, a battery powered detector will be installed and the homeowners will be advised to follow up with an electrician, as hard-wired detectors are preferred. This service is provided at no cost to occupants. However, the occupant must sign a waiver to protect the Town and the Department from any liability in the event of damage caused from the installation.

        - The statement found on the website stating that due to liability, the Department does not install smoke detectors, will be removed.

Action Items:

Town of Addison:

- None

Consultant Team:

- The Consultant Team to review provided documents.

TOWN OF ADDISON INTERVIEW QUESTIONS AND RESPONSES – TOWN OF ADDISON

Below are Consultant provided questions and responses provided by Lisa Pyles, Director of Infrastructure and Development Services via email on August 24, 2017. In the event more information is needed, additional interview questions will be submitted via email and in-person interviews will be setup, if necessary.

Maintenance of Accessible Features

1. Does the Town of Addison currently have a policy and procedure in place regarding maintenance of accessible features? For example, this could include policies for maintaining accessible features within the public rights-of-way; municipal buildings; and the park and recreation facilities.

    - Client Response: No, no formal policy is in place.

Town of Addison's ADA Liaison Committee

2. Does the Town of Addison currently have an ADA Liaison Committee? In progress. Through this process, we have identified representatives from various departments, but we have not officially designated them as a committee. If so, can we obtain a list containing each person's name, title, their work location, phone, email, and any other helpful information?

    - Client Response: This is the same contact list that was provided for the questionnaire and interview process.

Action Items:

Town of Addison:

- None

Consultant Team:

- None

TOWN OF ADDISON INTERVIEW QUESTIONS AND RESPONSES – GENERAL SERVICES DEPARTMENT

Below are Consultant provided questions and responses provided by Mark Acevedo, Director of General Services, during an in-person interview conducted on August 23, 2017. In the event more information is needed, additional interview questions will be submitted via email and in-person interviews will be setup, if necessary.

Facilities

1. Does the General Services Department (Department) ensure have an ADA grievance policy and procedure in place regarding their facilities? This would also include a reasonable accommodation / modification request policy and procedure, as well as an appeals process.

    - Town Response: Mark Acevedo was previously in charge of ADA. In 1990, he started the ADA Transition Plan but currently no actual policy or procedure in place. Reasonable accommodations were made when needed but no actual reasonable accommodation policy in place.

2. Is the information regarding these processes available and visible to the public?

    - Town Response: No.

3. Does the Department have an "out of order" policy regarding equipment that may be used for accessibility purposes? If so, can we obtain a copy for review?

    - Town Response: No.

Fleet

1. Are any of the fleet vehicles ADA accessible? If so, are they maintained in accessible working order?

    - Town Response: No, the Athletic Club used to have an ADA accessible van. Currently, the Town has no accessible vehicles and all vehicles are employee only work vehicles.

2. Has the fleet been evaluated for ADA compliance? If so, can we obtain a copy for review?

    - Town Response: Not Applicable

Special Events

1. Does the Department have Special Events Guidelines in place? This includes contract language.

    - Town Response: No, currently there are no guidelines in place. General Services does rent metal ramps for special events to use over curbs to provide access. They also provide ADA accessible portable toilets.

Other Comments:

1. Mark Acevedo stated that ADA accessible portable toilets are provided at special events. However, he is unsure on how many is actually required.

    - Consultant Team Response: The ADA standards require that at least 5% of portable toilet units must be accessible for every special event. Access Board Guidelines - Section 213, Exception 3

TOWN OF ADDISON INTERVIEW QUESTIONS AND RESPONSES – GENERAL SERVICES DEPARTMENT

Action Items:

Town of Addison:

- None

Consultant Team:

- None

TOWN OF ADDISON INTERVIEW QUESTIONS AND RESPONSES – HUMAN RESOURCES DEPARTMENT

Below are Consultant provided questions and responses provided by Passion Hayes, Director of Human Resources, during an in-person interview conducted on August 23, 2017. In the event more information is needed, additional interview questions will be submitted via email and in-person interviews will be setup, if necessary.

Job Descriptions

1. Can we obtain copies of all job descriptions that need to be reviewed by the Consultant Team?

    - Town Response: This information was provided at the meeting on a thumb drive for Consultant review.

Employee Manual / Employee Practices

1. Does each Town department have internal standard operating policies and procedures that also need to be reviewed? If so, can we obtain copies for review?

    - Town Response: Police and Fire have SOPs.

Staff Training

1. Does the Human Resources Department (Department) provide new employee orientation?

    - Town Responses:

        - Yes, the Department provides the following:

            - Onboarding, which is provided to new employees to go over Human Resources information and the employee handbooks.
            - New Employee Orientation, which is provided to new employees but is mainly about the culture of the Town of Addison.

2. Does the Department involve the ADA/504 Coordinators for Title I and II to provide new employees with information regarding their rights under the ADA, as well as information regarding their obligations as an employee with a public entity? Can we obtain copies of the training materials for review?

    - Town Responses:

        - Yes, within the first 3 days of the onboarding process, ADA information is reviewed and everyone is introduced to the Title I ADA Coordinator, which is the HR Director, Passion Hayes, and staff liaisons.

        - Passion Hayes provides a presentation with her contact information and her picture. She makes sure to meet everyone face-to-face and hand out her business card.

        - Human Resources has a list of vendors that can be provided to Town staff regarding ADA resources. HR has used Hired Hand, Inc. (Sign Language Interpreting Agency) and the Dallas Lighthouse for the Blind as external resources. Many departments contact HR for vendor referrals.

Facility Tours

1. Is the Department responsible for arranging and performing facility tours?

    - Town Responses:

        - HR is responsible for facility tours of the Athletic Club, Addison Airport, Town Hall and the Conference Center for new hires. When conducting these tours, HR staff usually contacts staff at these facilities to meet the group up front to conduct the actual tour. (3-4 tours per year)

- The Town Hall has a specific tour plan. This facility was built in 1939. There is not an elevator in this facility and the ADA accessible entrance is located at the back of the building. Passion Hayes will send the tour plan for the Town Hall for Consultant review.

2. Have the facility tours been evaluated for ADA accessibility? This would include assessing the path and activities to ensure equal accessibility.

    - Town Response: The Town Hall tour has been evaluated due to issues but not sure about all of the other facilities.

3. Is the Department aware of different types of disabilities that may affect the way a facility tour could be performed? Is this something that is inquired about prior to performing these tours? For example: The Department may be doing a children's tour where typically the tour goes out into the maintenance yard where there is rough terrain and is down three flights of stairs. However, on this particular tour, you have student that is in a wheelchair. The student councilor advised you of the student one week prior to the tour. So, instead of going down to the maintenance yard, a few employees from the yard came up to make a quick presentation in the classroom.

    - Town Responses:

        - The Department does not provide public tours, only new employee tours.

        - The Department will work with any individual to see what accommodation is necessary and what is effective.

        - The Airport tour is a windshield tour. The individuals do not get out of the vehicle.
            - The vehicle that is used for the Airport tour is contracted with Wynn Tours. Passion Hayes will provide a copy of this contract for Consultant review.

4. Are their specific physical requirements to be eligible to participate in facility tours?

    - Town Response: Not that Passion Hayes is aware of.

Other Comments:

- Currently, there is no internal policy and procedure on service animals.
- Customer Contact Training is performed for all employees on an annual basis.
- The Town also provides additional training by bringing in an employment attorney annually to go over employee information regarding the ADA Title I.
    - Passion Hayes will provide the Consultant with information regarding this additional annual training for review.

Action Items:

Town of Addison:

- Passion Hayes will send a copy of the Town Hall tour plan for Consultant review.
    - ✓ The Human Resources Department does not provide tours of Town Hall.
- Passion Hayes will provide a copy of the contract for Wynn Tours. This contract is for the vehicle that is used for the Airport tour.
    - ✓ The Human Resources Department does provide a new employee orientation windshield tour of the Town and the Airport. This tour is transported by Wynn Tours. Information regarding the agreement was provided for review.
- Passion Hayes will provide the Consultant Team information regarding additional annual training (customer contact training provided by the employment attorney) for review.
    - ✓ The Human Resources Department does not provide

TOWN OF ADDISON INTERVIEW QUESTIONS AND RESPONSES – HUMAN RESOURCES DEPARTMENT

Consultant Team:

- None

TOWN OF ADDISON INTERVIEW QUESTIONS AND RESPONSES – INFORMATION TECHNOLOGY

Below are Consultant provided questions and responses provided by the Kingsley Obinna, GIS Analyst, during an in-person interview conducted on August 24, 2017. In the event more information is needed, additional interview questions will be submitted via email and in-person interviews will be setup, if necessary.

1. What are the Town's current ADA policies regarding purchasing of any items that would require ADA compliance? This could include: software, laptops, accessible equipment, etc.?

    - Town Response: No, Information Technology (IT) utilizes the Town-wide policies and procedures. There is a policy and procedure in place for purchasing but it is a Town-wide policy and not specific to just IT. Kingsley Obinna will provide a copy to the Consultant for review.

2. Is IT responsible for ADA accessibility and maintenance of the Town website? If so, can you provide information regarding how the Department achieves ADA compliance? If no, can you specify who is responsible?

    - Town Responses:

        - IT and the Communication Department (Mary Rosenbleeth) is responsible for ADA accessibility and maintenance of the website. Currently, there is not an ADA checklist that is utilized to ensure ADA accessibility.

        - Currently, there are plans to revamp the Town's website for FY 2018, which begins on October 1st. This revamp has not yet been approved. Kingsley Obinna will provide a copy of the Consultant contract for the website to the Consultant Team for review.

        - Every department within the Town has the ability to update their department information on the website. There is no one that reviews the information prior to it being uploaded to the website. Currently, there are no policies and procedures or guidelines in place.

3. Does IT attend training on ADA compliance for websites, assistive technology, software, etc.?

    - Town Responses:

        - No. However, IT does conduct training internally on how to use certain software. Lisa Pyles states that she has been with the Town four and one-half years and has never been to any kind of ADA training.

        - IT helps with reasonable accommodations, when requested, and will help assist in using the software, phones, body cams, etc., when necessary.

4. Does IT provide ADA accessibility training for the website, assistive technology, software, etc.?

    - Town Response: No.

5. Has IT developed and/or implemented guidelines regarding the Americans with Disabilities Act?

    - Town Response: No, IT utilizes the Town-wide policies and procedures.

Other Comments:

- To view body cam footage, you must submit an Open Records Request to the Police Department. The Consultant Team will follow up with the Police Department regarding their closed captioning policy and procedure for the body cam footage.
- In the past, the Town contracted with a web design company for the website. They are not sure about the website ADA compliance. They are concerned about text color on the website.
- The Town requested guidance regarding older scanned PDF documents on the website that are not accessible.

- Some of the Town meetings are streamed live with closed captioning. The Town contracts with a company called Swagit. Once the meeting is over, the Town will post the video with closed captioning on the website.
- The Town of Addison City Council Meetings are recorded and closed captioned is provided. Then, the videos are posted on the website.
  Currently, the Town does not have policies and procedures or guidelines in place regarding closed captioning, transcripts and/or reasonable timeframes for these services to be provided.

Action Items:

Town of Addison:

- IT will provide a copy of the Town-wide purchasing policy and procedure to the Consultant for review.
  - ✓ Not available.
- IT will provide a copy of the contract for the revamp to the Town's website to the Consultant for review.
  - ✓ This project is still in the early planning stages. Therefore, a contract is not yet available.

Consultant Team:

- The Consultant will follow up with the Police Department regarding policies and procedures on viewing the Police Department body cam footage. Need to find out if this footage, once requested, will provide closed captioning.
  - ✓ This action item was added to the Department Summary and Interview Findings Summary for the Police Department for follow up.

TOWN OF ADDISON INTERVIEW QUESTIONS AND RESPONSES – INFRASTRUCTURE AND DEVELOPMENT SERVICES DEPARTMENT

Below are Consultant provided questions and responses provided by Lisa Pyles, Director of Infrastructure and Development Services, Jason Shroyer, Assistant Director of Infrastructure and Development Services, and Charles Goff, Assistant Director of Development Services and Planning during an in-person interview conducted on August 24, 2017. In the event more information is needed, additional interview questions will be submitted via email and in-person interviews will be setup, if necessary.

Infrastructure Services Division

1. Is the Infrastructure Services Division responsible for maintenance for public streets, signs and signals, and street markings?
    - Town Responses:
        - Yes, but the Division doesn't really utilize a checklist.
        - The Division has an inspector and a plans reviewer. These individuals do looks for ADA compliance and utilize the Proposed Guidelines for Pedestrian Facilities in the Public Right-of-Way (PROWAG).
2. Does the Town have documentation where they have adopted PROWAG?
    - Town Responses:
        - The Town has not officially adopted PROWAG but they are currently using the PROWAG in their daily activities.
        - Town is looking at updating the Master Transportation Plan to include ADA compliance requirement elements, which would include PROWAG requirements within the technical section.
        - In order for all public and private entities to obtain a certificate of occupancy, the entity must have full ADA compliance and have gone through the Texas Department of Licensing and Regulation (TDLR) process. If the entity does not receive a review through TDLR, it is considered to be a violation.
3. Is the Division aware of the Joint Technical Assistance Memo regarding Title II of the ADA requirements to provide curb ramps when streets, roads, or highways are altered through resurfacing? If so, can you please describe how this memo is being implemented by the Division to ensuring that past and present projects are being altered in compliance?
    - https://www.fhwa.dot.gov/civilrights/programs/doj_fhwa_ta.cfm
    - Town Response: The Town does not receive state or federal funds. All funds are usually local funding. The Town uses the same definitions to determine alterations and maintenance from the Federal Highway Administration. Kimley-Horn regularly assists the Town with any ADA questions they may have.

Development Services Division

1. Can you describe how the Development Services Division ensures that private developments are constructed with all applicable standards include the Americans with Disabilities Act and the Fair Housing Act?
    - Town Responses:
        - The Town of Addison Building Official is a Registered Accessibility Specialist (RAS) and utilizes an ADA checklist when sending comments to design professionals. Charles Goff will provide the Consultant a copy of this checklist.
        - The Town has a plans examiner that reviews all plans and uses all applicable regulations.

- The Division requires that all design professionals draw up plans in accordance with the ICC, ANSI, A117.1.
- All projects that exceed $50,000 must be reviewed by a RAS and approved for a final permit and a Certificate of Occupancy. The entity could possibly receive a temporary Certificate of Occupancy but not a final until final approval.

2. When building inspections are conducted, are ADA inspections conducted as well?
   - Town Response: Town Inspectors do not utilize a specific ADA checklist on a regular basis. However, they do have pocket guides that are kept in their vehicle for reference. (Texas Accessibility Standards Field Reference Manual 2014 Edition) These pocket guidelines are available on the TDLR Website.
3. Does the Division use ADA checklists to ensure ADA compliance? If so, can we obtain a copy for review?
   - Town Response: No.
4. Does the Town enforce their own building codes or do all Town Building Codes refer to the International Building Code (IBC)?
   - Town Response: The Town references and enforces the IBC with a few local amendments. Those amendments are in the Town Ordinances.

Other Comments:

- The Town is requesting training regarding the relationship between the ADA Transition Planning process and the affect it will have on the Town as a whole including engineering requirements, outside contractors, and Town standards.
- The Town is concerned about the ADA compliance for Town standards.
- The Town has concerns regarding utility relocation projects and how those projects relate to maintenance versus alteration requirements that would trigger ADA elements.

Action Items:

Town of Addison:

- Charles Goff with the Development Services Division will provide the Consultant with a copy of the ADA checklist that the Building Official uses when sending comments to design professionals.
  - ✓ Charles Goff does not recall stating that the Division has a checklist. However, there are some standard accessibility related comments that are included on all plan reviews. This information was provided for review.

Consultant Team:

- Jason Shroyer with the Infrastructure Services Division stated that the Town is concerned about whether or not they need to address ADA elements when they are doing utility relocation projects. The Town would like the Consultant to provide guidance regarding this issue.
  - ✓ The Consultant Team will discuss the Town's concerns with staff.

TOWN OF ADDISON INTERVIEW QUESTIONS AND RESPONSES – MUNICIPAL COURT

Below are Consultant provided questions and responses provided by Paula Dale, Addison Clerk, during an in-person interview conducted on August 24, 2017. In the event more information is needed, additional interview questions will be submitted via email and in-person interviews will be setup, if necessary.

1. Does the Addison Municipal Court (Court) have an ADA grievance policy and procedure in place? This would also include a reasonable accommodation / modification request policy and procedure, as well as an appeals process.

    - Town Response: No, the Court utilizes Town-wide policies and procedures. However, the Court is interested in copying the City of Houston's Reasonable Accommodation Policy for the Court's use. The Court is requesting a separate reasonable accommodation policy and procedure from the Town-wide reasonable accommodation policy and procedure.

2. Is the information regarding these processes available and visible to employees and to the public?

    - Town Responses:

        - No.

        - There have been instances where individuals have requested the use of the LanguageLine (Certified Interpreters), and the Texas Relay Service. The Court usually obtains vendor information through Dallas County and does not go through the Deaf Action Center. All interpreters must be certified when going to trial but for regular docket sessions, certified interpreters are not required.

<u>Jury Service</u>

1. In the eligibility requirements it states that a potential juror must be able to read and write. Does this mean that a person with a disability that uses a companion to write for them is not eligible?

    - Town Responses:

        - Article 35.16.11 of the Texas Code of Criminal Procedure states that either the state or defense can challenge for cause to a particular juror if the juror cannot read or write. There is a specific complaint process in place that is different from an ADA complaint process. This process is in place for the state or defense for the challenge process. Each side gets 3 strikes and has the option to strike each juror by using a juror chart. The final juror listing will be made of the first 6 people with no strikes.

        - If it is known that a juror cannot read or write, reasonable accommodations would be made unless both sides object and choose to challenge. However, the Court does not currently have a reasonable accommodation policy and procedure. See question #1.

            - http://www.statutes.legis.state.tx.us/Docs/CR/htm/CR.35.htm

    - Consultant Team Response:

        - The Consultant Team will research the federal law with respect to the challenge process for Article 35.16.11 under Texas State Law that a juror must be able to read and write. This state law appears to be discriminatory. An email inquiring about this law has been sent to the Department of Justice.

2. The Court website states that a potential juror must be able to read and write to be eligible to perform jury duty, along with other requirements. How does the Court verify if someone is eligible? Is this required of all jurors?

    - Town Responses:

        - The Court does not verify if jurors can read and write. The Court relies upon the juror due to them being under oath.

- There is not any documentation that is handed out to jurors. Usually, all documents are read aloud to the court and pictures are passed around or projected on a projector.

3. Do the jurors have access to the Court's ADA grievance Policy and Procedure? This would also include a reasonable accommodation / modification request policy and procedure, as well as an Appeals process.

    - Town Response: No, the Court currently does not have an ADA grievance policy and procedure. See question #1 above.

4. The Court website states that you can be excused from jury services if you can show a physical or mental impairment or an inability to comprehend or to communicate in English. Can you provide the checklist that is utilized to assist in reviewing the reverse side of the summons to determine if such impairments are valid?

    - Town Response: The reverse side of the summons is reviewed based on what is on the actual document. There is not a checklist that is utilized. Paula Dale provided this document for review.

Driving Safety Course

1. Does this course contain actual drive time? If so, are there accessible vehicles provided?

    - Town Responses:

        - This course is just an online class or you can go to a site that provide classroom time. This course can be taken to get a ticket dismissed. It's a 6-hour course and can only be taken once per year.

        - Through the Court website, ticket and court costs can be paid without surcharges.

        - An individual must sign up and pay for the class through that facility and not through the Court.

        - If an individual cannot take the course, the judge can decide to lower the fine the amount of the driving course instead of enforcing the course requirement.

        - The Court does not specify where an individual has to take the driving courses. However, the Court does require a Certificate of Completion to show proof that it was completed.

2. Do the students have access to the Court's ADA Grievance Policy and Procedure? This would also include a reasonable accommodation / modification request policy and procedure, as well as an appeals process.

    - Town Response: Unknown, all policies and procedures would be the responsibility of the facility of where the course is being held.

Other Comments:

- The Court receives a voters list for the County, which means all potential jurors are at least 18 years of age. Jurors are selected from the list of registered voters.
- The juror must be "Of Sound Mind". This determination is made by the judge or prosecutor as a judgement call. There is not test. The defendant or prosecutor would strike the juror to be excused if they felt they were not of sound mind. However, there is no actual policy or review process in place.
- An individual can be excused from jury duty if he or she is a primary caretaker of a person with a disability. This is not something that is not challenged and proof is not required.

Action Items:

Town of Addison:

- None

Consultant Team:

- The Consultant will review the provided document "Official Jury Summons" and provide comments.
- The Consultant will research under federal law with respect to the challenge process for Article 35.16.11 under Texas State Law that a juror must be able to read and write. This state law appears to be discriminatory. An email inquiring about this law has been sent to the Department of Justice (DOJ).
    - The Consultant Team has attempted to follow up with the Department of Justice numerous times. However, DOJ is not responding.
        - Follow up calls were placed on 09/04/17, 09/11/17, and 09/18/17.

TOWN OF ADDISON INTERVIEW QUESTIONS AND RESPONSES – PARKS AND RECREATION DEPARTMENT

Below are Consultant provided questions and responses provided by Michael Kashuba, Director of Parks and Recreation, during an in-person interview conducted on August 23, 2017. In the event more information is needed, additional interview questions will be submitted via email and in-person interviews will be setup, if necessary.

1. Does the Parks and Recreation Department (Department) have an ADA grievance policy and procedure in place? This would also include a reasonable accommodation / modification request policy and procedure, as well as an appeals process.

    - Town Response: No, the Parks and Recreation Department would utilize the Town-wide policies and procedures.

2. Is the information regarding these processes available and visible to employees and to the public?

    - Town Response: No

3. If there is a program that provides a service that is not accessible, is there an alternate service that could be provided that could provide the same type of experience? For example; a ropes course.

    - Town Responses:

        - Parking at Town Park probably isn't compliant. Other than that, there probably is not a specific service that cannot be accommodated.

        - All playground surfacing is being redone. Except George Bush Park is going to have mulch and not accessible surface.

        - Town Park playground is being redone with artificial turf.

        - Celestial Park has the sun dial on top with only stairs leading up. Installing a ramp would be an option but probably not feasible due to significant grade and a lot of trees. This park was not evaluated as a part of the parks evaluation process.

4. Does the Department have an ADA element maintenance policy and procedure in place?

    - No, currently there is no maintenance policy and procedure in place. However, the Town has safety inspections performed by a Certified Playground Safety Inspector. These inspections are performed on a monthly basis.

Other Comments:

- The Department rents out park pavilions as well as park facilities for boot camps. Currently, the rental agreements have no ADA language included.

Action Items:

Town of Addison:

- The Town will provide a copy of the boot camp rental agreement (waiver) for review.
    - ✓ The Town provided ten (10) recreation division waivers for review.

Consultant Team:

- The Consultant Team will review the boot camp rental agreement upon receipt.

TOWN OF ADDISON INTERVIEW QUESTIONS AND RESPONSES – POLICE DEPARTMENT

Below are Consultant provided questions and responses provided by Mike Vincent, Police Captain, during an in-person interview conducted on August 23, 2017. In the event more information is needed, additional interview questions will be submitted via email and in-person interviews will be setup, if necessary.

1. Does the Police Department (Department) have an ADA grievance policy and procedure in place? This would also include a reasonable accommodation / modification request policy and procedure, as well as an appeals process.

    - Town Responses:

        - Mike Vincent does not know of a Department-specific ADA grievance policy and procedure. The Department utilizes Town-wide policies and procedures. However, there is a Department-specific Standard Operating Procedure. Mike Vincent will provide the Consultant Team this information for review.

        - In the event an accommodation is requested, it has been in writing and the request is sent through the chain of command. The Department usually contacts Julie Ross, Labor Attorney – Outside Council, for all ADA guidance.

2. Is the information regarding these processes available and visible to employees, the public, and to prisoners?

    - Town Responses:

        - No, not it is not available to anyone.

        - The Town jail is contracted through the City of Carrollton. All jail policies and procedures would be through the City of Carrollton.

<u>Addison Citizens Assisting Police</u>

1. The volunteer qualifications state that a person must have a driver's license and insurance. Is this for identification purposes only or would the volunteer be driving? Are there positions where someone who does not drive and does not have a driver's license can still volunteer?

    - Town Responses:

        - The driver's license and insurance requirement is for persons driving around only.

        - The driver's license requirements are for persons who are not driving but doing administrative tasks within the Department.

        - This program, in conjunction with the Advocates Program, have merged and report to Stacy Love, Program Coordinator.

2. Does the orientation process including a review of all ADA policies and procedures, including reasonable accommodations as an employee and also ADA policies and procedures, including reasonable modifications for the public?

    - Town Response: The Department does not perform New Employee Orientation. This is provided through the Human Resources Department. The Consultant will follow up with the Human Resources Department.

3. Page 7 of the Addison Citizen Assisting Police Program Introduction and Overview Handbook mentions a grievance procedure but does not provide the actual procedure. In regards to ADA complaints, would it be the same procedure that should be used throughout the Town? Can we obtain a copy of this procedure for review?

    - Town Response: The procedure mentioned on this page is most likely just a general complaint procedure. However, Mike Vincent will provide the Consultant with a copy for review.

4. Radio communications appear to be the main source of communications. Are there other forms of communications that are available in the event there is a hearing-impaired volunteer?

    - Town Response: No, there is not another form of communication. In the field, communication options would be radio or phone. In the past, dispatch was located in this building, which provided access to accessible communication equipment. However, dispatch is no longer in the building.

Municipal Jail Services

1. According to the website, the Addison Police Department has partnered with the Carrollton Police Department for municipal jail services. Therefore, all persons arrested will be transported to the Carrollton Jail (Jail). Can we obtain a copy of the agreement between the Town of Addison and the City of Carrollton?

    - Town Responses:

        - That is correct. Mike Vincent will provide the Consultant with a copy of the agreement with the City of Carrollton for jail services for review.

        - When the Town of Addison makes an arrest, the Town's prisoners remain the Town's prisoners but they are located in the City of Carrollton's jail.

2. Have all programs, services, and activities for the Jail been evaluated for ADA compliance? This could include religious services, GED education classes, life skills classes, etc.

    - Town Response: The jail does not really provide programs, services, and activities to prisoners. The facility is merely a holding cell for prisoners.

3. Can you provide a list of all program, services, and activities that the Jail offers to the inmates? This could include religious services, GED education classes, Life Skills classes, etc.

    - Town Response: The jail does not really provide programs, services, and activities to prisoners. The facility is merely a holding cell for prisoners.

Action Items:

Town of Addison:

- Mike Vincent will provide the Consultant with copies of the Department's Standard Operating Procedures for review.
    - ✓ This information was provided for review.
- Mike Vincent will provide the Consultant with a copy of the agreement with the City of Carrollton for jail services for review.
    - ✓ This information was provided for review.
- During the interview with the Town of Addison Conference & Theatre Centre, it was stated that the Police Department has a service animal policy and procedure and provides training and guidance regarding service animals. Can you provide the Consultant with copies of documentation regarding this training, guidance and policies and procedures?
    - ✓ Town Responses:
      The Department does not provide service animal training. However, Mike Vincent states that Animal Control has been called for assistance at various special events. Animal Control will assist in any way necessary, will provide a handout from the Department of Justice (DOJ), and will ask the following questions to determine if a service animal is allowed:
        - Is the animal required because of a disability?
        - What tasks is the animal trained to do?
    - ✓ The handout from DOJ was provided for review.

- What are the Department's policies and procedures on viewing body-worn cameras? Will this policy and procedure address closed captioning?
  - ✓ Town Responses:
    - COBAN Technologies provides the City's body-worn cameras.
    - The City has not yet had a request for body cam footage. However, if a request is received, that request would be forwarded to the Attorney General's office for approval prior to providing footage.
    - The Department currently has a policy and procedure for body-worn cameras. However, this policy and procedure only references instructions on how and when the cameras should be operated.
    - In the event a request is made and approved, the only alternate format available would be a transcript due to evidence restrictions.

Consultant Team:

- The Police Department does not perform New Employee Orientation. This is provided through the Human Resources Department. The Consultant will follow up with the Human Resources Department.
  - ✓ This action item was discussed with the Human Resources Department.

TOWN OF ADDISON INTERVIEW QUESTIONS AND RESPONSES – WEBSITE REVIEW

Below are Consultant provided questions and responses provided by Mary Rosenbleeth, Director of Public Communications, via email on August 28, 2017. In the event more information is needed, additional interview questions will be submitted via email and in-person interviews will be setup, if necessary.

Cursory Website Review

1. Does the Town website currently have a site map? Upon review of the website, a site map could not be located. Can you provide the link of where it is located?

    - Town Response: No, it does not. The Town is in the beginning stages of redesigning the website. The redesigned website will have a site map.

2. How does the Town differentiate between informational images for alternative text and decorative images for alternative text on the website? Can you provide links and/or examples of each?

    - Town Response: Currently, there is no differentiation.

Links to Other Websites Review

1. The Town's website provides links to other websites. What is the Town's current policy on placing responsibility and/or acceptance for ADA compliance regarding another entity's link / form / document / video that is provided on the Town's website?
   For example, if a person with a disability needs an alternate format of a document that is on a link that is listed on your website. This could also apply to an alternate format of a form, closed captioning on a video, transcript for a video, ADA compliance for a social media page not maintained by the Town.

    - Town Response: If one exists, the Town is not aware of it. It was recommended that the Consultant Team check with the City Secretary's Department. Making the website ADA compliant is definitely an important component of the website redesign.

Action Items:

Town of Addison:

- None

Consultant Team:

- The Consultant Team is following up with the Department of Justice (DOJ) regarding their policy and/or guidance regarding placing responsibility and/or acceptance for ADA Compliance regarding another entity's link / form / document / video that is represented on your website.
    - The Consultant Team has attempted to follow up with the Department of Justice numerous times. However, DOJ is not responding.
        - Follow up calls were placed on 09/04/17, 09/11/17, and 09/18/17.

TOWN OF ADDISON INTERVIEW QUESTIONS AND RESPONSES – WEBSITE REVIEW

Below are Consultant provided questions and responses provided by Olivia Riley, Chief Financial Officer, via email on September 1, 2017. In the event more information is needed, additional interview questions will be submitted via email and in-person interviews will be setup, if necessary.

The Town of Addison's website provides various links to webpages where the public can search databases, directories, make purchases and payments online, sign up for specific including registrations, file reports, and view and submit bids, etc. The following links were reviewed:

Databases / Search Data / Purchase on Web	Form / Document / Video Reference Link:
Athletic Club Members online access to program registration and court reservations	https://apm.activecommunities.com/addisonclub/ActiveNet_Login?params=aHR0cHM6Ly9hcG0uYWN0aXZlY29tbXVuaXRpZXMuY29tL2FkZGlzb25jbHViL0hvbWU%3D
Trainer Directory	https://addisontexas.net/index.php?section=for-residents_athletic-club_trainer-directory
Addison Business Registration	https://epermits.addisontx.gov/
Current Bids for Town of Addison	http://www.bidsync.com/DPX?by=key&ac=powersearch&posting=1&p=&changeregion=&changeorg=&srchoid_override=&headoid=152030&sort=end&srchid=&clearsearch=&search=&title=td&region=%2Ftx&srchoid=152030&cat=&cat_1=-1&cat_2=-1&pastbids=
Online Permit Portal	https://epermits.addisontx.gov/
Online Utility Payment System	https://payment-portal.addisontx.gov/
Payment Portal and Find Common Utility Forms	https://payment-portal.addisontx.gov/
Financial Transparency Portal	https://addisontx.opengov.com/transparency#/510/accountType=expenses&breakdown=types&currentYearAmount=cumulative&currentYearPeriod=years&graph=line&legendSort=coa&proration=true&saved_view=null&selection=D737507F8358838DDED532F59DBE39F3&year=NaN&fiscal_start=earliest&fiscal_end=latest
Utility Payment System	https://payment-portal.addisontx.gov/
Current Bids Assessed	http://www.bidsync.com/DPX?by=key&ac=powersearch&posting=1&p=&changeregion=&changeorg=&srchoid_override=&headoid=152030&sort=end&srchid=&clearsearch=&search=&title=td&region=%2Ftx&srchoid=152030&cat=&cat_1=-1&cat_2=-1&pastbids=
Financial Transparency Portal	https://addisontx.opengov.com/transparency#/510/accountType=expenses&breakdown=types&currentYearAmount=cumulative&currentYearPeriod=years&graph=line&legendSort=coa&proration=true&saved_view=null&selection=D737507F8358838DDED532F59DBE39F3&year=NaN&fiscal_start=earliest&fiscal_end=latest

TOWN OF ADDISON INTERVIEW QUESTIONS AND RESPONSES – WEBSITE REVIEW

Databases / Search Data / Purchase on Web	Form / Document / Video Reference Link:
Public Information Request	http://mygovhelp.com/ADDISONTX/_cs/RequestLogin.aspx?sSessionID=&rqst=55&target=%2fADDISONTX%2f_cs%2fRequestOpen.aspx%3frqst%3d55%26amp%3bsSessionID%3d%2522%2520target%3d%2522_blank
Map the fire stations	https://addisontexas.net/index.php?section=fire-department_fire-station-locations
Emergency Communications (Alert Sign Up)	https://addisontexas.net/index.php?section=fire-department_emergency-notification-system
Register here to have your smoke alarm batteries replaced	http://www.signupgenius.com/go/4090e4fa5ad2caafc1-addison
Apply for Employment Online	https://addisontexas.net/index.php?section=https://addisontexas.net/index.php?section=human-resources_online-employment-application
Employment Application Online	https://addisontexas.net/index.php?section=human-resources_online-employment-application
Online Employment Application	https://addisontexas.net/index.php?section=human-resources_online-employment-application
Sign up for Access Addison	http://addisontexas.us8.list-manage.com/subscribe?u=6ea5c69f0a496eb8079198fdf&id=8a82ad7085
Sign up for weekly updates from the Town of Addison	http://addisontexas.us8.list-manage.com/subscribe?u=6ea5c69f0a496eb8079198fdf&id=b1e86a413c
How to Report an Outage using OncorStreetLight.com	https://oncor.ifactornotifi.com/ui/m/outage-reporting
Interactive Zoning Map	https://addison.halff.com/
Payments online	https://www.municipalonlinepayments.com/addisontx
Sign up for a driving safety course	https://addisontexas.net/index.php?section=municipal-court_driving-safety-course
Print your driving record online	http://www.texas.gov/en/Pages/default.aspx
Pay your ticket online	https://www.municipalonlinepayments.com/addisontx
Payment Online	http://www.municipalonlinepayments.com/addisontx

TOWN OF ADDISON INTERVIEW QUESTIONS AND RESPONSES – WEBSITE REVIEW

Databases / Search Data / Purchase on Web	Form / Document / Video Reference Link:
Request Deferred Disposition	http://municipalonlinepayments.com/addisontx
Municipal Records Search	https://www.municipalrecordsearch.com/addisontx
Pet Registration Form	https://addisontexas.net/ckeditorfiles/files/forms/Police%20Department/Pet-Registration-Form-2015.pdf
Community Crime Map	http://communitycrimemap.com/?address=addison
Sex Offender Registration - Texas Department of Public Safety Sex Offender	https://addisontexas.net/index.php?section=Police_Department_Sex-Offender-Registration
Purchase a Traffic Accident Report online	https://cris.dot.state.tx.us/public/Purchase/
Sign up for Alerts	https://member.everbridge.net/index/892807736724545#/login
Re-register	http://addisonalert.com/
Buy Tickets	https://addisontexas.net/corecode/uploads/microsite/uploaded_images/corecode/Buy-Ticket-Icon.png
Addison Tree House Mentorship 1:1 Appointment	https://webpage.opentime.us/group/profile/12

1. Databases:
   Is the information that is provided in databases offered through the Town only available through this database or can someone obtain the information in an alternate format (e.g., hard copy, Braille, larger print, etc.)?

   What is the Town's current policy on obtaining this alternate format?

   - Town Response: Yes, the information is available in hard copy and can be provided in larger print. Internally, we do not have the capability to provide a Braille version but we can find a way to provide it if needed. All requests need to be submitted to City Secretary or City Manager's Department.

2. Directories:
   Is the information that is provided in directories offered through the Town only available through this directory or can someone obtain the information in an alternate format (e.g., hard copy, Braille, larger print, etc.)?

   What is the Town's current policy on obtaining this alternate format?

   - Town Response: Yes, the information is available in hard copy and can be provided in larger print. Internally, we do not have the capability to provide a Braille version but we can find a way to provide it if needed. All requests need to be submitted to City Secretary or City Manager's Department.

3. Searchable Data:
   Is the searchable data only available through search databases that are provided by the Town or can someone obtain the information in an alternate format (e.g., hard copy, Braille, larger print, etc.)?

   What is your current policy on obtaining this alternate format?

   - Town Response: Yes, the information is available in hard copy and can be provided in larger print. Internally, we do not have the capability to provide a Braille version but we can find a way to provide it if needed. All requests need to be submitted to City Secretary or City Manager's Department.

4. Purchases / Payments on the Web:
   Can purchases and payments be made in an alternate format such as in person or via mail?

   - Town Response: Purchases and payments can be made in person or via mail, email, or fax. We also have recurring bank and credit card drafts for utility payments, as well as taking payments from customers initiating bill pay through their own bank.

5. Sign-Up on the Web:
   Can sign-ups be done in an alternate format such as in person, via mail, via fax, or via email?

   - Town Response: I am understanding "sign-up on the Web" as applying for service. Customers/residents can sign up for service using Perfect Forms and submit their application electronically. They also have the option to stop by the office to apply for service in person. We have copies of the application available in case a person does not have access to a computer or are using an iPad and unable to download the application. In addition, we can mail it or fax it if necessary.

6. Register on the Web:
   Can registration be done in an alternate format such as in person, via mail, via fax, or via email?

   - Town Response: I am understanding "register on the Web" as the services provided via the Town's Portal. Customers/residents can register on line using the Portal to receive copies of the statement via email. Additionally, they have the option to get the copy of their statement via regular mail. It is best for the customer to register online since they have to select their own password to keep their personal information secured.

7. File Report on the Web:
   Can a report be filed in an alternate format such as in person, via mail, via fax, or via email?

   - Town Response: Reports can be filed in person, via mail, via fax, and via email.

8. Bids:
   Can bids for the Town of Addison be placed in an alternate format such as in person, via mail, via fax, or via email?

   - Town Response: Entities submitting bids can always submit via hand delivery/mail/courier service and many bids (proposals, etc.) may also be submitted electronically through BidSync. Formal bids may NOT be submitted through email or fax.

TOWN OF ADDISON INTERVIEW QUESTIONS AND RESPONSES – WEBSITE REVIEW

Action Items:

Town of Addison:
- None

Consultant Team:
- None

TOWN OF ADDISON INTERVIEW QUESTIONS AND RESPONSES – WEBSITE REVIEW

Below are Consultant provided questions and responses provided by Hamid Khaleghipour, Executive Director of Business Performance and Innovation, via email on August 29, 2017. In the event more information is needed, additional interview questions will be submitted via email and in-person interviews will be setup, if necessary.

Videos Reviewed

1. What is the Town's Closed Captioning / Transcription Process for videos that are posted for employees and public view?

   - Town Response: At this point we don't have any established process in place.

2. Is there an alternate accessible format available?

   - Town Response: Not at this time.

3. What is the Town's current policy on retaining alternate formats for videos?

   - Town Response: There is not a policy.

4. What is the Town's current policy on placing responsibility and/or acceptance for ADA Compliance regarding another entity's link / form / document / video that is represented on your website (e.g., This would include providing an alternate format for a form, providing closed captioning for a video, etc.)?

   - Town Response: There is not a policy.

Action Items:

Town of Addison:
- None

Consultant Team:
- None

Appendix C: Grievance Procedure

Title I Grievance Procedure

Title I Grievance Form

Title II Grievance Procedure

Title II Grievance Form

TOWN OF ADDISON
GRIEVANCE PROCEDURE UNDER
THE AMERICANS WITH DISABILITIES ACT – TITLE I

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 provisions 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:

Ashley Mitchell, ADA/504 Coordinator
Deputy City Manager
Town Hall
5300 Belt Line Road
Dallas, TX 75254
Office: 972-450-7010
Relay: 1-800-735-2989
amitchell@addisontx.gov

Within 15 calendar days after receipt of the complaint, the ADA/504 Coordinator will meet with the complainant to discuss the complaint and the possible resolutions. Within 15 calendar days of the meeting, the ADA/504 Coordinator 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 Town and offer options for substantive resolution of the complaint.

If the response by the ADA/504 Coordinator does not satisfactorily resolve the issue, the complainant and/or his/her designee may appeal the decision, in writing, within 15 calendar days after receipt of the response to the City Manager's Office.

Wes Pierson, City Manager
Town Hall
5300 Belt Line Road
Dallas, TX 75254
Office: 972-450-7000
Relay: 1-800-735-2989
wpierson@addisontx.gov

Within 15 calendar days after receipt of the appeal, the City Manager's Office will contact with the complainant to discuss the complaint and possible resolutions. Within 15 calendar days after the discussion, the City Manager's Office 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 the ADA/504 Coordinator, appeals to the City Manager's Office, and responses from these two offices will be retained by the Town of Addison for at least three years.

Please note, the use of these procedures does not prohibit anyone from filing a complaint or an appeal with the U.S. Equal Employment Opportunity Commission, Department of Justice, the Texas Commission on Human Rights, and the Texas Workforce Commission.

AMERICANS WITH DISABILITIES ACT (TITLE I) COMPLAINT FORM

The Town of Addison 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 Ashley Mitchell, ADA/504 Coordinator, at 972-450-7010, or Relay Texas at 1-800-735-2989.

Date of Filing: _____

Name: _____

Address: _____

City, State, Zip Code: _____

Work Phone: _____

Home Phone: _____

Email Address: _____

Date of Alleged Incident: _____

Indicate below the person(s) who you believe discriminated against you:

Name(s): _____

Work Location: _____

Work Phone: _____

Please provide a detailed description of the alleged incidence of discrimination. If there are any witnesses, please provide their contact information. Attach additional pages as necessary.

Please provide a suggested detailed plan or remedy for this complaint. Attach additional pages as necessary.

Revised 10/18/17

Have you filed or do you intend to file a complaint concerning this incident with any other agencies (Federal, State or Local)?

☐ Yes ☐ No

If so, please provide the following information:

Agency Name: _____

Address: _____

Name of Investigator: _____

Phone Number: _____

Email Address: _____

Date Filed: _____

Status of Complaint: _____

Please attach and/or provide any additional information that might be useful in processing your complaint.

The completed form must be submitted to:

Ashley Mitchell, ADA/504 Coordinator
Deputy City Manager
Town Hall
5300 Belt Line Road
Dallas, TX 75254
Office: 972-450-7010
Relay: 1-800-735-2989
amitchell@addisontx.gov

_____ _____

Signature Date

TOWN OF ADDISON
ADA GRIEVANCE / APPEALS POLICY AND PROCEDURE UNDER
THE AMERICANS WITH DISABILITIES ACT – TITLE II

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 Town of Addison. *The Town's ADA Grievance Policy and Procedure for Title I shall govern 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:

Ashley Mitchell, ADA/504 Coordinator
Deputy City Manager
Town Hall
5300 Belt Line Road
Dallas, TX 75254
Office: 972-450-7010
Relay: 1-800-735-2989
amitchell@addisontx.gov

Within 15 calendar days after receipt of the complaint, the ADA/504 Coordinator will meet with the complainant to discuss the complaint and the possible resolutions. Within 15 calendar days of the meeting, the ADA/504 Coordinator 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 Town and offer options for substantive resolution of the complaint.

If the response by the ADA/504 Coordinator does not satisfactorily resolve the issue, the complainant and/or his/her designee may appeal the decision, in writing, within 15 calendar days after receipt of the response to the City Manager's Office.

Wes Pierson, City Manager
Town Hall
5300 Belt Line Road
Dallas, TX 75254
Office: 972-450-7000
Relay: 1-800-735-2989
wpierson@addisontx.gov

Within 15 calendar days after receipt of the appeal, the City Manager's Office will contact with the complainant to discuss the complaint and possible resolutions. Within 15 calendar days after the discussion, the City Manager's Office 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 the ADA/504 Coordinator, appeals to the City Manager's Office, and responses from these two offices will be retained by the Town of Addison for at least three years.

Please note, the use of these procedures does not prohibit anyone from filing a complaint or an appeal with the Department of Justice, and the Texas Commission on Human Rights.

AMERICANS WITH DISABILITIES ACT (TITLE II) COMPLAINT FORM

The Town of Addison 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 Ashley Mitchell, ADA/504 Coordinator, at 972-450-7010, or Relay Texas at 1-800-735-2989.

Date of Filing: _____

Name: _____

Address: _____

City, State, Zip Code: _____

Work Phone: _____

Home Phone: _____

Email Address: _____

Date of Alleged Incident: _____

Indicate below the person(s) who you believe discriminated against you:

Name(s): _____

Work Location: _____

Work Phone: _____

Please provide a detailed description of the alleged incidence of discrimination. If there are any witnesses, please provide their contact information. Attach additional pages as necessary.

Please provide a suggested detailed plan or remedy for this complaint. Attach additional pages as necessary.

Revised 10/18/17

Have you filed or do you intend to file a complaint concerning this incident with any other agencies (Federal, State or Local)?

☐ Yes ☐ No

If so, please provide the following information:

Agency Name: _____

Address: _____

Name of Investigator: _____

Phone Number: _____

Email Address: _____

Date Filed: _____

Status of Complaint: _____

Please attach and/or provide any additional information that might be useful in processing your complaint.

The completed form must be submitted to:

Ashley Mitchell, ADA/504 Coordinator
Deputy City Manager
Town Hall
5300 Belt Line Road
Dallas, TX 75254
Office: 972-450-7010
Relay: 1-800-735-2989
amitchell@addisontx.gov

_____ _____

Signature Date

Appendix D: Programs, Services, and Activities Review

Job Description Review

Equivalent Language Guidance

Documents, Forms, and Videos Review

Online Services Review

Links to Other Websites Review

Cursory Website Review

Job Title	Review Findings	Potential Solutions
City Manager's Office - Administrative Assistant	The headings for the job descriptions are not what we recommend. The general headings that are listed are as follows: "Basic Function", "Essential Functions", "Technical Competencies", "Human Competencies", "Conceptual Competencies", "Skills/Abilities", "Physical Requirements", "Knowledge", "Experience", "Work Environment" and "Reporting Relationship". This job description notes the essential job functions of this position but it does not list any non-essential job functions. These must be separate out. When talking about the actual job duties, there is some discriminatory language being used in various job descriptions. Such as the words lift, carry, pull, push, standing, walking, gripping, grasping, fingering, talking, hearing descriptive vision, sitting, squatting kneeling, bending, stooping, climbing, etc... There is not any type of disclaimer regarding the right to change and/or reassign duties. Some of these job descriptions do not provide physical requirements. There is no statement regarding reasonable accommodation including who to contact for the accommodation. It also does not provide a non-discrimination statement.	The job description should separate out specific headings for better clarification. Under these headings, feel free to use as many sub-headings as necessary to cover all aspects of the job description. These headings are: Job Title, Job Summary, Essential Functions, Non-Essential Functions and Job Specifications. The actual job description contained some discriminatory language. When talking about actual job duties, there are some physical demands. However, the wording must be so that someone with a disability can disqualify themselves. ADA compliant equivalent language must be used. For example: Instead of Carry or Lift, use Move, Transport, Position, Install, Remove, Hoist and/or Transfer. The Town should as a public entity disclaimer language be added to all job descriptions to remind employees and applicants that the description is subject to change. Some job descriptions do not provide the physical requirements. The Town should that physical requirements be added to all descriptions to ensure clarity. The Town should as a public entity that ADA compliant language ensuring that the public entity does not discriminate based on a disability and also include language stating that reasonable accommodations are available upon request.
City Manager's Office - Assistant to City Manager	The headings for the job descriptions are not what we recommend. The general headings that are listed are as follows: "Basic Function", "Essential Functions", "Technical Competencies", "Human Competencies", "Conceptual Competencies", "Skills/Abilities", "Physical Requirements", "Knowledge", "Experience", "Work Environment" and "Reporting Relationship". This job description notes the essential job functions of this position but it does not list any non-essential job functions. These must be separate out. When talking about the actual job duties, there is some discriminatory language being used in various job descriptions. Such as the words lift, carry, pull, push, standing, walking, gripping, grasping, fingering, talking, hearing descriptive vision, sitting, squatting kneeling, bending, stooping, climbing, etc... There is not any type of disclaimer regarding the right to change and/or reassign duties. Some of these job descriptions do not provide physical requirements. There is no statement regarding reasonable accommodation including who to contact for the accommodation. It also does not provide a non-discrimination statement.	The job description should separate out specific headings for better clarification. Under these headings, feel free to use as many sub-headings as necessary to cover all aspects of the job description. These headings are: Job Title, Job Summary, Essential Functions, Non-Essential Functions and Job Specifications. The actual job description contained some discriminatory language. When talking about actual job duties, there are some physical demands. However, the wording must be so that someone with a disability can disqualify themselves. ADA compliant equivalent language must be used. For example: Instead of Carry or Lift, use Move, Transport, Position, Install, Remove, Hoist and/or Transfer. The Town should as a public entity disclaimer language be added to all job descriptions to remind employees and applicants that the description is subject to change. Some job descriptions do not provide the physical requirements. The Town should that physical requirements be added to all descriptions to ensure clarity. The Town should as a public entity that ADA compliant language ensuring that the public entity does not discriminate based on a disability and also include language stating that reasonable accommodations are available upon request.

Job Title	Review Findings	Potential Solutions
City Manager	The headings for the job descriptions are not what we recommend. The general headings that are listed are as follows: "Basic Function", "Essential Functions", "Technical Competencies", "Human Competencies", "Conceptual Competencies", "Skills/Abilities", "Physical Requirements", "Knowledge", "Experience", "Work Environment" and "Reporting Relationship". This job description notes the essential job functions of this position but it does not list any non-essential job functions. These must be separate out. When talking about the actual job duties, there is some discriminatory language being used in various job descriptions. Such as the words lift, carry, pull, push, standing, walking, gripping, grasping, fingering, talking, hearing descriptive vision, sitting, squatting kneeling, bending, stooping, climbing, etc... There is not any type of disclaimer regarding the right to change and/or reassign duties. Some of these job descriptions do not provide physical requirements. There is no statement regarding reasonable accommodation including who to contact for the accommodation. It also does not provide a non-discrimination statement.	The job description should separate out specific headings for better clarification. Under these headings, feel free to use as many sub-headings as necessary to cover all aspects of the job description. These headings are: Job Title, Job Summary, Essential Functions, Non-Essential Functions and Job Specifications. The actual job description contained some discriminatory language. When talking about actual job duties, there are some physical demands. However, the wording must be so that someone with a disability can disqualify themselves. ADA compliant equivalent language must be used. For example: Instead of Carry or Lift, use Move, Transport, Position, Install, Remove, Hoist and/or Transfer. The Town should as a public entity disclaimer language be added to all job descriptions to remind employees and applicants that the description is subject to change. Some job descriptions do not provide the physical requirements. The Town should that physical requirements be added to all descriptions to ensure clarity. The Town should as a public entity that ADA compliant language ensuring that the public entity does not discriminate based on a disability and also include language stating that reasonable accommodations are available upon request.
City Manager's Office - City Secretary	The headings for the job descriptions are not what we recommend. The general headings that are listed are as follows: "Basic Function", "Essential Functions", "Technical Competencies", "Human Competencies", "Conceptual Competencies", "Skills/Abilities", "Physical Requirements", "Knowledge", "Experience", "Work Environment" and "Reporting Relationship". This job description notes the essential job functions of this position but it does not list any non-essential job functions. These must be separate out. When talking about the actual job duties, there is some discriminatory language being used in various job descriptions. Such as the words lift, carry, pull, push, standing, walking, gripping, grasping, fingering, talking, hearing descriptive vision, sitting, squatting kneeling, bending, stooping, climbing, etc... There is not any type of disclaimer regarding the right to change and/or reassign duties. Some of these job descriptions do not provide physical requirements. There is no statement regarding reasonable accommodation including who to contact for the accommodation. It also does not provide a non-discrimination statement.	The job description should separate out specific headings for better clarification. Under these headings, feel free to use as many sub-headings as necessary to cover all aspects of the job description. These headings are: Job Title, Job Summary, Essential Functions, Non-Essential Functions and Job Specifications. The actual job description contained some discriminatory language. When talking about actual job duties, there are some physical demands. However, the wording must be so that someone with a disability can disqualify themselves. ADA compliant equivalent language must be used. For example: Instead of Carry or Lift, use Move, Transport, Position, Install, Remove, Hoist and/or Transfer. The Town should as a public entity disclaimer language be added to all job descriptions to remind employees and applicants that the description is subject to change. Some job descriptions do not provide the physical requirements. The Town should that physical requirements be added to all descriptions to ensure clarity. The Town should as a public entity that ADA compliant language ensuring that the public entity does not discriminate based on a disability and also include language stating that reasonable accommodations are available upon request.

Job Title	Review Findings	Potential Solutions
City Manager's Office - Deputy City Manager - Dec '98	The headings for the job descriptions are not what we recommend. The general headings that are listed are as follows: "Basic Function", "Essential Functions", "Technical Competencies", "Human Competencies", "Conceptual Competencies", "Skills/Abilities", "Physical Requirements", "Knowledge", "Experience", "Work Environment" and "Reporting Relationship". This job description notes the essential job functions of this position but it does not list any non-essential job functions. These must be separate out. When talking about the actual job duties, there is some discriminatory language being used in various job descriptions. Such as the words lift, carry, pull, push, standing, walking, gripping, grasping, fingering, talking, hearing descriptive vision, sitting, squatting kneeling, bending, stooping, climbing, etc... There is not any type of disclaimer regarding the right to change and/or reassign duties. Some of these job descriptions do not provide physical requirements. There is no statement regarding reasonable accommodation including who to contact for the accommodation. It also does not provide a non-discrimination statement.	The job description should separate out specific headings for better clarification. Under these headings, feel free to use as many sub-headings as necessary to cover all aspects of the job description. These headings are: Job Title, Job Summary, Essential Functions, Non-Essential Functions and Job Specifications. The actual job description contained some discriminatory language. When talking about actual job duties, there are some physical demands. However, the wording must be so that someone with a disability can disqualify themselves. ADA compliant equivalent language must be used. For example: Instead of Carry or Lift, use Move, Transport, Position, Install, Remove, Hoist and/or Transfer. The Town should as a public entity disclaimer language be added to all job descriptions to remind employees and applicants that the description is subject to change. Some job descriptions do not provide the physical requirements. The Town should that physical requirements be added to all descriptions to ensure clarity. The Town should as a public entity that ADA compliant language ensuring that the public entity does not discriminate based on a disability and also include language stating that reasonable accommodations are available upon request.
City Manager's Office - Volunteer Coordinator - July 2017	The headings for the job descriptions are not what we recommend. The general headings that are listed are as follows: "Basic Function", "Essential Functions", "Technical Competencies", "Human Competencies", "Conceptual Competencies", "Skills/Abilities", "Physical Requirements", "Knowledge", "Experience", "Work Environment" and "Reporting Relationship". This job description notes the essential job functions of this position but it does not list any non-essential job functions. These must be separate out. When talking about the actual job duties, there is some discriminatory language being used in various job descriptions. Such as the words lift, carry, pull, push, standing, walking, gripping, grasping, fingering, talking, hearing descriptive vision, sitting, squatting kneeling, bending, stooping, climbing, etc... There is not any type of disclaimer regarding the right to change and/or reassign duties. Some of these job descriptions do not provide physical requirements. There is no statement regarding reasonable accommodation including who to contact for the accommodation. It also does not provide a non-discrimination statement.	The job description should separate out specific headings for better clarification. Under these headings, feel free to use as many sub-headings as necessary to cover all aspects of the job description. These headings are: Job Title, Job Summary, Essential Functions, Non-Essential Functions and Job Specifications. The actual job description contained some discriminatory language. When talking about actual job duties, there are some physical demands. However, the wording must be so that someone with a disability can disqualify themselves. ADA compliant equivalent language must be used. For example: Instead of Carry or Lift, use Move, Transport, Position, Install, Remove, Hoist and/or Transfer. The Town should as a public entity disclaimer language be added to all job descriptions to remind employees and applicants that the description is subject to change. Some job descriptions do not provide the physical requirements. The Town should that physical requirements be added to all descriptions to ensure clarity. The Town should as a public entity that ADA compliant language ensuring that the public entity does not discriminate based on a disability and also include language stating that reasonable accommodations are available upon request.

Job Title	Review Findings	Potential Solutions
Conference Center Attendant - 03/17	The headings for the job descriptions are not what we recommend. The general headings that are listed are as follows: "Basic Function", "Essential Functions", "Technical Competencies", "Human Competencies", "Conceptual Competencies", "Skills/Abilities", "Physical Requirements", "Knowledge", "Experience", "Work Environment" and "Reporting Relationship". This job description notes the essential job functions of this position but it does not list any non-essential job functions. These must be separate out. When talking about the actual job duties, there is some discriminatory language being used in various job descriptions. Such as the words lift, carry, pull, push, standing, walking, gripping, grasping, fingering, talking, hearing descriptive vision, sitting, squatting kneeling, bending, stooping, climbing, etc... There is not any type of disclaimer regarding the right to change and/or reassign duties. Some of these job descriptions do not provide physical requirements. There is no statement regarding reasonable accommodation including who to contact for the accommodation. It also does not provide a non-discrimination statement.	The job description should separate out specific headings for better clarification. Under these headings, feel free to use as many sub-headings as necessary to cover all aspects of the job description. These headings are: Job Title, Job Summary, Essential Functions, Non-Essential Functions and Job Specifications. The actual job description contained some discriminatory language. When talking about actual job duties, there are some physical demands. However, the wording must be so that someone with a disability can disqualify themselves. ADA compliant equivalent language must be used. For example: Instead of Carry or Lift, use Move, Transport, Position, Install, Remove, Hoist and/or Transfer. The Town should as a public entity disclaimer language be added to all job descriptions to remind employees and applicants that the description is subject to change. Some job descriptions do not provide the physical requirements. The Town should that physical requirements be added to all descriptions to ensure clarity. The Town should as a public entity that ADA compliant language ensuring that the public entity does not discriminate based on a disability and also include language stating that reasonable accommodations are available upon request.
Conference Centre Administrator - 03/17	The headings for the job descriptions are not what we recommend. The general headings that are listed are as follows: "Basic Function", "Essential Functions", "Technical Competencies", "Human Competencies", "Conceptual Competencies", "Skills/Abilities", "Physical Requirements", "Knowledge", "Experience", "Work Environment" and "Reporting Relationship". This job description notes the essential job functions of this position but it does not list any non-essential job functions. These must be separate out. When talking about the actual job duties, there is some discriminatory language being used in various job descriptions. Such as the words lift, carry, pull, push, standing, walking, gripping, grasping, fingering, talking, hearing descriptive vision, sitting, squatting kneeling, bending, stooping, climbing, etc... There is not any type of disclaimer regarding the right to change and/or reassign duties. Some of these job descriptions do not provide physical requirements. There is no statement regarding reasonable accommodation including who to contact for the accommodation. It also does not provide a non-discrimination statement.	The job description should separate out specific headings for better clarification. Under these headings, feel free to use as many sub-headings as necessary to cover all aspects of the job description. These headings are: Job Title, Job Summary, Essential Functions, Non-Essential Functions and Job Specifications. The actual job description contained some discriminatory language. When talking about actual job duties, there are some physical demands. However, the wording must be so that someone with a disability can disqualify themselves. ADA compliant equivalent language must be used. For example: Instead of Carry or Lift, use Move, Transport, Position, Install, Remove, Hoist and/or Transfer. The Town should as a public entity disclaimer language be added to all job descriptions to remind employees and applicants that the description is subject to change. Some job descriptions do not provide the physical requirements. The Town should that physical requirements be added to all descriptions to ensure clarity. The Town should as a public entity that ADA compliant language ensuring that the public entity does not discriminate based on a disability and also include language stating that reasonable accommodations are available upon request.

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Conference Centre Receptionist	The headings for the job descriptions are not what we recommend. The general headings that are listed are as follows: "Basic Function", "Essential Functions", "Technical Competencies", "Human Competencies", "Conceptual Competencies", "Skills/Abilities", "Physical Requirements", "Knowledge", "Experience", "Work Environment" and "Reporting Relationship". This job description notes the essential job functions of this position but it does not list any non-essential job functions. These must be separate out. When talking about the actual job duties, there is some discriminatory language being used in various job descriptions. Such as the words lift, carry, pull, push, standing, walking, gripping, grasping, fingering, talking, hearing descriptive vision, sitting, squatting kneeling, bending, stooping, climbing, etc... There is not any type of disclaimer regarding the right to change and/or reassign duties. Some of these job descriptions do not provide physical requirements. There is no statement regarding reasonable accommodation including who to contact for the accommodation. It also does not provide a non-discrimination statement.	The job description should separate out specific headings for better clarification. Under these headings, feel free to use as many sub-headings as necessary to cover all aspects of the job description. These headings are: Job Title, Job Summary, Essential Functions, Non-Essential Functions and Job Specifications. The actual job description contained some discriminatory language. When talking about actual job duties, there are some physical demands. However, the wording must be so that someone with a disability can disqualify themselves. ADA compliant equivalent language must be used. For example: Instead of Carry or Lift, use Move, Transport, Position, Install, Remove, Hoist and/or Transfer. The Town should as a public entity disclaimer language be added to all job descriptions to remind employees and applicants that the description is subject to change. Some job descriptions do not provide the physical requirements. The Town should that physical requirements be added to all descriptions to ensure clarity. The Town should as a public entity that ADA compliant language ensuring that the public entity does not discriminate based on a disability and also include language stating that reasonable accommodations are available upon request.
Event Coordinator	The headings for the job descriptions are not what we recommend. The general headings that are listed are as follows: "Basic Function", "Essential Functions", "Technical Competencies", "Human Competencies", "Conceptual Competencies", "Skills/Abilities", "Physical Requirements", "Knowledge", "Experience", "Work Environment" and "Reporting Relationship". This job description notes the essential job functions of this position but it does not list any non-essential job functions. These must be separate out. When talking about the actual job duties, there is some discriminatory language being used in various job descriptions. Such as the words lift, carry, pull, push, standing, walking, gripping, grasping, fingering, talking, hearing descriptive vision, sitting, squatting kneeling, bending, stooping, climbing, etc... There is not any type of disclaimer regarding the right to change and/or reassign duties. Some of these job descriptions do not provide physical requirements. There is no statement regarding reasonable accommodation including who to contact for the accommodation. It also does not provide a non-discrimination statement.	The job description should separate out specific headings for better clarification. Under these headings, feel free to use as many sub-headings as necessary to cover all aspects of the job description. These headings are: Job Title, Job Summary, Essential Functions, Non-Essential Functions and Job Specifications. The actual job description contained some discriminatory language. When talking about actual job duties, there are some physical demands. However, the wording must be so that someone with a disability can disqualify themselves. ADA compliant equivalent language must be used. For example: Instead of Carry or Lift, use Move, Transport, Position, Install, Remove, Hoist and/or Transfer. The Town should as a public entity disclaimer language be added to all job descriptions to remind employees and applicants that the description is subject to change. Some job descriptions do not provide the physical requirements. The Town should that physical requirements be added to all descriptions to ensure clarity. The Town should as a public entity that ADA compliant language ensuring that the public entity does not discriminate based on a disability and also include language stating that reasonable accommodations are available upon request.

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Part Time Conference Centre Attendant	The headings for the job descriptions are not what we recommend. The general headings that are listed are as follows: "Basic Function", "Essential Functions", "Technical Competencies", "Human Competencies", "Conceptual Competencies", "Skills/Abilities", "Physical Requirements", "Knowledge", "Experience", "Work Environment" and "Reporting Relationship". This job description notes the essential job functions of this position but it does not list any non-essential job functions. These must be separate out. When talking about the actual job duties, there is some discriminatory language being used in various job descriptions. Such as the words lift, carry, pull, push, standing, walking, gripping, grasping, fingering, talking, hearing descriptive vision, sitting, squatting kneeling, bending, stooping, climbing, etc... There is not any type of disclaimer regarding the right to change and/or reassign duties. Some of these job descriptions do not provide physical requirements. There is no statement regarding reasonable accommodation including who to contact for the accommodation. It also does not provide a non-discrimination statement.	The job description should separate out specific headings for better clarification. Under these headings, feel free to use as many sub-headings as necessary to cover all aspects of the job description. These headings are: Job Title, Job Summary, Essential Functions, Non-Essential Functions and Job Specifications. The actual job description contained some discriminatory language. When talking about actual job duties, there are some physical demands. However, the wording must be so that someone with a disability can disqualify themselves. ADA compliant equivalent language must be used. For example: Instead of Carry or Lift, use Move, Transport, Position, Install, Remove, Hoist and/or Transfer. The Town should as a public entity disclaimer language be added to all job descriptions to remind employees and applicants that the description is subject to change. Some job descriptions do not provide the physical requirements. The Town should that physical requirements be added to all descriptions to ensure clarity. The Town should as a public entity that ADA compliant language ensuring that the public entity does not discriminate based on a disability and also include language stating that reasonable accommodations are available upon request.
Sales Coordinator	The headings for the job descriptions are not what we recommend. The general headings that are listed are as follows: "Basic Function", "Essential Functions", "Technical Competencies", "Human Competencies", "Conceptual Competencies", "Skills/Abilities", "Physical Requirements", "Knowledge", "Experience", "Work Environment" and "Reporting Relationship". This job description notes the essential job functions of this position but it does not list any non-essential job functions. These must be separate out. When talking about the actual job duties, there is some discriminatory language being used in various job descriptions. Such as the words lift, carry, pull, push, standing, walking, gripping, grasping, fingering, talking, hearing descriptive vision, sitting, squatting kneeling, bending, stooping, climbing, etc... There is not any type of disclaimer regarding the right to change and/or reassign duties. Some of these job descriptions do not provide physical requirements. There is no statement regarding reasonable accommodation including who to contact for the accommodation. It also does not provide a non-discrimination statement.	The job description should separate out specific headings for better clarification. Under these headings, feel free to use as many sub-headings as necessary to cover all aspects of the job description. These headings are: Job Title, Job Summary, Essential Functions, Non-Essential Functions and Job Specifications. The actual job description contained some discriminatory language. When talking about actual job duties, there are some physical demands. However, the wording must be so that someone with a disability can disqualify themselves. ADA compliant equivalent language must be used. For example: Instead of Carry or Lift, use Move, Transport, Position, Install, Remove, Hoist and/or Transfer. The Town should as a public entity disclaimer language be added to all job descriptions to remind employees and applicants that the description is subject to change. Some job descriptions do not provide the physical requirements. The Town should that physical requirements be added to all descriptions to ensure clarity. The Town should as a public entity that ADA compliant language ensuring that the public entity does not discriminate based on a disability and also include language stating that reasonable accommodations are available upon request.

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Senior Conference Centre Attendant	The headings for the job descriptions are not what we recommend. The general headings that are listed are as follows: "Basic Function", "Essential Functions", "Technical Competencies", "Human Competencies", "Conceptual Competencies", "Skills/Abilities", "Physical Requirements", "Knowledge", "Experience", "Work Environment" and "Reporting Relationship". This job description notes the essential job functions of this position but it does not list any non-essential job functions. These must be separate out. When talking about the actual job duties, there is some discriminatory language being used in various job descriptions. Such as the words lift, carry, pull, push, standing, walking, gripping, grasping, fingering, talking, hearing descriptive vision, sitting, squatting kneeling, bending, stooping, climbing, etc... There is not any type of disclaimer regarding the right to change and/or reassign duties. Some of these job descriptions do not provide physical requirements. There is no statement regarding reasonable accommodation including who to contact for the accommodation. It also does not provide a non-discrimination statement.	The job description should separate out specific headings for better clarification. Under these headings, feel free to use as many sub-headings as necessary to cover all aspects of the job description. These headings are: Job Title, Job Summary, Essential Functions, Non-Essential Functions and Job Specifications. The actual job description contained some discriminatory language. When talking about actual job duties, there are some physical demands. However, the wording must be so that someone with a disability can disqualify themselves. ADA compliant equivalent language must be used. For example: Instead of Carry or Lift, use Move, Transport, Position, Install, Remove, Hoist and/or Transfer. The Town should as a public entity disclaimer language be added to all job descriptions to remind employees and applicants that the description is subject to change. Some job descriptions do not provide the physical requirements. The Town should that physical requirements be added to all descriptions to ensure clarity. The Town should as a public entity that ADA compliant language ensuring that the public entity does not discriminate based on a disability and also include language stating that reasonable accommodations are available upon request.
Theatre Technical Specialist	The headings for the job descriptions are not what we recommend. The general headings that are listed are as follows: "Basic Function", "Essential Functions", "Technical Competencies", "Human Competencies", "Conceptual Competencies", "Skills/Abilities", "Physical Requirements", "Knowledge", "Experience", "Work Environment" and "Reporting Relationship". This job description notes the essential job functions of this position but it does not list any non-essential job functions. These must be separate out. When talking about the actual job duties, there is some discriminatory language being used in various job descriptions. Such as the words lift, carry, pull, push, standing, walking, gripping, grasping, fingering, talking, hearing descriptive vision, sitting, squatting kneeling, bending, stooping, climbing, etc... There is not any type of disclaimer regarding the right to change and/or reassign duties. Some of these job descriptions do not provide physical requirements. There is no statement regarding reasonable accommodation including who to contact for the accommodation. It also does not provide a non-discrimination statement.	The job description should separate out specific headings for better clarification. Under these headings, feel free to use as many sub-headings as necessary to cover all aspects of the job description. These headings are: Job Title, Job Summary, Essential Functions, Non-Essential Functions and Job Specifications. The actual job description contained some discriminatory language. When talking about actual job duties, there are some physical demands. However, the wording must be so that someone with a disability can disqualify themselves. ADA compliant equivalent language must be used. For example: Instead of Carry or Lift, use Move, Transport, Position, Install, Remove, Hoist and/or Transfer. The Town should as a public entity disclaimer language be added to all job descriptions to remind employees and applicants that the description is subject to change. Some job descriptions do not provide the physical requirements. The Town should that physical requirements be added to all descriptions to ensure clarity. The Town should as a public entity that ADA compliant language ensuring that the public entity does not discriminate based on a disability and also include language stating that reasonable accommodations are available upon request.

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Assistant Director of Development Services and Planning	The headings for the job descriptions are not what we recommend. The general headings that are listed are as follows: "Basic Function", "Essential Functions", "Technical Competencies", "Human Competencies", "Conceptual Competencies", "Skills/Abilities", "Physical Requirements", "Knowledge", "Experience", "Work Environment" and "Reporting Relationship". This job description notes the essential job functions of this position but it does not list any non-essential job functions. These must be separate out. When talking about the actual job duties, there is some discriminatory language being used in various job descriptions. Such as the words lift, carry, pull, push, standing, walking, gripping, grasping, fingering, talking, hearing descriptive vision, sitting, squatting kneeling, bending, stooping, climbing, etc... There is not any type of disclaimer regarding the right to change and/or reassign duties. Some of these job descriptions do not provide physical requirements. There is no statement regarding reasonable accommodation including who to contact for the accommodation. It also does not provide a non-discrimination statement.	The job description should separate out specific headings for better clarification. Under these headings, feel free to use as many sub-headings as necessary to cover all aspects of the job description. These headings are: Job Title, Job Summary, Essential Functions, Non-Essential Functions and Job Specifications. The actual job description contained some discriminatory language. When talking about actual job duties, there are some physical demands. However, the wording must be so that someone with a disability can disqualify themselves. ADA compliant equivalent language must be used. For example: Instead of Carry or Lift, use Move, Transport, Position, Install, Remove, Hoist and/or Transfer. The Town should as a public entity disclaimer language be added to all job descriptions to remind employees and applicants that the description is subject to change. Some job descriptions do not provide the physical requirements. The Town should that physical requirements be added to all descriptions to ensure clarity. The Town should as a public entity that ADA compliant language ensuring that the public entity does not discriminate based on a disability and also include language stating that reasonable accommodations are available upon request.
Building Inspector	The headings for the job descriptions are not what we recommend. The general headings that are listed are as follows: "Basic Function", "Essential Functions", "Technical Competencies", "Human Competencies", "Conceptual Competencies", "Skills/Abilities", "Physical Requirements", "Knowledge", "Experience", "Work Environment" and "Reporting Relationship". This job description notes the essential job functions of this position but it does not list any non-essential job functions. These must be separate out. When talking about the actual job duties, there is some discriminatory language being used in various job descriptions. Such as the words lift, carry, pull, push, standing, walking, gripping, grasping, fingering, talking, hearing descriptive vision, sitting, squatting kneeling, bending, stooping, climbing, etc... There is not any type of disclaimer regarding the right to change and/or reassign duties. Some of these job descriptions do not provide physical requirements. There is no statement regarding reasonable accommodation including who to contact for the accommodation. It also does not provide a non-discrimination statement.	The job description should separate out specific headings for better clarification. Under these headings, feel free to use as many sub-headings as necessary to cover all aspects of the job description. These headings are: Job Title, Job Summary, Essential Functions, Non-Essential Functions and Job Specifications. The actual job description contained some discriminatory language. When talking about actual job duties, there are some physical demands. However, the wording must be so that someone with a disability can disqualify themselves. ADA compliant equivalent language must be used. For example: Instead of Carry or Lift, use Move, Transport, Position, Install, Remove, Hoist and/or Transfer. The Town should as a public entity disclaimer language be added to all job descriptions to remind employees and applicants that the description is subject to change. Some job descriptions do not provide the physical requirements. The Town should that physical requirements be added to all descriptions to ensure clarity. The Town should as a public entity that ADA compliant language ensuring that the public entity does not discriminate based on a disability and also include language stating that reasonable accommodations are available upon request.

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Building Official	The headings for the job descriptions are not what we recommend. The general headings that are listed are as follows: "Basic Function", "Essential Functions", "Technical Competencies", "Human Competencies", "Conceptual Competencies", "Skills/Abilities", "Physical Requirements", "Knowledge", "Experience", "Work Environment" and "Reporting Relationship". This job description notes the essential job functions of this position but it does not list any non-essential job functions. These must be separate out. When talking about the actual job duties, there is some discriminatory language being used in various job descriptions. Such as the words lift, carry, pull, push, standing, walking, gripping, grasping, fingering, talking, hearing descriptive vision, sitting, squatting kneeling, bending, stooping, climbing, etc... There is not any type of disclaimer regarding the right to change and/or reassign duties. Some of these job descriptions do not provide physical requirements. There is no statement regarding reasonable accommodation including who to contact for the accommodation. It also does not provide a non-discrimination statement.	The job description should separate out specific headings for better clarification. Under these headings, feel free to use as many sub-headings as necessary to cover all aspects of the job description. These headings are: Job Title, Job Summary, Essential Functions, Non-Essential Functions and Job Specifications. The actual job description contained some discriminatory language. When talking about actual job duties, there are some physical demands. However, the wording must be so that someone with a disability can disqualify themselves. ADA compliant equivalent language must be used. For example: Instead of Carry or Lift, use Move, Transport, Position, Install, Remove, Hoist and/or Transfer. The Town should as a public entity disclaimer language be added to all job descriptions to remind employees and applicants that the description is subject to change. Some job descriptions do not provide the physical requirements. The Town should that physical requirements be added to all descriptions to ensure clarity. The Town should as a public entity that ADA compliant language ensuring that the public entity does not discriminate based on a disability and also include language stating that reasonable accommodations are available upon request.
Environmental Health Specialist	The headings for the job descriptions are not what we recommend. The general headings that are listed are as follows: "Basic Function", "Essential Functions", "Technical Competencies", "Human Competencies", "Conceptual Competencies", "Skills/Abilities", "Physical Requirements", "Knowledge", "Experience", "Work Environment" and "Reporting Relationship". This job description notes the essential job functions of this position but it does not list any non-essential job functions. These must be separate out. When talking about the actual job duties, there is some discriminatory language being used in various job descriptions. Such as the words lift, carry, pull, push, standing, walking, gripping, grasping, fingering, talking, hearing descriptive vision, sitting, squatting kneeling, bending, stooping, climbing, etc... There is not any type of disclaimer regarding the right to change and/or reassign duties. Some of these job descriptions do not provide physical requirements. There is no statement regarding reasonable accommodation including who to contact for the accommodation. It also does not provide a non-discrimination statement.	The job description should separate out specific headings for better clarification. Under these headings, feel free to use as many sub-headings as necessary to cover all aspects of the job description. These headings are: Job Title, Job Summary, Essential Functions, Non-Essential Functions and Job Specifications. The actual job description contained some discriminatory language. When talking about actual job duties, there are some physical demands. However, the wording must be so that someone with a disability can disqualify themselves. ADA compliant equivalent language must be used. For example: Instead of Carry or Lift, use Move, Transport, Position, Install, Remove, Hoist and/or Transfer. The Town should as a public entity disclaimer language be added to all job descriptions to remind employees and applicants that the description is subject to change. Some job descriptions do not provide the physical requirements. The Town should that physical requirements be added to all descriptions to ensure clarity. The Town should as a public entity that ADA compliant language ensuring that the public entity does not discriminate based on a disability and also include language stating that reasonable accommodations are available upon request.

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Environmental Services Official	The headings for the job descriptions are not what we recommend. The general headings that are listed are as follows: "Basic Function", "Essential Functions", "Technical Competencies", "Human Competencies", "Conceptual Competencies", "Skills/Abilities", "Physical Requirements", "Knowledge", "Experience", "Work Environment" and "Reporting Relationship". This job description notes the essential job functions of this position but it does not list any non-essential job functions. These must be separate out. When talking about the actual job duties, there is some discriminatory language being used in various job descriptions. Such as the words lift, carry, pull, push, standing, walking, gripping, grasping, fingering, talking, hearing descriptive vision, sitting, squatting kneeling, bending, stooping, climbing, etc... There is not any type of disclaimer regarding the right to change and/or reassign duties. Some of these job descriptions do not provide physical requirements. There is no statement regarding reasonable accommodation including who to contact for the accommodation. It also does not provide a non-discrimination statement.	The job description should separate out specific headings for better clarification. Under these headings, feel free to use as many sub-headings as necessary to cover all aspects of the job description. These headings are: Job Title, Job Summary, Essential Functions, Non-Essential Functions and Job Specifications. The actual job description contained some discriminatory language. When talking about actual job duties, there are some physical demands. However, the wording must be so that someone with a disability can disqualify themselves. ADA compliant equivalent language must be used. For example: Instead of Carry or Lift, use Move, Transport, Position, Install, Remove, Hoist and/or Transfer. The Town should as a public entity disclaimer language be added to all job descriptions to remind employees and applicants that the description is subject to change. Some job descriptions do not provide the physical requirements. The Town should that physical requirements be added to all descriptions to ensure clarity. The Town should as a public entity that ADA compliant language ensuring that the public entity does not discriminate based on a disability and also include language stating that reasonable accommodations are available upon request.
Department Clerk	The headings for the job descriptions are not what we recommend. The general headings that are listed are as follows: "Basic Function", "Essential Functions", "Technical Competencies", "Human Competencies", "Conceptual Competencies", "Skills/Abilities", "Physical Requirements", "Knowledge", "Experience", "Work Environment" and "Reporting Relationship". This job description notes the essential job functions of this position but it does not list any non-essential job functions. These must be separate out. When talking about the actual job duties, there is some discriminatory language being used in various job descriptions. Such as the words lift, carry, pull, push, standing, walking, gripping, grasping, fingering, talking, hearing descriptive vision, sitting, squatting kneeling, bending, stooping, climbing, etc... There is not any type of disclaimer regarding the right to change and/or reassign duties. Some of these job descriptions do not provide physical requirements. There is no statement regarding reasonable accommodation including who to contact for the accommodation. It also does not provide a non-discrimination statement.	The job description should separate out specific headings for better clarification. Under these headings, feel free to use as many sub-headings as necessary to cover all aspects of the job description. These headings are: Job Title, Job Summary, Essential Functions, Non-Essential Functions and Job Specifications. The actual job description contained some discriminatory language. When talking about actual job duties, there are some physical demands. However, the wording must be so that someone with a disability can disqualify themselves. ADA compliant equivalent language must be used. For example: Instead of Carry or Lift, use Move, Transport, Position, Install, Remove, Hoist and/or Transfer. The Town should as a public entity disclaimer language be added to all job descriptions to remind employees and applicants that the description is subject to change. Some job descriptions do not provide the physical requirements. The Town should that physical requirements be added to all descriptions to ensure clarity. The Town should as a public entity that ADA compliant language ensuring that the public entity does not discriminate based on a disability and also include language stating that reasonable accommodations are available upon request.

Job Title	Review Findings	Potential Solutions
Permit Tech	The headings for the job descriptions are not what we recommend. The general headings that are listed are as follows: "Basic Function", "Essential Functions", "Technical Competencies", "Human Competencies", "Conceptual Competencies", "Skills/Abilities", "Physical Requirements", "Knowledge", "Experience", "Work Environment" and "Reporting Relationship". This job description notes the essential job functions of this position but it does not list any non-essential job functions. These must be separate out. When talking about the actual job duties, there is some discriminatory language being used in various job descriptions. Such as the words lift, carry, pull, push, standing, walking, gripping, grasping, fingering, talking, hearing descriptive vision, sitting, squatting kneeling, bending, stooping, climbing, etc... There is not any type of disclaimer regarding the right to change and/or reassign duties. Some of these job descriptions do not provide physical requirements. There is no statement regarding reasonable accommodation including who to contact for the accommodation. It also does not provide a non-discrimination statement.	The job description should separate out specific headings for better clarification. Under these headings, feel free to use as many sub-headings as necessary to cover all aspects of the job description. These headings are: Job Title, Job Summary, Essential Functions, Non-Essential Functions and Job Specifications. The actual job description contained some discriminatory language. When talking about actual job duties, there are some physical demands. However, the wording must be so that someone with a disability can disqualify themselves. ADA compliant equivalent language must be used. For example: Instead of Carry or Lift, use Move, Transport, Position, Install, Remove, Hoist and/or Transfer. The Town should as a public entity disclaimer language be added to all job descriptions to remind employees and applicants that the description is subject to change. Some job descriptions do not provide the physical requirements. The Town should that physical requirements be added to all descriptions to ensure clarity. The Town should as a public entity that ADA compliant language ensuring that the public entity does not discriminate based on a disability and also include language stating that reasonable accommodations are available upon request.
Plans Examiner/Building Inspector	The headings for the job descriptions are not what we recommend. The general headings that are listed are as follows: "Basic Function", "Essential Functions", "Technical Competencies", "Human Competencies", "Conceptual Competencies", "Skills/Abilities", "Physical Requirements", "Knowledge", "Experience", "Work Environment" and "Reporting Relationship". This job description notes the essential job functions of this position but it does not list any non-essential job functions. These must be separate out. When talking about the actual job duties, there is some discriminatory language being used in various job descriptions. Such as the words lift, carry, pull, push, standing, walking, gripping, grasping, fingering, talking, hearing descriptive vision, sitting, squatting kneeling, bending, stooping, climbing, etc... There is not any type of disclaimer regarding the right to change and/or reassign duties. Some of these job descriptions do not provide physical requirements. There is no statement regarding reasonable accommodation including who to contact for the accommodation. It also does not provide a non-discrimination statement.	The job description should separate out specific headings for better clarification. Under these headings, feel free to use as many sub-headings as necessary to cover all aspects of the job description. These headings are: Job Title, Job Summary, Essential Functions, Non-Essential Functions and Job Specifications. The actual job description contained some discriminatory language. When talking about actual job duties, there are some physical demands. However, the wording must be so that someone with a disability can disqualify themselves. ADA compliant equivalent language must be used. For example: Instead of Carry or Lift, use Move, Transport, Position, Install, Remove, Hoist and/or Transfer. The Town should as a public entity disclaimer language be added to all job descriptions to remind employees and applicants that the description is subject to change. Some job descriptions do not provide the physical requirements. The Town should that physical requirements be added to all descriptions to ensure clarity. The Town should as a public entity that ADA compliant language ensuring that the public entity does not discriminate based on a disability and also include language stating that reasonable accommodations are available upon request.

Job Title	Review Findings	Potential Solutions
Property Standards Specialist/Code Enforcement	The headings for the job descriptions are not what we recommend. The general headings that are listed are as follows: "Basic Function", "Essential Functions", "Technical Competencies", "Human Competencies", "Conceptual Competencies", "Skills/Abilities", "Physical Requirements", "Knowledge", "Experience", "Work Environment" and "Reporting Relationship". This job description notes the essential job functions of this position but it does not list any non-essential job functions. These must be separate out. When talking about the actual job duties, there is some discriminatory language being used in various job descriptions. Such as the words lift, carry, pull, push, standing, walking, gripping, grasping, fingering, talking, hearing descriptive vision, sitting, squatting kneeling, bending, stooping, climbing, etc... There is not any type of disclaimer regarding the right to change and/or reassign duties. Some of these job descriptions do not provide physical requirements. There is no statement regarding reasonable accommodation including who to contact for the accommodation. It also does not provide a non-discrimination statement.	The job description should separate out specific headings for better clarification. Under these headings, feel free to use as many sub-headings as necessary to cover all aspects of the job description. These headings are: Job Title, Job Summary, Essential Functions, Non-Essential Functions and Job Specifications. The actual job description contained some discriminatory language. When talking about actual job duties, there are some physical demands. However, the wording must be so that someone with a disability can disqualify themselves. ADA compliant equivalent language must be used. For example: Instead of Carry or Lift, use Move, Transport, Position, Install, Remove, Hoist and/or Transfer. The Town should as a public entity disclaimer language be added to all job descriptions to remind employees and applicants that the description is subject to change. Some job descriptions do not provide the physical requirements. The Town should that physical requirements be added to all descriptions to ensure clarity. The Town should as a public entity that ADA compliant language ensuring that the public entity does not discriminate based on a disability and also include language stating that reasonable accommodations are available upon request.
Senior Planner	The headings for the job descriptions are not what we recommend. The general headings that are listed are as follows: "Basic Function", "Essential Functions", "Technical Competencies", "Human Competencies", "Conceptual Competencies", "Skills/Abilities", "Physical Requirements", "Knowledge", "Experience", "Work Environment" and "Reporting Relationship". This job description notes the essential job functions of this position but it does not list any non-essential job functions. These must be separate out. When talking about the actual job duties, there is some discriminatory language being used in various job descriptions. Such as the words lift, carry, pull, push, standing, walking, gripping, grasping, fingering, talking, hearing descriptive vision, sitting, squatting kneeling, bending, stooping, climbing, etc... There is not any type of disclaimer regarding the right to change and/or reassign duties. Some of these job descriptions do not provide physical requirements. There is no statement regarding reasonable accommodation including who to contact for the accommodation. It also does not provide a non-discrimination statement.	The job description should separate out specific headings for better clarification. Under these headings, feel free to use as many sub-headings as necessary to cover all aspects of the job description. These headings are: Job Title, Job Summary, Essential Functions, Non-Essential Functions and Job Specifications. The actual job description contained some discriminatory language. When talking about actual job duties, there are some physical demands. However, the wording must be so that someone with a disability can disqualify themselves. ADA compliant equivalent language must be used. For example: Instead of Carry or Lift, use Move, Transport, Position, Install, Remove, Hoist and/or Transfer. The Town should as a public entity disclaimer language be added to all job descriptions to remind employees and applicants that the description is subject to change. Some job descriptions do not provide the physical requirements. The Town should that physical requirements be added to all descriptions to ensure clarity. The Town should as a public entity that ADA compliant language ensuring that the public entity does not discriminate based on a disability and also include language stating that reasonable accommodations are available upon request.

Job Title	Review Findings	Potential Solutions
Department Assistant - Economic Development	The headings for the job descriptions are not what we recommend. The general headings that are listed are as follows: "Basic Function", "Essential Functions", "Technical Competencies", "Human Competencies", "Conceptual Competencies", "Skills/Abilities", "Physical Requirements", "Knowledge", "Experience", "Work Environment" and "Reporting Relationship". This job description notes the essential job functions of this position but it does not list any non-essential job functions. These must be separate out. When talking about the actual job duties, there is some discriminatory language being used in various job descriptions. Such as the words lift, carry, pull, push, standing, walking, gripping, grasping, fingering, talking, hearing descriptive vision, sitting, squatting kneeling, bending, stooping, climbing, etc... There is not any type of disclaimer regarding the right to change and/or reassign duties. Some of these job descriptions do not provide physical requirements. There is no statement regarding reasonable accommodation including who to contact for the accommodation. It also does not provide a non-discrimination statement.	The job description should separate out specific headings for better clarification. Under these headings, feel free to use as many sub-headings as necessary to cover all aspects of the job description. These headings are: Job Title, Job Summary, Essential Functions, Non-Essential Functions and Job Specifications. The actual job description contained some discriminatory language. When talking about actual job duties, there are some physical demands. However, the wording must be so that someone with a disability can disqualify themselves. ADA compliant equivalent language must be used. For example: Instead of Carry or Lift, use Move, Transport, Position, Install, Remove, Hoist and/or Transfer. The Town should as a public entity disclaimer language be added to all job descriptions to remind employees and applicants that the description is subject to change. Some job descriptions do not provide the physical requirements. The Town should that physical requirements be added to all descriptions to ensure clarity. The Town should as a public entity that ADA compliant language ensuring that the public entity does not discriminate based on a disability and also include language stating that reasonable accommodations are available upon request.
Director of Economic Development	The headings for the job descriptions are not what we recommend. The general headings that are listed are as follows: "Basic Function", "Essential Functions", "Technical Competencies", "Human Competencies", "Conceptual Competencies", "Skills/Abilities", "Physical Requirements", "Knowledge", "Experience", "Work Environment" and "Reporting Relationship". This job description notes the essential job functions of this position but it does not list any non-essential job functions. These must be separate out. When talking about the actual job duties, there is some discriminatory language being used in various job descriptions. Such as the words lift, carry, pull, push, standing, walking, gripping, grasping, fingering, talking, hearing descriptive vision, sitting, squatting kneeling, bending, stooping, climbing, etc... There is not any type of disclaimer regarding the right to change and/or reassign duties. Some of these job descriptions do not provide physical requirements. There is no statement regarding reasonable accommodation including who to contact for the accommodation. It also does not provide a non-discrimination statement.	The job description should separate out specific headings for better clarification. Under these headings, feel free to use as many sub-headings as necessary to cover all aspects of the job description. These headings are: Job Title, Job Summary, Essential Functions, Non-Essential Functions and Job Specifications. The actual job description contained some discriminatory language. When talking about actual job duties, there are some physical demands. However, the wording must be so that someone with a disability can disqualify themselves. ADA compliant equivalent language must be used. For example: Instead of Carry or Lift, use Move, Transport, Position, Install, Remove, Hoist and/or Transfer. The Town should as a public entity disclaimer language be added to all job descriptions to remind employees and applicants that the description is subject to change. Some job descriptions do not provide the physical requirements. The Town should that physical requirements be added to all descriptions to ensure clarity. The Town should as a public entity that ADA compliant language ensuring that the public entity does not discriminate based on a disability and also include language stating that reasonable accommodations are available upon request.

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Economic Development Manager	The headings for the job descriptions are not what we recommend. The general headings that are listed are as follows: "Basic Function", "Essential Functions", "Technical Competencies", "Human Competencies", "Conceptual Competencies", "Skills/Abilities", "Physical Requirements", "Knowledge", "Experience", "Work Environment" and "Reporting Relationship". This job description notes the essential job functions of this position but it does not list any non-essential job functions. These must be separate out. When talking about the actual job duties, there is some discriminatory language being used in various job descriptions. Such as the words lift, carry, pull, push, standing, walking, gripping, grasping, fingering, talking, hearing descriptive vision, sitting, squatting kneeling, bending, stooping, climbing, etc... There is not any type of disclaimer regarding the right to change and/or reassign duties. Some of these job descriptions do not provide physical requirements. There is no statement regarding reasonable accommodation including who to contact for the accommodation. It also does not provide a non-discrimination statement.	The job description should separate out specific headings for better clarification. Under these headings, feel free to use as many sub-headings as necessary to cover all aspects of the job description. These headings are: Job Title, Job Summary, Essential Functions, Non-Essential Functions and Job Specifications. The actual job description contained some discriminatory language. When talking about actual job duties, there are some physical demands. However, the wording must be so that someone with a disability can disqualify themselves. ADA compliant equivalent language must be used. For example: Instead of Carry or Lift, use Move, Transport, Position, Install, Remove, Hoist and/or Transfer. The Town should as a public entity disclaimer language be added to all job descriptions to remind employees and applicants that the description is subject to change. Some job descriptions do not provide the physical requirements. The Town should that physical requirements be added to all descriptions to ensure clarity. The Town should as a public entity that ADA compliant language ensuring that the public entity does not discriminate based on a disability and also include language stating that reasonable accommodations are available upon request.
Tourism Coordinator	The headings for the job descriptions are not what we recommend. The general headings that are listed are as follows: "Basic Function", "Essential Functions", "Technical Competencies", "Human Competencies", "Conceptual Competencies", "Skills/Abilities", "Physical Requirements", "Knowledge", "Experience", "Work Environment" and "Reporting Relationship". This job description notes the essential job functions of this position but it does not list any non-essential job functions. These must be separate out. When talking about the actual job duties, there is some discriminatory language being used in various job descriptions. Such as the words lift, carry, pull, push, standing, walking, gripping, grasping, fingering, talking, hearing descriptive vision, sitting, squatting kneeling, bending, stooping, climbing, etc... There is not any type of disclaimer regarding the right to change and/or reassign duties. Some of these job descriptions do not provide physical requirements. There is no statement regarding reasonable accommodation including who to contact for the accommodation. It also does not provide a non-discrimination statement.	The job description should separate out specific headings for better clarification. Under these headings, feel free to use as many sub-headings as necessary to cover all aspects of the job description. These headings are: Job Title, Job Summary, Essential Functions, Non-Essential Functions and Job Specifications. The actual job description contained some discriminatory language. When talking about actual job duties, there are some physical demands. However, the wording must be so that someone with a disability can disqualify themselves. ADA compliant equivalent language must be used. For example: Instead of Carry or Lift, use Move, Transport, Position, Install, Remove, Hoist and/or Transfer. The Town should as a public entity disclaimer language be added to all job descriptions to remind employees and applicants that the description is subject to change. Some job descriptions do not provide the physical requirements. The Town should that physical requirements be added to all descriptions to ensure clarity. The Town should as a public entity that ADA compliant language ensuring that the public entity does not discriminate based on a disability and also include language stating that reasonable accommodations are available upon request.

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Accountant	The headings for the job descriptions are not what we recommend. The general headings that are listed are as follows: "Basic Function", "Essential Functions", "Technical Competencies", "Human Competencies", "Conceptual Competencies", "Skills/Abilities", "Physical Requirements", "Knowledge", "Experience", "Work Environment" and "Reporting Relationship". This job description notes the essential job functions of this position but it does not list any non-essential job functions. These must be separate out. When talking about the actual job duties, there is some discriminatory language being used in various job descriptions. Such as the words lift, carry, pull, push, standing, walking, gripping, grasping, fingering, talking, hearing descriptive vision, sitting, squatting kneeling, bending, stooping, climbing, etc... There is not any type of disclaimer regarding the right to change and/or reassign duties. Some of these job descriptions do not provide physical requirements. There is no statement regarding reasonable accommodation including who to contact for the accommodation. It also does not provide a non-discrimination statement.	The job description should separate out specific headings for better clarification. Under these headings, feel free to use as many sub-headings as necessary to cover all aspects of the job description. These headings are: Job Title, Job Summary, Essential Functions, Non-Essential Functions and Job Specifications. The actual job description contained some discriminatory language. When talking about actual job duties, there are some physical demands. However, the wording must be so that someone with a disability can disqualify themselves. ADA compliant equivalent language must be used. For example: Instead of Carry or Lift, use Move, Transport, Position, Install, Remove, Hoist and/or Transfer. The Town should as a public entity disclaimer language be added to all job descriptions to remind employees and applicants that the description is subject to change. Some job descriptions do not provide the physical requirements. The Town should that physical requirements be added to all descriptions to ensure clarity. The Town should as a public entity that ADA compliant language ensuring that the public entity does not discriminate based on a disability and also include language stating that reasonable accommodations are available upon request.
Accounting Manager	The headings for the job descriptions are not what we recommend. The general headings that are listed are as follows: "Basic Function", "Essential Functions", "Technical Competencies", "Human Competencies", "Conceptual Competencies", "Skills/Abilities", "Physical Requirements", "Knowledge", "Experience", "Work Environment" and "Reporting Relationship". This job description notes the essential job functions of this position but it does not list any non-essential job functions. These must be separate out. When talking about the actual job duties, there is some discriminatory language being used in various job descriptions. Such as the words lift, carry, pull, push, standing, walking, gripping, grasping, fingering, talking, hearing descriptive vision, sitting, squatting kneeling, bending, stooping, climbing, etc... There is not any type of disclaimer regarding the right to change and/or reassign duties. Some of these job descriptions do not provide physical requirements. There is no statement regarding reasonable accommodation including who to contact for the accommodation. It also does not provide a non-discrimination statement.	The job description should separate out specific headings for better clarification. Under these headings, feel free to use as many sub-headings as necessary to cover all aspects of the job description. These headings are: Job Title, Job Summary, Essential Functions, Non-Essential Functions and Job Specifications. The actual job description contained some discriminatory language. When talking about actual job duties, there are some physical demands. However, the wording must be so that someone with a disability can disqualify themselves. ADA compliant equivalent language must be used. For example: Instead of Carry or Lift, use Move, Transport, Position, Install, Remove, Hoist and/or Transfer. The Town should as a public entity disclaimer language be added to all job descriptions to remind employees and applicants that the description is subject to change. Some job descriptions do not provide the physical requirements. The Town should that physical requirements be added to all descriptions to ensure clarity. The Town should as a public entity that ADA compliant language ensuring that the public entity does not discriminate based on a disability and also include language stating that reasonable accommodations are available upon request.

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Accounting Specialist I	The headings for the job descriptions are not what we recommend. The general headings that are listed are as follows: "Basic Function", "Essential Functions", "Technical Competencies", "Human Competencies", "Conceptual Competencies", "Skills/Abilities", "Physical Requirements", "Knowledge", "Experience", "Work Environment" and "Reporting Relationship". This job description notes the essential job functions of this position but it does not list any non-essential job functions. These must be separate out. When talking about the actual job duties, there is some discriminatory language being used in various job descriptions. Such as the words lift, carry, pull, push, standing, walking, gripping, grasping, fingering, talking, hearing descriptive vision, sitting, squatting kneeling, bending, stooping, climbing, etc... There is not any type of disclaimer regarding the right to change and/or reassign duties. Some of these job descriptions do not provide physical requirements. There is no statement regarding reasonable accommodation including who to contact for the accommodation. It also does not provide a non-discrimination statement.	The job description should separate out specific headings for better clarification. Under these headings, feel free to use as many sub-headings as necessary to cover all aspects of the job description. These headings are: Job Title, Job Summary, Essential Functions, Non-Essential Functions and Job Specifications. The actual job description contained some discriminatory language. When talking about actual job duties, there are some physical demands. However, the wording must be so that someone with a disability can disqualify themselves. ADA compliant equivalent language must be used. For example: Instead of Carry or Lift, use Move, Transport, Position, Install, Remove, Hoist and/or Transfer. The Town should as a public entity disclaimer language be added to all job descriptions to remind employees and applicants that the description is subject to change. Some job descriptions do not provide the physical requirements. The Town should that physical requirements be added to all descriptions to ensure clarity. The Town should as a public entity that ADA compliant language ensuring that the public entity does not discriminate based on a disability and also include language stating that reasonable accommodations are available upon request.
Accounting Specialist II-Fixed Asset/CIP	The headings for the job descriptions are not what we recommend. The general headings that are listed are as follows: "Basic Function", "Essential Functions", "Technical Competencies", "Human Competencies", "Conceptual Competencies", "Skills/Abilities", "Physical Requirements", "Knowledge", "Experience", "Work Environment" and "Reporting Relationship". This job description notes the essential job functions of this position but it does not list any non-essential job functions. These must be separate out. When talking about the actual job duties, there is some discriminatory language being used in various job descriptions. Such as the words lift, carry, pull, push, standing, walking, gripping, grasping, fingering, talking, hearing descriptive vision, sitting, squatting kneeling, bending, stooping, climbing, etc... There is not any type of disclaimer regarding the right to change and/or reassign duties. Some of these job descriptions do not provide physical requirements. There is no statement regarding reasonable accommodation including who to contact for the accommodation. It also does not provide a non-discrimination statement.	The job description should separate out specific headings for better clarification. Under these headings, feel free to use as many sub-headings as necessary to cover all aspects of the job description. These headings are: Job Title, Job Summary, Essential Functions, Non-Essential Functions and Job Specifications. The actual job description contained some discriminatory language. When talking about actual job duties, there are some physical demands. However, the wording must be so that someone with a disability can disqualify themselves. ADA compliant equivalent language must be used. For example: Instead of Carry or Lift, use Move, Transport, Position, Install, Remove, Hoist and/or Transfer. The Town should as a public entity disclaimer language be added to all job descriptions to remind employees and applicants that the description is subject to change. Some job descriptions do not provide the physical requirements. The Town should that physical requirements be added to all descriptions to ensure clarity. The Town should as a public entity that ADA compliant language ensuring that the public entity does not discriminate based on a disability and also include language stating that reasonable accommodations are available upon request.

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Accounting Specialist II-Utility Billing	The headings for the job descriptions are not what we recommend. The general headings that are listed are as follows: "Basic Function", "Essential Functions", "Technical Competencies", "Human Competencies", "Conceptual Competencies", "Skills/Abilities", "Physical Requirements", "Knowledge", "Experience", "Work Environment" and "Reporting Relationship". This job description notes the essential job functions of this position but it does not list any non-essential job functions. These must be separate out. When talking about the actual job duties, there is some discriminatory language being used in various job descriptions. Such as the words lift, carry, pull, push, standing, walking, gripping, grasping, fingering, talking, hearing descriptive vision, sitting, squatting kneeling, bending, stooping, climbing, etc... There is not any type of disclaimer regarding the right to change and/or reassign duties. Some of these job descriptions do not provide physical requirements. There is no statement regarding reasonable accommodation including who to contact for the accommodation. It also does not provide a non-discrimination statement.	The job description should separate out specific headings for better clarification. Under these headings, feel free to use as many sub-headings as necessary to cover all aspects of the job description. These headings are: Job Title, Job Summary, Essential Functions, Non-Essential Functions and Job Specifications. The actual job description contained some discriminatory language. When talking about actual job duties, there are some physical demands. However, the wording must be so that someone with a disability can disqualify themselves. ADA compliant equivalent language must be used. For example: Instead of Carry or Lift, use Move, Transport, Position, Install, Remove, Hoist and/or Transfer. The Town should as a public entity disclaimer language be added to all job descriptions to remind employees and applicants that the description is subject to change. Some job descriptions do not provide the physical requirements. The Town should that physical requirements be added to all descriptions to ensure clarity. The Town should as a public entity that ADA compliant language ensuring that the public entity does not discriminate based on a disability and also include language stating that reasonable accommodations are available upon request.
Accounting Specialist	The headings for the job descriptions are not what we recommend. The general headings that are listed are as follows: "Basic Function", "Essential Functions", "Technical Competencies", "Human Competencies", "Conceptual Competencies", "Skills/Abilities", "Physical Requirements", "Knowledge", "Experience", "Work Environment" and "Reporting Relationship". This job description notes the essential job functions of this position but it does not list any non-essential job functions. These must be separate out. When talking about the actual job duties, there is some discriminatory language being used in various job descriptions. Such as the words lift, carry, pull, push, standing, walking, gripping, grasping, fingering, talking, hearing descriptive vision, sitting, squatting kneeling, bending, stooping, climbing, etc... There is not any type of disclaimer regarding the right to change and/or reassign duties. Some of these job descriptions do not provide physical requirements. There is no statement regarding reasonable accommodation including who to contact for the accommodation. It also does not provide a non-discrimination statement.	The job description should separate out specific headings for better clarification. Under these headings, feel free to use as many sub-headings as necessary to cover all aspects of the job description. These headings are: Job Title, Job Summary, Essential Functions, Non-Essential Functions and Job Specifications. The actual job description contained some discriminatory language. When talking about actual job duties, there are some physical demands. However, the wording must be so that someone with a disability can disqualify themselves. ADA compliant equivalent language must be used. For example: Instead of Carry or Lift, use Move, Transport, Position, Install, Remove, Hoist and/or Transfer. The Town should as a public entity disclaimer language be added to all job descriptions to remind employees and applicants that the description is subject to change. Some job descriptions do not provide the physical requirements. The Town should that physical requirements be added to all descriptions to ensure clarity. The Town should as a public entity that ADA compliant language ensuring that the public entity does not discriminate based on a disability and also include language stating that reasonable accommodations are available upon request.

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Accounting Supervisor	The headings for the job descriptions are not what we recommend. The general headings that are listed are as follows: "Basic Function", "Essential Functions", "Technical Competencies", "Human Competencies", "Conceptual Competencies", "Skills/Abilities", "Physical Requirements", "Knowledge", "Experience", "Work Environment" and "Reporting Relationship". This job description notes the essential job functions of this position but it does not list any non-essential job functions. These must be separate out. When talking about the actual job duties, there is some discriminatory language being used in various job descriptions. Such as the words lift, carry, pull, push, standing, walking, gripping, grasping, fingering, talking, hearing descriptive vision, sitting, squatting kneeling, bending, stooping, climbing, etc... There is not any type of disclaimer regarding the right to change and/or reassign duties. Some of these job descriptions do not provide physical requirements. There is no statement regarding reasonable accommodation including who to contact for the accommodation. It also does not provide a non-discrimination statement.	The job description should separate out specific headings for better clarification. Under these headings, feel free to use as many sub-headings as necessary to cover all aspects of the job description. These headings are: Job Title, Job Summary, Essential Functions, Non-Essential Functions and Job Specifications. The actual job description contained some discriminatory language. When talking about actual job duties, there are some physical demands. However, the wording must be so that someone with a disability can disqualify themselves. ADA compliant equivalent language must be used. For example: Instead of Carry or Lift, use Move, Transport, Position, Install, Remove, Hoist and/or Transfer. The Town should as a public entity disclaimer language be added to all job descriptions to remind employees and applicants that the description is subject to change. Some job descriptions do not provide the physical requirements. The Town should that physical requirements be added to all descriptions to ensure clarity. The Town should as a public entity that ADA compliant language ensuring that the public entity does not discriminate based on a disability and also include language stating that reasonable accommodations are available upon request.
Billing Supervisor	The headings for the job descriptions are not what we recommend. The general headings that are listed are as follows: "Basic Function", "Essential Functions", "Technical Competencies", "Human Competencies", "Conceptual Competencies", "Skills/Abilities", "Physical Requirements", "Knowledge", "Experience", "Work Environment" and "Reporting Relationship". This job description notes the essential job functions of this position but it does not list any non-essential job functions. These must be separate out. When talking about the actual job duties, there is some discriminatory language being used in various job descriptions. Such as the words lift, carry, pull, push, standing, walking, gripping, grasping, fingering, talking, hearing descriptive vision, sitting, squatting kneeling, bending, stooping, climbing, etc... There is not any type of disclaimer regarding the right to change and/or reassign duties. Some of these job descriptions do not provide physical requirements. There is no statement regarding reasonable accommodation including who to contact for the accommodation. It also does not provide a non-discrimination statement.	The job description should separate out specific headings for better clarification. Under these headings, feel free to use as many sub-headings as necessary to cover all aspects of the job description. These headings are: Job Title, Job Summary, Essential Functions, Non-Essential Functions and Job Specifications. The actual job description contained some discriminatory language. When talking about actual job duties, there are some physical demands. However, the wording must be so that someone with a disability can disqualify themselves. ADA compliant equivalent language must be used. For example: Instead of Carry or Lift, use Move, Transport, Position, Install, Remove, Hoist and/or Transfer. The Town should as a public entity disclaimer language be added to all job descriptions to remind employees and applicants that the description is subject to change. Some job descriptions do not provide the physical requirements. The Town should that physical requirements be added to all descriptions to ensure clarity. The Town should as a public entity that ADA compliant language ensuring that the public entity does not discriminate based on a disability and also include language stating that reasonable accommodations are available upon request.

Job Title	Review Findings	Potential Solutions
Budget Manager	The headings for the job descriptions are not what we recommend. The general headings that are listed are as follows: "Basic Function", "Essential Functions", "Technical Competencies", "Human Competencies", "Conceptual Competencies", "Skills/Abilities", "Physical Requirements", "Knowledge", "Experience", "Work Environment" and "Reporting Relationship". This job description notes the essential job functions of this position but it does not list any non-essential job functions. These must be separate out. When talking about the actual job duties, there is some discriminatory language being used in various job descriptions. Such as the words lift, carry, pull, push, standing, walking, gripping, grasping, fingering, talking, hearing descriptive vision, sitting, squatting kneeling, bending, stooping, climbing, etc... There is not any type of disclaimer regarding the right to change and/or reassign duties. Some of these job descriptions do not provide physical requirements. There is no statement regarding reasonable accommodation including who to contact for the accommodation. It also does not provide a non-discrimination statement.	The job description should separate out specific headings for better clarification. Under these headings, feel free to use as many sub-headings as necessary to cover all aspects of the job description. These headings are: Job Title, Job Summary, Essential Functions, Non-Essential Functions and Job Specifications. The actual job description contained some discriminatory language. When talking about actual job duties, there are some physical demands. However, the wording must be so that someone with a disability can disqualify themselves. ADA compliant equivalent language must be used. For example: Instead of Carry or Lift, use Move, Transport, Position, Install, Remove, Hoist and/or Transfer. The Town should as a public entity disclaimer language be added to all job descriptions to remind employees and applicants that the description is subject to change. Some job descriptions do not provide the physical requirements. The Town should that physical requirements be added to all descriptions to ensure clarity. The Town should as a public entity that ADA compliant language ensuring that the public entity does not discriminate based on a disability and also include language stating that reasonable accommodations are available upon request.
Chief Financial Officer	The headings for the job descriptions are not what we recommend. The general headings that are listed are as follows: "Basic Function", "Essential Functions", "Technical Competencies", "Human Competencies", "Conceptual Competencies", "Skills/Abilities", "Physical Requirements", "Knowledge", "Experience", "Work Environment" and "Reporting Relationship". This job description notes the essential job functions of this position but it does not list any non-essential job functions. These must be separate out. When talking about the actual job duties, there is some discriminatory language being used in various job descriptions. Such as the words lift, carry, pull, push, standing, walking, gripping, grasping, fingering, talking, hearing descriptive vision, sitting, squatting kneeling, bending, stooping, climbing, etc... There is not any type of disclaimer regarding the right to change and/or reassign duties. Some of these job descriptions do not provide physical requirements. There is no statement regarding reasonable accommodation including who to contact for the accommodation. It also does not provide a non-discrimination statement.	The job description should separate out specific headings for better clarification. Under these headings, feel free to use as many sub-headings as necessary to cover all aspects of the job description. These headings are: Job Title, Job Summary, Essential Functions, Non-Essential Functions and Job Specifications. The actual job description contained some discriminatory language. When talking about actual job duties, there are some physical demands. However, the wording must be so that someone with a disability can disqualify themselves. ADA compliant equivalent language must be used. For example: Instead of Carry or Lift, use Move, Transport, Position, Install, Remove, Hoist and/or Transfer. The Town should as a public entity disclaimer language be added to all job descriptions to remind employees and applicants that the description is subject to change. Some job descriptions do not provide the physical requirements. The Town should that physical requirements be added to all descriptions to ensure clarity. The Town should as a public entity that ADA compliant language ensuring that the public entity does not discriminate based on a disability and also include language stating that reasonable accommodations are available upon request.

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Controller	The headings for the job descriptions are not what we recommend. The general headings that are listed are as follows: "Basic Function", "Essential Functions", "Technical Competencies", "Human Competencies", "Conceptual Competencies", "Skills/Abilities", "Physical Requirements", "Knowledge", "Experience", "Work Environment" and "Reporting Relationship". This job description notes the essential job functions of this position but it does not list any non-essential job functions. These must be separate out. When talking about the actual job duties, there is some discriminatory language being used in various job descriptions. Such as the words lift, carry, pull, push, standing, walking, gripping, grasping, fingering, talking, hearing descriptive vision, sitting, squatting kneeling, bending, stooping, climbing, etc... There is not any type of disclaimer regarding the right to change and/or reassign duties. Some of these job descriptions do not provide physical requirements. There is no statement regarding reasonable accommodation including who to contact for the accommodation. It also does not provide a non-discrimination statement.	The job description should separate out specific headings for better clarification. Under these headings, feel free to use as many sub-headings as necessary to cover all aspects of the job description. These headings are: Job Title, Job Summary, Essential Functions, Non-Essential Functions and Job Specifications. The actual job description contained some discriminatory language. When talking about actual job duties, there are some physical demands. However, the wording must be so that someone with a disability can disqualify themselves. ADA compliant equivalent language must be used. For example: Instead of Carry or Lift, use Move, Transport, Position, Install, Remove, Hoist and/or Transfer. The Town should as a public entity disclaimer language be added to all job descriptions to remind employees and applicants that the description is subject to change. Some job descriptions do not provide the physical requirements. The Town should that physical requirements be added to all descriptions to ensure clarity. The Town should as a public entity that ADA compliant language ensuring that the public entity does not discriminate based on a disability and also include language stating that reasonable accommodations are available upon request.
Payroll Specialists	The headings for the job descriptions are not what we recommend. The general headings that are listed are as follows: "Basic Function", "Essential Functions", "Technical Competencies", "Human Competencies", "Conceptual Competencies", "Skills/Abilities", "Physical Requirements", "Knowledge", "Experience", "Work Environment" and "Reporting Relationship". This job description notes the essential job functions of this position but it does not list any non-essential job functions. These must be separate out. When talking about the actual job duties, there is some discriminatory language being used in various job descriptions. Such as the words lift, carry, pull, push, standing, walking, gripping, grasping, fingering, talking, hearing descriptive vision, sitting, squatting kneeling, bending, stooping, climbing, etc... There is not any type of disclaimer regarding the right to change and/or reassign duties. Some of these job descriptions do not provide physical requirements. There is no statement regarding reasonable accommodation including who to contact for the accommodation. It also does not provide a non-discrimination statement.	The job description should separate out specific headings for better clarification. Under these headings, feel free to use as many sub-headings as necessary to cover all aspects of the job description. These headings are: Job Title, Job Summary, Essential Functions, Non-Essential Functions and Job Specifications. The actual job description contained some discriminatory language. When talking about actual job duties, there are some physical demands. However, the wording must be so that someone with a disability can disqualify themselves. ADA compliant equivalent language must be used. For example: Instead of Carry or Lift, use Move, Transport, Position, Install, Remove, Hoist and/or Transfer. The Town should as a public entity disclaimer language be added to all job descriptions to remind employees and applicants that the description is subject to change. Some job descriptions do not provide the physical requirements. The Town should that physical requirements be added to all descriptions to ensure clarity. The Town should as a public entity that ADA compliant language ensuring that the public entity does not discriminate based on a disability and also include language stating that reasonable accommodations are available upon request.

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Purchasing Manager	The headings for the job descriptions are not what we recommend. The general headings that are listed are as follows: "Basic Function", "Essential Functions", "Technical Competencies", "Human Competencies", "Conceptual Competencies", "Skills/Abilities", "Physical Requirements", "Knowledge", "Experience", "Work Environment" and "Reporting Relationship". This job description notes the essential job functions of this position but it does not list any non-essential job functions. These must be separate out. When talking about the actual job duties, there is some discriminatory language being used in various job descriptions. Such as the words lift, carry, pull, push, standing, walking, gripping, grasping, fingering, talking, hearing descriptive vision, sitting, squatting kneeling, bending, stooping, climbing, etc... There is not any type of disclaimer regarding the right to change and/or reassign duties. Some of these job descriptions do not provide physical requirements. There is no statement regarding reasonable accommodation including who to contact for the accommodation. It also does not provide a non-discrimination statement.	The job description should separate out specific headings for better clarification. Under these headings, feel free to use as many sub-headings as necessary to cover all aspects of the job description. These headings are: Job Title, Job Summary, Essential Functions, Non-Essential Functions and Job Specifications. The actual job description contained some discriminatory language. When talking about actual job duties, there are some physical demands. However, the wording must be so that someone with a disability can disqualify themselves. ADA compliant equivalent language must be used. For example: Instead of Carry or Lift, use Move, Transport, Position, Install, Remove, Hoist and/or Transfer. The Town should as a public entity disclaimer language be added to all job descriptions to remind employees and applicants that the description is subject to change. Some job descriptions do not provide the physical requirements. The Town should that physical requirements be added to all descriptions to ensure clarity. The Town should as a public entity that ADA compliant language ensuring that the public entity does not discriminate based on a disability and also include language stating that reasonable accommodations are available upon request.
Senior Accountant	The headings for the job descriptions are not what we recommend. The general headings that are listed are as follows: "Basic Function", "Essential Functions", "Technical Competencies", "Human Competencies", "Conceptual Competencies", "Skills/Abilities", "Physical Requirements", "Knowledge", "Experience", "Work Environment" and "Reporting Relationship". This job description notes the essential job functions of this position but it does not list any non-essential job functions. These must be separate out. When talking about the actual job duties, there is some discriminatory language being used in various job descriptions. Such as the words lift, carry, pull, push, standing, walking, gripping, grasping, fingering, talking, hearing descriptive vision, sitting, squatting kneeling, bending, stooping, climbing, etc... There is not any type of disclaimer regarding the right to change and/or reassign duties. Some of these job descriptions do not provide physical requirements. There is no statement regarding reasonable accommodation including who to contact for the accommodation. It also does not provide a non-discrimination statement.	The job description should separate out specific headings for better clarification. Under these headings, feel free to use as many sub-headings as necessary to cover all aspects of the job description. These headings are: Job Title, Job Summary, Essential Functions, Non-Essential Functions and Job Specifications. The actual job description contained some discriminatory language. When talking about actual job duties, there are some physical demands. However, the wording must be so that someone with a disability can disqualify themselves. ADA compliant equivalent language must be used. For example: Instead of Carry or Lift, use Move, Transport, Position, Install, Remove, Hoist and/or Transfer. The Town should as a public entity disclaimer language be added to all job descriptions to remind employees and applicants that the description is subject to change. Some job descriptions do not provide the physical requirements. The Town should that physical requirements be added to all descriptions to ensure clarity. The Town should as a public entity that ADA compliant language ensuring that the public entity does not discriminate based on a disability and also include language stating that reasonable accommodations are available upon request.

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Senior Accountant - Hotel	The headings for the job descriptions are not what we recommend. The general headings that are listed are as follows: "Basic Function", "Essential Functions", "Technical Competencies", "Human Competencies", "Conceptual Competencies", "Skills/Abilities", "Physical Requirements", "Knowledge", "Experience", "Work Environment" and "Reporting Relationship". This job description notes the essential job functions of this position but it does not list any non-essential job functions. These must be separate out. When talking about the actual job duties, there is some discriminatory language being used in various job descriptions. Such as the words lift, carry, pull, push, standing, walking, gripping, grasping, fingering, talking, hearing descriptive vision, sitting, squatting kneeling, bending, stooping, climbing, etc... There is not any type of disclaimer regarding the right to change and/or reassign duties. Some of these job descriptions do not provide physical requirements. There is no statement regarding reasonable accommodation including who to contact for the accommodation. It also does not provide a non-discrimination statement.	The job description should separate out specific headings for better clarification. Under these headings, feel free to use as many sub-headings as necessary to cover all aspects of the job description. These headings are: Job Title, Job Summary, Essential Functions, Non-Essential Functions and Job Specifications. The actual job description contained some discriminatory language. When talking about actual job duties, there are some physical demands. However, the wording must be so that someone with a disability can disqualify themselves. ADA compliant equivalent language must be used. For example: Instead of Carry or Lift, use Move, Transport, Position, Install, Remove, Hoist and/or Transfer. The Town should as a public entity disclaimer language be added to all job descriptions to remind employees and applicants that the description is subject to change. Some job descriptions do not provide the physical requirements. The Town should that physical requirements be added to all descriptions to ensure clarity. The Town should as a public entity that ADA compliant language ensuring that the public entity does not discriminate based on a disability and also include language stating that reasonable accommodations are available upon request.
Senior Budget Analyst	The headings for the job descriptions are not what we recommend. The general headings that are listed are as follows: "Basic Function", "Essential Functions", "Technical Competencies", "Human Competencies", "Conceptual Competencies", "Skills/Abilities", "Physical Requirements", "Knowledge", "Experience", "Work Environment" and "Reporting Relationship". This job description notes the essential job functions of this position but it does not list any non-essential job functions. These must be separate out. When talking about the actual job duties, there is some discriminatory language being used in various job descriptions. Such as the words lift, carry, pull, push, standing, walking, gripping, grasping, fingering, talking, hearing descriptive vision, sitting, squatting kneeling, bending, stooping, climbing, etc... There is not any type of disclaimer regarding the right to change and/or reassign duties. Some of these job descriptions do not provide physical requirements. There is no statement regarding reasonable accommodation including who to contact for the accommodation. It also does not provide a non-discrimination statement.	The job description should separate out specific headings for better clarification. Under these headings, feel free to use as many sub-headings as necessary to cover all aspects of the job description. These headings are: Job Title, Job Summary, Essential Functions, Non-Essential Functions and Job Specifications. The actual job description contained some discriminatory language. When talking about actual job duties, there are some physical demands. However, the wording must be so that someone with a disability can disqualify themselves. ADA compliant equivalent language must be used. For example: Instead of Carry or Lift, use Move, Transport, Position, Install, Remove, Hoist and/or Transfer. The Town should as a public entity disclaimer language be added to all job descriptions to remind employees and applicants that the description is subject to change. Some job descriptions do not provide the physical requirements. The Town should that physical requirements be added to all descriptions to ensure clarity. The Town should as a public entity that ADA compliant language ensuring that the public entity does not discriminate based on a disability and also include language stating that reasonable accommodations are available upon request.

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Battalion Chief	The headings for the job descriptions are not what we recommend. The general headings that are listed are as follows: "Basic Function", "Essential Functions", "Technical Competencies", "Human Competencies", "Conceptual Competencies", "Skills/Abilities", "Physical Requirements", "Knowledge", "Experience", "Work Environment" and "Reporting Relationship". This job description notes the essential job functions of this position but it does not list any non-essential job functions. These must be separate out. When talking about the actual job duties, there is some discriminatory language being used in various job descriptions. Such as the words lift, carry, pull, push, standing, walking, gripping, grasping, fingering, talking, hearing descriptive vision, sitting, squatting kneeling, bending, stooping, climbing, etc... There is not any type of disclaimer regarding the right to change and/or reassign duties. Some of these job descriptions do not provide physical requirements. There is no statement regarding reasonable accommodation including who to contact for the accommodation. It also does not provide a non-discrimination statement.	The job description should separate out specific headings for better clarification. Under these headings, feel free to use as many sub-headings as necessary to cover all aspects of the job description. These headings are: Job Title, Job Summary, Essential Functions, Non-Essential Functions and Job Specifications. The actual job description contained some discriminatory language. When talking about actual job duties, there are some physical demands. However, the wording must be so that someone with a disability can disqualify themselves. ADA compliant equivalent language must be used. For example: Instead of Carry or Lift, use Move, Transport, Position, Install, Remove, Hoist and/or Transfer. The Town should as a public entity disclaimer language be added to all job descriptions to remind employees and applicants that the description is subject to change. Some job descriptions do not provide the physical requirements. The Town should that physical requirements be added to all descriptions to ensure clarity. The Town should as a public entity that ADA compliant language ensuring that the public entity does not discriminate based on a disability and also include language stating that reasonable accommodations are available upon request.
Captain - Fire	The headings for the job descriptions are not what we recommend. The general headings that are listed are as follows: "Basic Function", "Essential Functions", "Technical Competencies", "Human Competencies", "Conceptual Competencies", "Skills/Abilities", "Physical Requirements", "Knowledge", "Experience", "Work Environment" and "Reporting Relationship". This job description notes the essential job functions of this position but it does not list any non-essential job functions. These must be separate out. When talking about the actual job duties, there is some discriminatory language being used in various job descriptions. Such as the words lift, carry, pull, push, standing, walking, gripping, grasping, fingering, talking, hearing descriptive vision, sitting, squatting kneeling, bending, stooping, climbing, etc... There is not any type of disclaimer regarding the right to change and/or reassign duties. Some of these job descriptions do not provide physical requirements. There is no statement regarding reasonable accommodation including who to contact for the accommodation. It also does not provide a non-discrimination statement.	The job description should separate out specific headings for better clarification. Under these headings, feel free to use as many sub-headings as necessary to cover all aspects of the job description. These headings are: Job Title, Job Summary, Essential Functions, Non-Essential Functions and Job Specifications. The actual job description contained some discriminatory language. When talking about actual job duties, there are some physical demands. However, the wording must be so that someone with a disability can disqualify themselves. ADA compliant equivalent language must be used. For example: Instead of Carry or Lift, use Move, Transport, Position, Install, Remove, Hoist and/or Transfer. The Town should as a public entity disclaimer language be added to all job descriptions to remind employees and applicants that the description is subject to change. Some job descriptions do not provide the physical requirements. The Town should that physical requirements be added to all descriptions to ensure clarity. The Town should as a public entity that ADA compliant language ensuring that the public entity does not discriminate based on a disability and also include language stating that reasonable accommodations are available upon request.

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Deputy Fire Chief	The headings for the job descriptions are not what we recommend. The general headings that are listed are as follows: "Basic Function", "Essential Functions", "Technical Competencies", "Human Competencies", "Conceptual Competencies", "Skills/Abilities", "Physical Requirements", "Knowledge", "Experience", "Work Environment" and "Reporting Relationship". This job description notes the essential job functions of this position but it does not list any non-essential job functions. These must be separate out. When talking about the actual job duties, there is some discriminatory language being used in various job descriptions. Such as the words lift, carry, pull, push, standing, walking, gripping, grasping, fingering, talking, hearing descriptive vision, sitting, squatting kneeling, bending, stooping, climbing, etc... There is not any type of disclaimer regarding the right to change and/or reassign duties. Some of these job descriptions do not provide physical requirements. There is no statement regarding reasonable accommodation including who to contact for the accommodation. It also does not provide a non-discrimination statement.	The job description should separate out specific headings for better clarification. Under these headings, feel free to use as many sub-headings as necessary to cover all aspects of the job description. These headings are: Job Title, Job Summary, Essential Functions, Non-Essential Functions and Job Specifications. The actual job description contained some discriminatory language. When talking about actual job duties, there are some physical demands. However, the wording must be so that someone with a disability can disqualify themselves. ADA compliant equivalent language must be used. For example: Instead of Carry or Lift, use Move, Transport, Position, Install, Remove, Hoist and/or Transfer. The Town should as a public entity disclaimer language be added to all job descriptions to remind employees and applicants that the description is subject to change. Some job descriptions do not provide the physical requirements. The Town should that physical requirements be added to all descriptions to ensure clarity. The Town should as a public entity that ADA compliant language ensuring that the public entity does not discriminate based on a disability and also include language stating that reasonable accommodations are available upon request.
Director - Fire Chief	The headings for the job descriptions are not what we recommend. The general headings that are listed are as follows: "Basic Function", "Essential Functions", "Technical Competencies", "Human Competencies", "Conceptual Competencies", "Skills/Abilities", "Physical Requirements", "Knowledge", "Experience", "Work Environment" and "Reporting Relationship". This job description notes the essential job functions of this position but it does not list any non-essential job functions. These must be separate out. When talking about the actual job duties, there is some discriminatory language being used in various job descriptions. Such as the words lift, carry, pull, push, standing, walking, gripping, grasping, fingering, talking, hearing descriptive vision, sitting, squatting kneeling, bending, stooping, climbing, etc... There is not any type of disclaimer regarding the right to change and/or reassign duties. Some of these job descriptions do not provide physical requirements. There is no statement regarding reasonable accommodation including who to contact for the accommodation. It also does not provide a non-discrimination statement.	The job description should separate out specific headings for better clarification. Under these headings, feel free to use as many sub-headings as necessary to cover all aspects of the job description. These headings are: Job Title, Job Summary, Essential Functions, Non-Essential Functions and Job Specifications. The actual job description contained some discriminatory language. When talking about actual job duties, there are some physical demands. However, the wording must be so that someone with a disability can disqualify themselves. ADA compliant equivalent language must be used. For example: Instead of Carry or Lift, use Move, Transport, Position, Install, Remove, Hoist and/or Transfer. The Town should as a public entity disclaimer language be added to all job descriptions to remind employees and applicants that the description is subject to change. Some job descriptions do not provide the physical requirements. The Town should that physical requirements be added to all descriptions to ensure clarity. The Town should as a public entity that ADA compliant language ensuring that the public entity does not discriminate based on a disability and also include language stating that reasonable accommodations are available upon request.

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Emergency Management Intern	The headings for the job descriptions are not what we recommend. The general headings that are listed are as follows: "Basic Function", "Essential Functions", "Technical Competencies", "Human Competencies", "Conceptual Competencies", "Skills/Abilities", "Physical Requirements", "Knowledge", "Experience", "Work Environment" and "Reporting Relationship". This job description notes the essential job functions of this position but it does not list any non-essential job functions. These must be separate out. When talking about the actual job duties, there is some discriminatory language being used in various job descriptions. Such as the words lift, carry, pull, push, standing, walking, gripping, grasping, fingering, talking, hearing descriptive vision, sitting, squatting kneeling, bending, stooping, climbing, etc... There is not any type of disclaimer regarding the right to change and/or reassign duties. Some of these job descriptions do not provide physical requirements. There is no statement regarding reasonable accommodation including who to contact for the accommodation. It also does not provide a non-discrimination statement.	The job description should separate out specific headings for better clarification. Under these headings, feel free to use as many sub-headings as necessary to cover all aspects of the job description. These headings are: Job Title, Job Summary, Essential Functions, Non-Essential Functions and Job Specifications. The actual job description contained some discriminatory language. When talking about actual job duties, there are some physical demands. However, the wording must be so that someone with a disability can disqualify themselves. ADA compliant equivalent language must be used. For example: Instead of Carry or Lift, use Move, Transport, Position, Install, Remove, Hoist and/or Transfer. The Town should as a public entity disclaimer language be added to all job descriptions to remind employees and applicants that the description is subject to change. Some job descriptions do not provide the physical requirements. The Town should that physical requirements be added to all descriptions to ensure clarity. The Town should as a public entity that ADA compliant language ensuring that the public entity does not discriminate based on a disability and also include language stating that reasonable accommodations are available upon request.
Driver-Operator/Paramedic	The headings for the job descriptions are not what we recommend. The general headings that are listed are as follows: "Basic Function", "Essential Functions", "Technical Competencies", "Human Competencies", "Conceptual Competencies", "Skills/Abilities", "Physical Requirements", "Knowledge", "Experience", "Work Environment" and "Reporting Relationship". This job description notes the essential job functions of this position but it does not list any non-essential job functions. These must be separate out. When talking about the actual job duties, there is some discriminatory language being used in various job descriptions. Such as the words lift, carry, pull, push, standing, walking, gripping, grasping, fingering, talking, hearing descriptive vision, sitting, squatting kneeling, bending, stooping, climbing, etc... There is not any type of disclaimer regarding the right to change and/or reassign duties. Some of these job descriptions do not provide physical requirements. There is no statement regarding reasonable accommodation including who to contact for the accommodation. It also does not provide a non-discrimination statement.	The job description should separate out specific headings for better clarification. Under these headings, feel free to use as many sub-headings as necessary to cover all aspects of the job description. These headings are: Job Title, Job Summary, Essential Functions, Non-Essential Functions and Job Specifications. The actual job description contained some discriminatory language. When talking about actual job duties, there are some physical demands. However, the wording must be so that someone with a disability can disqualify themselves. ADA compliant equivalent language must be used. For example: Instead of Carry or Lift, use Move, Transport, Position, Install, Remove, Hoist and/or Transfer. The Town should as a public entity disclaimer language be added to all job descriptions to remind employees and applicants that the description is subject to change. Some job descriptions do not provide the physical requirements. The Town should that physical requirements be added to all descriptions to ensure clarity. The Town should as a public entity that ADA compliant language ensuring that the public entity does not discriminate based on a disability and also include language stating that reasonable accommodations are available upon request.

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Fire Department Assistant	The headings for the job descriptions are not what we recommend. The general headings that are listed are as follows: "Basic Function", "Essential Functions", "Technical Competencies", "Human Competencies", "Conceptual Competencies", "Skills/Abilities", "Physical Requirements", "Knowledge", "Experience", "Work Environment" and "Reporting Relationship". This job description notes the essential job functions of this position but it does not list any non-essential job functions. These must be separate out. When talking about the actual job duties, there is some discriminatory language being used in various job descriptions. Such as the words lift, carry, pull, push, standing, walking, gripping, grasping, fingering, talking, hearing descriptive vision, sitting, squatting kneeling, bending, stooping, climbing, etc... There is not any type of disclaimer regarding the right to change and/or reassign duties. Some of these job descriptions do not provide physical requirements. There is no statement regarding reasonable accommodation including who to contact for the accommodation. It also does not provide a non-discrimination statement.	The job description should separate out specific headings for better clarification. Under these headings, feel free to use as many sub-headings as necessary to cover all aspects of the job description. These headings are: Job Title, Job Summary, Essential Functions, Non-Essential Functions and Job Specifications. The actual job description contained some discriminatory language. When talking about actual job duties, there are some physical demands. However, the wording must be so that someone with a disability can disqualify themselves. ADA compliant equivalent language must be used. For example: Instead of Carry or Lift, use Move, Transport, Position, Install, Remove, Hoist and/or Transfer. The Town should as a public entity disclaimer language be added to all job descriptions to remind employees and applicants that the description is subject to change. Some job descriptions do not provide the physical requirements. The Town should that physical requirements be added to all descriptions to ensure clarity. The Town should as a public entity that ADA compliant language ensuring that the public entity does not discriminate based on a disability and also include language stating that reasonable accommodations are available upon request.
Fire Lieutenant	The headings for the job descriptions are not what we recommend. The general headings that are listed are as follows: "Basic Function", "Essential Functions", "Technical Competencies", "Human Competencies", "Conceptual Competencies", "Skills/Abilities", "Physical Requirements", "Knowledge", "Experience", "Work Environment" and "Reporting Relationship". This job description notes the essential job functions of this position but it does not list any non-essential job functions. These must be separate out. When talking about the actual job duties, there is some discriminatory language being used in various job descriptions. Such as the words lift, carry, pull, push, standing, walking, gripping, grasping, fingering, talking, hearing descriptive vision, sitting, squatting kneeling, bending, stooping, climbing, etc... There is not any type of disclaimer regarding the right to change and/or reassign duties. Some of these job descriptions do not provide physical requirements. There is no statement regarding reasonable accommodation including who to contact for the accommodation. It also does not provide a non-discrimination statement.	The job description should separate out specific headings for better clarification. Under these headings, feel free to use as many sub-headings as necessary to cover all aspects of the job description. These headings are: Job Title, Job Summary, Essential Functions, Non-Essential Functions and Job Specifications. The actual job description contained some discriminatory language. When talking about actual job duties, there are some physical demands. However, the wording must be so that someone with a disability can disqualify themselves. ADA compliant equivalent language must be used. For example: Instead of Carry or Lift, use Move, Transport, Position, Install, Remove, Hoist and/or Transfer. The Town should as a public entity disclaimer language be added to all job descriptions to remind employees and applicants that the description is subject to change. Some job descriptions do not provide the physical requirements. The Town should that physical requirements be added to all descriptions to ensure clarity. The Town should as a public entity that ADA compliant language ensuring that the public entity does not discriminate based on a disability and also include language stating that reasonable accommodations are available upon request.

Job Title	Review Findings	Potential Solutions
Fire Prevention Specialist	The headings for the job descriptions are not what we recommend. The general headings that are listed are as follows: "Basic Function", "Essential Functions", "Technical Competencies", "Human Competencies", "Conceptual Competencies", "Skills/Abilities", "Physical Requirements", "Knowledge", "Experience", "Work Environment" and "Reporting Relationship". This job description notes the essential job functions of this position but it does not list any non-essential job functions. These must be separate out. When talking about the actual job duties, there is some discriminatory language being used in various job descriptions. Such as the words lift, carry, pull, push, standing, walking, gripping, grasping, fingering, talking, hearing descriptive vision, sitting, squatting kneeling, bending, stooping, climbing, etc... There is not any type of disclaimer regarding the right to change and/or reassign duties. Some of these job descriptions do not provide physical requirements. There is no statement regarding reasonable accommodation including who to contact for the accommodation. It also does not provide a non-discrimination statement.	The job description should separate out specific headings for better clarification. Under these headings, feel free to use as many sub-headings as necessary to cover all aspects of the job description. These headings are: Job Title, Job Summary, Essential Functions, Non-Essential Functions and Job Specifications. The actual job description contained some discriminatory language. When talking about actual job duties, there are some physical demands. However, the wording must be so that someone with a disability can disqualify themselves. ADA compliant equivalent language must be used. For example: Instead of Carry or Lift, use Move, Transport, Position, Install, Remove, Hoist and/or Transfer. The Town should as a public entity disclaimer language be added to all job descriptions to remind employees and applicants that the description is subject to change. Some job descriptions do not provide the physical requirements. The Town should that physical requirements be added to all descriptions to ensure clarity. The Town should as a public entity that ADA compliant language ensuring that the public entity does not discriminate based on a disability and also include language stating that reasonable accommodations are available upon request.
Fire Prevention Technician	The headings for the job descriptions are not what we recommend. The general headings that are listed are as follows: "Basic Function", "Essential Functions", "Technical Competencies", "Human Competencies", "Conceptual Competencies", "Skills/Abilities", "Physical Requirements", "Knowledge", "Experience", "Work Environment" and "Reporting Relationship". This job description notes the essential job functions of this position but it does not list any non-essential job functions. These must be separate out. When talking about the actual job duties, there is some discriminatory language being used in various job descriptions. Such as the words lift, carry, pull, push, standing, walking, gripping, grasping, fingering, talking, hearing descriptive vision, sitting, squatting kneeling, bending, stooping, climbing, etc... There is not any type of disclaimer regarding the right to change and/or reassign duties. Some of these job descriptions do not provide physical requirements. There is no statement regarding reasonable accommodation including who to contact for the accommodation. It also does not provide a non-discrimination statement.	The job description should separate out specific headings for better clarification. Under these headings, feel free to use as many sub-headings as necessary to cover all aspects of the job description. These headings are: Job Title, Job Summary, Essential Functions, Non-Essential Functions and Job Specifications. The actual job description contained some discriminatory language. When talking about actual job duties, there are some physical demands. However, the wording must be so that someone with a disability can disqualify themselves. ADA compliant equivalent language must be used. For example: Instead of Carry or Lift, use Move, Transport, Position, Install, Remove, Hoist and/or Transfer. The Town should as a public entity disclaimer language be added to all job descriptions to remind employees and applicants that the description is subject to change. Some job descriptions do not provide the physical requirements. The Town should that physical requirements be added to all descriptions to ensure clarity. The Town should as a public entity that ADA compliant language ensuring that the public entity does not discriminate based on a disability and also include language stating that reasonable accommodations are available upon request.

Job Title	Review Findings	Potential Solutions
Firefighter/Paramedic	The headings for the job descriptions are not what we recommend. The general headings that are listed are as follows: "Basic Function", "Essential Functions", "Technical Competencies", "Human Competencies", "Conceptual Competencies", "Skills/Abilities", "Physical Requirements", "Knowledge", "Experience", "Work Environment" and "Reporting Relationship". This job description notes the essential job functions of this position but it does not list any non-essential job functions. These must be separate out. When talking about the actual job duties, there is some discriminatory language being used in various job descriptions. Such as the words lift, carry, pull, push, standing, walking, gripping, grasping, fingering, talking, hearing descriptive vision, sitting, squatting kneeling, bending, stooping, climbing, etc... There is not any type of disclaimer regarding the right to change and/or reassign duties. Some of these job descriptions do not provide physical requirements. There is no statement regarding reasonable accommodation including who to contact for the accommodation. It also does not provide a non-discrimination statement.	The job description should separate out specific headings for better clarification. Under these headings, feel free to use as many sub-headings as necessary to cover all aspects of the job description. These headings are: Job Title, Job Summary, Essential Functions, Non-Essential Functions and Job Specifications. The actual job description contained some discriminatory language. When talking about actual job duties, there are some physical demands. However, the wording must be so that someone with a disability can disqualify themselves. ADA compliant equivalent language must be used. For example: Instead of Carry or Lift, use Move, Transport, Position, Install, Remove, Hoist and/or Transfer. The Town should as a public entity disclaimer language be added to all job descriptions to remind employees and applicants that the description is subject to change. Some job descriptions do not provide the physical requirements. The Town should that physical requirements be added to all descriptions to ensure clarity. The Town should as a public entity that ADA compliant language ensuring that the public entity does not discriminate based on a disability and also include language stating that reasonable accommodations are available upon request.
Paramedic	The headings for the job descriptions are not what we recommend. The general headings that are listed are as follows: "Basic Function", "Essential Functions", "Technical Competencies", "Human Competencies", "Conceptual Competencies", "Skills/Abilities", "Physical Requirements", "Knowledge", "Experience", "Work Environment" and "Reporting Relationship". This job description notes the essential job functions of this position but it does not list any non-essential job functions. These must be separate out. When talking about the actual job duties, there is some discriminatory language being used in various job descriptions. Such as the words lift, carry, pull, push, standing, walking, gripping, grasping, fingering, talking, hearing descriptive vision, sitting, squatting kneeling, bending, stooping, climbing, etc... There is not any type of disclaimer regarding the right to change and/or reassign duties. Some of these job descriptions do not provide physical requirements. There is no statement regarding reasonable accommodation including who to contact for the accommodation. It also does not provide a non-discrimination statement.	The job description should separate out specific headings for better clarification. Under these headings, feel free to use as many sub-headings as necessary to cover all aspects of the job description. These headings are: Job Title, Job Summary, Essential Functions, Non-Essential Functions and Job Specifications. The actual job description contained some discriminatory language. When talking about actual job duties, there are some physical demands. However, the wording must be so that someone with a disability can disqualify themselves. ADA compliant equivalent language must be used. For example: Instead of Carry or Lift, use Move, Transport, Position, Install, Remove, Hoist and/or Transfer. The Town should as a public entity disclaimer language be added to all job descriptions to remind employees and applicants that the description is subject to change. Some job descriptions do not provide the physical requirements. The Town should that physical requirements be added to all descriptions to ensure clarity. The Town should as a public entity that ADA compliant language ensuring that the public entity does not discriminate based on a disability and also include language stating that reasonable accommodations are available upon request.

Job Title	Review Findings	Potential Solutions
Assistant Director of General Services and Events	The headings for the job descriptions are not what we recommend. The general headings that are listed are as follows: "Basic Function", "Essential Functions", "Technical Competencies", "Human Competencies", "Conceptual Competencies", "Skills/Abilities", "Physical Requirements", "Knowledge", "Experience", "Work Environment" and "Reporting Relationship". This job description notes the essential job functions of this position but it does not list any non-essential job functions. These must be separate out. When talking about the actual job duties, there is some discriminatory language being used in various job descriptions. Such as the words lift, carry, pull, push, standing, walking, gripping, grasping, fingering, talking, hearing descriptive vision, sitting, squatting kneeling, bending, stooping, climbing, etc... There is not any type of disclaimer regarding the right to change and/or reassign duties. Some of these job descriptions do not provide physical requirements. There is no statement regarding reasonable accommodation including who to contact for the accommodation. It also does not provide a non-discrimination statement.	The job description should separate out specific headings for better clarification. Under these headings, feel free to use as many sub-headings as necessary to cover all aspects of the job description. These headings are: Job Title, Job Summary, Essential Functions, Non-Essential Functions and Job Specifications. The actual job description contained some discriminatory language. When talking about actual job duties, there are some physical demands. However, the wording must be so that someone with a disability can disqualify themselves. ADA compliant equivalent language must be used. For example: Instead of Carry or Lift, use Move, Transport, Position, Install, Remove, Hoist and/or Transfer. The Town should as a public entity disclaimer language be added to all job descriptions to remind employees and applicants that the description is subject to change. Some job descriptions do not provide the physical requirements. The Town should that physical requirements be added to all descriptions to ensure clarity. The Town should as a public entity that ADA compliant language ensuring that the public entity does not discriminate based on a disability and also include language stating that reasonable accommodations are available upon request.
Director of General Services and Events	The headings for the job descriptions are not what we recommend. The general headings that are listed are as follows: "Basic Function", "Essential Functions", "Technical Competencies", "Human Competencies", "Conceptual Competencies", "Skills/Abilities", "Physical Requirements", "Knowledge", "Experience", "Work Environment" and "Reporting Relationship". This job description notes the essential job functions of this position but it does not list any non-essential job functions. These must be separate out. When talking about the actual job duties, there is some discriminatory language being used in various job descriptions. Such as the words lift, carry, pull, push, standing, walking, gripping, grasping, fingering, talking, hearing descriptive vision, sitting, squatting kneeling, bending, stooping, climbing, etc... There is not any type of disclaimer regarding the right to change and/or reassign duties. Some of these job descriptions do not provide physical requirements. There is no statement regarding reasonable accommodation including who to contact for the accommodation. It also does not provide a non-discrimination statement.	The job description should separate out specific headings for better clarification. Under these headings, feel free to use as many sub-headings as necessary to cover all aspects of the job description. These headings are: Job Title, Job Summary, Essential Functions, Non-Essential Functions and Job Specifications. The actual job description contained some discriminatory language. When talking about actual job duties, there are some physical demands. However, the wording must be so that someone with a disability can disqualify themselves. ADA compliant equivalent language must be used. For example: Instead of Carry or Lift, use Move, Transport, Position, Install, Remove, Hoist and/or Transfer. The Town should as a public entity disclaimer language be added to all job descriptions to remind employees and applicants that the description is subject to change. Some job descriptions do not provide the physical requirements. The Town should that physical requirements be added to all descriptions to ensure clarity. The Town should as a public entity that ADA compliant language ensuring that the public entity does not discriminate based on a disability and also include language stating that reasonable accommodations are available upon request.

Job Title	Review Findings	Potential Solutions
Facilities Assistant	The headings for the job descriptions are not what we recommend. The general headings that are listed are as follows: "Basic Function", "Essential Functions", "Technical Competencies", "Human Competencies", "Conceptual Competencies", "Skills/Abilities", "Physical Requirements", "Knowledge", "Experience", "Work Environment" and "Reporting Relationship". This job description notes the essential job functions of this position but it does not list any non-essential job functions. These must be separate out. When talking about the actual job duties, there is some discriminatory language being used in various job descriptions. Such as the words lift, carry, pull, push, standing, walking, gripping, grasping, fingering, talking, hearing descriptive vision, sitting, squatting kneeling, bending, stooping, climbing, etc... There is not any type of disclaimer regarding the right to change and/or reassign duties. Some of these job descriptions do not provide physical requirements. There is no statement regarding reasonable accommodation including who to contact for the accommodation. It also does not provide a non-discrimination statement.	The job description should separate out specific headings for better clarification. Under these headings, feel free to use as many sub-headings as necessary to cover all aspects of the job description. These headings are: Job Title, Job Summary, Essential Functions, Non-Essential Functions and Job Specifications. The actual job description contained some discriminatory language. When talking about actual job duties, there are some physical demands. However, the wording must be so that someone with a disability can disqualify themselves. ADA compliant equivalent language must be used. For example: Instead of Carry or Lift, use Move, Transport, Position, Install, Remove, Hoist and/or Transfer. The Town should as a public entity disclaimer language be added to all job descriptions to remind employees and applicants that the description is subject to change. Some job descriptions do not provide the physical requirements. The Town should that physical requirements be added to all descriptions to ensure clarity. The Town should as a public entity that ADA compliant language ensuring that the public entity does not discriminate based on a disability and also include language stating that reasonable accommodations are available upon request.
Facilities Services Supervisor	The headings for the job descriptions are not what we recommend. The general headings that are listed are as follows: "Basic Function", "Essential Functions", "Technical Competencies", "Human Competencies", "Conceptual Competencies", "Skills/Abilities", "Physical Requirements", "Knowledge", "Experience", "Work Environment" and "Reporting Relationship". This job description notes the essential job functions of this position but it does not list any non-essential job functions. These must be separate out. When talking about the actual job duties, there is some discriminatory language being used in various job descriptions. Such as the words lift, carry, pull, push, standing, walking, gripping, grasping, fingering, talking, hearing descriptive vision, sitting, squatting kneeling, bending, stooping, climbing, etc... There is not any type of disclaimer regarding the right to change and/or reassign duties. Some of these job descriptions do not provide physical requirements. There is no statement regarding reasonable accommodation including who to contact for the accommodation. It also does not provide a non-discrimination statement.	The job description should separate out specific headings for better clarification. Under these headings, feel free to use as many sub-headings as necessary to cover all aspects of the job description. These headings are: Job Title, Job Summary, Essential Functions, Non-Essential Functions and Job Specifications. The actual job description contained some discriminatory language. When talking about actual job duties, there are some physical demands. However, the wording must be so that someone with a disability can disqualify themselves. ADA compliant equivalent language must be used. For example: Instead of Carry or Lift, use Move, Transport, Position, Install, Remove, Hoist and/or Transfer. The Town should as a public entity disclaimer language be added to all job descriptions to remind employees and applicants that the description is subject to change. Some job descriptions do not provide the physical requirements. The Town should that physical requirements be added to all descriptions to ensure clarity. The Town should as a public entity that ADA compliant language ensuring that the public entity does not discriminate based on a disability and also include language stating that reasonable accommodations are available upon request.

Job Title	Review Findings	Potential Solutions
Facilities Specialist	The headings for the job descriptions are not what we recommend. The general headings that are listed are as follows: "Basic Function", "Essential Functions", "Technical Competencies", "Human Competencies", "Conceptual Competencies", "Skills/Abilities", "Physical Requirements", "Knowledge", "Experience", "Work Environment" and "Reporting Relationship". This job description notes the essential job functions of this position but it does not list any non-essential job functions. These must be separate out. When talking about the actual job duties, there is some discriminatory language being used in various job descriptions. Such as the words lift, carry, pull, push, standing, walking, gripping, grasping, fingering, talking, hearing descriptive vision, sitting, squatting kneeling, bending, stooping, climbing, etc... There is not any type of disclaimer regarding the right to change and/or reassign duties. Some of these job descriptions do not provide physical requirements. There is no statement regarding reasonable accommodation including who to contact for the accommodation. It also does not provide a non-discrimination statement.	The job description should separate out specific headings for better clarification. Under these headings, feel free to use as many sub-headings as necessary to cover all aspects of the job description. These headings are: Job Title, Job Summary, Essential Functions, Non-Essential Functions and Job Specifications. The actual job description contained some discriminatory language. When talking about actual job duties, there are some physical demands. However, the wording must be so that someone with a disability can disqualify themselves. ADA compliant equivalent language must be used. For example: Instead of Carry or Lift, use Move, Transport, Position, Install, Remove, Hoist and/or Transfer. The Town should as a public entity disclaimer language be added to all job descriptions to remind employees and applicants that the description is subject to change. Some job descriptions do not provide the physical requirements. The Town should that physical requirements be added to all descriptions to ensure clarity. The Town should as a public entity that ADA compliant language ensuring that the public entity does not discriminate based on a disability and also include language stating that reasonable accommodations are available upon request.
General Services & Special Events Department Assistant	The headings for the job descriptions are not what we recommend. The general headings that are listed are as follows: "Basic Function", "Essential Functions", "Technical Competencies", "Human Competencies", "Conceptual Competencies", "Skills/Abilities", "Physical Requirements", "Knowledge", "Experience", "Work Environment" and "Reporting Relationship". This job description notes the essential job functions of this position but it does not list any non-essential job functions. These must be separate out. When talking about the actual job duties, there is some discriminatory language being used in various job descriptions. Such as the words lift, carry, pull, push, standing, walking, gripping, grasping, fingering, talking, hearing descriptive vision, sitting, squatting kneeling, bending, stooping, climbing, etc... There is not any type of disclaimer regarding the right to change and/or reassign duties. Some of these job descriptions do not provide physical requirements. There is no statement regarding reasonable accommodation including who to contact for the accommodation. It also does not provide a non-discrimination statement.	The job description should separate out specific headings for better clarification. Under these headings, feel free to use as many sub-headings as necessary to cover all aspects of the job description. These headings are: Job Title, Job Summary, Essential Functions, Non-Essential Functions and Job Specifications. The actual job description contained some discriminatory language. When talking about actual job duties, there are some physical demands. However, the wording must be so that someone with a disability can disqualify themselves. ADA compliant equivalent language must be used. For example: Instead of Carry or Lift, use Move, Transport, Position, Install, Remove, Hoist and/or Transfer. The Town should as a public entity disclaimer language be added to all job descriptions to remind employees and applicants that the description is subject to change. Some job descriptions do not provide the physical requirements. The Town should that physical requirements be added to all descriptions to ensure clarity. The Town should as a public entity that ADA compliant language ensuring that the public entity does not discriminate based on a disability and also include language stating that reasonable accommodations are available upon request.

Job Title	Review Findings	Potential Solutions
Director of Human Resources	The headings for the job descriptions are not what we recommend. The general headings that are listed are as follows: "Basic Function", "Essential Functions", "Technical Competencies", "Human Competencies", "Conceptual Competencies", "Skills/Abilities", "Physical Requirements", "Knowledge", "Experience", "Work Environment" and "Reporting Relationship". This job description notes the essential job functions of this position but it does not list any non-essential job functions. These must be separate out. When talking about the actual job duties, there is some discriminatory language being used in various job descriptions. Such as the words lift, carry, pull, push, standing, walking, gripping, grasping, fingering, talking, hearing descriptive vision, sitting, squatting kneeling, bending, stooping, climbing, etc... There is not any type of disclaimer regarding the right to change and/or reassign duties. Some of these job descriptions do not provide physical requirements. There is no statement regarding reasonable accommodation including who to contact for the accommodation. It also does not provide a non-discrimination statement.	The job description should separate out specific headings for better clarification. Under these headings, feel free to use as many sub-headings as necessary to cover all aspects of the job description. These headings are: Job Title, Job Summary, Essential Functions, Non-Essential Functions and Job Specifications. The actual job description contained some discriminatory language. When talking about actual job duties, there are some physical demands. However, the wording must be so that someone with a disability can disqualify themselves. ADA compliant equivalent language must be used. For example: Instead of Carry or Lift, use Move, Transport, Position, Install, Remove, Hoist and/or Transfer. The Town should as a public entity disclaimer language be added to all job descriptions to remind employees and applicants that the description is subject to change. Some job descriptions do not provide the physical requirements. The Town should that physical requirements be added to all descriptions to ensure clarity. The Town should as a public entity that ADA compliant language ensuring that the public entity does not discriminate based on a disability and also include language stating that reasonable accommodations are available upon request.
Human Resources Analyst	The headings for the job descriptions are not what we recommend. The general headings that are listed are as follows: "Basic Function", "Essential Functions", "Technical Competencies", "Human Competencies", "Conceptual Competencies", "Skills/Abilities", "Physical Requirements", "Knowledge", "Experience", "Work Environment" and "Reporting Relationship". This job description notes the essential job functions of this position but it does not list any non-essential job functions. These must be separate out. When talking about the actual job duties, there is some discriminatory language being used in various job descriptions. Such as the words lift, carry, pull, push, standing, walking, gripping, grasping, fingering, talking, hearing descriptive vision, sitting, squatting kneeling, bending, stooping, climbing, etc... There is not any type of disclaimer regarding the right to change and/or reassign duties. Some of these job descriptions do not provide physical requirements. There is no statement regarding reasonable accommodation including who to contact for the accommodation. It also does not provide a non-discrimination statement.	The job description should separate out specific headings for better clarification. Under these headings, feel free to use as many sub-headings as necessary to cover all aspects of the job description. These headings are: Job Title, Job Summary, Essential Functions, Non-Essential Functions and Job Specifications. The actual job description contained some discriminatory language. When talking about actual job duties, there are some physical demands. However, the wording must be so that someone with a disability can disqualify themselves. ADA compliant equivalent language must be used. For example: Instead of Carry or Lift, use Move, Transport, Position, Install, Remove, Hoist and/or Transfer. The Town should as a public entity disclaimer language be added to all job descriptions to remind employees and applicants that the description is subject to change. Some job descriptions do not provide the physical requirements. The Town should that physical requirements be added to all descriptions to ensure clarity. The Town should as a public entity that ADA compliant language ensuring that the public entity does not discriminate based on a disability and also include language stating that reasonable accommodations are available upon request.

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Human Resources Coordinator	The headings for the job descriptions are not what we recommend. The general headings that are listed are as follows: "Basic Function", "Essential Functions", "Technical Competencies", "Human Competencies", "Conceptual Competencies", "Skills/Abilities", "Physical Requirements", "Knowledge", "Experience", "Work Environment" and "Reporting Relationship". This job description notes the essential job functions of this position but it does not list any non-essential job functions. These must be separate out. When talking about the actual job duties, there is some discriminatory language being used in various job descriptions. Such as the words lift, carry, pull, push, standing, walking, gripping, grasping, fingering, talking, hearing descriptive vision, sitting, squatting kneeling, bending, stooping, climbing, etc... There is not any type of disclaimer regarding the right to change and/or reassign duties. Some of these job descriptions do not provide physical requirements. There is no statement regarding reasonable accommodation including who to contact for the accommodation. It also does not provide a non-discrimination statement.	The job description should separate out specific headings for better clarification. Under these headings, feel free to use as many sub-headings as necessary to cover all aspects of the job description. These headings are: Job Title, Job Summary, Essential Functions, Non-Essential Functions and Job Specifications. The actual job description contained some discriminatory language. When talking about actual job duties, there are some physical demands. However, the wording must be so that someone with a disability can disqualify themselves. ADA compliant equivalent language must be used. For example: Instead of Carry or Lift, use Move, Transport, Position, Install, Remove, Hoist and/or Transfer. The Town should as a public entity disclaimer language be added to all job descriptions to remind employees and applicants that the description is subject to change. Some job descriptions do not provide the physical requirements. The Town should that physical requirements be added to all descriptions to ensure clarity. The Town should as a public entity that ADA compliant language ensuring that the public entity does not discriminate based on a disability and also include language stating that reasonable accommodations are available upon request.
Human Resources Generalist	The headings for the job descriptions are not what we recommend. The general headings that are listed are as follows: "Basic Function", "Essential Functions", "Technical Competencies", "Human Competencies", "Conceptual Competencies", "Skills/Abilities", "Physical Requirements", "Knowledge", "Experience", "Work Environment" and "Reporting Relationship". This job description notes the essential job functions of this position but it does not list any non-essential job functions. These must be separate out. When talking about the actual job duties, there is some discriminatory language being used in various job descriptions. Such as the words lift, carry, pull, push, standing, walking, gripping, grasping, fingering, talking, hearing descriptive vision, sitting, squatting kneeling, bending, stooping, climbing, etc... There is not any type of disclaimer regarding the right to change and/or reassign duties. Some of these job descriptions do not provide physical requirements. There is no statement regarding reasonable accommodation including who to contact for the accommodation. It also does not provide a non-discrimination statement.	The job description should separate out specific headings for better clarification. Under these headings, feel free to use as many sub-headings as necessary to cover all aspects of the job description. These headings are: Job Title, Job Summary, Essential Functions, Non-Essential Functions and Job Specifications. The actual job description contained some discriminatory language. When talking about actual job duties, there are some physical demands. However, the wording must be so that someone with a disability can disqualify themselves. ADA compliant equivalent language must be used. For example: Instead of Carry or Lift, use Move, Transport, Position, Install, Remove, Hoist and/or Transfer. The Town should as a public entity disclaimer language be added to all job descriptions to remind employees and applicants that the description is subject to change. Some job descriptions do not provide the physical requirements. The Town should that physical requirements be added to all descriptions to ensure clarity. The Town should as a public entity that ADA compliant language ensuring that the public entity does not discriminate based on a disability and also include language stating that reasonable accommodations are available upon request.

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Executive Director of Business Performance & Innovation	The headings for the job descriptions are not what we recommend. The general headings that are listed are as follows: "Basic Function", "Essential Functions", "Technical Competencies", "Human Competencies", "Conceptual Competencies", "Skills/Abilities", "Physical Requirements", "Knowledge", "Experience", "Work Environment" and "Reporting Relationship". This job description notes the essential job functions of this position but it does not list any non-essential job functions. These must be separate out. When talking about the actual job duties, there is some discriminatory language being used in various job descriptions. Such as the words lift, carry, pull, push, standing, walking, gripping, grasping, fingering, talking, hearing descriptive vision, sitting, squatting kneeling, bending, stooping, climbing, etc... There is not any type of disclaimer regarding the right to change and/or reassign duties. Some of these job descriptions do not provide physical requirements. There is no statement regarding reasonable accommodation including who to contact for the accommodation. It also does not provide a non-discrimination statement.	The job description should separate out specific headings for better clarification. Under these headings, feel free to use as many sub-headings as necessary to cover all aspects of the job description. These headings are: Job Title, Job Summary, Essential Functions, Non-Essential Functions and Job Specifications. The actual job description contained some discriminatory language. When talking about actual job duties, there are some physical demands. However, the wording must be so that someone with a disability can disqualify themselves. ADA compliant equivalent language must be used. For example: Instead of Carry or Lift, use Move, Transport, Position, Install, Remove, Hoist and/or Transfer. The Town should as a public entity disclaimer language be added to all job descriptions to remind employees and applicants that the description is subject to change. Some job descriptions do not provide the physical requirements. The Town should that physical requirements be added to all descriptions to ensure clarity. The Town should as a public entity that ADA compliant language ensuring that the public entity does not discriminate based on a disability and also include language stating that reasonable accommodations are available upon request.
GIS Analyst	The headings for the job descriptions are not what we recommend. The general headings that are listed are as follows: "Basic Function", "Essential Functions", "Technical Competencies", "Human Competencies", "Conceptual Competencies", "Skills/Abilities", "Physical Requirements", "Knowledge", "Experience", "Work Environment" and "Reporting Relationship". This job description notes the essential job functions of this position but it does not list any non-essential job functions. These must be separate out. When talking about the actual job duties, there is some discriminatory language being used in various job descriptions. Such as the words lift, carry, pull, push, standing, walking, gripping, grasping, fingering, talking, hearing descriptive vision, sitting, squatting kneeling, bending, stooping, climbing, etc... There is not any type of disclaimer regarding the right to change and/or reassign duties. Some of these job descriptions do not provide physical requirements. There is no statement regarding reasonable accommodation including who to contact for the accommodation. It also does not provide a non-discrimination statement.	The job description should separate out specific headings for better clarification. Under these headings, feel free to use as many sub-headings as necessary to cover all aspects of the job description. These headings are: Job Title, Job Summary, Essential Functions, Non-Essential Functions and Job Specifications. The actual job description contained some discriminatory language. When talking about actual job duties, there are some physical demands. However, the wording must be so that someone with a disability can disqualify themselves. ADA compliant equivalent language must be used. For example: Instead of Carry or Lift, use Move, Transport, Position, Install, Remove, Hoist and/or Transfer. The Town should as a public entity disclaimer language be added to all job descriptions to remind employees and applicants that the description is subject to change. Some job descriptions do not provide the physical requirements. The Town should that physical requirements be added to all descriptions to ensure clarity. The Town should as a public entity that ADA compliant language ensuring that the public entity does not discriminate based on a disability and also include language stating that reasonable accommodations are available upon request.

Job Title	Review Findings	Potential Solutions
Network Specialist	The headings for the job descriptions are not what we recommend. The general headings that are listed are as follows: "Basic Function", "Essential Functions", "Technical Competencies", "Human Competencies", "Conceptual Competencies", "Skills/Abilities", "Physical Requirements", "Knowledge", "Experience", "Work Environment" and "Reporting Relationship". This job description notes the essential job functions of this position but it does not list any non-essential job functions. These must be separate out. When talking about the actual job duties, there is some discriminatory language being used in various job descriptions. Such as the words lift, carry, pull, push, standing, walking, gripping, grasping, fingering, talking, hearing descriptive vision, sitting, squatting kneeling, bending, stooping, climbing, etc... There is not any type of disclaimer regarding the right to change and/or reassign duties. Some of these job descriptions do not provide physical requirements. There is no statement regarding reasonable accommodation including who to contact for the accommodation. It also does not provide a non-discrimination statement.	The job description should separate out specific headings for better clarification. Under these headings, feel free to use as many sub-headings as necessary to cover all aspects of the job description. These headings are: Job Title, Job Summary, Essential Functions, Non-Essential Functions and Job Specifications. The actual job description contained some discriminatory language. When talking about actual job duties, there are some physical demands. However, the wording must be so that someone with a disability can disqualify themselves. ADA compliant equivalent language must be used. For example: Instead of Carry or Lift, use Move, Transport, Position, Install, Remove, Hoist and/or Transfer. The Town should as a public entity disclaimer language be added to all job descriptions to remind employees and applicants that the description is subject to change. Some job descriptions do not provide the physical requirements. The Town should that physical requirements be added to all descriptions to ensure clarity. The Town should as a public entity that ADA compliant language ensuring that the public entity does not discriminate based on a disability and also include language stating that reasonable accommodations are available upon request.
Parks & Information Technology Department Assistant	The headings for the job descriptions are not what we recommend. The general headings that are listed are as follows: "Basic Function", "Essential Functions", "Technical Competencies", "Human Competencies", "Conceptual Competencies", "Skills/Abilities", "Physical Requirements", "Knowledge", "Experience", "Work Environment" and "Reporting Relationship". This job description notes the essential job functions of this position but it does not list any non-essential job functions. These must be separate out. When talking about the actual job duties, there is some discriminatory language being used in various job descriptions. Such as the words lift, carry, pull, push, standing, walking, gripping, grasping, fingering, talking, hearing descriptive vision, sitting, squatting kneeling, bending, stooping, climbing, etc... There is not any type of disclaimer regarding the right to change and/or reassign duties. Some of these job descriptions do not provide physical requirements. There is no statement regarding reasonable accommodation including who to contact for the accommodation. It also does not provide a non-discrimination statement.	The job description should separate out specific headings for better clarification. Under these headings, feel free to use as many sub-headings as necessary to cover all aspects of the job description. These headings are: Job Title, Job Summary, Essential Functions, Non-Essential Functions and Job Specifications. The actual job description contained some discriminatory language. When talking about actual job duties, there are some physical demands. However, the wording must be so that someone with a disability can disqualify themselves. ADA compliant equivalent language must be used. For example: Instead of Carry or Lift, use Move, Transport, Position, Install, Remove, Hoist and/or Transfer. The Town should as a public entity disclaimer language be added to all job descriptions to remind employees and applicants that the description is subject to change. Some job descriptions do not provide the physical requirements. The Town should that physical requirements be added to all descriptions to ensure clarity. The Town should as a public entity that ADA compliant language ensuring that the public entity does not discriminate based on a disability and also include language stating that reasonable accommodations are available upon request.

Job Title	Review Findings	Potential Solutions
Senior Software Developer	The headings for the job descriptions are not what we recommend. The general headings that are listed are as follows: "Basic Function", "Essential Functions", "Technical Competencies", "Human Competencies", "Conceptual Competencies", "Skills/Abilities", "Physical Requirements", "Knowledge", "Experience", "Work Environment" and "Reporting Relationship". This job description notes the essential job functions of this position but it does not list any non-essential job functions. These must be separate out. When talking about the actual job duties, there is some discriminatory language being used in various job descriptions. Such as the words lift, carry, pull, push, standing, walking, gripping, grasping, fingering, talking, hearing descriptive vision, sitting, squatting kneeling, bending, stooping, climbing, etc... There is not any type of disclaimer regarding the right to change and/or reassign duties. Some of these job descriptions do not provide physical requirements. There is no statement regarding reasonable accommodation including who to contact for the accommodation. It also does not provide a non-discrimination statement.	The job description should separate out specific headings for better clarification. Under these headings, feel free to use as many sub-headings as necessary to cover all aspects of the job description. These headings are: Job Title, Job Summary, Essential Functions, Non-Essential Functions and Job Specifications. The actual job description contained some discriminatory language. When talking about actual job duties, there are some physical demands. However, the wording must be so that someone with a disability can disqualify themselves. ADA compliant equivalent language must be used. For example: Instead of Carry or Lift, use Move, Transport, Position, Install, Remove, Hoist and/or Transfer. The Town should as a public entity disclaimer language be added to all job descriptions to remind employees and applicants that the description is subject to change. Some job descriptions do not provide the physical requirements. The Town should that physical requirements be added to all descriptions to ensure clarity. The Town should as a public entity that ADA compliant language ensuring that the public entity does not discriminate based on a disability and also include language stating that reasonable accommodations are available upon request.
Assistant Director of Infrastructure	The headings for the job descriptions are not what we recommend. The general headings that are listed are as follows: "Basic Function", "Essential Functions", "Technical Competencies", "Human Competencies", "Conceptual Competencies", "Skills/Abilities", "Physical Requirements", "Knowledge", "Experience", "Work Environment" and "Reporting Relationship". This job description notes the essential job functions of this position but it does not list any non-essential job functions. These must be separate out. When talking about the actual job duties, there is some discriminatory language being used in various job descriptions. Such as the words lift, carry, pull, push, standing, walking, gripping, grasping, fingering, talking, hearing descriptive vision, sitting, squatting kneeling, bending, stooping, climbing, etc... There is not any type of disclaimer regarding the right to change and/or reassign duties. Some of these job descriptions do not provide physical requirements. There is no statement regarding reasonable accommodation including who to contact for the accommodation. It also does not provide a non-discrimination statement.	The job description should separate out specific headings for better clarification. Under these headings, feel free to use as many sub-headings as necessary to cover all aspects of the job description. These headings are: Job Title, Job Summary, Essential Functions, Non-Essential Functions and Job Specifications. The actual job description contained some discriminatory language. When talking about actual job duties, there are some physical demands. However, the wording must be so that someone with a disability can disqualify themselves. ADA compliant equivalent language must be used. For example: Instead of Carry or Lift, use Move, Transport, Position, Install, Remove, Hoist and/or Transfer. The Town should as a public entity disclaimer language be added to all job descriptions to remind employees and applicants that the description is subject to change. Some job descriptions do not provide the physical requirements. The Town should that physical requirements be added to all descriptions to ensure clarity. The Town should as a public entity that ADA compliant language ensuring that the public entity does not discriminate based on a disability and also include language stating that reasonable accommodations are available upon request.

Job Title	Review Findings	Potential Solutions
Director of Infrastructure & Development Services	The headings for the job descriptions are not what we recommend. The general headings that are listed are as follows: "Basic Function", "Essential Functions", "Technical Competencies", "Human Competencies", "Conceptual Competencies", "Skills/Abilities", "Physical Requirements", "Knowledge", "Experience", "Work Environment" and "Reporting Relationship". This job description notes the essential job functions of this position but it does not list any non-essential job functions. These must be separate out. When talking about the actual job duties, there is some discriminatory language being used in various job descriptions. Such as the words lift, carry, pull, push, standing, walking, gripping, grasping, fingering, talking, hearing descriptive vision, sitting, squatting kneeling, bending, stooping, climbing, etc... There is not any type of disclaimer regarding the right to change and/or reassign duties. Some of these job descriptions do not provide physical requirements. There is no statement regarding reasonable accommodation including who to contact for the accommodation. It also does not provide a non-discrimination statement.	The job description should separate out specific headings for better clarification. Under these headings, feel free to use as many sub-headings as necessary to cover all aspects of the job description. These headings are: Job Title, Job Summary, Essential Functions, Non-Essential Functions and Job Specifications. The actual job description contained some discriminatory language. When talking about actual job duties, there are some physical demands. However, the wording must be so that someone with a disability can disqualify themselves. ADA compliant equivalent language must be used. For example: Instead of Carry or Lift, use Move, Transport, Position, Install, Remove, Hoist and/or Transfer. The Town should as a public entity disclaimer language be added to all job descriptions to remind employees and applicants that the description is subject to change. Some job descriptions do not provide the physical requirements. The Town should that physical requirements be added to all descriptions to ensure clarity. The Town should as a public entity that ADA compliant language ensuring that the public entity does not discriminate based on a disability and also include language stating that reasonable accommodations are available upon request.
Department Assistant	The headings for the job descriptions are not what we recommend. The general headings that are listed are as follows: "Basic Function", "Essential Functions", "Technical Competencies", "Human Competencies", "Conceptual Competencies", "Skills/Abilities", "Physical Requirements", "Knowledge", "Experience", "Work Environment" and "Reporting Relationship". This job description notes the essential job functions of this position but it does not list any non-essential job functions. These must be separate out. When talking about the actual job duties, there is some discriminatory language being used in various job descriptions. Such as the words lift, carry, pull, push, standing, walking, gripping, grasping, fingering, talking, hearing descriptive vision, sitting, squatting kneeling, bending, stooping, climbing, etc... There is not any type of disclaimer regarding the right to change and/or reassign duties. Some of these job descriptions do not provide physical requirements. There is no statement regarding reasonable accommodation including who to contact for the accommodation. It also does not provide a non-discrimination statement.	The job description should separate out specific headings for better clarification. Under these headings, feel free to use as many sub-headings as necessary to cover all aspects of the job description. These headings are: Job Title, Job Summary, Essential Functions, Non-Essential Functions and Job Specifications. The actual job description contained some discriminatory language. When talking about actual job duties, there are some physical demands. However, the wording must be so that someone with a disability can disqualify themselves. ADA compliant equivalent language must be used. For example: Instead of Carry or Lift, use Move, Transport, Position, Install, Remove, Hoist and/or Transfer. The Town should as a public entity disclaimer language be added to all job descriptions to remind employees and applicants that the description is subject to change. Some job descriptions do not provide the physical requirements. The Town should that physical requirements be added to all descriptions to ensure clarity. The Town should as a public entity that ADA compliant language ensuring that the public entity does not discriminate based on a disability and also include language stating that reasonable accommodations are available upon request.

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IDS Inspector	The headings for the job descriptions are not what we recommend. The general headings that are listed are as follows: "Basic Function", "Essential Functions", "Technical Competencies", "Human Competencies", "Conceptual Competencies", "Skills/Abilities", "Physical Requirements", "Knowledge", "Experience", "Work Environment" and "Reporting Relationship". This job description notes the essential job functions of this position but it does not list any non-essential job functions. These must be separate out. When talking about the actual job duties, there is some discriminatory language being used in various job descriptions. Such as the words lift, carry, pull, push, standing, walking, gripping, grasping, fingering, talking, hearing descriptive vision, sitting, squatting kneeling, bending, stooping, climbing, etc... There is not any type of disclaimer regarding the right to change and/or reassign duties. Some of these job descriptions do not provide physical requirements. There is no statement regarding reasonable accommodation including who to contact for the accommodation. It also does not provide a non-discrimination statement.	The job description should separate out specific headings for better clarification. Under these headings, feel free to use as many sub-headings as necessary to cover all aspects of the job description. These headings are: Job Title, Job Summary, Essential Functions, Non-Essential Functions and Job Specifications. The actual job description contained some discriminatory language. When talking about actual job duties, there are some physical demands. However, the wording must be so that someone with a disability can disqualify themselves. ADA compliant equivalent language must be used. For example: Instead of Carry or Lift, use Move, Transport, Position, Install, Remove, Hoist and/or Transfer. The Town should as a public entity disclaimer language be added to all job descriptions to remind employees and applicants that the description is subject to change. Some job descriptions do not provide the physical requirements. The Town should that physical requirements be added to all descriptions to ensure clarity. The Town should as a public entity that ADA compliant language ensuring that the public entity does not discriminate based on a disability and also include language stating that reasonable accommodations are available upon request.
Management Assistant	The headings for the job descriptions are not what we recommend. The general headings that are listed are as follows: "Basic Function", "Essential Functions", "Technical Competencies", "Human Competencies", "Conceptual Competencies", "Skills/Abilities", "Physical Requirements", "Knowledge", "Experience", "Work Environment" and "Reporting Relationship". This job description notes the essential job functions of this position but it does not list any non-essential job functions. These must be separate out. When talking about the actual job duties, there is some discriminatory language being used in various job descriptions. Such as the words lift, carry, pull, push, standing, walking, gripping, grasping, fingering, talking, hearing descriptive vision, sitting, squatting kneeling, bending, stooping, climbing, etc... There is not any type of disclaimer regarding the right to change and/or reassign duties. Some of these job descriptions do not provide physical requirements. There is no statement regarding reasonable accommodation including who to contact for the accommodation. It also does not provide a non-discrimination statement.	The job description should separate out specific headings for better clarification. Under these headings, feel free to use as many sub-headings as necessary to cover all aspects of the job description. These headings are: Job Title, Job Summary, Essential Functions, Non-Essential Functions and Job Specifications. The actual job description contained some discriminatory language. When talking about actual job duties, there are some physical demands. However, the wording must be so that someone with a disability can disqualify themselves. ADA compliant equivalent language must be used. For example: Instead of Carry or Lift, use Move, Transport, Position, Install, Remove, Hoist and/or Transfer. The Town should as a public entity disclaimer language be added to all job descriptions to remind employees and applicants that the description is subject to change. Some job descriptions do not provide the physical requirements. The Town should that physical requirements be added to all descriptions to ensure clarity. The Town should as a public entity that ADA compliant language ensuring that the public entity does not discriminate based on a disability and also include language stating that reasonable accommodations are available upon request.

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Utilities Manager	The headings for the job descriptions are not what we recommend. The general headings that are listed are as follows: "Basic Function", "Essential Functions", "Technical Competencies", "Human Competencies", "Conceptual Competencies", "Skills/Abilities", "Physical Requirements", "Knowledge", "Experience", "Work Environment" and "Reporting Relationship". This job description notes the essential job functions of this position but it does not list any non-essential job functions. These must be separate out. When talking about the actual job duties, there is some discriminatory language being used in various job descriptions. Such as the words lift, carry, pull, push, standing, walking, gripping, grasping, fingering, talking, hearing descriptive vision, sitting, squatting kneeling, bending, stooping, climbing, etc... There is not any type of disclaimer regarding the right to change and/or reassign duties. Some of these job descriptions do not provide physical requirements. There is no statement regarding reasonable accommodation including who to contact for the accommodation. It also does not provide a non-discrimination statement.	The job description should separate out specific headings for better clarification. Under these headings, feel free to use as many sub-headings as necessary to cover all aspects of the job description. These headings are: Job Title, Job Summary, Essential Functions, Non-Essential Functions and Job Specifications. The actual job description contained some discriminatory language. When talking about actual job duties, there are some physical demands. However, the wording must be so that someone with a disability can disqualify themselves. ADA compliant equivalent language must be used. For example: Instead of Carry or Lift, use Move, Transport, Position, Install, Remove, Hoist and/or Transfer. The Town should as a public entity disclaimer language be added to all job descriptions to remind employees and applicants that the description is subject to change. Some job descriptions do not provide the physical requirements. The Town should that physical requirements be added to all descriptions to ensure clarity. The Town should as a public entity that ADA compliant language ensuring that the public entity does not discriminate based on a disability and also include language stating that reasonable accommodations are available upon request.
Utility Operator I	The headings for the job descriptions are not what we recommend. The general headings that are listed are as follows: "Basic Function", "Essential Functions", "Technical Competencies", "Human Competencies", "Conceptual Competencies", "Skills/Abilities", "Physical Requirements", "Knowledge", "Experience", "Work Environment" and "Reporting Relationship". This job description notes the essential job functions of this position but it does not list any non-essential job functions. These must be separate out. When talking about the actual job duties, there is some discriminatory language being used in various job descriptions. Such as the words lift, carry, pull, push, standing, walking, gripping, grasping, fingering, talking, hearing descriptive vision, sitting, squatting kneeling, bending, stooping, climbing, etc... There is not any type of disclaimer regarding the right to change and/or reassign duties. Some of these job descriptions do not provide physical requirements. There is no statement regarding reasonable accommodation including who to contact for the accommodation. It also does not provide a non-discrimination statement.	The job description should separate out specific headings for better clarification. Under these headings, feel free to use as many sub-headings as necessary to cover all aspects of the job description. These headings are: Job Title, Job Summary, Essential Functions, Non-Essential Functions and Job Specifications. The actual job description contained some discriminatory language. When talking about actual job duties, there are some physical demands. However, the wording must be so that someone with a disability can disqualify themselves. ADA compliant equivalent language must be used. For example: Instead of Carry or Lift, use Move, Transport, Position, Install, Remove, Hoist and/or Transfer. The Town should as a public entity disclaimer language be added to all job descriptions to remind employees and applicants that the description is subject to change. Some job descriptions do not provide the physical requirements. The Town should that physical requirements be added to all descriptions to ensure clarity. The Town should as a public entity that ADA compliant language ensuring that the public entity does not discriminate based on a disability and also include language stating that reasonable accommodations are available upon request.

Job Title	Review Findings	Potential Solutions
Utility Operator II/Line Maintenance	The headings for the job descriptions are not what we recommend. The general headings that are listed are as follows: "Basic Function", "Essential Functions", "Technical Competencies", "Human Competencies", "Conceptual Competencies", "Skills/Abilities", "Physical Requirements", "Knowledge", "Experience", "Work Environment" and "Reporting Relationship". This job description notes the essential job functions of this position but it does not list any non-essential job functions. These must be separate out. When talking about the actual job duties, there is some discriminatory language being used in various job descriptions. Such as the words lift, carry, pull, push, standing, walking, gripping, grasping, fingering, talking, hearing descriptive vision, sitting, squatting kneeling, bending, stooping, climbing, etc... There is not any type of disclaimer regarding the right to change and/or reassign duties. Some of these job descriptions do not provide physical requirements. There is no statement regarding reasonable accommodation including who to contact for the accommodation. It also does not provide a non-discrimination statement.	The job description should separate out specific headings for better clarification. Under these headings, feel free to use as many sub-headings as necessary to cover all aspects of the job description. These headings are: Job Title, Job Summary, Essential Functions, Non-Essential Functions and Job Specifications. The actual job description contained some discriminatory language. When talking about actual job duties, there are some physical demands. However, the wording must be so that someone with a disability can disqualify themselves. ADA compliant equivalent language must be used. For example: Instead of Carry or Lift, use Move, Transport, Position, Install, Remove, Hoist and/or Transfer. The Town should as a public entity disclaimer language be added to all job descriptions to remind employees and applicants that the description is subject to change. Some job descriptions do not provide the physical requirements. The Town should that physical requirements be added to all descriptions to ensure clarity. The Town should as a public entity that ADA compliant language ensuring that the public entity does not discriminate based on a disability and also include language stating that reasonable accommodations are available upon request.
Utility Operator II/Water Quality	The headings for the job descriptions are not what we recommend. The general headings that are listed are as follows: "Basic Function", "Essential Functions", "Technical Competencies", "Human Competencies", "Conceptual Competencies", "Skills/Abilities", "Physical Requirements", "Knowledge", "Experience", "Work Environment" and "Reporting Relationship". This job description notes the essential job functions of this position but it does not list any non-essential job functions. These must be separate out. When talking about the actual job duties, there is some discriminatory language being used in various job descriptions. Such as the words lift, carry, pull, push, standing, walking, gripping, grasping, fingering, talking, hearing descriptive vision, sitting, squatting kneeling, bending, stooping, climbing, etc... There is not any type of disclaimer regarding the right to change and/or reassign duties. Some of these job descriptions do not provide physical requirements. There is no statement regarding reasonable accommodation including who to contact for the accommodation. It also does not provide a non-discrimination statement.	The job description should separate out specific headings for better clarification. Under these headings, feel free to use as many sub-headings as necessary to cover all aspects of the job description. These headings are: Job Title, Job Summary, Essential Functions, Non-Essential Functions and Job Specifications. The actual job description contained some discriminatory language. When talking about actual job duties, there are some physical demands. However, the wording must be so that someone with a disability can disqualify themselves. ADA compliant equivalent language must be used. For example: Instead of Carry or Lift, use Move, Transport, Position, Install, Remove, Hoist and/or Transfer. The Town should as a public entity disclaimer language be added to all job descriptions to remind employees and applicants that the description is subject to change. Some job descriptions do not provide the physical requirements. The Town should that physical requirements be added to all descriptions to ensure clarity. The Town should as a public entity that ADA compliant language ensuring that the public entity does not discriminate based on a disability and also include language stating that reasonable accommodations are available upon request.

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Utility Operator III / Line Maintenance	The headings for the job descriptions are not what we recommend. The general headings that are listed are as follows: "Basic Function", "Essential Functions", "Technical Competencies", "Human Competencies", "Conceptual Competencies", "Skills/Abilities", "Physical Requirements", "Knowledge", "Experience", "Work Environment" and "Reporting Relationship". This job description notes the essential job functions of this position but it does not list any non-essential job functions. These must be separate out. When talking about the actual job duties, there is some discriminatory language being used in various job descriptions. Such as the words lift, carry, pull, push, standing, walking, gripping, grasping, fingering, talking, hearing descriptive vision, sitting, squatting kneeling, bending, stooping, climbing, etc... There is not any type of disclaimer regarding the right to change and/or reassign duties. Some of these job descriptions do not provide physical requirements. There is no statement regarding reasonable accommodation including who to contact for the accommodation. It also does not provide a non-discrimination statement.	The job description should separate out specific headings for better clarification. Under these headings, feel free to use as many sub-headings as necessary to cover all aspects of the job description. These headings are: Job Title, Job Summary, Essential Functions, Non-Essential Functions and Job Specifications. The actual job description contained some discriminatory language. When talking about actual job duties, there are some physical demands. However, the wording must be so that someone with a disability can disqualify themselves. ADA compliant equivalent language must be used. For example: Instead of Carry or Lift, use Move, Transport, Position, Install, Remove, Hoist and/or Transfer. The Town should as a public entity disclaimer language be added to all job descriptions to remind employees and applicants that the description is subject to change. Some job descriptions do not provide the physical requirements. The Town should that physical requirements be added to all descriptions to ensure clarity. The Town should as a public entity that ADA compliant language ensuring that the public entity does not discriminate based on a disability and also include language stating that reasonable accommodations are available upon request.
Water Quality Specialist	The headings for the job descriptions are not what we recommend. The general headings that are listed are as follows: "Basic Function", "Essential Functions", "Technical Competencies", "Human Competencies", "Conceptual Competencies", "Skills/Abilities", "Physical Requirements", "Knowledge", "Experience", "Work Environment" and "Reporting Relationship". This job description notes the essential job functions of this position but it does not list any non-essential job functions. These must be separate out. When talking about the actual job duties, there is some discriminatory language being used in various job descriptions. Such as the words lift, carry, pull, push, standing, walking, gripping, grasping, fingering, talking, hearing descriptive vision, sitting, squatting kneeling, bending, stooping, climbing, etc... There is not any type of disclaimer regarding the right to change and/or reassign duties. Some of these job descriptions do not provide physical requirements. There is no statement regarding reasonable accommodation including who to contact for the accommodation. It also does not provide a non-discrimination statement.	The job description should separate out specific headings for better clarification. Under these headings, feel free to use as many sub-headings as necessary to cover all aspects of the job description. These headings are: Job Title, Job Summary, Essential Functions, Non-Essential Functions and Job Specifications. The actual job description contained some discriminatory language. When talking about actual job duties, there are some physical demands. However, the wording must be so that someone with a disability can disqualify themselves. ADA compliant equivalent language must be used. For example: Instead of Carry or Lift, use Move, Transport, Position, Install, Remove, Hoist and/or Transfer. The Town should as a public entity disclaimer language be added to all job descriptions to remind employees and applicants that the description is subject to change. Some job descriptions do not provide the physical requirements. The Town should that physical requirements be added to all descriptions to ensure clarity. The Town should as a public entity that ADA compliant language ensuring that the public entity does not discriminate based on a disability and also include language stating that reasonable accommodations are available upon request.

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Director of Public Communications	The headings for the job descriptions are not what we recommend. The general headings that are listed are as follows: "Basic Function", "Essential Functions", "Technical Competencies", "Human Competencies", "Conceptual Competencies", "Skills/Abilities", "Physical Requirements", "Knowledge", "Experience", "Work Environment" and "Reporting Relationship". This job description notes the essential job functions of this position but it does not list any non-essential job functions. These must be separate out. When talking about the actual job duties, there is some discriminatory language being used in various job descriptions. Such as the words lift, carry, pull, push, standing, walking, gripping, grasping, fingering, talking, hearing descriptive vision, sitting, squatting kneeling, bending, stooping, climbing, etc... There is not any type of disclaimer regarding the right to change and/or reassign duties. Some of these job descriptions do not provide physical requirements. There is no statement regarding reasonable accommodation including who to contact for the accommodation. It also does not provide a non-discrimination statement.	The job description should separate out specific headings for better clarification. Under these headings, feel free to use as many sub-headings as necessary to cover all aspects of the job description. These headings are: Job Title, Job Summary, Essential Functions, Non-Essential Functions and Job Specifications. The actual job description contained some discriminatory language. When talking about actual job duties, there are some physical demands. However, the wording must be so that someone with a disability can disqualify themselves. ADA compliant equivalent language must be used. For example: Instead of Carry or Lift, use Move, Transport, Position, Install, Remove, Hoist and/or Transfer. The Town should as a public entity disclaimer language be added to all job descriptions to remind employees and applicants that the description is subject to change. Some job descriptions do not provide the physical requirements. The Town should that physical requirements be added to all descriptions to ensure clarity. The Town should as a public entity that ADA compliant language ensuring that the public entity does not discriminate based on a disability and also include language stating that reasonable accommodations are available upon request.
Marketing & Communications Specialist	The headings for the job descriptions are not what we recommend. The general headings that are listed are as follows: "Basic Function", "Essential Functions", "Technical Competencies", "Human Competencies", "Conceptual Competencies", "Skills/Abilities", "Physical Requirements", "Knowledge", "Experience", "Work Environment" and "Reporting Relationship". This job description notes the essential job functions of this position but it does not list any non-essential job functions. These must be separate out. When talking about the actual job duties, there is some discriminatory language being used in various job descriptions. Such as the words lift, carry, pull, push, standing, walking, gripping, grasping, fingering, talking, hearing descriptive vision, sitting, squatting kneeling, bending, stooping, climbing, etc... There is not any type of disclaimer regarding the right to change and/or reassign duties. Some of these job descriptions do not provide physical requirements. There is no statement regarding reasonable accommodation including who to contact for the accommodation. It also does not provide a non-discrimination statement.	The job description should separate out specific headings for better clarification. Under these headings, feel free to use as many sub-headings as necessary to cover all aspects of the job description. These headings are: Job Title, Job Summary, Essential Functions, Non-Essential Functions and Job Specifications. The actual job description contained some discriminatory language. When talking about actual job duties, there are some physical demands. However, the wording must be so that someone with a disability can disqualify themselves. ADA compliant equivalent language must be used. For example: Instead of Carry or Lift, use Move, Transport, Position, Install, Remove, Hoist and/or Transfer. The Town should as a public entity disclaimer language be added to all job descriptions to remind employees and applicants that the description is subject to change. Some job descriptions do not provide the physical requirements. The Town should that physical requirements be added to all descriptions to ensure clarity. The Town should as a public entity that ADA compliant language ensuring that the public entity does not discriminate based on a disability and also include language stating that reasonable accommodations are available upon request.

Job Title	Review Findings	Potential Solutions
Municipal Court Administrator	The headings for the job descriptions are not what we recommend. The general headings that are listed are as follows: "Basic Function", "Essential Functions", "Technical Competencies", "Human Competencies", "Conceptual Competencies", "Skills/Abilities", "Physical Requirements", "Knowledge", "Experience", "Work Environment" and "Reporting Relationship". This job description notes the essential job functions of this position but it does not list any non-essential job functions. These must be separate out. When talking about the actual job duties, there is some discriminatory language being used in various job descriptions. Such as the words lift, carry, pull, push, standing, walking, gripping, grasping, fingering, talking, hearing descriptive vision, sitting, squatting kneeling, bending, stooping, climbing, etc... There is not any type of disclaimer regarding the right to change and/or reassign duties. Some of these job descriptions do not provide physical requirements. There is no statement regarding reasonable accommodation including who to contact for the accommodation. It also does not provide a non-discrimination statement.	The job description should separate out specific headings for better clarification. Under these headings, feel free to use as many sub-headings as necessary to cover all aspects of the job description. These headings are: Job Title, Job Summary, Essential Functions, Non-Essential Functions and Job Specifications. The actual job description contained some discriminatory language. When talking about actual job duties, there are some physical demands. However, the wording must be so that someone with a disability can disqualify themselves. ADA compliant equivalent language must be used. For example: Instead of Carry or Lift, use Move, Transport, Position, Install, Remove, Hoist and/or Transfer. The Town should as a public entity disclaimer language be added to all job descriptions to remind employees and applicants that the description is subject to change. Some job descriptions do not provide the physical requirements. The Town should that physical requirements be added to all descriptions to ensure clarity. The Town should as a public entity that ADA compliant language ensuring that the public entity does not discriminate based on a disability and also include language stating that reasonable accommodations are available upon request.
Municipal Court Clerk Full-Time	The headings for the job descriptions are not what we recommend. The general headings that are listed are as follows: "Basic Function", "Essential Functions", "Technical Competencies", "Human Competencies", "Conceptual Competencies", "Skills/Abilities", "Physical Requirements", "Knowledge", "Experience", "Work Environment" and "Reporting Relationship". This job description notes the essential job functions of this position but it does not list any non-essential job functions. These must be separate out. When talking about the actual job duties, there is some discriminatory language being used in various job descriptions. Such as the words lift, carry, pull, push, standing, walking, gripping, grasping, fingering, talking, hearing descriptive vision, sitting, squatting kneeling, bending, stooping, climbing, etc... There is not any type of disclaimer regarding the right to change and/or reassign duties. Some of these job descriptions do not provide physical requirements. There is no statement regarding reasonable accommodation including who to contact for the accommodation. It also does not provide a non-discrimination statement.	The job description should separate out specific headings for better clarification. Under these headings, feel free to use as many sub-headings as necessary to cover all aspects of the job description. These headings are: Job Title, Job Summary, Essential Functions, Non-Essential Functions and Job Specifications. The actual job description contained some discriminatory language. When talking about actual job duties, there are some physical demands. However, the wording must be so that someone with a disability can disqualify themselves. ADA compliant equivalent language must be used. For example: Instead of Carry or Lift, use Move, Transport, Position, Install, Remove, Hoist and/or Transfer. The Town should as a public entity disclaimer language be added to all job descriptions to remind employees and applicants that the description is subject to change. Some job descriptions do not provide the physical requirements. The Town should that physical requirements be added to all descriptions to ensure clarity. The Town should as a public entity that ADA compliant language ensuring that the public entity does not discriminate based on a disability and also include language stating that reasonable accommodations are available upon request.

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Municipal Court Clerk Part-Time	The headings for the job descriptions are not what we recommend. The general headings that are listed are as follows: "Basic Function", "Essential Functions", "Technical Competencies", "Human Competencies", "Conceptual Competencies", "Skills/Abilities", "Physical Requirements", "Knowledge", "Experience", "Work Environment" and "Reporting Relationship". This job description notes the essential job functions of this position but it does not list any non-essential job functions. These must be separate out. When talking about the actual job duties, there is some discriminatory language being used in various job descriptions. Such as the words lift, carry, pull, push, standing, walking, gripping, grasping, fingering, talking, hearing descriptive vision, sitting, squatting kneeling, bending, stooping, climbing, etc... There is not any type of disclaimer regarding the right to change and/or reassign duties. Some of these job descriptions do not provide physical requirements. There is no statement regarding reasonable accommodation including who to contact for the accommodation. It also does not provide a non-discrimination statement.	The job description should separate out specific headings for better clarification. Under these headings, feel free to use as many sub-headings as necessary to cover all aspects of the job description. These headings are: Job Title, Job Summary, Essential Functions, Non-Essential Functions and Job Specifications. The actual job description contained some discriminatory language. When talking about actual job duties, there are some physical demands. However, the wording must be so that someone with a disability can disqualify themselves. ADA compliant equivalent language must be used. For example: Instead of Carry or Lift, use Move, Transport, Position, Install, Remove, Hoist and/or Transfer. The Town should as a public entity disclaimer language be added to all job descriptions to remind employees and applicants that the description is subject to change. Some job descriptions do not provide the physical requirements. The Town should that physical requirements be added to all descriptions to ensure clarity. The Town should as a public entity that ADA compliant language ensuring that the public entity does not discriminate based on a disability and also include language stating that reasonable accommodations are available upon request.
Municipal Court Lead Clerk Full-Time	The headings for the job descriptions are not what we recommend. The general headings that are listed are as follows: "Basic Function", "Essential Functions", "Technical Competencies", "Human Competencies", "Conceptual Competencies", "Skills/Abilities", "Physical Requirements", "Knowledge", "Experience", "Work Environment" and "Reporting Relationship". This job description notes the essential job functions of this position but it does not list any non-essential job functions. These must be separate out. When talking about the actual job duties, there is some discriminatory language being used in various job descriptions. Such as the words lift, carry, pull, push, standing, walking, gripping, grasping, fingering, talking, hearing descriptive vision, sitting, squatting kneeling, bending, stooping, climbing, etc... There is not any type of disclaimer regarding the right to change and/or reassign duties. Some of these job descriptions do not provide physical requirements. There is no statement regarding reasonable accommodation including who to contact for the accommodation. It also does not provide a non-discrimination statement.	The job description should separate out specific headings for better clarification. Under these headings, feel free to use as many sub-headings as necessary to cover all aspects of the job description. These headings are: Job Title, Job Summary, Essential Functions, Non-Essential Functions and Job Specifications. The actual job description contained some discriminatory language. When talking about actual job duties, there are some physical demands. However, the wording must be so that someone with a disability can disqualify themselves. ADA compliant equivalent language must be used. For example: Instead of Carry or Lift, use Move, Transport, Position, Install, Remove, Hoist and/or Transfer. The Town should as a public entity disclaimer language be added to all job descriptions to remind employees and applicants that the description is subject to change. Some job descriptions do not provide the physical requirements. The Town should that physical requirements be added to all descriptions to ensure clarity. The Town should as a public entity that ADA compliant language ensuring that the public entity does not discriminate based on a disability and also include language stating that reasonable accommodations are available upon request.

Job Title	Review Findings	Potential Solutions
Assistant Director of Parks & Recreation	The headings for the job descriptions are not what we recommend. The general headings that are listed are as follows: "Basic Function", "Essential Functions", "Technical Competencies", "Human Competencies", "Conceptual Competencies", "Skills/Abilities", "Physical Requirements", "Knowledge", "Experience", "Work Environment" and "Reporting Relationship". This job description notes the essential job functions of this position but it does not list any non-essential job functions. These must be separate out. When talking about the actual job duties, there is some discriminatory language being used in various job descriptions. Such as the words lift, carry, pull, push, standing, walking, gripping, grasping, fingering, talking, hearing descriptive vision, sitting, squatting kneeling, bending, stooping, climbing, etc... There is not any type of disclaimer regarding the right to change and/or reassign duties. Some of these job descriptions do not provide physical requirements. There is no statement regarding reasonable accommodation including who to contact for the accommodation. It also does not provide a non-discrimination statement.	The job description should separate out specific headings for better clarification. Under these headings, feel free to use as many sub-headings as necessary to cover all aspects of the job description. These headings are: Job Title, Job Summary, Essential Functions, Non-Essential Functions and Job Specifications. The actual job description contained some discriminatory language. When talking about actual job duties, there are some physical demands. However, the wording must be so that someone with a disability can disqualify themselves. ADA compliant equivalent language must be used. For example: Instead of Carry or Lift, use Move, Transport, Position, Install, Remove, Hoist and/or Transfer. The Town should as a public entity disclaimer language be added to all job descriptions to remind employees and applicants that the description is subject to change. Some job descriptions do not provide the physical requirements. The Town should that physical requirements be added to all descriptions to ensure clarity. The Town should as a public entity that ADA compliant language ensuring that the public entity does not discriminate based on a disability and also include language stating that reasonable accommodations are available upon request.
Electrician/Pump & Display Fountain Motor Technician	The headings for the job descriptions are not what we recommend. The general headings that are listed are as follows: "Basic Function", "Essential Functions", "Technical Competencies", "Human Competencies", "Conceptual Competencies", "Skills/Abilities", "Physical Requirements", "Knowledge", "Experience", "Work Environment" and "Reporting Relationship". This job description notes the essential job functions of this position but it does not list any non-essential job functions. These must be separate out. When talking about the actual job duties, there is some discriminatory language being used in various job descriptions. Such as the words lift, carry, pull, push, standing, walking, gripping, grasping, fingering, talking, hearing descriptive vision, sitting, squatting kneeling, bending, stooping, climbing, etc... There is not any type of disclaimer regarding the right to change and/or reassign duties. Some of these job descriptions do not provide physical requirements. There is no statement regarding reasonable accommodation including who to contact for the accommodation. It also does not provide a non-discrimination statement.	The job description should separate out specific headings for better clarification. Under these headings, feel free to use as many sub-headings as necessary to cover all aspects of the job description. These headings are: Job Title, Job Summary, Essential Functions, Non-Essential Functions and Job Specifications. The actual job description contained some discriminatory language. When talking about actual job duties, there are some physical demands. However, the wording must be so that someone with a disability can disqualify themselves. ADA compliant equivalent language must be used. For example: Instead of Carry or Lift, use Move, Transport, Position, Install, Remove, Hoist and/or Transfer. The Town should as a public entity disclaimer language be added to all job descriptions to remind employees and applicants that the description is subject to change. Some job descriptions do not provide the physical requirements. The Town should that physical requirements be added to all descriptions to ensure clarity. The Town should as a public entity that ADA compliant language ensuring that the public entity does not discriminate based on a disability and also include language stating that reasonable accommodations are available upon request.

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Groundskeeper I	The headings for the job descriptions are not what we recommend. The general headings that are listed are as follows: "Basic Function", "Essential Functions", "Technical Competencies", "Human Competencies", "Conceptual Competencies", "Skills/Abilities", "Physical Requirements", "Knowledge", "Experience", "Work Environment" and "Reporting Relationship". This job description notes the essential job functions of this position but it does not list any non-essential job functions. These must be separate out. When talking about the actual job duties, there is some discriminatory language being used in various job descriptions. Such as the words lift, carry, pull, push, standing, walking, gripping, grasping, fingering, talking, hearing descriptive vision, sitting, squatting kneeling, bending, stooping, climbing, etc... There is not any type of disclaimer regarding the right to change and/or reassign duties. Some of these job descriptions do not provide physical requirements. There is no statement regarding reasonable accommodation including who to contact for the accommodation. It also does not provide a non-discrimination statement.	The job description should separate out specific headings for better clarification. Under these headings, feel free to use as many sub-headings as necessary to cover all aspects of the job description. These headings are: Job Title, Job Summary, Essential Functions, Non-Essential Functions and Job Specifications. The actual job description contained some discriminatory language. When talking about actual job duties, there are some physical demands. However, the wording must be so that someone with a disability can disqualify themselves. ADA compliant equivalent language must be used. For example: Instead of Carry or Lift, use Move, Transport, Position, Install, Remove, Hoist and/or Transfer. The Town should as a public entity disclaimer language be added to all job descriptions to remind employees and applicants that the description is subject to change. Some job descriptions do not provide the physical requirements. The Town should that physical requirements be added to all descriptions to ensure clarity. The Town should as a public entity that ADA compliant language ensuring that the public entity does not discriminate based on a disability and also include language stating that reasonable accommodations are available upon request.
Groundskeeper II	The headings for the job descriptions are not what we recommend. The general headings that are listed are as follows: "Basic Function", "Essential Functions", "Technical Competencies", "Human Competencies", "Conceptual Competencies", "Skills/Abilities", "Physical Requirements", "Knowledge", "Experience", "Work Environment" and "Reporting Relationship". This job description notes the essential job functions of this position but it does not list any non-essential job functions. These must be separate out. When talking about the actual job duties, there is some discriminatory language being used in various job descriptions. Such as the words lift, carry, pull, push, standing, walking, gripping, grasping, fingering, talking, hearing descriptive vision, sitting, squatting kneeling, bending, stooping, climbing, etc... There is not any type of disclaimer regarding the right to change and/or reassign duties. Some of these job descriptions do not provide physical requirements. There is no statement regarding reasonable accommodation including who to contact for the accommodation. It also does not provide a non-discrimination statement.	The job description should separate out specific headings for better clarification. Under these headings, feel free to use as many sub-headings as necessary to cover all aspects of the job description. These headings are: Job Title, Job Summary, Essential Functions, Non-Essential Functions and Job Specifications. The actual job description contained some discriminatory language. When talking about actual job duties, there are some physical demands. However, the wording must be so that someone with a disability can disqualify themselves. ADA compliant equivalent language must be used. For example: Instead of Carry or Lift, use Move, Transport, Position, Install, Remove, Hoist and/or Transfer. The Town should as a public entity disclaimer language be added to all job descriptions to remind employees and applicants that the description is subject to change. Some job descriptions do not provide the physical requirements. The Town should that physical requirements be added to all descriptions to ensure clarity. The Town should as a public entity that ADA compliant language ensuring that the public entity does not discriminate based on a disability and also include language stating that reasonable accommodations are available upon request.

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Groundskeeper III	The headings for the job descriptions are not what we recommend. The general headings that are listed are as follows: "Basic Function", "Essential Functions", "Technical Competencies", "Human Competencies", "Conceptual Competencies", "Skills/Abilities", "Physical Requirements", "Knowledge", "Experience", "Work Environment" and "Reporting Relationship". This job description notes the essential job functions of this position but it does not list any non-essential job functions. These must be separate out. When talking about the actual job duties, there is some discriminatory language being used in various job descriptions. Such as the words lift, carry, pull, push, standing, walking, gripping, grasping, fingering, talking, hearing descriptive vision, sitting, squatting kneeling, bending, stooping, climbing, etc... There is not any type of disclaimer regarding the right to change and/or reassign duties. Some of these job descriptions do not provide physical requirements. There is no statement regarding reasonable accommodation including who to contact for the accommodation. It also does not provide a non-discrimination statement.	The job description should separate out specific headings for better clarification. Under these headings, feel free to use as many sub-headings as necessary to cover all aspects of the job description. These headings are: Job Title, Job Summary, Essential Functions, Non-Essential Functions and Job Specifications. The actual job description contained some discriminatory language. When talking about actual job duties, there are some physical demands. However, the wording must be so that someone with a disability can disqualify themselves. ADA compliant equivalent language must be used. For example: Instead of Carry or Lift, use Move, Transport, Position, Install, Remove, Hoist and/or Transfer. The Town should as a public entity disclaimer language be added to all job descriptions to remind employees and applicants that the description is subject to change. Some job descriptions do not provide the physical requirements. The Town should that physical requirements be added to all descriptions to ensure clarity. The Town should as a public entity that ADA compliant language ensuring that the public entity does not discriminate based on a disability and also include language stating that reasonable accommodations are available upon request.
Irrigation Technician	The headings for the job descriptions are not what we recommend. The general headings that are listed are as follows: "Basic Function", "Essential Functions", "Technical Competencies", "Human Competencies", "Conceptual Competencies", "Skills/Abilities", "Physical Requirements", "Knowledge", "Experience", "Work Environment" and "Reporting Relationship". This job description notes the essential job functions of this position but it does not list any non-essential job functions. These must be separate out. When talking about the actual job duties, there is some discriminatory language being used in various job descriptions. Such as the words lift, carry, pull, push, standing, walking, gripping, grasping, fingering, talking, hearing descriptive vision, sitting, squatting kneeling, bending, stooping, climbing, etc... There is not any type of disclaimer regarding the right to change and/or reassign duties. Some of these job descriptions do not provide physical requirements. There is no statement regarding reasonable accommodation including who to contact for the accommodation. It also does not provide a non-discrimination statement.	The job description should separate out specific headings for better clarification. Under these headings, feel free to use as many sub-headings as necessary to cover all aspects of the job description. These headings are: Job Title, Job Summary, Essential Functions, Non-Essential Functions and Job Specifications. The actual job description contained some discriminatory language. When talking about actual job duties, there are some physical demands. However, the wording must be so that someone with a disability can disqualify themselves. ADA compliant equivalent language must be used. For example: Instead of Carry or Lift, use Move, Transport, Position, Install, Remove, Hoist and/or Transfer. The Town should as a public entity disclaimer language be added to all job descriptions to remind employees and applicants that the description is subject to change. Some job descriptions do not provide the physical requirements. The Town should that physical requirements be added to all descriptions to ensure clarity. The Town should as a public entity that ADA compliant language ensuring that the public entity does not discriminate based on a disability and also include language stating that reasonable accommodations are available upon request.

Job Title	Review Findings	Potential Solutions
Parks & Recreation Director	The headings for the job descriptions are not what we recommend. The general headings that are listed are as follows: "Basic Function", "Essential Functions", "Technical Competencies", "Human Competencies", "Conceptual Competencies", "Skills/Abilities", "Physical Requirements", "Knowledge", "Experience", "Work Environment" and "Reporting Relationship". This job description notes the essential job functions of this position but it does not list any non-essential job functions. These must be separate out. When talking about the actual job duties, there is some discriminatory language being used in various job descriptions. Such as the words lift, carry, pull, push, standing, walking, gripping, grasping, fingering, talking, hearing descriptive vision, sitting, squatting kneeling, bending, stooping, climbing, etc... There is not any type of disclaimer regarding the right to change and/or reassign duties. Some of these job descriptions do not provide physical requirements. There is no statement regarding reasonable accommodation including who to contact for the accommodation. It also does not provide a non-discrimination statement.	The job description should separate out specific headings for better clarification. Under these headings, feel free to use as many sub-headings as necessary to cover all aspects of the job description. These headings are: Job Title, Job Summary, Essential Functions, Non-Essential Functions and Job Specifications. The actual job description contained some discriminatory language. When talking about actual job duties, there are some physical demands. However, the wording must be so that someone with a disability can disqualify themselves. ADA compliant equivalent language must be used. For example: Instead of Carry or Lift, use Move, Transport, Position, Install, Remove, Hoist and/or Transfer. The Town should as a public entity disclaimer language be added to all job descriptions to remind employees and applicants that the description is subject to change. Some job descriptions do not provide the physical requirements. The Town should that physical requirements be added to all descriptions to ensure clarity. The Town should as a public entity that ADA compliant language ensuring that the public entity does not discriminate based on a disability and also include language stating that reasonable accommodations are available upon request.
Parks Manager	The headings for the job descriptions are not what we recommend. The general headings that are listed are as follows: "Basic Function", "Essential Functions", "Technical Competencies", "Human Competencies", "Conceptual Competencies", "Skills/Abilities", "Physical Requirements", "Knowledge", "Experience", "Work Environment" and "Reporting Relationship". This job description notes the essential job functions of this position but it does not list any non-essential job functions. These must be separate out. When talking about the actual job duties, there is some discriminatory language being used in various job descriptions. Such as the words lift, carry, pull, push, standing, walking, gripping, grasping, fingering, talking, hearing descriptive vision, sitting, squatting kneeling, bending, stooping, climbing, etc... There is not any type of disclaimer regarding the right to change and/or reassign duties. Some of these job descriptions do not provide physical requirements. There is no statement regarding reasonable accommodation including who to contact for the accommodation. It also does not provide a non-discrimination statement.	The job description should separate out specific headings for better clarification. Under these headings, feel free to use as many sub-headings as necessary to cover all aspects of the job description. These headings are: Job Title, Job Summary, Essential Functions, Non-Essential Functions and Job Specifications. The actual job description contained some discriminatory language. When talking about actual job duties, there are some physical demands. However, the wording must be so that someone with a disability can disqualify themselves. ADA compliant equivalent language must be used. For example: Instead of Carry or Lift, use Move, Transport, Position, Install, Remove, Hoist and/or Transfer. The Town should as a public entity disclaimer language be added to all job descriptions to remind employees and applicants that the description is subject to change. Some job descriptions do not provide the physical requirements. The Town should that physical requirements be added to all descriptions to ensure clarity. The Town should as a public entity that ADA compliant language ensuring that the public entity does not discriminate based on a disability and also include language stating that reasonable accommodations are available upon request.

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Parks Superintendent	The headings for the job descriptions are not what we recommend. The general headings that are listed are as follows: "Basic Function", "Essential Functions", "Technical Competencies", "Human Competencies", "Conceptual Competencies", "Skills/Abilities", "Physical Requirements", "Knowledge", "Experience", "Work Environment" and "Reporting Relationship". This job description notes the essential job functions of this position but it does not list any non-essential job functions. These must be separate out. When talking about the actual job duties, there is some discriminatory language being used in various job descriptions. Such as the words lift, carry, pull, push, standing, walking, gripping, grasping, fingering, talking, hearing descriptive vision, sitting, squatting kneeling, bending, stooping, climbing, etc... There is not any type of disclaimer regarding the right to change and/or reassign duties. Some of these job descriptions do not provide physical requirements. There is no statement regarding reasonable accommodation including who to contact for the accommodation. It also does not provide a non-discrimination statement.	The job description should separate out specific headings for better clarification. Under these headings, feel free to use as many sub-headings as necessary to cover all aspects of the job description. These headings are: Job Title, Job Summary, Essential Functions, Non-Essential Functions and Job Specifications. The actual job description contained some discriminatory language. When talking about actual job duties, there are some physical demands. However, the wording must be so that someone with a disability can disqualify themselves. ADA compliant equivalent language must be used. For example: Instead of Carry or Lift, use Move, Transport, Position, Install, Remove, Hoist and/or Transfer. The Town should as a public entity disclaimer language be added to all job descriptions to remind employees and applicants that the description is subject to change. Some job descriptions do not provide the physical requirements. The Town should that physical requirements be added to all descriptions to ensure clarity. The Town should as a public entity that ADA compliant language ensuring that the public entity does not discriminate based on a disability and also include language stating that reasonable accommodations are available upon request.
Parks Supervisor	The headings for the job descriptions are not what we recommend. The general headings that are listed are as follows: "Basic Function", "Essential Functions", "Technical Competencies", "Human Competencies", "Conceptual Competencies", "Skills/Abilities", "Physical Requirements", "Knowledge", "Experience", "Work Environment" and "Reporting Relationship". This job description notes the essential job functions of this position but it does not list any non-essential job functions. These must be separate out. When talking about the actual job duties, there is some discriminatory language being used in various job descriptions. Such as the words lift, carry, pull, push, standing, walking, gripping, grasping, fingering, talking, hearing descriptive vision, sitting, squatting kneeling, bending, stooping, climbing, etc... There is not any type of disclaimer regarding the right to change and/or reassign duties. Some of these job descriptions do not provide physical requirements. There is no statement regarding reasonable accommodation including who to contact for the accommodation. It also does not provide a non-discrimination statement.	The job description should separate out specific headings for better clarification. Under these headings, feel free to use as many sub-headings as necessary to cover all aspects of the job description. These headings are: Job Title, Job Summary, Essential Functions, Non-Essential Functions and Job Specifications. The actual job description contained some discriminatory language. When talking about actual job duties, there are some physical demands. However, the wording must be so that someone with a disability can disqualify themselves. ADA compliant equivalent language must be used. For example: Instead of Carry or Lift, use Move, Transport, Position, Install, Remove, Hoist and/or Transfer. The Town should as a public entity disclaimer language be added to all job descriptions to remind employees and applicants that the description is subject to change. Some job descriptions do not provide the physical requirements. The Town should that physical requirements be added to all descriptions to ensure clarity. The Town should as a public entity that ADA compliant language ensuring that the public entity does not discriminate based on a disability and also include language stating that reasonable accommodations are available upon request.

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Animal Control Officer	The headings for the job descriptions are not what we recommend. The general headings that are listed are as follows: "Basic Function", "Essential Functions", "Technical Competencies", "Human Competencies", "Conceptual Competencies", "Skills/Abilities", "Physical Requirements", "Knowledge", "Experience", "Work Environment" and "Reporting Relationship". This job description notes the essential job functions of this position but it does not list any non-essential job functions. These must be separate out. When talking about the actual job duties, there is some discriminatory language being used in various job descriptions. Such as the words lift, carry, pull, push, standing, walking, gripping, grasping, fingering, talking, hearing descriptive vision, sitting, squatting kneeling, bending, stooping, climbing, etc... There is not any type of disclaimer regarding the right to change and/or reassign duties. Some of these job descriptions do not provide physical requirements. There is no statement regarding reasonable accommodation including who to contact for the accommodation. It also does not provide a non-discrimination statement.	The job description should separate out specific headings for better clarification. Under these headings, feel free to use as many sub-headings as necessary to cover all aspects of the job description. These headings are: Job Title, Job Summary, Essential Functions, Non-Essential Functions and Job Specifications. The actual job description contained some discriminatory language. When talking about actual job duties, there are some physical demands. However, the wording must be so that someone with a disability can disqualify themselves. ADA compliant equivalent language must be used. For example: Instead of Carry or Lift, use Move, Transport, Position, Install, Remove, Hoist and/or Transfer. The Town should as a public entity disclaimer language be added to all job descriptions to remind employees and applicants that the description is subject to change. Some job descriptions do not provide the physical requirements. The Town should that physical requirements be added to all descriptions to ensure clarity. The Town should as a public entity that ADA compliant language ensuring that the public entity does not discriminate based on a disability and also include language stating that reasonable accommodations are available upon request.
Animal Control Supervisor	The headings for the job descriptions are not what we recommend. The general headings that are listed are as follows: "Basic Function", "Essential Functions", "Technical Competencies", "Human Competencies", "Conceptual Competencies", "Skills/Abilities", "Physical Requirements", "Knowledge", "Experience", "Work Environment" and "Reporting Relationship". This job description notes the essential job functions of this position but it does not list any non-essential job functions. These must be separate out. When talking about the actual job duties, there is some discriminatory language being used in various job descriptions. Such as the words lift, carry, pull, push, standing, walking, gripping, grasping, fingering, talking, hearing descriptive vision, sitting, squatting kneeling, bending, stooping, climbing, etc... There is not any type of disclaimer regarding the right to change and/or reassign duties. Some of these job descriptions do not provide physical requirements. There is no statement regarding reasonable accommodation including who to contact for the accommodation. It also does not provide a non-discrimination statement.	The job description should separate out specific headings for better clarification. Under these headings, feel free to use as many sub-headings as necessary to cover all aspects of the job description. These headings are: Job Title, Job Summary, Essential Functions, Non-Essential Functions and Job Specifications. The actual job description contained some discriminatory language. When talking about actual job duties, there are some physical demands. However, the wording must be so that someone with a disability can disqualify themselves. ADA compliant equivalent language must be used. For example: Instead of Carry or Lift, use Move, Transport, Position, Install, Remove, Hoist and/or Transfer. The Town should as a public entity disclaimer language be added to all job descriptions to remind employees and applicants that the description is subject to change. Some job descriptions do not provide the physical requirements. The Town should that physical requirements be added to all descriptions to ensure clarity. The Town should as a public entity that ADA compliant language ensuring that the public entity does not discriminate based on a disability and also include language stating that reasonable accommodations are available upon request.

Job Title	Review Findings	Potential Solutions
Assistant Chief of Police	The headings for this job descriptions are not what we recommend. The general headings that are listed are as follows: "Basic Function", "Essential Functions", "Technical Competencies", "Human Competencies", "Conceptual Competencies", "Skills/Abilities", "Physical Requirements", "Knowledge", "Experience", "Work Environment" and "Reporting Relationship". This job description notes the essential job functions of this position but it does not list any non-essential job functions. These must be separate out. When talking about the actual job duties, there is some discriminatory language being used in various job descriptions. Such as the words lift, carry, pull, push, standing, walking, gripping, grasping, fingering, talking, hearing descriptive vision, sitting, squatting kneeling, bending, stooping, climbing, etc... There is not any type of disclaimer regarding the right to change and/or reassign duties. Some of these job descriptions do not include required physical requirements. There is no statement regarding reasonable accommodation including who contact for the accommodation. It also does not provide a non-discrimination statement.	The job description should separate out specific headings for better clarification. Under these headings, feel free to use as many sub-headings as necessary to cover all aspects of the job description. These headings are: Job Title, Job Summary, Essential Functions, Non-Essential Functions and Job Specifications. The actual job description contained some discriminatory language. When talking about actual job duties, there are some physical demands. However, the wording must be so that someone with a disability can disqualify themselves. ADA compliant equivalent language must be used. For example: Instead of Carry or Lift, use Move, Transport, Position, Install, Remove, Hoist and/or Transfer. The Town should as a public entity disclaimer language be added to all job descriptions to remind employees and applicants that the description is subject to change. Some job descriptions do not provide the physical requirements. The Town should that physical requirements be added to all descriptions to ensure clarity. The Town should as a public entity that ADA compliant language ensuring that the public entity does not discriminate based on a disability and also include language stating that reasonable accommodations are available upon request.
Captain - Police	The headings for this job descriptions are not what we recommend. The general headings that are listed are as follows: "Basic Function", "Essential Functions", "Technical Competencies", "Human Competencies", "Conceptual Competencies", "Skills/Abilities", "Physical Requirements", "Knowledge", "Experience", "Work Environment" and "Reporting Relationship". This job description notes the essential job functions of this position but it does not list any non-essential job functions. These must be separate out. When talking about the actual job duties, there is some discriminatory language being used in various job descriptions. Such as the words lift, carry, pull, push, standing, walking, gripping, grasping, fingering, talking, hearing descriptive vision, sitting, squatting kneeling, bending, stooping, climbing, etc... There is not any type of disclaimer regarding the right to change and/or reassign duties. Some of these job descriptions do not include required physical requirements. There is no statement regarding reasonable accommodation including who contact for the accommodation. It also does not provide a non-discrimination statement.	The job description should separate out specific headings for better clarification. Under these headings, feel free to use as many sub-headings as necessary to cover all aspects of the job description. These headings are: Job Title, Job Summary, Essential Functions, Non-Essential Functions and Job Specifications. The actual job description contained some discriminatory language. When talking about actual job duties, there are some physical demands. However, the wording must be so that someone with a disability can disqualify themselves. ADA compliant equivalent language must be used. For example: Instead of Carry or Lift, use Move, Transport, Position, Install, Remove, Hoist and/or Transfer. The Town should as a public entity disclaimer language be added to all job descriptions to remind employees and applicants that the description is subject to change. Some job descriptions do not provide the physical requirements. The Town should that physical requirements be added to all descriptions to ensure clarity. The Town should as a public entity that ADA compliant language ensuring that the public entity does not discriminate based on a disability and also include language stating that reasonable accommodations are available upon request.

Job Title	Review Findings	Potential Solutions
Crime Analyst	The headings for this job descriptions are not what we recommend. The general headings that are listed are as follows: "Basic Function", "Essential Functions", "Technical Competencies", "Human Competencies", "Conceptual Competencies", "Skills/Abilities", "Physical Requirements", "Knowledge", "Experience", "Work Environment" and "Reporting Relationship". This job description notes the essential job functions of this position but it does not list any non-essential job functions. These must be separate out. When talking about the actual job duties, there is some discriminatory language being used in various job descriptions. Such as the words lift, carry, pull, push, standing, walking, gripping, grasping, fingering, talking, hearing descriptive vision, sitting, squatting kneeling, bending, stooping, climbing, etc... There is not any type of disclaimer regarding the right to change and/or reassign duties. Some of these job descriptions do not include required physical requirements. There is no statement regarding reasonable accommodation including who contact for the accommodation. It also does not provide a non-discrimination statement.	The job description should separate out specific headings for better clarification. Under these headings, feel free to use as many sub-headings as necessary to cover all aspects of the job description. These headings are: Job Title, Job Summary, Essential Functions, Non-Essential Functions and Job Specifications. The actual job description contained some discriminatory language. When talking about actual job duties, there are some physical demands. However, the wording must be so that someone with a disability can disqualify themselves. ADA compliant equivalent language must be used. For example: Instead of Carry or Lift, use Move, Transport, Position, Install, Remove, Hoist and/or Transfer. The Town should as a public entity disclaimer language be added to all job descriptions to remind employees and applicants that the description is subject to change. Some job descriptions do not provide the physical requirements. The Town should that physical requirements be added to all descriptions to ensure clarity. The Town should as a public entity that ADA compliant language ensuring that the public entity does not discriminate based on a disability and also include language stating that reasonable accommodations are available upon request.
Director-Police Chief	The headings for this job descriptions are not what we recommend. The general headings that are listed are as follows: "Basic Function", "Essential Functions", "Technical Competencies", "Human Competencies", "Conceptual Competencies", "Skills/Abilities", "Physical Requirements", "Knowledge", "Experience", "Work Environment" and "Reporting Relationship". This job description notes the essential job functions of this position but it does not list any non-essential job functions. These must be separate out. When talking about the actual job duties, there is some discriminatory language being used in various job descriptions. Such as the words lift, carry, pull, push, standing, walking, gripping, grasping, fingering, talking, hearing descriptive vision, sitting, squatting kneeling, bending, stooping, climbing, etc... There is not any type of disclaimer regarding the right to change and/or reassign duties. Some of these job descriptions do not include required physical requirements. There is no statement regarding reasonable accommodation including who contact for the accommodation. It also does not provide a non-discrimination statement.	The job description should separate out specific headings for better clarification. Under these headings, feel free to use as many sub-headings as necessary to cover all aspects of the job description. These headings are: Job Title, Job Summary, Essential Functions, Non-Essential Functions and Job Specifications. The actual job description contained some discriminatory language. When talking about actual job duties, there are some physical demands. However, the wording must be so that someone with a disability can disqualify themselves. ADA compliant equivalent language must be used. For example: Instead of Carry or Lift, use Move, Transport, Position, Install, Remove, Hoist and/or Transfer. The Town should as a public entity disclaimer language be added to all job descriptions to remind employees and applicants that the description is subject to change. Some job descriptions do not provide the physical requirements. The Town should that physical requirements be added to all descriptions to ensure clarity. The Town should as a public entity that ADA compliant language ensuring that the public entity does not discriminate based on a disability and also include language stating that reasonable accommodations are available upon request.

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Intern, Police Department	The headings for this job descriptions are not what we recommend. The general headings that are listed are as follows: "Basic Function", "Essential Functions", "Technical Competencies", "Human Competencies", "Conceptual Competencies", "Skills/Abilities", "Physical Requirements", "Knowledge", "Experience", "Work Environment" and "Reporting Relationship". This job description notes the essential job functions of this position but it does not list any non-essential job functions. These must be separate out. When talking about the actual job duties, there is some discriminatory language being used in various job descriptions. Such as the words lift, carry, pull, push, standing, walking, gripping, grasping, fingering, talking, hearing descriptive vision, sitting, squatting kneeling, bending, stooping, climbing, etc... There is not any type of disclaimer regarding the right to change and/or reassign duties. Some of these job descriptions do not include required physical requirements. There is no statement regarding reasonable accommodation including who contact for the accommodation. It also does not provide a non-discrimination statement.	The job description should separate out specific headings for better clarification. Under these headings, feel free to use as many sub-headings as necessary to cover all aspects of the job description. These headings are: Job Title, Job Summary, Essential Functions, Non-Essential Functions and Job Specifications. The actual job description contained some discriminatory language. When talking about actual job duties, there are some physical demands. However, the wording must be so that someone with a disability can disqualify themselves. ADA compliant equivalent language must be used. For example: Instead of Carry or Lift, use Move, Transport, Position, Install, Remove, Hoist and/or Transfer. The Town should as a public entity disclaimer language be added to all job descriptions to remind employees and applicants that the description is subject to change. Some job descriptions do not provide the physical requirements. The Town should that physical requirements be added to all descriptions to ensure clarity. The Town should as a public entity that ADA compliant language ensuring that the public entity does not discriminate based on a disability and also include language stating that reasonable accommodations are available upon request.
Investigative Specialist	The headings for this job descriptions are not what we recommend. The general headings that are listed are as follows: "Basic Function", "Essential Functions", "Technical Competencies", "Human Competencies", "Conceptual Competencies", "Skills/Abilities", "Physical Requirements", "Knowledge", "Experience", "Work Environment" and "Reporting Relationship". This job description notes the essential job functions of this position but it does not list any non-essential job functions. These must be separate out. When talking about the actual job duties, there is some discriminatory language being used in various job descriptions. Such as the words lift, carry, pull, push, standing, walking, gripping, grasping, fingering, talking, hearing descriptive vision, sitting, squatting kneeling, bending, stooping, climbing, etc... There is not any type of disclaimer regarding the right to change and/or reassign duties. Some of these job descriptions do not include required physical requirements. There is no statement regarding reasonable accommodation including who contact for the accommodation. It also does not provide a non-discrimination statement.	The job description should separate out specific headings for better clarification. Under these headings, feel free to use as many sub-headings as necessary to cover all aspects of the job description. These headings are: Job Title, Job Summary, Essential Functions, Non-Essential Functions and Job Specifications. The actual job description contained some discriminatory language. When talking about actual job duties, there are some physical demands. However, the wording must be so that someone with a disability can disqualify themselves. ADA compliant equivalent language must be used. For example: Instead of Carry or Lift, use Move, Transport, Position, Install, Remove, Hoist and/or Transfer. The Town should as a public entity disclaimer language be added to all job descriptions to remind employees and applicants that the description is subject to change. Some job descriptions do not provide the physical requirements. The Town should that physical requirements be added to all descriptions to ensure clarity. The Town should as a public entity that ADA compliant language ensuring that the public entity does not discriminate based on a disability and also include language stating that reasonable accommodations are available upon request.

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Lieutenant - Police	The headings for this job descriptions are not what we recommend. The general headings that are listed are as follows: "Basic Function", "Essential Functions", "Technical Competencies", "Human Competencies", "Conceptual Competencies", "Skills/Abilities", "Physical Requirements", "Knowledge", "Experience", "Work Environment" and "Reporting Relationship". This job description notes the essential job functions of this position but it does not list any non-essential job functions. These must be separate out. When talking about the actual job duties, there is some discriminatory language being used in various job descriptions. Such as the words lift, carry, pull, push, standing, walking, gripping, grasping, fingering, talking, hearing descriptive vision, sitting, squatting kneeling, bending, stooping, climbing, etc... There is not any type of disclaimer regarding the right to change and/or reassign duties. Some of these job descriptions do not include required physical requirements. There is no statement regarding reasonable accommodation including who contact for the accommodation. It also does not provide a non-discrimination statement.	The job description should separate out specific headings for better clarification. Under these headings, feel free to use as many sub-headings as necessary to cover all aspects of the job description. These headings are: Job Title, Job Summary, Essential Functions, Non-Essential Functions and Job Specifications. The actual job description contained some discriminatory language. When talking about actual job duties, there are some physical demands. However, the wording must be so that someone with a disability can disqualify themselves. ADA compliant equivalent language must be used. For example: Instead of Carry or Lift, use Move, Transport, Position, Install, Remove, Hoist and/or Transfer. The Town should as a public entity disclaimer language be added to all job descriptions to remind employees and applicants that the description is subject to change. Some job descriptions do not provide the physical requirements. The Town should that physical requirements be added to all descriptions to ensure clarity. The Town should as a public entity that ADA compliant language ensuring that the public entity does not discriminate based on a disability and also include language stating that reasonable accommodations are available upon request.
Police Cadet	The headings for this job descriptions are not what we recommend. The general headings that are listed are as follows: "Basic Function", "Essential Functions", "Technical Competencies", "Human Competencies", "Conceptual Competencies", "Skills/Abilities", "Physical Requirements", "Knowledge", "Experience", "Work Environment" and "Reporting Relationship". This job description notes the essential job functions of this position but it does not list any non-essential job functions. These must be separate out. When talking about the actual job duties, there is some discriminatory language being used in various job descriptions. Such as the words lift, carry, pull, push, standing, walking, gripping, grasping, fingering, talking, hearing descriptive vision, sitting, squatting kneeling, bending, stooping, climbing, etc... There is not any type of disclaimer regarding the right to change and/or reassign duties. Some of these job descriptions do not include required physical requirements. There is no statement regarding reasonable accommodation including who contact for the accommodation. It also does not provide a non-discrimination statement.	The job description should separate out specific headings for better clarification. Under these headings, feel free to use as many sub-headings as necessary to cover all aspects of the job description. These headings are: Job Title, Job Summary, Essential Functions, Non-Essential Functions and Job Specifications. The actual job description contained some discriminatory language. When talking about actual job duties, there are some physical demands. However, the wording must be so that someone with a disability can disqualify themselves. ADA compliant equivalent language must be used. For example: Instead of Carry or Lift, use Move, Transport, Position, Install, Remove, Hoist and/or Transfer. The Town should as a public entity disclaimer language be added to all job descriptions to remind employees and applicants that the description is subject to change. Some job descriptions do not provide the physical requirements. The Town should that physical requirements be added to all descriptions to ensure clarity. The Town should as a public entity that ADA compliant language ensuring that the public entity does not discriminate based on a disability and also include language stating that reasonable accommodations are available upon request.

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Police Department Assistant	The headings for this job descriptions are not what we recommend. The general headings that are listed are as follows: "Basic Function", "Essential Functions", "Technical Competencies", "Human Competencies", "Conceptual Competencies", "Skills/Abilities", "Physical Requirements", "Knowledge", "Experience", "Work Environment" and "Reporting Relationship". This job description notes the essential job functions of this position but it does not list any non-essential job functions. These must be separate out. When talking about the actual job duties, there is some discriminatory language being used in various job descriptions. Such as the words lift, carry, pull, push, standing, walking, gripping, grasping, fingering, talking, hearing descriptive vision, sitting, squatting kneeling, bending, stooping, climbing, etc... There is not any type of disclaimer regarding the right to change and/or reassign duties. Some of these job descriptions do not include required physical requirements. There is no statement regarding reasonable accommodation including who contact for the accommodation. It also does not provide a non-discrimination statement.	The job description should separate out specific headings for better clarification. Under these headings, feel free to use as many sub-headings as necessary to cover all aspects of the job description. These headings are: Job Title, Job Summary, Essential Functions, Non-Essential Functions and Job Specifications. The actual job description contained some discriminatory language. When talking about actual job duties, there are some physical demands. However, the wording must be so that someone with a disability can disqualify themselves. ADA compliant equivalent language must be used. For example: Instead of Carry or Lift, use Move, Transport, Position, Install, Remove, Hoist and/or Transfer. The Town should as a public entity disclaimer language be added to all job descriptions to remind employees and applicants that the description is subject to change. Some job descriptions do not provide the physical requirements. The Town should that physical requirements be added to all descriptions to ensure clarity. The Town should as a public entity that ADA compliant language ensuring that the public entity does not discriminate based on a disability and also include language stating that reasonable accommodations are available upon request.
Police Officer	The headings for this job descriptions are not what we recommend. The general headings that are listed are as follows: "Basic Function", "Essential Functions", "Technical Competencies", "Human Competencies", "Conceptual Competencies", "Skills/Abilities", "Physical Requirements", "Knowledge", "Experience", "Work Environment" and "Reporting Relationship". This job description notes the essential job functions of this position but it does not list any non-essential job functions. These must be separate out. When talking about the actual job duties, there is some discriminatory language being used in various job descriptions. Such as the words lift, carry, pull, push, standing, walking, gripping, grasping, fingering, talking, hearing descriptive vision, sitting, squatting kneeling, bending, stooping, climbing, etc... There is not any type of disclaimer regarding the right to change and/or reassign duties. Some of these job descriptions do not include required physical requirements. There is no statement regarding reasonable accommodation including who contact for the accommodation. It also does not provide a non-discrimination statement.	The job description should separate out specific headings for better clarification. Under these headings, feel free to use as many sub-headings as necessary to cover all aspects of the job description. These headings are: Job Title, Job Summary, Essential Functions, Non-Essential Functions and Job Specifications. The actual job description contained some discriminatory language. When talking about actual job duties, there are some physical demands. However, the wording must be so that someone with a disability can disqualify themselves. ADA compliant equivalent language must be used. For example: Instead of Carry or Lift, use Move, Transport, Position, Install, Remove, Hoist and/or Transfer. The Town should as a public entity disclaimer language be added to all job descriptions to remind employees and applicants that the description is subject to change. Some job descriptions do not provide the physical requirements. The Town should that physical requirements be added to all descriptions to ensure clarity. The Town should as a public entity that ADA compliant language ensuring that the public entity does not discriminate based on a disability and also include language stating that reasonable accommodations are available upon request.

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Police Records Clerk	The headings for this job descriptions are not what we recommend. The general headings that are listed are as follows: "Basic Function", "Essential Functions", "Technical Competencies", "Human Competencies", "Conceptual Competencies", "Skills/Abilities", "Physical Requirements", "Knowledge", "Experience", "Work Environment" and "Reporting Relationship". This job description notes the essential job functions of this position but it does not list any non-essential job functions. These must be separate out. When talking about the actual job duties, there is some discriminatory language being used in various job descriptions. Such as the words lift, carry, pull, push, standing, walking, gripping, grasping, fingering, talking, hearing descriptive vision, sitting, squatting kneeling, bending, stooping, climbing, etc... There is not any type of disclaimer regarding the right to change and/or reassign duties. Some of these job descriptions do not include required physical requirements. There is no statement regarding reasonable accommodation including who contact for the accommodation. It also does not provide a non-discrimination statement.	The job description should separate out specific headings for better clarification. Under these headings, feel free to use as many sub-headings as necessary to cover all aspects of the job description. These headings are: Job Title, Job Summary, Essential Functions, Non-Essential Functions and Job Specifications. The actual job description contained some discriminatory language. When talking about actual job duties, there are some physical demands. However, the wording must be so that someone with a disability can disqualify themselves. ADA compliant equivalent language must be used. For example: Instead of Carry or Lift, use Move, Transport, Position, Install, Remove, Hoist and/or Transfer. The Town should as a public entity disclaimer language be added to all job descriptions to remind employees and applicants that the description is subject to change. Some job descriptions do not provide the physical requirements. The Town should that physical requirements be added to all descriptions to ensure clarity. The Town should as a public entity that ADA compliant language ensuring that the public entity does not discriminate based on a disability and also include language stating that reasonable accommodations are available upon request.
Police Special Services Supervisor	The headings for this job descriptions are not what we recommend. The general headings that are listed are as follows: "Basic Function", "Essential Functions", "Technical Competencies", "Human Competencies", "Conceptual Competencies", "Skills/Abilities", "Physical Requirements", "Knowledge", "Experience", "Work Environment" and "Reporting Relationship". This job description notes the essential job functions of this position but it does not list any non-essential job functions. These must be separate out. When talking about the actual job duties, there is some discriminatory language being used in various job descriptions. Such as the words lift, carry, pull, push, standing, walking, gripping, grasping, fingering, talking, hearing descriptive vision, sitting, squatting kneeling, bending, stooping, climbing, etc... There is not any type of disclaimer regarding the right to change and/or reassign duties. Some of these job descriptions do not include required physical requirements. There is no statement regarding reasonable accommodation including who contact for the accommodation. It also does not provide a non-discrimination statement.	The job description should separate out specific headings for better clarification. Under these headings, feel free to use as many sub-headings as necessary to cover all aspects of the job description. These headings are: Job Title, Job Summary, Essential Functions, Non-Essential Functions and Job Specifications. The actual job description contained some discriminatory language. When talking about actual job duties, there are some physical demands. However, the wording must be so that someone with a disability can disqualify themselves. ADA compliant equivalent language must be used. For example: Instead of Carry or Lift, use Move, Transport, Position, Install, Remove, Hoist and/or Transfer. The Town should as a public entity disclaimer language be added to all job descriptions to remind employees and applicants that the description is subject to change. Some job descriptions do not provide the physical requirements. The Town should that physical requirements be added to all descriptions to ensure clarity. The Town should as a public entity that ADA compliant language ensuring that the public entity does not discriminate based on a disability and also include language stating that reasonable accommodations are available upon request.

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Sergeant	The headings for this job descriptions are not what we recommend. The general headings that are listed are as follows: "Basic Function", "Essential Functions", "Technical Competencies", "Human Competencies", "Conceptual Competencies", "Skills/Abilities", "Physical Requirements", "Knowledge", "Experience", "Work Environment" and "Reporting Relationship". This job description notes the essential job functions of this position but it does not list any non-essential job functions. These must be separate out. When talking about the actual job duties, there is some discriminatory language being used in various job descriptions. Such as the words lift, carry, pull, push, standing, walking, gripping, grasping, fingering, talking, hearing descriptive vision, sitting, squatting kneeling, bending, stooping, climbing, etc... There is not any type of disclaimer regarding the right to change and/or reassign duties. Some of these job descriptions do not include required physical requirements. There is no statement regarding reasonable accommodation including who contact for the accommodation. It also does not provide a non-discrimination statement.	The job description should separate out specific headings for better clarification. Under these headings, feel free to use as many sub-headings as necessary to cover all aspects of the job description. These headings are: Job Title, Job Summary, Essential Functions, Non-Essential Functions and Job Specifications. The actual job description contained some discriminatory language. When talking about actual job duties, there are some physical demands. However, the wording must be so that someone with a disability can disqualify themselves. ADA compliant equivalent language must be used. For example: Instead of Carry or Lift, use Move, Transport, Position, Install, Remove, Hoist and/or Transfer. The Town should as a public entity disclaimer language be added to all job descriptions to remind employees and applicants that the description is subject to change. Some job descriptions do not provide the physical requirements. The Town should that physical requirements be added to all descriptions to ensure clarity. The Town should as a public entity that ADA compliant language ensuring that the public entity does not discriminate based on a disability and also include language stating that reasonable accommodations are available upon request.
Supervisor Records Crime Analyst	The headings for this job descriptions are not what we recommend. The general headings that are listed are as follows: "Basic Function", "Essential Functions", "Technical Competencies", "Human Competencies", "Conceptual Competencies", "Skills/Abilities", "Physical Requirements", "Knowledge", "Experience", "Work Environment" and "Reporting Relationship". This job description notes the essential job functions of this position but it does not list any non-essential job functions. These must be separate out. When talking about the actual job duties, there is some discriminatory language being used in various job descriptions. Such as the words lift, carry, pull, push, standing, walking, gripping, grasping, fingering, talking, hearing descriptive vision, sitting, squatting kneeling, bending, stooping, climbing, etc... There is not any type of disclaimer regarding the right to change and/or reassign duties. Some of these job descriptions do not include required physical requirements. There is no statement regarding reasonable accommodation including who contact for the accommodation. It also does not provide a non-discrimination statement.	The job description should separate out specific headings for better clarification. Under these headings, feel free to use as many sub-headings as necessary to cover all aspects of the job description. These headings are: Job Title, Job Summary, Essential Functions, Non-Essential Functions and Job Specifications. The actual job description contained some discriminatory language. When talking about actual job duties, there are some physical demands. However, the wording must be so that someone with a disability can disqualify themselves. ADA compliant equivalent language must be used. For example: Instead of Carry or Lift, use Move, Transport, Position, Install, Remove, Hoist and/or Transfer. The Town should as a public entity disclaimer language be added to all job descriptions to remind employees and applicants that the description is subject to change. Some job descriptions do not provide the physical requirements. The Town should that physical requirements be added to all descriptions to ensure clarity. The Town should as a public entity that ADA compliant language ensuring that the public entity does not discriminate based on a disability and also include language stating that reasonable accommodations are available upon request.

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Athletic Club Division Assistant	The headings for this job descriptions are not what we recommend. The general headings that are listed are as follows: "Basic Function", "Essential Functions", "Technical Competencies", "Human Competencies", "Conceptual Competencies", "Skills/Abilities", "Physical Requirements", "Knowledge", "Experience", "Work Environment" and "Reporting Relationship". This job description notes the essential job functions of this position but it does not list any non-essential job functions. These must be separate out. When talking about the actual job duties, there is some discriminatory language being used in various job descriptions. Such as the words lift, carry, pull, push, standing, walking, gripping, grasping, fingering, talking, hearing descriptive vision, sitting, squatting kneeling, bending, stooping, climbing, etc... There is not any type of disclaimer regarding the right to change and/or reassign duties. Some of these job descriptions do not include required physical requirements. There is no statement regarding reasonable accommodation including who contact for the accommodation. It also does not provide a non-discrimination statement.	The job description should separate out specific headings for better clarification. Under these headings, feel free to use as many sub-headings as necessary to cover all aspects of the job description. These headings are: Job Title, Job Summary, Essential Functions, Non-Essential Functions and Job Specifications. The actual job description contained some discriminatory language. When talking about actual job duties, there are some physical demands. However, the wording must be so that someone with a disability can disqualify themselves. ADA compliant equivalent language must be used. For example: Instead of Carry or Lift, use Move, Transport, Position, Install, Remove, Hoist and/or Transfer. The Town should as a public entity disclaimer language be added to all job descriptions to remind employees and applicants that the description is subject to change. Some job descriptions do not provide the physical requirements. The Town should that physical requirements be added to all descriptions to ensure clarity. The Town should as a public entity that ADA compliant language ensuring that the public entity does not discriminate based on a disability and also include language stating that reasonable accommodations are available upon request.
Children's Coordinator	The headings for this job descriptions are not what we recommend. The general headings that are listed are as follows: "Basic Function", "Essential Functions", "Technical Competencies", "Human Competencies", "Conceptual Competencies", "Skills/Abilities", "Physical Requirements", "Knowledge", "Experience", "Work Environment" and "Reporting Relationship". This job description notes the essential job functions of this position but it does not list any non-essential job functions. These must be separate out. When talking about the actual job duties, there is some discriminatory language being used in various job descriptions. Such as the words lift, carry, pull, push, standing, walking, gripping, grasping, fingering, talking, hearing descriptive vision, sitting, squatting kneeling, bending, stooping, climbing, etc... There is not any type of disclaimer regarding the right to change and/or reassign duties. Some of these job descriptions do not include required physical requirements. There is no statement regarding reasonable accommodation including who contact for the accommodation. It also does not provide a non-discrimination statement.	The job description should separate out specific headings for better clarification. Under these headings, feel free to use as many sub-headings as necessary to cover all aspects of the job description. These headings are: Job Title, Job Summary, Essential Functions, Non-Essential Functions and Job Specifications. The actual job description contained some discriminatory language. When talking about actual job duties, there are some physical demands. However, the wording must be so that someone with a disability can disqualify themselves. ADA compliant equivalent language must be used. For example: Instead of Carry or Lift, use Move, Transport, Position, Install, Remove, Hoist and/or Transfer. The Town should as a public entity disclaimer language be added to all job descriptions to remind employees and applicants that the description is subject to change. Some job descriptions do not provide the physical requirements. The Town should that physical requirements be added to all descriptions to ensure clarity. The Town should as a public entity that ADA compliant language ensuring that the public entity does not discriminate based on a disability and also include language stating that reasonable accommodations are available upon request.

Job Title	Review Findings	Potential Solutions
Fitness Coordinator	The headings for this job descriptions are not what we recommend. The general headings that are listed are as follows: "Basic Function", "Essential Functions", "Technical Competencies", "Human Competencies", "Conceptual Competencies", "Skills/Abilities", "Physical Requirements", "Knowledge", "Experience", "Work Environment" and "Reporting Relationship". This job description notes the essential job functions of this position but it does not list any non-essential job functions. These must be separate out. When talking about the actual job duties, there is some discriminatory language being used in various job descriptions. Such as the words lift, carry, pull, push, standing, walking, gripping, grasping, fingering, talking, hearing descriptive vision, sitting, squatting kneeling, bending, stooping, climbing, etc... There is not any type of disclaimer regarding the right to change and/or reassign duties. Some of these job descriptions do not include required physical requirements. There is no statement regarding reasonable accommodation including who contact for the accommodation. It also does not provide a non-discrimination statement.	The job description should separate out specific headings for better clarification. Under these headings, feel free to use as many sub-headings as necessary to cover all aspects of the job description. These headings are: Job Title, Job Summary, Essential Functions, Non-Essential Functions and Job Specifications. The actual job description contained some discriminatory language. When talking about actual job duties, there are some physical demands. However, the wording must be so that someone with a disability can disqualify themselves. ADA compliant equivalent language must be used. For example: Instead of Carry or Lift, use Move, Transport, Position, Install, Remove, Hoist and/or Transfer. The Town should as a public entity disclaimer language be added to all job descriptions to remind employees and applicants that the description is subject to change. Some job descriptions do not provide the physical requirements. The Town should that physical requirements be added to all descriptions to ensure clarity. The Town should as a public entity that ADA compliant language ensuring that the public entity does not discriminate based on a disability and also include language stating that reasonable accommodations are available upon request.
Part-time Childcare Associate	The headings for this job descriptions are not what we recommend. The general headings that are listed are as follows: "Basic Function", "Essential Functions", "Technical Competencies", "Human Competencies", "Conceptual Competencies", "Skills/Abilities", "Physical Requirements", "Knowledge", "Experience", "Work Environment" and "Reporting Relationship". This job description notes the essential job functions of this position but it does not list any non-essential job functions. These must be separate out. When talking about the actual job duties, there is some discriminatory language being used in various job descriptions. Such as the words lift, carry, pull, push, standing, walking, gripping, grasping, fingering, talking, hearing descriptive vision, sitting, squatting kneeling, bending, stooping, climbing, etc... There is not any type of disclaimer regarding the right to change and/or reassign duties. Some of these job descriptions do not include required physical requirements. There is no statement regarding reasonable accommodation including who contact for the accommodation. It also does not provide a non-discrimination statement.	The job description should separate out specific headings for better clarification. Under these headings, feel free to use as many sub-headings as necessary to cover all aspects of the job description. These headings are: Job Title, Job Summary, Essential Functions, Non-Essential Functions and Job Specifications. The actual job description contained some discriminatory language. When talking about actual job duties, there are some physical demands. However, the wording must be so that someone with a disability can disqualify themselves. ADA compliant equivalent language must be used. For example: Instead of Carry or Lift, use Move, Transport, Position, Install, Remove, Hoist and/or Transfer. The Town should as a public entity disclaimer language be added to all job descriptions to remind employees and applicants that the description is subject to change. Some job descriptions do not provide the physical requirements. The Town should that physical requirements be added to all descriptions to ensure clarity. The Town should as a public entity that ADA compliant language ensuring that the public entity does not discriminate based on a disability and also include language stating that reasonable accommodations are available upon request.

Job Title	Review Findings	Potential Solutions
Part-time Recreation Associate	The headings for this job descriptions are not what we recommend. The general headings that are listed are as follows: "Basic Function", "Essential Functions", "Technical Competencies", "Human Competencies", "Conceptual Competencies", "Skills/Abilities", "Physical Requirements", "Knowledge", "Experience", "Work Environment" and "Reporting Relationship". This job description notes the essential job functions of this position but it does not list any non-essential job functions. These must be separate out. When talking about the actual job duties, there is some discriminatory language being used in various job descriptions. Such as the words lift, carry, pull, push, standing, walking, gripping, grasping, fingering, talking, hearing descriptive vision, sitting, squatting kneeling, bending, stooping, climbing, etc... There is not any type of disclaimer regarding the right to change and/or reassign duties. Some of these job descriptions do not include required physical requirements. There is no statement regarding reasonable accommodation including who contact for the accommodation. It also does not provide a non-discrimination statement.	The job description should separate out specific headings for better clarification. Under these headings, feel free to use as many sub-headings as necessary to cover all aspects of the job description. These headings are: Job Title, Job Summary, Essential Functions, Non-Essential Functions and Job Specifications. The actual job description contained some discriminatory language. When talking about actual job duties, there are some physical demands. However, the wording must be so that someone with a disability can disqualify themselves. ADA compliant equivalent language must be used. For example: Instead of Carry or Lift, use Move, Transport, Position, Install, Remove, Hoist and/or Transfer. The Town should as a public entity disclaimer language be added to all job descriptions to remind employees and applicants that the description is subject to change. Some job descriptions do not provide the physical requirements. The Town should that physical requirements be added to all descriptions to ensure clarity. The Town should as a public entity that ADA compliant language ensuring that the public entity does not discriminate based on a disability and also include language stating that reasonable accommodations are available upon request.
Recreation Associate	The headings for this job descriptions are not what we recommend. The general headings that are listed are as follows: "Basic Function", "Essential Functions", "Technical Competencies", "Human Competencies", "Conceptual Competencies", "Skills/Abilities", "Physical Requirements", "Knowledge", "Experience", "Work Environment" and "Reporting Relationship". This job description notes the essential job functions of this position but it does not list any non-essential job functions. These must be separate out. When talking about the actual job duties, there is some discriminatory language being used in various job descriptions. Such as the words lift, carry, pull, push, standing, walking, gripping, grasping, fingering, talking, hearing descriptive vision, sitting, squatting kneeling, bending, stooping, climbing, etc... There is not any type of disclaimer regarding the right to change and/or reassign duties. Some of these job descriptions do not include required physical requirements. There is no statement regarding reasonable accommodation including who contact for the accommodation. It also does not provide a non-discrimination statement.	The job description should separate out specific headings for better clarification. Under these headings, feel free to use as many sub-headings as necessary to cover all aspects of the job description. These headings are: Job Title, Job Summary, Essential Functions, Non-Essential Functions and Job Specifications. The actual job description contained some discriminatory language. When talking about actual job duties, there are some physical demands. However, the wording must be so that someone with a disability can disqualify themselves. ADA compliant equivalent language must be used. For example: Instead of Carry or Lift, use Move, Transport, Position, Install, Remove, Hoist and/or Transfer. The Town should as a public entity disclaimer language be added to all job descriptions to remind employees and applicants that the description is subject to change. Some job descriptions do not provide the physical requirements. The Town should that physical requirements be added to all descriptions to ensure clarity. The Town should as a public entity that ADA compliant language ensuring that the public entity does not discriminate based on a disability and also include language stating that reasonable accommodations are available upon request.

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Recreation Custodian	The headings for this job descriptions are not what we recommend. The general headings that are listed are as follows: "Basic Function", "Essential Functions", "Technical Competencies", "Human Competencies", "Conceptual Competencies", "Skills/Abilities", "Physical Requirements", "Knowledge", "Experience", "Work Environment" and "Reporting Relationship". This job description notes the essential job functions of this position but it does not list any non-essential job functions. These must be separate out. When talking about the actual job duties, there is some discriminatory language being used in various job descriptions. Such as the words lift, carry, pull, push, standing, walking, gripping, grasping, fingering, talking, hearing descriptive vision, sitting, squatting kneeling, bending, stooping, climbing, etc... There is not any type of disclaimer regarding the right to change and/or reassign duties. Some of these job descriptions do not include required physical requirements. There is no statement regarding reasonable accommodation including who contact for the accommodation. It also does not provide a non-discrimination statement.	The job description should separate out specific headings for better clarification. Under these headings, feel free to use as many sub-headings as necessary to cover all aspects of the job description. These headings are: Job Title, Job Summary, Essential Functions, Non-Essential Functions and Job Specifications. The actual job description contained some discriminatory language. When talking about actual job duties, there are some physical demands. However, the wording must be so that someone with a disability can disqualify themselves. ADA compliant equivalent language must be used. For example: Instead of Carry or Lift, use Move, Transport, Position, Install, Remove, Hoist and/or Transfer. The Town should as a public entity disclaimer language be added to all job descriptions to remind employees and applicants that the description is subject to change. Some job descriptions do not provide the physical requirements. The Town should that physical requirements be added to all descriptions to ensure clarity. The Town should as a public entity that ADA compliant language ensuring that the public entity does not discriminate based on a disability and also include language stating that reasonable accommodations are available upon request.
Recreation Manager	The headings for this job descriptions are not what we recommend. The general headings that are listed are as follows: "Basic Function", "Essential Functions", "Technical Competencies", "Human Competencies", "Conceptual Competencies", "Skills/Abilities", "Physical Requirements", "Knowledge", "Experience", "Work Environment" and "Reporting Relationship". This job description notes the essential job functions of this position but it does not list any non-essential job functions. These must be separate out. When talking about the actual job duties, there is some discriminatory language being used in various job descriptions. Such as the words lift, carry, pull, push, standing, walking, gripping, grasping, fingering, talking, hearing descriptive vision, sitting, squatting kneeling, bending, stooping, climbing, etc... There is not any type of disclaimer regarding the right to change and/or reassign duties. Some of these job descriptions do not include required physical requirements. There is no statement regarding reasonable accommodation including who contact for the accommodation. It also does not provide a non-discrimination statement.	The job description should separate out specific headings for better clarification. Under these headings, feel free to use as many sub-headings as necessary to cover all aspects of the job description. These headings are: Job Title, Job Summary, Essential Functions, Non-Essential Functions and Job Specifications. The actual job description contained some discriminatory language. When talking about actual job duties, there are some physical demands. However, the wording must be so that someone with a disability can disqualify themselves. ADA compliant equivalent language must be used. For example: Instead of Carry or Lift, use Move, Transport, Position, Install, Remove, Hoist and/or Transfer. The Town should as a public entity disclaimer language be added to all job descriptions to remind employees and applicants that the description is subject to change. Some job descriptions do not provide the physical requirements. The Town should that physical requirements be added to all descriptions to ensure clarity. The Town should as a public entity that ADA compliant language ensuring that the public entity does not discriminate based on a disability and also include language stating that reasonable accommodations are available upon request.

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Recreation Porter	The headings for this job descriptions are not what we recommend. The general headings that are listed are as follows: "Basic Function", "Essential Functions", "Technical Competencies", "Human Competencies", "Conceptual Competencies", "Skills/Abilities", "Physical Requirements", "Knowledge", "Experience", "Work Environment" and "Reporting Relationship". This job description notes the essential job functions of this position but it does not list any non-essential job functions. These must be separate out. When talking about the actual job duties, there is some discriminatory language being used in various job descriptions. Such as the words lift, carry, pull, push, standing, walking, gripping, grasping, fingering, talking, hearing descriptive vision, sitting, squatting kneeling, bending, stooping, climbing, etc... There is not any type of disclaimer regarding the right to change and/or reassign duties. Some of these job descriptions do not include required physical requirements. There is no statement regarding reasonable accommodation including who contact for the accommodation. It also does not provide a non-discrimination statement.	The job description should separate out specific headings for better clarification. Under these headings, feel free to use as many sub-headings as necessary to cover all aspects of the job description. These headings are: Job Title, Job Summary, Essential Functions, Non-Essential Functions and Job Specifications. The actual job description contained some discriminatory language. When talking about actual job duties, there are some physical demands. However, the wording must be so that someone with a disability can disqualify themselves. ADA compliant equivalent language must be used. For example: Instead of Carry or Lift, use Move, Transport, Position, Install, Remove, Hoist and/or Transfer. The Town should as a public entity disclaimer language be added to all job descriptions to remind employees and applicants that the description is subject to change. Some job descriptions do not provide the physical requirements. The Town should that physical requirements be added to all descriptions to ensure clarity. The Town should as a public entity that ADA compliant language ensuring that the public entity does not discriminate based on a disability and also include language stating that reasonable accommodations are available upon request.
Recreation Supervisor	The headings for this job descriptions are not what we recommend. The general headings that are listed are as follows: "Basic Function", "Essential Functions", "Technical Competencies", "Human Competencies", "Conceptual Competencies", "Skills/Abilities", "Physical Requirements", "Knowledge", "Experience", "Work Environment" and "Reporting Relationship". This job description notes the essential job functions of this position but it does not list any non-essential job functions. These must be separate out. When talking about the actual job duties, there is some discriminatory language being used in various job descriptions. Such as the words lift, carry, pull, push, standing, walking, gripping, grasping, fingering, talking, hearing descriptive vision, sitting, squatting kneeling, bending, stooping, climbing, etc... There is not any type of disclaimer regarding the right to change and/or reassign duties. Some of these job descriptions do not include required physical requirements. There is no statement regarding reasonable accommodation including who contact for the accommodation. It also does not provide a non-discrimination statement.	The job description should separate out specific headings for better clarification. Under these headings, feel free to use as many sub-headings as necessary to cover all aspects of the job description. These headings are: Job Title, Job Summary, Essential Functions, Non-Essential Functions and Job Specifications. The actual job description contained some discriminatory language. When talking about actual job duties, there are some physical demands. However, the wording must be so that someone with a disability can disqualify themselves. ADA compliant equivalent language must be used. For example: Instead of Carry or Lift, use Move, Transport, Position, Install, Remove, Hoist and/or Transfer. The Town should as a public entity disclaimer language be added to all job descriptions to remind employees and applicants that the description is subject to change. Some job descriptions do not provide the physical requirements. The Town should that physical requirements be added to all descriptions to ensure clarity. The Town should as a public entity that ADA compliant language ensuring that the public entity does not discriminate based on a disability and also include language stating that reasonable accommodations are available upon request.

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Seasonal Camp Counselor	The headings for this job descriptions are not what we recommend. The general headings that are listed are as follows: "Basic Function", "Essential Functions", "Technical Competencies", "Human Competencies", "Conceptual Competencies", "Skills/Abilities", "Physical Requirements", "Knowledge", "Experience", "Work Environment" and "Reporting Relationship". This job description notes the essential job functions of this position but it does not list any non-essential job functions. These must be separate out. When talking about the actual job duties, there is some discriminatory language being used in various job descriptions. Such as the words lift, carry, pull, push, standing, walking, gripping, grasping, fingering, talking, hearing descriptive vision, sitting, squatting kneeling, bending, stooping, climbing, etc... There is not any type of disclaimer regarding the right to change and/or reassign duties. Some of these job descriptions do not include required physical requirements. There is no statement regarding reasonable accommodation including who contact for the accommodation. It also does not provide a non-discrimination statement.	The job description should separate out specific headings for better clarification. Under these headings, feel free to use as many sub-headings as necessary to cover all aspects of the job description. These headings are: Job Title, Job Summary, Essential Functions, Non-Essential Functions and Job Specifications. The actual job description contained some discriminatory language. When talking about actual job duties, there are some physical demands. However, the wording must be so that someone with a disability can disqualify themselves. ADA compliant equivalent language must be used. For example: Instead of Carry or Lift, use Move, Transport, Position, Install, Remove, Hoist and/or Transfer. The Town should as a public entity disclaimer language be added to all job descriptions to remind employees and applicants that the description is subject to change. Some job descriptions do not provide the physical requirements. The Town should that physical requirements be added to all descriptions to ensure clarity. The Town should as a public entity that ADA compliant language ensuring that the public entity does not discriminate based on a disability and also include language stating that reasonable accommodations are available upon request.
Seasonal Lead Camp Counselor	The headings for this job descriptions are not what we recommend. The general headings that are listed are as follows: "Basic Function", "Essential Functions", "Technical Competencies", "Human Competencies", "Conceptual Competencies", "Skills/Abilities", "Physical Requirements", "Knowledge", "Experience", "Work Environment" and "Reporting Relationship". This job description notes the essential job functions of this position but it does not list any non-essential job functions. These must be separate out. When talking about the actual job duties, there is some discriminatory language being used in various job descriptions. Such as the words lift, carry, pull, push, standing, walking, gripping, grasping, fingering, talking, hearing descriptive vision, sitting, squatting kneeling, bending, stooping, climbing, etc... There is not any type of disclaimer regarding the right to change and/or reassign duties. Some of these job descriptions do not include required physical requirements. There is no statement regarding reasonable accommodation including who contact for the accommodation. It also does not provide a non-discrimination statement.	The job description should separate out specific headings for better clarification. Under these headings, feel free to use as many sub-headings as necessary to cover all aspects of the job description. These headings are: Job Title, Job Summary, Essential Functions, Non-Essential Functions and Job Specifications. The actual job description contained some discriminatory language. When talking about actual job duties, there are some physical demands. However, the wording must be so that someone with a disability can disqualify themselves. ADA compliant equivalent language must be used. For example: Instead of Carry or Lift, use Move, Transport, Position, Install, Remove, Hoist and/or Transfer. The Town should as a public entity disclaimer language be added to all job descriptions to remind employees and applicants that the description is subject to change. Some job descriptions do not provide the physical requirements. The Town should that physical requirements be added to all descriptions to ensure clarity. The Town should as a public entity that ADA compliant language ensuring that the public entity does not discriminate based on a disability and also include language stating that reasonable accommodations are available upon request.

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Seasonal Lifeguard	The headings for this job descriptions are not what we recommend. The general headings that are listed are as follows: "Basic Function", "Essential Functions", "Technical Competencies", "Human Competencies", "Conceptual Competencies", "Skills/Abilities", "Physical Requirements", "Knowledge", "Experience", "Work Environment" and "Reporting Relationship". This job description notes the essential job functions of this position but it does not list any non-essential job functions. These must be separate out. When talking about the actual job duties, there is some discriminatory language being used in various job descriptions. Such as the words lift, carry, pull, push, standing, walking, gripping, grasping, fingering, talking, hearing descriptive vision, sitting, squatting kneeling, bending, stooping, climbing, etc... There is not any type of disclaimer regarding the right to change and/or reassign duties. Some of these job descriptions do not include required physical requirements. There is no statement regarding reasonable accommodation including who contact for the accommodation. It also does not provide a non-discrimination statement.	The job description should separate out specific headings for better clarification. Under these headings, feel free to use as many sub-headings as necessary to cover all aspects of the job description. These headings are: Job Title, Job Summary, Essential Functions, Non-Essential Functions and Job Specifications. The actual job description contained some discriminatory language. When talking about actual job duties, there are some physical demands. However, the wording must be so that someone with a disability can disqualify themselves. ADA compliant equivalent language must be used. For example: Instead of Carry or Lift, use Move, Transport, Position, Install, Remove, Hoist and/or Transfer. The Town should as a public entity disclaimer language be added to all job descriptions to remind employees and applicants that the description is subject to change. Some job descriptions do not provide the physical requirements. The Town should that physical requirements be added to all descriptions to ensure clarity. The Town should as a public entity that ADA compliant language ensuring that the public entity does not discriminate based on a disability and also include language stating that reasonable accommodations are available upon request.
Seasonal Pool Supervisor	The headings for this job descriptions are not what we recommend. The general headings that are listed are as follows: "Basic Function", "Essential Functions", "Technical Competencies", "Human Competencies", "Conceptual Competencies", "Skills/Abilities", "Physical Requirements", "Knowledge", "Experience", "Work Environment" and "Reporting Relationship". This job description notes the essential job functions of this position but it does not list any non-essential job functions. These must be separate out. When talking about the actual job duties, there is some discriminatory language being used in various job descriptions. Such as the words lift, carry, pull, push, standing, walking, gripping, grasping, fingering, talking, hearing descriptive vision, sitting, squatting kneeling, bending, stooping, climbing, etc... There is not any type of disclaimer regarding the right to change and/or reassign duties. Some of these job descriptions do not include required physical requirements. There is no statement regarding reasonable accommodation including who contact for the accommodation. It also does not provide a non-discrimination statement.	The job description should separate out specific headings for better clarification. Under these headings, feel free to use as many sub-headings as necessary to cover all aspects of the job description. These headings are: Job Title, Job Summary, Essential Functions, Non-Essential Functions and Job Specifications. The actual job description contained some discriminatory language. When talking about actual job duties, there are some physical demands. However, the wording must be so that someone with a disability can disqualify themselves. ADA compliant equivalent language must be used. For example: Instead of Carry or Lift, use Move, Transport, Position, Install, Remove, Hoist and/or Transfer. The Town should as a public entity disclaimer language be added to all job descriptions to remind employees and applicants that the description is subject to change. Some job descriptions do not provide the physical requirements. The Town should that physical requirements be added to all descriptions to ensure clarity. The Town should as a public entity that ADA compliant language ensuring that the public entity does not discriminate based on a disability and also include language stating that reasonable accommodations are available upon request.

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Seasonal Senior Lifeguard	The headings for this job descriptions are not what we recommend. The general headings that are listed are as follows: "Basic Function", "Essential Functions", "Technical Competencies", "Human Competencies", "Conceptual Competencies", "Skills/Abilities", "Physical Requirements", "Knowledge", "Experience", "Work Environment" and "Reporting Relationship". This job description notes the essential job functions of this position but it does not list any non-essential job functions. These must be separate out. When talking about the actual job duties, there is some discriminatory language being used in various job descriptions. Such as the words lift, carry, pull, push, standing, walking, gripping, grasping, fingering, talking, hearing descriptive vision, sitting, squatting kneeling, bending, stooping, climbing, etc... There is not any type of disclaimer regarding the right to change and/or reassign duties. Some of these job descriptions do not include required physical requirements. There is no statement regarding reasonable accommodation including who contact for the accommodation. It also does not provide a non-discrimination statement.	The job description should separate out specific headings for better clarification. Under these headings, feel free to use as many sub-headings as necessary to cover all aspects of the job description. These headings are: Job Title, Job Summary, Essential Functions, Non-Essential Functions and Job Specifications. The actual job description contained some discriminatory language. When talking about actual job duties, there are some physical demands. However, the wording must be so that someone with a disability can disqualify themselves. ADA compliant equivalent language must be used. For example: Instead of Carry or Lift, use Move, Transport, Position, Install, Remove, Hoist and/or Transfer. The Town should as a public entity disclaimer language be added to all job descriptions to remind employees and applicants that the description is subject to change. Some job descriptions do not provide the physical requirements. The Town should that physical requirements be added to all descriptions to ensure clarity. The Town should as a public entity that ADA compliant language ensuring that the public entity does not discriminate based on a disability and also include language stating that reasonable accommodations are available upon request.
Special Events Coordinator	The headings for this job descriptions are not what we recommend. The general headings that are listed are as follows: "Basic Function", "Essential Functions", "Technical Competencies", "Human Competencies", "Conceptual Competencies", "Skills/Abilities", "Physical Requirements", "Knowledge", "Experience", "Work Environment" and "Reporting Relationship". This job description notes the essential job functions of this position but it does not list any non-essential job functions. These must be separate out. When talking about the actual job duties, there is some discriminatory language being used in various job descriptions. Such as the words lift, carry, pull, push, standing, walking, gripping, grasping, fingering, talking, hearing descriptive vision, sitting, squatting kneeling, bending, stooping, climbing, etc... There is not any type of disclaimer regarding the right to change and/or reassign duties. Some of these job descriptions do not include required physical requirements. There is no statement regarding reasonable accommodation including who contact for the accommodation. It also does not provide a non-discrimination statement.	The job description should separate out specific headings for better clarification. Under these headings, feel free to use as many sub-headings as necessary to cover all aspects of the job description. These headings are: Job Title, Job Summary, Essential Functions, Non-Essential Functions and Job Specifications. The actual job description contained some discriminatory language. When talking about actual job duties, there are some physical demands. However, the wording must be so that someone with a disability can disqualify themselves. ADA compliant equivalent language must be used. For example: Instead of Carry or Lift, use Move, Transport, Position, Install, Remove, Hoist and/or Transfer. The Town should as a public entity disclaimer language be added to all job descriptions to remind employees and applicants that the description is subject to change. Some job descriptions do not provide the physical requirements. The Town should that physical requirements be added to all descriptions to ensure clarity. The Town should as a public entity that ADA compliant language ensuring that the public entity does not discriminate based on a disability and also include language stating that reasonable accommodations are available upon request.

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Special Events Manager	The headings for this job descriptions are not what we recommend. The general headings that are listed are as follows: "Basic Function", "Essential Functions", "Technical Competencies", "Human Competencies", "Conceptual Competencies", "Skills/Abilities", "Physical Requirements", "Knowledge", "Experience", "Work Environment" and "Reporting Relationship". This job description notes the essential job functions of this position but it does not list any non-essential job functions. These must be separate out. When talking about the actual job duties, there is some discriminatory language being used in various job descriptions. Such as the words lift, carry, pull, push, standing, walking, gripping, grasping, fingering, talking, hearing descriptive vision, sitting, squatting kneeling, bending, stooping, climbing, etc... There is not any type of disclaimer regarding the right to change and/or reassign duties. Some of these job descriptions do not include required physical requirements. There is no statement regarding reasonable accommodation including who contact for the accommodation. It also does not provide a non-discrimination statement.	The job description should separate out specific headings for better clarification. Under these headings, feel free to use as many sub-headings as necessary to cover all aspects of the job description. These headings are: Job Title, Job Summary, Essential Functions, Non-Essential Functions and Job Specifications. The actual job description contained some discriminatory language. When talking about actual job duties, there are some physical demands. However, the wording must be so that someone with a disability can disqualify themselves. ADA compliant equivalent language must be used. For example: Instead of Carry or Lift, use Move, Transport, Position, Install, Remove, Hoist and/or Transfer. The Town should as a public entity disclaimer language be added to all job descriptions to remind employees and applicants that the description is subject to change. Some job descriptions do not provide the physical requirements. The Town should that physical requirements be added to all descriptions to ensure clarity. The Town should as a public entity that ADA compliant language ensuring that the public entity does not discriminate based on a disability and also include language stating that reasonable accommodations are available upon request.
Signs and Signals Technician	The headings for this job descriptions are not what we recommend. The general headings that are listed are as follows: "Basic Function", "Essential Functions", "Technical Competencies", "Human Competencies", "Conceptual Competencies", "Skills/Abilities", "Physical Requirements", "Knowledge", "Experience", "Work Environment" and "Reporting Relationship". This job description notes the essential job functions of this position but it does not list any non-essential job functions. These must be separate out. When talking about the actual job duties, there is some discriminatory language being used in various job descriptions. Such as the words lift, carry, pull, push, standing, walking, gripping, grasping, fingering, talking, hearing descriptive vision, sitting, squatting kneeling, bending, stooping, climbing, etc... There is not any type of disclaimer regarding the right to change and/or reassign duties. Some of these job descriptions do not include required physical requirements. There is no statement regarding reasonable accommodation including who contact for the accommodation. It also does not provide a non-discrimination statement.	The job description should separate out specific headings for better clarification. Under these headings, feel free to use as many sub-headings as necessary to cover all aspects of the job description. These headings are: Job Title, Job Summary, Essential Functions, Non-Essential Functions and Job Specifications. The actual job description contained some discriminatory language. When talking about actual job duties, there are some physical demands. However, the wording must be so that someone with a disability can disqualify themselves. ADA compliant equivalent language must be used. For example: Instead of Carry or Lift, use Move, Transport, Position, Install, Remove, Hoist and/or Transfer. The Town should as a public entity disclaimer language be added to all job descriptions to remind employees and applicants that the description is subject to change. Some job descriptions do not provide the physical requirements. The Town should that physical requirements be added to all descriptions to ensure clarity. The Town should as a public entity that ADA compliant language ensuring that the public entity does not discriminate based on a disability and also include language stating that reasonable accommodations are available upon request.

Job Title	Review Findings	Potential Solutions
Manager Streets and Stormwater	The headings for this job descriptions are not what we recommend. The general headings that are listed are as follows: "Basic Function", "Essential Functions", "Technical Competencies", "Human Competencies", "Conceptual Competencies", "Skills/Abilities", "Physical Requirements", "Knowledge", "Experience", "Work Environment" and "Reporting Relationship". This job description notes the essential job functions of this position but it does not list any non-essential job functions. These must be separate out. When talking about the actual job duties, there is some discriminatory language being used in various job descriptions. Such as the words lift, carry, pull, push, standing, walking, gripping, grasping, fingering, talking, hearing descriptive vision, sitting, squatting kneeling, bending, stooping, climbing, etc... There is not any type of disclaimer regarding the right to change and/or reassign duties. Some of these job descriptions do not include required physical requirements. There is no statement regarding reasonable accommodation including who contact for the accommodation. It also does not provide a non-discrimination statement.	The job description should separate out specific headings for better clarification. Under these headings, feel free to use as many sub-headings as necessary to cover all aspects of the job description. These headings are: Job Title, Job Summary, Essential Functions, Non-Essential Functions and Job Specifications. The actual job description contained some discriminatory language. When talking about actual job duties, there are some physical demands. However, the wording must be so that someone with a disability can disqualify themselves. ADA compliant equivalent language must be used. For example: Instead of Carry or Lift, use Move, Transport, Position, Install, Remove, Hoist and/or Transfer. The Town should as a public entity disclaimer language be added to all job descriptions to remind employees and applicants that the description is subject to change. Some job descriptions do not provide the physical requirements. The Town should that physical requirements be added to all descriptions to ensure clarity. The Town should as a public entity that ADA compliant language ensuring that the public entity does not discriminate based on a disability and also include language stating that reasonable accommodations are available upon request.
Street Maintenance	The headings for this job descriptions are not what we recommend. The general headings that are listed are as follows: "Basic Function", "Essential Functions", "Technical Competencies", "Human Competencies", "Conceptual Competencies", "Skills/Abilities", "Physical Requirements", "Knowledge", "Experience", "Work Environment" and "Reporting Relationship". This job description notes the essential job functions of this position but it does not list any non-essential job functions. These must be separate out. When talking about the actual job duties, there is some discriminatory language being used in various job descriptions. Such as the words lift, carry, pull, push, standing, walking, gripping, grasping, fingering, talking, hearing descriptive vision, sitting, squatting kneeling, bending, stooping, climbing, etc... There is not any type of disclaimer regarding the right to change and/or reassign duties. Some of these job descriptions do not include required physical requirements. There is no statement regarding reasonable accommodation including who contact for the accommodation. It also does not provide a non-discrimination statement.	The job description should separate out specific headings for better clarification. Under these headings, feel free to use as many sub-headings as necessary to cover all aspects of the job description. These headings are: Job Title, Job Summary, Essential Functions, Non-Essential Functions and Job Specifications. The actual job description contained some discriminatory language. When talking about actual job duties, there are some physical demands. However, the wording must be so that someone with a disability can disqualify themselves. ADA compliant equivalent language must be used. For example: Instead of Carry or Lift, use Move, Transport, Position, Install, Remove, Hoist and/or Transfer. The Town should as a public entity disclaimer language be added to all job descriptions to remind employees and applicants that the description is subject to change. Some job descriptions do not provide the physical requirements. The Town should that physical requirements be added to all descriptions to ensure clarity. The Town should as a public entity that ADA compliant language ensuring that the public entity does not discriminate based on a disability and also include language stating that reasonable accommodations are available upon request.

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Streets Superintendent	The headings for the job descriptions are not what we recommend. The general headings that are listed are as follows: "Basic Function", "Essential Functions", "Technical Competencies", "Human Competencies", "Conceptual Competencies", "Skills/Abilities", "Physical Requirements", "Knowledge", "Experience", "Work Environment" and "Reporting Relationship". This job description notes the essential job functions of this position but it does not list any non-essential job functions. These must be separate out. When talking about the actual job duties, there is some discriminatory language being used in various job descriptions. Such as the words lift, carry, pull, push, standing, walking, gripping, grasping, fingering, talking, hearing descriptive vision, sitting, squatting kneeling, bending, stooping, climbing, etc... There is not any type of disclaimer regarding the right to change and/or reassign duties. Some of these job descriptions do not provide physical requirements. There is no statement regarding reasonable accommodation including who to contact for the accommodation. It also does not provide a non-discrimination statement.	The job description should separate out specific headings for better clarification. Under these headings, feel free to use as many sub-headings as necessary to cover all aspects of the job description. These headings are: Job Title, Job Summary, Essential Functions, Non-Essential Functions and Job Specifications. The actual job description contained some discriminatory language. When talking about actual job duties, there are some physical demands. However, the wording must be so that someone with a disability can disqualify themselves. ADA compliant equivalent language must be used. For example: Instead of Carry or Lift, use Move, Transport, Position, Install, Remove, Hoist and/or Transfer. The Town should as a public entity disclaimer language be added to all job descriptions to remind employees and applicants that the description is subject to change. Some job descriptions do not provide the physical requirements. The Town should that physical requirements be added to all descriptions to ensure clarity. The Town should as a public entity that ADA compliant language ensuring that the public entity does not discriminate based on a disability and also include language stating that reasonable accommodations are available upon request.
Volunteer Administrative Assistant for Conference Center	The headings for the job descriptions are not what we recommend. The general headings that are listed are as follows: "Basic Function", "Essential Functions", "Technical Competencies", "Human Competencies", "Conceptual Competencies", "Skills/Abilities", "Physical Requirements", "Knowledge", "Experience", "Work Environment" and "Reporting Relationship". This job description notes the essential job functions of this position but it does not list any non-essential job functions. These must be separate out. When talking about the actual job duties, there is some discriminatory language being used in various job descriptions. Such as the words lift, carry, pull, push, standing, walking, gripping, grasping, fingering, talking, hearing descriptive vision, sitting, squatting kneeling, bending, stooping, climbing, etc... There is not any type of disclaimer regarding the right to change and/or reassign duties. Some of these job descriptions do not provide physical requirements. There is no statement regarding reasonable accommodation including who to contact for the accommodation. It also does not provide a non-discrimination statement.	The job description should separate out specific headings for better clarification. Under these headings, feel free to use as many sub-headings as necessary to cover all aspects of the job description. These headings are: Job Title, Job Summary, Essential Functions, Non-Essential Functions and Job Specifications. The actual job description contained some discriminatory language. When talking about actual job duties, there are some physical demands. However, the wording must be so that someone with a disability can disqualify themselves. ADA compliant equivalent language must be used. For example: Instead of Carry or Lift, use Move, Transport, Position, Install, Remove, Hoist and/or Transfer. The Town should as a public entity disclaimer language be added to all job descriptions to remind employees and applicants that the description is subject to change. Some job descriptions do not provide the physical requirements. The Town should that physical requirements be added to all descriptions to ensure clarity. The Town should as a public entity that ADA compliant language ensuring that the public entity does not discriminate based on a disability and also include language stating that reasonable accommodations are available upon request.

Job Title	Review Findings	Potential Solutions
Volunteer Economic Development Receptionist	The headings for the job descriptions are not what we recommend. The general headings that are listed are as follows: "Basic Function", "Essential Functions", "Technical Competencies", "Human Competencies", "Conceptual Competencies", "Skills/Abilities", "Physical Requirements", "Knowledge", "Experience", "Work Environment" and "Reporting Relationship". This job description notes the essential job functions of this position but it does not list any non-essential job functions. These must be separate out. When talking about the actual job duties, there is some discriminatory language being used in various job descriptions. Such as the words lift, carry, pull, push, standing, walking, gripping, grasping, fingering, talking, hearing descriptive vision, sitting, squatting kneeling, bending, stooping, climbing, etc... There is not any type of disclaimer regarding the right to change and/or reassign duties. Some of these job descriptions do not provide physical requirements. There is no statement regarding reasonable accommodation including who to contact for the accommodation. It also does not provide a non-discrimination statement.	The job description should separate out specific headings for better clarification. Under these headings, feel free to use as many sub-headings as necessary to cover all aspects of the job description. These headings are: Job Title, Job Summary, Essential Functions, Non-Essential Functions and Job Specifications. The actual job description contained some discriminatory language. When talking about actual job duties, there are some physical demands. However, the wording must be so that someone with a disability can disqualify themselves. ADA compliant equivalent language must be used. For example: Instead of Carry or Lift, use Move, Transport, Position, Install, Remove, Hoist and/or Transfer. The Town should as a public entity disclaimer language be added to all job descriptions to remind employees and applicants that the description is subject to change. Some job descriptions do not provide the physical requirements. The Town should that physical requirements be added to all descriptions to ensure clarity. The Town should as a public entity that ADA compliant language ensuring that the public entity does not discriminate based on a disability and also include language stating that reasonable accommodations are available upon request.
Volunteer Fire Inspector	The headings for the job descriptions are not what we recommend. The general headings that are listed are as follows: "Basic Function", "Essential Functions", "Technical Competencies", "Human Competencies", "Conceptual Competencies", "Skills/Abilities", "Physical Requirements", "Knowledge", "Experience", "Work Environment" and "Reporting Relationship". This job description notes the essential job functions of this position but it does not list any non-essential job functions. These must be separate out. When talking about the actual job duties, there is some discriminatory language being used in various job descriptions. Such as the words lift, carry, pull, push, standing, walking, gripping, grasping, fingering, talking, hearing descriptive vision, sitting, squatting kneeling, bending, stooping, climbing, etc... There is not any type of disclaimer regarding the right to change and/or reassign duties. Some of these job descriptions do not provide physical requirements. There is no statement regarding reasonable accommodation including who to contact for the accommodation. It also does not provide a non-discrimination statement.	The job description should separate out specific headings for better clarification. Under these headings, feel free to use as many sub-headings as necessary to cover all aspects of the job description. These headings are: Job Title, Job Summary, Essential Functions, Non-Essential Functions and Job Specifications. The actual job description contained some discriminatory language. When talking about actual job duties, there are some physical demands. However, the wording must be so that someone with a disability can disqualify themselves. ADA compliant equivalent language must be used. For example: Instead of Carry or Lift, use Move, Transport, Position, Install, Remove, Hoist and/or Transfer. The Town should as a public entity disclaimer language be added to all job descriptions to remind employees and applicants that the description is subject to change. Some job descriptions do not provide the physical requirements. The Town should that physical requirements be added to all descriptions to ensure clarity. The Town should as a public entity that ADA compliant language ensuring that the public entity does not discriminate based on a disability and also include language stating that reasonable accommodations are available upon request.

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Volunteer GPS Inventorying	The headings for the job descriptions are not what we recommend. The general headings that are listed are as follows: "Basic Function", "Essential Functions", "Technical Competencies", "Human Competencies", "Conceptual Competencies", "Skills/Abilities", "Physical Requirements", "Knowledge", "Experience", "Work Environment" and "Reporting Relationship". This job description notes the essential job functions of this position but it does not list any non-essential job functions. These must be separate out. When talking about the actual job duties, there is some discriminatory language being used in various job descriptions. Such as the words lift, carry, pull, push, standing, walking, gripping, grasping, fingering, talking, hearing descriptive vision, sitting, squatting kneeling, bending, stooping, climbing, etc... There is not any type of disclaimer regarding the right to change and/or reassign duties. Some of these job descriptions do not provide physical requirements. There is no statement regarding reasonable accommodation including who to contact for the accommodation. It also does not provide a non-discrimination statement.	The job description should separate out specific headings for better clarification. Under these headings, feel free to use as many sub-headings as necessary to cover all aspects of the job description. These headings are: Job Title, Job Summary, Essential Functions, Non-Essential Functions and Job Specifications. The actual job description contained some discriminatory language. When talking about actual job duties, there are some physical demands. However, the wording must be so that someone with a disability can disqualify themselves. ADA compliant equivalent language must be used. For example: Instead of Carry or Lift, use Move, Transport, Position, Install, Remove, Hoist and/or Transfer. The Town should as a public entity disclaimer language be added to all job descriptions to remind employees and applicants that the description is subject to change. Some job descriptions do not provide the physical requirements. The Town should that physical requirements be added to all descriptions to ensure clarity. The Town should as a public entity that ADA compliant language ensuring that the public entity does not discriminate based on a disability and also include language stating that reasonable accommodations are available upon request.
Volunteer Litter Pick-up	The headings for the job descriptions are not what we recommend. The general headings that are listed are as follows: "Basic Function", "Essential Functions", "Technical Competencies", "Human Competencies", "Conceptual Competencies", "Skills/Abilities", "Physical Requirements", "Knowledge", "Experience", "Work Environment" and "Reporting Relationship". This job description notes the essential job functions of this position but it does not list any non-essential job functions. These must be separate out. When talking about the actual job duties, there is some discriminatory language being used in various job descriptions. Such as the words lift, carry, pull, push, standing, walking, gripping, grasping, fingering, talking, hearing descriptive vision, sitting, squatting kneeling, bending, stooping, climbing, etc... There is not any type of disclaimer regarding the right to change and/or reassign duties. Some of these job descriptions do not provide physical requirements. There is no statement regarding reasonable accommodation including who to contact for the accommodation. It also does not provide a non-discrimination statement.	The job description should separate out specific headings for better clarification. Under these headings, feel free to use as many sub-headings as necessary to cover all aspects of the job description. These headings are: Job Title, Job Summary, Essential Functions, Non-Essential Functions and Job Specifications. The actual job description contained some discriminatory language. When talking about actual job duties, there are some physical demands. However, the wording must be so that someone with a disability can disqualify themselves. ADA compliant equivalent language must be used. For example: Instead of Carry or Lift, use Move, Transport, Position, Install, Remove, Hoist and/or Transfer. The Town should as a public entity disclaimer language be added to all job descriptions to remind employees and applicants that the description is subject to change. Some job descriptions do not provide the physical requirements. The Town should that physical requirements be added to all descriptions to ensure clarity. The Town should as a public entity that ADA compliant language ensuring that the public entity does not discriminate based on a disability and also include language stating that reasonable accommodations are available upon request.

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Volunteer Service Center Receptionist	The headings for the job descriptions are not what we recommend. The general headings that are listed are as follows: "Basic Function", "Essential Functions", "Technical Competencies", "Human Competencies", "Conceptual Competencies", "Skills/Abilities", "Physical Requirements", "Knowledge", "Experience", "Work Environment" and "Reporting Relationship". This job description notes the essential job functions of this position but it does not list any non-essential job functions. These must be separate out. When talking about the actual job duties, there is some discriminatory language being used in various job descriptions. Such as the words lift, carry, pull, push, standing, walking, gripping, grasping, fingering, talking, hearing descriptive vision, sitting, squatting kneeling, bending, stooping, climbing, etc... There is not any type of disclaimer regarding the right to change and/or reassign duties. Some of these job descriptions do not provide physical requirements. There is no statement regarding reasonable accommodation including who to contact for the accommodation. It also does not provide a non-discrimination statement.	The job description should separate out specific headings for better clarification. Under these headings, feel free to use as many sub-headings as necessary to cover all aspects of the job description. These headings are: Job Title, Job Summary, Essential Functions, Non-Essential Functions and Job Specifications. The actual job description contained some discriminatory language. When talking about actual job duties, there are some physical demands. However, the wording must be so that someone with a disability can disqualify themselves. ADA compliant equivalent language must be used. For example: Instead of Carry or Lift, use Move, Transport, Position, Install, Remove, Hoist and/or Transfer. The Town should as a public entity disclaimer language be added to all job descriptions to remind employees and applicants that the description is subject to change. Some job descriptions do not provide the physical requirements. The Town should that physical requirements be added to all descriptions to ensure clarity. The Town should as a public entity that ADA compliant language ensuring that the public entity does not discriminate based on a disability and also include language stating that reasonable accommodations are available upon request.
Volunteer Town Hall Receptionist	The headings for the job descriptions are not what we recommend. The general headings that are listed are as follows: "Basic Function", "Essential Functions", "Technical Competencies", "Human Competencies", "Conceptual Competencies", "Skills/Abilities", "Physical Requirements", "Knowledge", "Experience", "Work Environment" and "Reporting Relationship". This job description notes the essential job functions of this position but it does not list any non-essential job functions. These must be separate out. When talking about the actual job duties, there is some discriminatory language being used in various job descriptions. Such as the words lift, carry, pull, push, standing, walking, gripping, grasping, fingering, talking, hearing descriptive vision, sitting, squatting kneeling, bending, stooping, climbing, etc... There is not any type of disclaimer regarding the right to change and/or reassign duties. Some of these job descriptions do not provide physical requirements. There is no statement regarding reasonable accommodation including who to contact for the accommodation. It also does not provide a non-discrimination statement.	The job description should separate out specific headings for better clarification. Under these headings, feel free to use as many sub-headings as necessary to cover all aspects of the job description. These headings are: Job Title, Job Summary, Essential Functions, Non-Essential Functions and Job Specifications. The actual job description contained some discriminatory language. When talking about actual job duties, there are some physical demands. However, the wording must be so that someone with a disability can disqualify themselves. ADA compliant equivalent language must be used. For example: Instead of Carry or Lift, use Move, Transport, Position, Install, Remove, Hoist and/or Transfer. The Town should as a public entity disclaimer language be added to all job descriptions to remind employees and applicants that the description is subject to change. Some job descriptions do not provide the physical requirements. The Town should that physical requirements be added to all descriptions to ensure clarity. The Town should as a public entity that ADA compliant language ensuring that the public entity does not discriminate based on a disability and also include language stating that reasonable accommodations are available upon request.

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Volunteer Municipal Court Clerk	The headings for the job descriptions are not what we recommend. The general headings that are listed are as follows: "Basic Function", "Essential Functions", "Technical Competencies", "Human Competencies", "Conceptual Competencies", "Skills/Abilities", "Physical Requirements", "Knowledge", "Experience", "Work Environment" and "Reporting Relationship". This job description notes the essential job functions of this position but it does not list any non-essential job functions. These must be separate out. When talking about the actual job duties, there is some discriminatory language being used in various job descriptions. Such as the words lift, carry, pull, push, standing, walking, gripping, grasping, fingering, talking, hearing descriptive vision, sitting, squatting kneeling, bending, stooping, climbing, etc... There is not any type of disclaimer regarding the right to change and/or reassign duties. Some of these job descriptions do not provide physical requirements. There is no statement regarding reasonable accommodation including who to contact for the accommodation. It also does not provide a non-discrimination statement.	The job description should separate out specific headings for better clarification. Under these headings, feel free to use as many sub-headings as necessary to cover all aspects of the job description. These headings are: Job Title, Job Summary, Essential Functions, Non-Essential Functions and Job Specifications. The actual job description contained some discriminatory language. When talking about actual job duties, there are some physical demands. However, the wording must be so that someone with a disability can disqualify themselves. ADA compliant equivalent language must be used. For example: Instead of Carry or Lift, use Move, Transport, Position, Install, Remove, Hoist and/or Transfer. The Town should as a public entity disclaimer language be added to all job descriptions to remind employees and applicants that the description is subject to change. Some job descriptions do not provide the physical requirements. The Town should that physical requirements be added to all descriptions to ensure clarity. The Town should as a public entity that ADA compliant language ensuring that the public entity does not discriminate based on a disability and also include language stating that reasonable accommodations are available upon request.
Volunteer Fire Department Clerk	The headings for the job descriptions are not what we recommend. The general headings that are listed are as follows: "Basic Function", "Essential Functions", "Technical Competencies", "Human Competencies", "Conceptual Competencies", "Skills/Abilities", "Physical Requirements", "Knowledge", "Experience", "Work Environment" and "Reporting Relationship". This job description notes the essential job functions of this position but it does not list any non-essential job functions. These must be separate out. When talking about the actual job duties, there is some discriminatory language being used in various job descriptions. Such as the words lift, carry, pull, push, standing, walking, gripping, grasping, fingering, talking, hearing descriptive vision, sitting, squatting kneeling, bending, stooping, climbing, etc... There is not any type of disclaimer regarding the right to change and/or reassign duties. Some of these job descriptions do not provide physical requirements. There is no statement regarding reasonable accommodation including who to contact for the accommodation. It also does not provide a non-discrimination statement.	The job description should separate out specific headings for better clarification. Under these headings, feel free to use as many sub-headings as necessary to cover all aspects of the job description. These headings are: Job Title, Job Summary, Essential Functions, Non-Essential Functions and Job Specifications. The actual job description contained some discriminatory language. When talking about actual job duties, there are some physical demands. However, the wording must be so that someone with a disability can disqualify themselves. ADA compliant equivalent language must be used. For example: Instead of Carry or Lift, use Move, Transport, Position, Install, Remove, Hoist and/or Transfer. The Town should as a public entity disclaimer language be added to all job descriptions to remind employees and applicants that the description is subject to change. Some job descriptions do not provide the physical requirements. The Town should that physical requirements be added to all descriptions to ensure clarity. The Town should as a public entity that ADA compliant language ensuring that the public entity does not discriminate based on a disability and also include language stating that reasonable accommodations are available upon request.

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Volunteer Special Events	The headings for the job descriptions are not what we recommend. The general headings that are listed are as follows: "Basic Function", "Essential Functions", "Technical Competencies", "Human Competencies", "Conceptual Competencies", "Skills/Abilities", "Physical Requirements", "Knowledge", "Experience", "Work Environment" and "Reporting Relationship". This job description notes the essential job functions of this position but it does not list any non-essential job functions. These must be separate out. When talking about the actual job duties, there is some discriminatory language being used in various job descriptions. Such as the words lift, carry, pull, push, standing, walking, gripping, grasping, fingering, talking, hearing descriptive vision, sitting, squatting kneeling, bending, stooping, climbing, etc... There is not any type of disclaimer regarding the right to change and/or reassign duties. Some of these job descriptions do not provide physical requirements. There is no statement regarding reasonable accommodation including who to contact for the accommodation. It also does not provide a non-discrimination statement.	The job description should separate out specific headings for better clarification. Under these headings, feel free to use as many sub-headings as necessary to cover all aspects of the job description. These headings are: Job Title, Job Summary, Essential Functions, Non-Essential Functions and Job Specifications. The actual job description contained some discriminatory language. When talking about actual job duties, there are some physical demands. However, the wording must be so that someone with a disability can disqualify themselves. ADA compliant equivalent language must be used. For example: Instead of Carry or Lift, use Move, Transport, Position, Install, Remove, Hoist and/or Transfer. The Town should as a public entity disclaimer language be added to all job descriptions to remind employees and applicants that the description is subject to change. Some job descriptions do not provide the physical requirements. The Town should that physical requirements be added to all descriptions to ensure clarity. The Town should as a public entity that ADA compliant language ensuring that the public entity does not discriminate based on a disability and also include language stating that reasonable accommodations are available upon request.

Town of Addison
Equivalent Language Guidance Chart

Physical Demand	ADA-Compliant Equivalent	Language Example
Stand or Sit	Stationary position	Must be able to remain in a stationary position 50% of the specified work day.
Walk	Gait, Pace, Tread, Move, Traverse, Go, Promenade	Employee must be able to move about inside the office to access file cabinets, office machinery, etc…
Use hands/fingers to handle or feel	Operate, Work, Activate, Use, Control, Maneuver, Prepare, Inspect, Place, Detect, Position, Manage, Direct, Conduct	Constantly operates heavy machinery, such as a Motor Graders, Excavators and Backhoe Loaders.
Climb (stairs / ladders)	Ascend/Descend, Work atop, Traverse, Scale	Occasionally ascends/descends a ladder to perform building maintenance.
Stoop, kneel, crouch, or crawl, Stooping, Twisting	Position Self (to), Move, Changing your body direction, Repositioning	Constantly repositioning self to perform roadway maintenance, including mowing, weed eating and maintenance of heavy equipment.
Talk / hear	Communicate, Conversate, Convey, Express oneself, Exchange information, Apprehend, Become aware	The person in this position frequently communicates with other employees within the agency regarding time sensitive projects. Must be able to exchange accurate information in these situations.
See	Notice, Examine, Identify, Observe, Detect, Recognize, Inspect, Assess	Must be able to stay aware and detect a traffic hazard when on a project site.
Taste / Smell	Detect, Distinguish, Determine	Occasionally must be able to distinguish the smell of chemicals when working in the Materials Lab.
Carry, Lift	Move, Transport, Position, Install, Remove, Hoist, Transfer	Must be able to transport computer equipment and requested supplies weighing up to 75 pounds to training events held by the agency.
Type 40 WPM	Input	Applicant must be able to input 40 wpm into the IOS Oracle System.

Town of Addison
Documents, Forms, and Videos Review

Document / Form / Video Name	Document / Form / Video Reference Link
ADA Complaints (Title I)	Contained within the Employee Handbook Dated 2008 (Page 34)
Town's Sexual and Other Unlawful Harassment Policy	Contained within the Employee Handbook Dated 2008 (Page 66 Section 3.04)
Town's Sexual and Other Unlawful Harassment Policy	Contained within the Employee Handbook Dated 2008 (Page 136 Section 7.03)
Section 508 of the Rehabilitation Act Policy and Procedure	Contained within the Employee Handbook Dated 2008 (Page 37 Section 2.07)
Coercion	Contained within the Employee Handbook Dated 2008 (Page 33 Section 2.05.B)
Retaliation Prohibited	Contained within the Employee Handbook Dated 2008 (Page 137 Section 7.03)
Grievance / Appeal	Contained within the Employee Handbook Dated 2008 (Page 135 Section 7.02)
Front Gate Layout (All Events)	Downloaded Online
FY 2012-2013 Addison Annual Budget	Downloaded Online
Gray Hair 2016-2017 Communications Contract	Downloaded Online
Guidelines - District Events	Downloaded Online
Kaboom Site Plan 2016	Client Provided
Landscape & Screening Plan Checklist	https://addisontexas.net/index.php?section=planning-and-zoning_development-application-information
Oktoberfest Site Plan 2016	Client Provided
Town of Addison ADA Transition Plan Sidewalk Map (December 2016)	Client Provided
Police Officer Test Packet	Downloaded Online
Public Information Handbook 2016	Downloaded Online
Sidewalks	Client Provided
Taste of Addison Site Plan 2016	Client Provided
Spring 2017 Accolade	https://addisontexas.net/ckeditorfiles/files/Athletic%20Club/SpringAccolade2017.pdf
Summer 2017 Accolade	https://addisontexas.net/ckeditorfiles/files/Athletic%20Club/Summer2017Accolade.pdf
Membership Qualifications	https://addisontexas.net/ckeditorfiles/files/Athletic%20Club/Athletic-Club-Membership-Information.pdf
Summer Camp Standards of Care Ordinance	https://addisontexas.net/ckeditorfiles/files/Parks%20Department/Athletic-Club-Recreation-Programs-Standard-of-Care.pdf
Fitness and Adult Programs	http://addisontexas.net/ckeditorfiles/files/Athletic%20Club/Fit%26APSpringAccolade2017.pdf
Pacesetters	http://addisontexas.net/ckeditorfiles/files/Athletic%20Club/PacesettersSpringAccolade2017.pdf
Kidscene	http://addisontexas.net/ckeditorfiles/files/Athletic%20Club/KidsceneSpringAccolade2017.pdf

Document / Form / Video Name	Document / Form / Video Reference Link
Personal Trainers	http://addisontexas.net/ckeditorfiles/files/Athletic%20Club/SpringPTAccolade2016.pdf
Code of Ordinances	https://www.municode.com/library/tx/addison/codes/code_of_ordinances
Info Letter	https://addisontexas.net/ckeditorfiles/files/reports/Financial%20%26%20Strategic%20Services%20Department/Solid%20Waste%20Intro%20Letter.pdf
Form Instructions	https://addisontexas.net/ckeditorfiles/files/reports/Financial%20%26%20Strategic%20Services%20Department/Solid%20Waste%20Form%20Instructions.pdf
Addison's Budget Book	https://addisontexas.net/index.php?section=finance-department_Addison-budget
Revenues and Expenditures Summary Information	https://addisontexas.net/ckeditorfiles/files/forms/Finance%20Department/Copy%20of%20Summary%20PDF.pdf
Revenues & Expenditures per Capita Chart	https://addisontexas.net/ckeditorfiles/files/forms/Finance%20Department/Addison%20Texas%20Revenues%20and%20Expenditures%20per%20Capita,%20Fiscal%202012-2016(1).pdf
Property Tax Rate per $100 of Valuation Chart	https://addisontexas.net/ckeditorfiles/files/reports/Finance%20Department/PropTax.pdf
Comprehensive Annual Financial Reports	https://addisontexas.net/index.php?section=finance-department_finance-reports
Outstanding Debt Summary and Debt Book	https://addisontexas.net/index.php?section=finance-department_financial-transparency
2014 Addison Fire Department Annual Operations Report Summary	https://addisontexas.net/ckeditorfiles/files/reports/Fire%20Department/2014-Fire-Department-Annual-Report-Summary.pdf
112 Job Task Simulation	Client Provided
Fire Department Privacy Notice	https://addisontexas.net/ckeditorfiles/files/forms/Fire%20Department/AFD%20HIPAA%20-%20Notice%20of%20privacy%20practices%2012-21-16.pdf
Amendments to the 2012 International Fire Code	https://addisontexas.net/ckeditorfiles/files/2012IFC_NCTCOG_Regional_Amendments_20130401_Final.pdf
Building Evacuation	Client Provided
Fire Lane Specifications	https://addisontexas.net/ckeditorfiles/files/forms/Fire%20Department/Fire_Prevention_files/Fire%20Lane%20Specifications(1).pdf
Fire Sprinkler Requirements (Pre-Action)	https://addisontexas.net/ckeditorfiles/files/forms/Fire%20Department/Fire_Prevention_files/Addison%20Pre-action%20Sprinkler%20Requirements(1).pdf
Fire Sprinkler Installation Requirements (General)	https://addisontexas.net/ckeditorfiles/files/forms/Fire%20Department/Fire_Prevention_files/2015-Addison-Fire-Sprinkler-Installation-Requirements.pdf
Homeland Security Recommendations - Business	https://addisontexas.net/ckeditorfiles/files/reports/Fire%20Department/Homeland-Security-Advisory-System-BUSINESSES.pdf
Homeland Security Recommendations - Family	https://addisontexas.net/ckeditorfiles/files/reports/Fire%20Department/Homeland-Security-Advisory-System-FAMILY.pdf
Homeland Security Recommendations - Individual	https://addisontexas.net/ckeditorfiles/files/reports/Fire%20Department/Homeland-Security-Advisory-System-INDIVIDUALS.pdf
2017 Benefits Enrollment Guide	http://addisontexas.net/ckeditorfiles/files/Human%20Resources/2017%20Town%20of%20Addison%20Enrollment%20Guide.pdf
2016 Pay Plans	https://addisontexas.net/ckeditorfiles/files/forms/Human%20Resources%20Department/HR%20Forms/2016%20PayPlan.pdf
Summary of Your Rights Under the Fair Credit Reporting Act	https://www.consumer.ftc.gov/articles/pdf-0096-fair-credit-reporting-act.pdf

Document / Form / Video Name	Document / Form / Video Reference Link
Water Conservation Plan	https://addisontexas.net/ckeditorfiles/files/Water%20Conservation%20Plan%20-%20Final%20Plan(1).pdf
Drainage Criteria Manual - Approved by City Council - July 12, 2011	http://addisontexas.net/ckeditorfiles/files/Infrastructure-Engineering-Drainage-Criteria-Manual.pdf
Water System Requirements	http://addisontexas.net/ckeditorfiles/files/Water%20System%20Requirements.pdf
Wastewater Collection Plan	https://addisontexas.net/ckeditorfiles/files/Infrastructure%20%26%20Development%20Services/1-Infrastructure-Engineering-Master-Plans-Wastewater-Collection-System.pdf
Water Master Plan January 14, 2016	http://addisontexas.net/ckeditorfiles/files/Infrastructure%20%26%20Development%20Services/Addison%20Water%20Master%20Plan%20Report%20by%20BURY%20(2016-01-14)_compressed.pdf
Utility Fee Schedule	http://addisontexas.net/ckeditorfiles/files/Utility%20Fee%20Scedule.pdf
Citizens Guides to Understanding and Preventing Storm water Pollution	https://addisontexas.net/ckeditorfiles/files/Homeowners%20Guide.pdf
Storm water and Utility FAQs	https://addisontexas.net/ckeditorfiles/files/Stormwater%20Utility%20FAQ.pdf
Storm water Credit Policy	https://addisontexas.net/ckeditorfiles/files/2014%20new%20site%20files/stormwater_credit_fee.pdf
List of Acceptable Items for the Residential Door Side Collection Program	https://addisontexas.net/ckeditorfiles/files/HHW(1).pdf
Disposing of Syringes	https://addisontexas.net/ckeditorfiles/files/Syringe.pdf
Pet Waste & Water Quality	https://addisontexas.net/ckeditorfiles/files/Petwaste.pdf
List of Recyclables in Your Home	http://www.communitywastedisposal.com/wp-content/uploads/2014/12/RecycleChart_New.pdf
Water Saving Tips	http://www.timetorecycle.com/locator/map.asp
How to Stop Illegal Dumping	https://addisontexas.net/ckeditorfiles/files/Infrastructure%20&%20Development%20Services/Infrastructure-Stop-Illegal-Dumping.pdf
Town of Addison Traffic Volume Summary	https://addisontexas.net/ckeditorfiles/files/2016%20Traffic%20Counts.pdf
Street Light Outage Reporting Q&A	https://addisontexas.net/ckeditorfiles/files/Infrastructure%20%26%20Development%20Services/Infrastructure-Street-Light-Outage-Reporting-Q-A.pdf
Town Ordinance regarding Times for Trash and Recycling container placement and removal	https://www.municode.com/library/tx/addison/codes/code_of_ordinances?nodeId=PTIICOOR_CH66SOWA_ARTIICODI_DIV1GE_S66-34TITRRECOPLRE
Water Monitoring Plan	https://addisontexas.net/ckeditorfiles/files/Infrastructure%20%26%20Development%20Services/Infrastructure-Water-Monitoring-Plan.pdf
49 Water Saving Tips	http://blog-addisontx.info/wp-content/uploads/2016/02/49-Water-Saving-Tips.pdf
Water Trivia Questions	https://addisontexas.net/ckeditorfiles/files/Infrastructure%20%26%20Development%20Services/Infrastructure-Water-Trivia.pdf
2011-2016 Water Quality Reports	https://addisontexas.net/index.php?section=infrastructure-services_water-wastewater
Water Master Plan	https://addisontexas.net/ckeditorfiles/files/Infrastructure%20&%20Development%20Services/Addison%20Water%20Master%20Plan%20Report%20by%20BURY%20(2016-01-14)_compressed%20(1).pdf

Document / Form / Video Name	Document / Form / Video Reference Link
Certificate of Occupancy Reports	https://addisontexas.net/index.php?section=development-services_certificate-of-occupancy-reports
Additional Required Documents by Project Type (Infrastructure & Development Services)	http://addisontexas.net/ckeditorfiles/files/Additional%20Required%20Documents%20by%20Project%20Type(1).pdf
Fee Schedule	http://addisontexas.net/ckeditorfiles/files/Development%20Review%20Fee%20Schedule%20Rev_%2011-1-15(1).pdf
2017 Review Calendar for Zoning Cases	http://addisontexas.net/ckeditorfiles/files/2017%20Development%20Review%20Calendar%20for%20Zoning.pdf
Sam's Club and Adjacent Properties - Concept Plan	https://addisontexas.net/ckeditorfiles/files/Draft%20Preferred%20Development%20Concepts.pdf
Inwood Road Enhancement Zone - Study Report	http://addisontexas.net/ckeditorfiles/files/Inwood%20Road%20Enhancement%20Zone%20Study%20Report%20FINAL%20Compressed.pdf
Park Amenities	https://addisontexas.net/ckeditorfiles/files/Parks%20Department/Addison-Parks-Amenities.pdf
Addison Trails Guide	https://addisontexas.net/ckeditorfiles/images/Addison-Town-Wide-Trails-Map.jpg
Addison Circle Park Trails	https://addisontexas.net/ckeditorfiles/images/Trails-Addison-Circle-Park.jpg
Les Lacs Trails	https://addisontexas.net/ckeditorfiles/images/Trails-Les-Lacs.jpg
North Addison Park Trail	https://addisontexas.net/ckeditorfiles/images/North-Addison-Park-Trail-Map.jpg
Quorum Park Trail	https://addisontexas.net/ckeditorfiles/images/Quorum-Park-Trail-Map.jpg
Town Park Trail	https://addisontexas.net/ckeditorfiles/images/Trail-Town-Park.jpg
Vitruvian Park Trails	https://addisontexas.net/ckeditorfiles/images/Vitruvian-Park-Trails-Map.jpg
Winnwood & Celestial Trails	https://addisontexas.net/ckeditorfiles/images/Winnwood-and-Celestial-Trails-Map.jpg
Landscaping Regulations	https://addisontexas.net/ckeditorfiles/files/Parks%20Department/Parks-Revised-Landscape-Regulations.pdf
Map of Addison Public Art	http://addisontexas.net/ckeditorfiles/files/Map%20of%20Public%20Art%20(34x44)(1).pdf
Don't Feed the Ducks Ordinance No. 009-008	https://www.municode.com/library/tx/addison/codes/code_of_ordinances?nodeId=PTIICOOR_CH10AN_ARTIINGE_S10-11FEWA
Addison Citizen Assisting Police Program (ACAP) Introduction and Overview Handbook	https://addisontexas.net/ckeditorfiles/files/forms/Police%20Department/ACAP/ACAP%20INTRODUCTION%20AND%20OVERVIEW.pdf
Operation ID Instruction Sheet	https://addisontexas.net/ckeditorfiles/files/forms/Police%20Department/ACAP/Operation%20Identification.docx
Addison Police Department Statistical Review 2016	https://addisontexas.net/ckeditorfiles/files/Annual%20Report%202016%20VER%204(1).pdf
Addison Police Department Year In Review 2016	https://addisontexas.net/ckeditorfiles/files/APD_2016_compressed.pdf
Alarm Information	https://addisontexas.net/ckeditorfiles/files/forms/Police%20Department/Police/Police-Department-Alarm-Info(1).pdf
Complaint Process	https://addisontexas.net/ckeditorfiles/files/forms/Police%20Department/Police/Addison-Police-Department-COMPLAINT-PROCESS.pdf
Racial Profiling and Bias Reduction	https://addisontexas.net/ckeditorfiles/files/forms/Police%20Department/Police/Police-Department-Racial-%20Profiling(2).pdf

Document / Form / Video Name	Document / Form / Video Reference Link
Event Parking Maps	https://addisontexas.net/index.php?section=parks-department_parks-map-and-guide
ADA Seating Policy	Client Provided
Instructor Contract %	Client Provided
Instructor Contract Hourly	Client Provided
Jury Summons	Client Provided
Reasonable Accommodations	Client Provided
Addison Police Standard Operating Procedures	Client Provided
ILA - Carrollton/Addison Inmate Housing	Client Provided
Resolution - ILA Carrollton/Addison Inmate Housing	Client Provided
Service Animals 2010	Client Provided
City of Addison Bld 5 Suite 200 Lease Agreement	Client Provided
Addison Citizen Assisting Police Program (ACAP) Liability Waiver	Client Provided
Ethics the Addison Way	Client Provided
Service the Addison Way	Client Provided
Volunteer Handbook	Client Provided
Addison Airport Signature Page 9-29-10	Client Provided
Agreement for the Professional Real Property Asset Management and Administration Services of the Addison Airport	Client Provided
Exhibit A - Airport Plat	Client Provided
Exhibit B - Scope	Client Provided
Exhibit C - Agency Provisions	Client Provided
Exhibit D - Bureau of Labor Statistics Data	Client Provided
Exhibit E - Control of Operator	Client Provided
OH Certificate of Fact	Client Provided
Agreement for the Operation and Management of Addison Airport	Client Provided
Rental Contract	Client Provided
Agreement for the Use of The Addison Theatre Centre	Client Provided

Document / Form / Video Name	Document / Form / Video Reference Link
Banquet Event Order	Client Provided
Wynne Invoice	Client Provided
AFD - Fire Alarm Installation	Client Provided
Athletic Club - Caregiver Policy	Client Provided
Boot Camp License Agreement	Client Provided
Release, Waiver of Liability, and Indemnity Agreement	Client Provided
Release, Waiver of Liability, and Indemnity Agreement - Family Field Day	Client Provided
Addison Recreation Department Guest Registration	Client Provided
Town of Addison Recreation Department Trip Waiver	Client Provided
Addison Athletic Club Summer Camp Registration	Client Provided
Addison Athletic Club Membership Application	Client Provided
Addison Athletic Club Recreation Club Waiver	Client Provided
Athletic Club Programs Survey	https://www.surveymonkey.com/r/D2B5GGF
Register for Activities	https://apm.activecommunities.com/addisonclub/Activity_Search
Reserve Racquetball or Tennis Courts	https://apm.activecommunities.com/addisonclub/Reserve_Options
Athletic Club Programs Survey	http://www.surveymonkey.com/r/D2B5GGF
Les Lacs Pavilion Rental Applications	https://addisontexas.net/ckeditorfiles/files/Athletic%20Club/Pavilion%20Reservation%20Policy-%20REVISED.pdf
Outdoor Pool Pavilion Reservation	http://addisontexas.net/ckeditorfiles/files/Athletic%20Club/Pool%20pavilion%20reservation%20rev2015.pdf
Request for Proposal	https://addisontexas.net/index.php?section=ACTC-request-for-proposal
Application for Registration Tree Pruning Contractor	https://addisontexas.net/index.php?section=parks-department_tree-pruning-contractor-registration-form
Tree Pruning Permit	https://addisontexas.net/index.php?section=parks-department_tree-permit-form
Les Lacs Pavilion Reservation Form	https://addisontexas.net/ckeditorfiles/files/Athletic%20Club/Pavilion%20Reservation%20Policy-%20REVISED.pdf
Residential Alarm Permit Application	https://addisontexas.net/ckeditorfiles/files/forms/Police%20Department/Police/Residential-Alarm-Permit.pdf
Business Alarm Permit Application - New	https://addisontexas.net/ckeditorfiles/files/forms/Police%20Department/Police/Business-Alarm-Permit.pdf
Business Alarm Permit - Renewal	https://app.perfectforms.com/playerf.htm?f=7BEkAgQE
Business Watch Form	https://addisontexas.net/index.php?section=police-department_business-watch-form

Document / Form / Video Name	Document / Form / Video Reference Link
Emergency Contact Form - Business	https://addisontexas.net/ckeditorfiles/files/forms/Police%20Department/Police/Business-Emergency-Contact-Form.pdf
Emergency Contact Form - Residential Alarm	https://addisontexas.net/ckeditorfiles/files/forms/Police%20Department/Police/Residential-Emergency-Contact-Form.pdf
Common Utility Forms	https://payment-portal.addisontx.gov/
Solid Waste Collection Permit - Application for Permit	https://addisontexas.net/ckeditorfiles/files/reports/Financial%20%26%20Strategic%20Services%20Department/Solid%20Waste%20Application%20Packet.pdf
Solid Waste Collection Permit Quarterly Form	https://addisontexas.net/index.php?section=departments_finance
Non-Utility Billing and Collections Credit Card Payment Form	https://addisontexas.net/index.php?section=finance-department_billing-and-collections-form
Form CIG Conflict of Interest Questionnaire	https://www.ethics.state.tx.us/forms/CIQ.pdf
Public Information Request	http://mygovhelp.com/ADDISONTX/_cs/RequestLogin.aspx?sSessionID=&rqst=55&target=%2fADDISONTX%2f_cs%2fRequestOpen.aspx%3frqst%3d55%26amp%3bsSessionID%3d%2522%2520target%3d%2522_blank
Access Control Plan Submittal Form	https://addisontexas.net/ckeditorfiles/files/forms/Fire%20Department/Fire_Prevention_files/Access-Control-Plan-Submittal-Form.pdf
Fire Alarm Plan Submittal Form	https://addisontexas.net/ckeditorfiles/files/forms/Fire%20Department/Fire_Prevention_files/Fire-Alarm-Plan-Submittal-Form.pdf
Fire Sprinkler Plan Submittal Form	https://addisontexas.net/ckeditorfiles/files/forms/Fire%20Department/Fire_Prevention_files/Fire-Sprinkler-Plan-Submittal-Form.pdf
Open Records Request	https://addisontexas.net/index.php?section=city-secretary-open-records
Access Control Plan Submittal Form	https://addisontexas.net/ckeditorfiles/files/forms/Fire%20Department/Fire_Prevention_files/Access-Control-Plan-Submittal-Form.pdf
Fire Alarm Plan Submittal Form	https://addisontexas.net/ckeditorfiles/files/forms/Fire%20Department/Fire_Prevention_files/Fire-Alarm-Plan-Submittal-Form.pdf
Fire Sprinkler Plan Submittal Form	https://addisontexas.net/ckeditorfiles/files/forms/Fire%20Department/Fire_Prevention_files/Fire-Sprinkler-Plan-Submittal-Form.pdf
Filming Permit Questionnaire	https://addisontexas.net/index.php?section=general-services-department_film-permit-form--widexvw
Employment Application Online	https://addisontexas.net/index.php?section=human-resources_online-employment-application
Online Employment Application	https://addisontexas.net/index.php?section=human-resources_online-employment-application
Sign up for Access Addison	http://addisontexas.us8.list-manage.com/subscribe?u=6ea5c69f0a496eb8079198fdf&id=8a82ad7085
Sign up for weekly updates from the Town of Addison	http://addisontexas.us8.list-manage.com/subscribe?u=6ea5c69f0a496eb8079198fdf&id=b1e86a413c
Right-of-Way Work Permit - Franchise	http://addisontexas.net/ckeditorfiles/files/ROW%20Franchise.pdf
Right-of-Way Work Permit - General	http://addisontexas.net/ckeditorfiles/files/ROW%20General%20NEW.pdf
Excavation Performance Bond	https://addisontexas.net/index.php?section=infrastructure-services_engineering
Erosion Prevention and Sediment Control Plan Checklist	http://addisontexas.net/ckeditorfiles/files/1-Infrastructure-Engineering-Erosion-Prevention-Sediment-Control-Plan-Checklist(1).pdf

Document / Form / Video Name	Document / Form / Video Reference Link
Stormwater Utility Fee Credit Application	https://addisontexas.net/ckeditorfiles/files/Stormwater%20Fee%20Credit%20Application2.pdf
Addison Right-of-Way Permit - FRANCHISE	http://addisontexas.net/ckeditorfiles/files/ROW%20Franchise.pdf
Addison Right-of-Way Permit - GENERAL	http://addisontexas.net/ckeditorfiles/files/ROW%20General%20NEW.pdf
Backflow Testing Registration Form	http://addisontexas.net/ckeditorfiles/files/Backflow%20Testing%20Reg%20Form%202017.pdf
Loan Meter Application	http://addisontexas.net/ckeditorfiles/files/Loan-Meter-Application.pdf
Food Service License Application	http://addisontexas.net/ckeditorfiles/files/Food%20Service.pdf
Swimming Pool Operator License Application	http://addisontexas.net/ckeditorfiles/files/Swimming%20Pool%20License.pdf
Application Form	http://addisontexas.net/ckeditorfiles/files/Addison%20Zoning%20and%20Land%20Development%20Application%202017(2).pdf
Checklist for Concept Plan / Revised Concept Plan	http://addisontexas.net/ckeditorfiles/files/Concept_Revised%20Concept%20Plan%20Checklist(1).pdf
Checklist for Façade / Building Elevations Plan	http://addisontexas.net/ckeditorfiles/files/Facade%20Plan%20Checklist(1).pdf
Checklist for Landscape and Screening Plan	http://addisontexas.net/ckeditorfiles/files/Landscape%20and%20Screening%20Plan%20Checklist(1).pdf
Checklist for Open Space Plan	http://addisontexas.net/ckeditorfiles/files/Open%20Space%20Plan%20Checklist(1).pdf
Checklist for Preliminary Drainage and Utility Plan	http://addisontexas.net/ckeditorfiles/files/Preliminary%20Drainage%20and%20Utility%20Plan%20Checklist(1).pdf
Checklist for Site Plan	http://addisontexas.net/ckeditorfiles/files/Site%20Plan%20Checklist(1).pdf
Checklist for Commercial Construction Plans	http://addisontexas.net/ckeditorfiles/files/Commercial%20Construction%20Plans%20Checklist(1).pdf
Checklist for Residential Construction Plans	http://addisontexas.net/ckeditorfiles/files/Residential%20Construction%20Plans%20Checklist(1).pdf
Traffic Impact Guidelines and Application	http://addisontexas.net/ckeditorfiles/files/TIA%20Guidelines%20and%20Application(1).pdf
Variance Checklist	https://addisontexas.net/ckeditorfiles/files/Variance%20Criteria%20Checklist.pdf
Sign Permit Application	http://addisontexas.net/ckeditorfiles/files/SIGN%20PERMIT%202017.pdf
Certification of Occupancy	https://addisontexas.net/index.php?section=development-services_forms-and-applications
Building Contractor Registration Application	https://addisontexas.net/index.php?section=development-services_forms-and-applications
Electrical Contractor Registration Application	https://addisontexas.net/index.php?section=development-services_forms-and-applications
Licensed Irrigator Registration Application	https://addisontexas.net/index.php?section=development-services_forms-and-applications
Mechanical Contractor Registration Application	https://addisontexas.net/index.php?section=development-services_forms-and-applications
Plumbing Contractor Registration Application	https://addisontexas.net/index.php?section=development-services_forms-and-applications
New Construction Application Process Flow Chart	https://addisontexas.net/index.php?section=development-services_forms-and-applications

Document / Form / Video Name	Document / Form / Video Reference Link
Building Permit Application	https://addisontexas.net/index.php?section=development-services_forms-and-applications
Right of Way Permit - Franchise	https://addisontexas.net/index.php?section=development-services_forms-and-applications
Right of Way Permit - General	https://addisontexas.net/index.php?section=development-services_forms-and-applications
Sign Permit Application	https://addisontexas.net/index.php?section=development-services_forms-and-applications
Licensed Sign Hanger Registration Application	https://addisontexas.net/index.php?section=development-services_forms-and-applications
Tenant Finish Out and Remodeling Permit Process Flow Chart	https://addisontexas.net/index.php?section=development-services_forms-and-applications
Tenant Finish Out and Remodeling Permit Application	https://addisontexas.net/index.php?section=development-services_forms-and-applications
Zoning and Land Development Application	https://addisontexas.net/index.php?section=development-services_forms-and-applications
Landscaping Ordinance and Plan Requirements	https://addisontexas.net/index.php?section=development-services_forms-and-applications
Special Promotion Permit Application	https://addisontexas.net/index.php?section=development-services_forms-and-applications
Subdivision Application Process Flow Chart	https://addisontexas.net/index.php?section=development-services_forms-and-applications
Utility Release Clean and Show Application	https://addisontexas.net/index.php?section=development-services_forms-and-applications
Request Deferred Disposition	http://municipalonlinepayments.com/addisontx
Application for Deferred Disposition	https://addisontexas.net/index.php?section=municipal-court_forms-and-applications
Applications to Take Defensive Driving School	https://addisontexas.net/index.php?section=municipal-court_forms-and-applications
Certificate of Compliance for Deferred	https://addisontexas.net/index.php?section=municipal-court_forms-and-applications
Form to Enter a Plea	https://addisontexas.net/index.php?section=municipal-court_forms-and-applications
Motion for Continuance of a Case	https://addisontexas.net/index.php?section=municipal-court_forms-and-applications
Surety Bond	https://addisontexas.net/index.php?section=municipal-court_forms-and-applications
Adopt A Plot	http://www.addisonarbor.org/pub/CGN/Plot_Agreement_07-07-10.pdf
Release of All Claims	http://www.addisonarbor.org/pub/CGN/Release_of_All_Claims_07-15-10.pdf
Reservation Form	https://addisontexas.net/ckeditorfiles/files/Athletic%20Club/Pavilion%20Reservation%20Policy-%20REVISED.pdf
Membership Application	https://addisontexas.net/ckeditorfiles/files/Athletic%20Club/Athletic-Club-Membership-Information.pdf
Athletic Club Program Survey	https://www.surveymonkey.com/r/D2B5GGF
Les Lacs Pavilion Rental Application	https://addisontexas.net/index.php?section=addison-athletic-club_documents-and-forms
Outdoor Pool Pavilion Reservation	https://addisontexas.net/index.php?section=addison-athletic-club_documents-and-forms

Document / Form / Video Name	Document / Form / Video Reference Link
Les Lacs Pavilion Reservation Form	https://addisontexas.net/index.php?section=parks-department_forms-and-applications
Tree Pruning Contractor Registration Form	https://addisontexas.net/index.php?section=parks-department_forms-and-applications
Tree Permit Form	https://addisontexas.net/index.php?section=parks-department_forms-and-applications
ACAP Online Interest Form / Application	https://addisontexas.net/index.php?section=police-department_citizens-assisting-police-interest-form
ACAP Waiver of Liability, Release and Indemnity Agreement	https://addisontexas.net/ckeditorfiles/files/forms/Police%20Department/ACAP/ADDISON%20CITIZENS%20ASSISTING%20POLICE.pdf
Pet Registration Form	https://addisontexas.net/ckeditorfiles/files/forms/Police%20Department/Pet-Registration-Form-2015.pdf
Personal History Statement	https://addisontexas.net/ckeditorfiles/files/Human%20Resources/Addison%20Personal%20History%20Statement%20(Updated%2012-16).pdf
Police Officer Test Packet	https://addisontexas.net/ckeditorfiles/files/forms/Human%20Resources%20Department/HR%20Forms/Police%20Officer%20Testing%20Information%202016.pdf
Job Brochure	https://addisontexas.net/corecode/uploads/document/uploaded_pdfs/corecode/Police%20Officer%20(07-2016)_16.pdf
Operation ID Inventory Form	https://addisontexas.net/ckeditorfiles/files/forms/Police%20Department/ACAP/Operation%20ID%20Property%20Inventory%20List.docx
Close Patrol Form	https://addisontexas.net/ckeditorfiles/files/forms/Police%20Department/Police/Close-Patrol-Request.pdf
Crime Victims' Compensation Application	https://www.texasattorneygeneral.gov/files/cvs/cvcapplication.pdf
Police Officer Application Form	https://addisontexas.net/index.php?section=police-department_forms-and-applications
Residential Alarm Permit Application	https://addisontexas.net/index.php?section=police-department_forms-and-applications
Business Alarm Permit Application - NEW	https://addisontexas.net/index.php?section=police-department_forms-and-applications
Business Alarm Permit - RENEWAL	https://addisontexas.net/index.php?section=police-department_forms-and-applications
Citizens Assisting Police Interest Form	https://addisontexas.net/index.php?section=police-department_forms-and-applications
Vacation and Business Patrol Request	https://addisontexas.net/index.php?section=police-department_forms-and-applications
Emergency Contact Form - Business	https://addisontexas.net/index.php?section=police-department_forms-and-applications
Emergency Contact Form - Residence Alarm	https://addisontexas.net/index.php?section=police-department_forms-and-applications
Pet Registration Form	https://addisontexas.net/index.php?section=police-department_forms-and-applications
Volunteer Application	https://addisontexas.net/index.php?section=addison-addvocates-volunteer-application-form
Apply for Current Positions	http://www.addisontreehouse.com/about
Schedule a Tour at the Treehouse	http://www.addisontreehouse.com/tour/
Employee Handbook Receipt Form Revised April 2008	Downloaded Online

Document / Form / Video Name	Document / Form / Video Reference Link
Life Safety System Testing Guidelines	https://addisontexas.net/ckeditorfiles/files/forms/Fire%20Department/Fire_Prevention_files/Life%20Safety%20System%20Testing%20Guidelines(1).pdf
Les Lacs Pavilion Reservation Form	https://addisontexas.net/ckeditorfiles/files/Athletic%20Club/Pavilion%20Reservation%20Policy-%20REVISED.pdf
The Road Less Traveled	https://youtu.be/GKIvXU79pQw
Alley Cat Alleys Video: "What is Trap-Neuter-Return?"	https://www.youtube.com/watch?v=wStelvgzMyY
BBB Tips for Selecting a Home Alarm System	http://easternnc.app.bbb.org/video/closer-look/bbb-tips-for-selecting-a-home-alarm-system

Town of Addison
Online Services Review

Databases / Directories / Search Data / Online Purchase and Payments / Sign-Ups / Registrations / Report Outages	Form / Document / Video Reference Link
Athletic Club Members online access to program registration and court reservations	https://apm.activecommunities.com/addisonclub/ActiveNet_Login?params=aHR0cHM6Ly9hcG0uYWN0aXZlY29tbXVuaXRpZXMuY29tL2FkZGlzb25jbHViL0hvbWU%3D
Trainer Directory	https://addisontexas.net/index.php?section=for-residents_athletic-club_trainer-directory
Addison Business Registration	https://epermits.addisontx.gov/
Current Bids for Town of Addison	http://www.bidsync.com/DPX?by=key&ac=powersearch&posting=1&p=&changeregion=&changeorg=&srchoid_override=&headoid=152030&sort=end&srchid=&clearsearch=&search=&title=td&region=%2Ftx&srchoid=152030&cat=&cat_1=-1&cat_2=-1&pastbids=
Online Permit Portal	https://epermits.addisontx.gov/
Online Utility Payment System	https://payment-portal.addisontx.gov/
Payment Portal and Find Common Utility Forms	https://payment-portal.addisontx.gov/
Financial Transparency Portal	https://addisontx.opengov.com/transparency#/510/accountType=expenses&breakdown=types&currentYearAmount=cumulative&currentYearPeriod=years&graph=line&legendSort=coa&proration=true&saved_view=null&selection=D737507F8358838DDED532F59DBE39F3&year=NaN&fiscal_sta
Utility Payment System	https://payment-portal.addisontx.gov/
Current Bids Assessed	http://www.bidsync.com/DPX?by=key&ac=powersearch&posting=1&p=&changeregion=&changeorg=&srchoid_override=&headoid=152030&sort=end&srchid=&clearsearch=&search=&title=td&region=%2Ftx&srchoid=152030&cat=&cat_1=-1&cat_2=-1&pastbids=
Financial Transparency Portal	https://addisontx.opengov.com/transparency#/510/accountType=expenses&breakdown=types&currentYearAmount=cumulative&currentYearPeriod=years&graph=line&legendSort=coa&proration=true&saved_view=null&selection=D737507F8358838DDED532F59DBE39F3&year=NaN&fiscal_start=earliest&fiscal_end=latest
Public Information Request	http://mygovhelp.com/ADDISONTX/_cs/RequestLogin.aspx?sSessionID=&rqst=55&target=%2fADDISONTX%2f_cs%2fRequestOpen.aspx%3frqst%3d55%26amp%3bsSessionID%3d%2522%2520target%3d%2522_blank
Map the fire stations	https://addisontexas.net/index.php?section=fire-department_fire-station-locations
Emergency Communications (Alert Sign Up)	https://addisontexas.net/index.php?section=fire-department_emergency-notification-system
Register here to have your smoke alarm batteries replaced	http://www.signupgenius.com/go/4090e4fa5ad2caafc1-addison

Databases / Directories / Search Data / Online Purchase and Payments / Sign-Ups / Registrations / Report Outages	Form / Document / Video Reference Link
Apply for Employment Online	https://addisontexas.net/index.php?section=https://addisontexas.net/index.php?section=human-resources_online-employment-application
Employment Application Online	https://addisontexas.net/index.php?section=human-resources_online-employment-application
Online Employment Application	https://addisontexas.net/index.php?section=human-resources_online-employment-application
Sign up for Access Addison	http://addisontexas.us8.list-manage.com/subscribe?u=6ea5c69f0a496eb8079198fdf&id=8a82ad7085
Sign up for weekly updates from the Town of Addison	http://addisontexas.us8.list-manage.com/subscribe?u=6ea5c69f0a496eb8079198fdf&id=b1e86a413c
How to Report an Outage using OncorStreetLight.com	https://oncor.ifactornotifi.com/ui/m/outage-reporting
Interactive Zoning Map	https://addison.halff.com/
Payments online	https://www.municipalonlinepayments.com/addisontx
Sign up for a driving safety course	https://addisontexas.net/index.php?section=municipal-court_driving-safety-course
Print your driving record online	http://www.texas.gov/en/Pages/default.aspx
Pay your ticket online	https://www.municipalonlinepayments.com/addisontx
Payment Online	http://www.municipalonlinepayments.com/addisontx
Request Deferred Disposition	http://municipalonlinepayments.com/addisontx
Municipal Records Search	https://www.municipalrecordsearch.com/addisontx
Pet Registration Form	https://addisontexas.net/ckeditorfiles/files/forms/Police%20Department/Pet-Registration-Form-2015.pdf

Town of Addison
Databases, Directories, Search Data, Online Purchases and Payments, Sign-Ups, Registrations, File Report, etc. Review

Databases / Directories / Search Data / Online Purchase and Payments / Sign-Ups / Registrations / Report Outages	Form / Document / Video Reference Link
Community Crime Map	http://communitycrimemap.com/?address=addison
Sex Offender Registration - Texas Department of Public Safety Sex Offender	https://addisontexas.net/index.php?section=Police_Department_Sex-Offender-Registration
Purchase a Traffic Accident Report online	https://cris.dot.state.tx.us/public/Purchase/
Sign up for Alerts	https://member.everbridge.net/index/892807736724545#/login
Re-register	http://addisonalert.com/
Buy Tickets	https://addisontexas.net/corecode/uploads/microsite/uploaded_images/corecode/Buy-Ticket-Icon.png
Addison Tree House Mentorship 1:1 Appointment	https://webpage.opentime.us/group/profile/12

Town of Addison
Links to Other Websites Reviewed

Link Description	Form / Document / Video Reference Link
Athletic Club Programs Survey	https://www.surveymonkey.com/r/D2B5GGF
Facebook	https://www.facebook.com/AddisonAthleticClub/?ref=br_rs
Athletic Club Programs Survey	http://www.surveymonkey.com/r/D2B5GGF
Code of Ordinances	https://www.municode.com/library/tx/addison/codes/code_of_ordinances
WaterTower Theatre	http://www.watertowertheatre.org/Default.aspx
Notification of Bids	http://www.bidsync.com/
Auctions posted and coordinated	https://www.renebates.com/
Texas Ethics Commission	https://www.ethics.state.tx.us/whatsnew/elf_info_form1295.htm
Texas Attorney General	https://www.texasattorneygeneral.gov/
Public Information Request	http://mygovhelp.com/ADDISONTX/_cs/RequestLogin.aspx?sSessionID=&rqst=55&target=%2fADDISONTX%2f_cs%2fRequestOpen.aspx%3frqst%3d55%26amp%3bsSessionID%3d%2522%2520target%3d%2522_blank
Commission on Fire Accreditation International	http://www.cpse.org/
Emergency Evacuation Planning Guide for People with Disabilities (National Fire Protection Association)	http://www.nfpa.org/disabilities
Department of Homeland Security	https://www.dhs.gov/
Texas Prepares (For Preparedness Tips, Guides and Plans)	http://texasprepares.org/
Emergency Preparedness for North Central Texas	http://www.knowhat2do.com/
Centers for Disease Control	http://www.cdc.gov/
Flu Information	http://www.flu.gov/
Register here to have your smoke alarm batteries replaced	http://www.signupgenius.com/go/4090e4fa5ad2caafc1-addison
Become a junior fire fighter www.sparky.com	http://sparky.org/index.html#/Sparky
Visit the Department of Homeland Security's website for more helpful information.	http://www.dhs.gov/
Community Waste Disposal.com	http://www.communitywastedisposal.com/addison/
Time To Recycle (Locations)	http://www.timetorecycle.com/locator/map.asp
Texas Smartscape.com	http://www.txsmartscape.com/gallery/index.php
Oncor	https://www.oncorstreetlight.com/

Town of Addison
Links to Other Websites Reviewed

Link Description	Form / Document / Video Reference Link
LBJ TEX Press	http://www.lbjtexpress.com/
North Dallas Tollway	https://www.ntta.org/Pages/default.aspx
Community Waste Disposal	http://www.communitywastedisposal.com/addison/
Dallas County Household Hazardous Waste Program	http://www.dallascounty.org/department/plandev/hhw_what_to_bring.php
E Recycle	http://erecycler.net/index.html
Texas Commission on Environmental Quality - Television Recycling	http://www.tceq.texas.gov/p2/recycle/electronics/tv_recycling.html
Texas Commission on Environmental Quality - Electronics Recycling	http://www.tceq.texas.gov/p2/recycle/electronics/manufacturer-list.html
Wheels for Wishes	http://northtexas.wheelsforwishes.org/
Dallas County Health and Human Services	http://www.dallascounty.org/department/hhs/mosquito_prevention.html
EPA Website	https://www.epa.gov/environmental-topics/greener-living
Energy Star	https://www.energystar.gov/index.cfm?fuseaction=home_energy_yardstick.showgetstarted
Municipal Records Search	https://www.municipalrecordsearch.com/addisontx
Survey Monkey	https://www.surveymonkey.com/r/D2B5GGF
Texas Parks and Wildlife	https://www.youtube.com/watch?v=oCPAAmlNXxI
US Fish and Wildlife Service	http://nctc.fws.gov/Pubs9/caution_waterfowl.pdf
Clemson University	http://www.clemson.edu/extension/natural_resources/water/stormwater_ponds/problem_solving/nuisance_wildlife/waterfowl/
National Child Passenger Safety Certification	http://cert.safekids.org/
Texas Attorney General's Website	https://www.texasattorneygeneral.gov/cvs/crime-victims-compensation
North Texas Crime Stoppers	http://www.ntcc.crimestoppersweb.com/index.aspx
Lexis Nexis	http://communitycrimemap.com/?address=addison
Offender Watch	http://www.sheriffalerts.com/tx/addison
Texas Department of Public Safety Sex Offender Database	https://addisontexas.net/index.php?section=Police_Department_Sex-Offender-Registration
Texas Police Chiefs Association	http://www.texaspolicechiefs.org/recognition-program
Amber Alert	https://www.amberalert.gov/

Town of Addison
Links to Other Websites Reviewed

Link Description	Form / Document / Video Reference Link
Texas Prepares	http://www.texasprepares.org/
Federal Trade Commission	https://www.consumer.ftc.gov/features/feature-0014-identity-theft
Better Business Bureau	http://easternnc.app.bbb.org/video/closer-look/bbb-tips-for-selecting-a-home-alarm-system
North Texas Small Business Development Center	http://www.ntsbdc.org/

Town of Addison
Cursory Website Review

Informational images for alternative text	Link Evaluated	Self-Evaluation Findings	Possible Soultions
When the cursor is placed over an informational image does a yellow box appear with a brief, accurate description of the image? For users whose browsers don't support images, this alternative text is what they'll see (or hear) in place of the image and is required for 508 compliance.	https://addisontexas.net/index.php?section=police-department_animal-control	When placing the cursor over the picture at the top of the page with the man walking the dog and the other picture of the dog, a white box with a one word description did not appear. There was not a description at all. I also randomly selected other links (not listed) and had the same result.	The Town should that the website be revamped to include alternative text for informational images that include a description box when the cursor is placed over the image.
Decorative images for alternative text	**Link Evaluated**	**Self-Evaluation Findings**	**Possible Soultions**
Decorative images that doesn't have any function other than to look nice do not have a description of the image. Those aren't required because the image serves no purpose so there's no reason for users whose browsers don't support images to know that it's there. If a yellow box doesn't appear, this could mean one of two things: • The alternative text of the image is assigned a null value (alt=""), which means that it will be ignored by browsers that don't support images. This is the ideal scenario. • The alternative text of the image is simply not set at all, which means that users whose browsers do not support images will be alerted to its existence but will be unable to find out what purpose it carries - something which is very frustrating! This is certainly not the desired outcome.	N/A	The decorative image does not provide a text box of any kind when the cursor is place over the picture. This is not a requirement as this particular picture does not provide important information to the reader.	The Town should to differentiate between a decorative image and an informational image for alternative text. See above evaluation.
Video or audio content does not have captioning	**Link Evaluated**	**Self-Evaluation Findings**	**Possible Solutions**
Websites are required to provide subtitles or written transcripts so that information is accessible to hearing impaired users.	https://youtu.be/GKIvXU79pQw	When clicking on "The Road Less Traveled" video link, closed captioning is provided. However, a video transcript is not. This video transcript is an option.	None
Forms on Website	**Link Evaluated**	**Self-Evaluation Findings**	**Possible Soultions**
Is the form accessible by using the keyboard? Usually there's prompt text next to each item in a form. For example, a contact form might have the prompt text 'name', 'e-mail' and 'comments', each one next to a box where site users will enter their details.	https://addisontexas.net/ckeditorfiles/files/forms/Fire%20Department/Fire_Prevention_files/Fire-Alarm-Plan-Submittal-Form.pdf	This form is accessible by the keyboard. However, when tabbing through the form it does not go to every specific field. When hovering over all of the fields, not all fields show a field label.	This form is a fillable form via keyboard with prompt text. However, the tab key does not tab from field to field. The Town should to revamp this form for accessibility.
Text resizing	**Link Evaluated**	**Self-Evaluation Findings**	**Possible Soultions**
Can the text size on the website be adjusted by scrolling the wheel of your mouse?	https://addisontexas.net/index.php?section=About_Get-Involved	The text size can be adjusted. When you scroll with the wheel of your mouse while holding down the control key the text appropriately resizes.	None

Town of Addison
Cursory Website Review

Lynx Browser	Link Evaluated	Self-Evaluation Findings	Possible Soultions
The Lynx browser is a text-only browser and doesn't support many of the features that other browsers such as Internet Explorer have.	https://addisontexas.net/	I pulled up the Addison's website to check how the site looks in Lynx, which pulled up just fine. Generally, if a website makes sense and can be navigated through the Lynx browser, then it'll be fulfilling many of the web accessibility guidelines.	None
Navigating the website without the use of a mouse	**Link Evaluated**	**Self-Evaluation Findings**	**Possible Soultions**
Can the website be navigated by using the keyboard?	https://addisontexas.net/index.php	When using tab, shift-tab and return keys, I am able to navigate through the website with no issues.	None
Site Map	**Link Evaluated**	**Self-Evaluation Findings**	**Possible Soultions**
This is used by people with no vision using readers.	https://addisontexas.net/	I'm sure there probably is a site map but I was not able to locate one.	Need site map
Ensure link text makes sense out of context	**Link Evaluated**	**Self-Evaluation Findings**	**Possible Soultions**
Visually impaired Internet users can browse web pages by tabbing from one link to the next. Many software applications, including web browsers, can be operated through the keyboarA18:D18d. Web browsers generally support the "Tab" key to jump from one link or form control to the next. Sometimes these links or controls may not be visible on the screen, or it may be difficult to identify which one is selected. The status bar of the browser window may indicate where a link leads to, and sometimes enlarging text and images helps you identify the links or controls on the web page. Other common keyboard commands include: •"Enter" - activates links or controls such as form submit buttons •"Page-Down", "Page-Up", and "Arrow" keys - scroll within the web page •"Alt Arrow-Left" and "Alt Arrow-Right" - move back and forth in the history •"Ctrl T", "Ctrl Tab", and "Ctrl W" - create, switch between, and close browser tabs	https://addisontexas.net/index.php	All shortcut keys work throughout the webpage. Generally, if a website can be navigated through the shortcut keys, then it will fulfill many of the web accessibility guidelines.	None
Automated program	**Link Evaluated**	**Self-Evaluation Findings**	**Possible Soultions**
wave.webaim.org Use this accessibility evaluation tool that embeds inline accessibly feedback into your web content.	http://wave.webaim.org/report#/https://addisontexas.net/index.php	I scanned the website with an online browser and found the following: • 32 Errors • 54 Alerts • 19 Features • 160 Structural Elements • 12 HTML5 and ARIA • 51 Contrast Errors This means there are elements compliant, but the entire site has not been brought into compliance.	The Town should have a complete website review for ADA Compliance.

Appendix E: Design Standard Review

Design Standards Review

Traffic Specifications Review

Name of Document	Page	Issue	Potential Solution
System Requirements – Wastewater (August 2010)	Page 4	Section VII – Manhole covers – None of the notes indicate care that should be taken when drain caps or covers are placed in the pedestrian route. Level changes may not exceed 1/4" or 1/2" if a 1:2 bevel is provided.	Add requirements to ensure level changes around manhole covers not exceed 1/4" or 1/2" if a bevel is provided.
Standard Construction Details – Paving (August 2010)	SD-P01	Paving General Notes, #11 – Sidewalk and Accessible Route Slopes: Slopes are specified at the maximum allowable slope.	Specify slopes to be less than the maximum.
Standard Construction Details – Paving (August 2010)	SD-P01	Paving General Notes, #12 – Alleys and Driveways: No mention of the requirements to ensure any pedestrian routes crossing alley or diriveways comply with ADA for running and cross slopes.	Add requirements for running and cross slopes along pedestrian routes.
Standard Construction Details – Paving (August 2010)	SD-P12	Pedestrian elements at alleys: The graphic indicates the cross slope across the alley shall not to exceed 2% with a note stating, "Accessible path must not be obstructed by curb and must not exceed 2% cross slope." However, there is no information on treating the expansion joints to ensure compliance.	Add information on treating the expansion joints to ensure ADA compliance.
Standard Construction Details – Paving (August 2010)	SD-P25	Sidewalk widening required around obstacle in sidewalk – Does not specify running or cross slope requirements.	Add running and cross slope requirements.
Standard Construction Details – Paving (August 2010)	SD-P26	Concrete Sidewalk – No mention of accessibility requirements.	Add running and cross slope requirements.
Standard Construction Details – Paving (August 2010)	SD-P27	Concrete Sidewalk Continued – No mention of accessibility requirements.	Add running and cross slope requirements.
Standard Construction Details – Paving (August 2010)	SD-P34	Concrete Sidewalk Continued – The "leadwalk" crosses a curb. Whenever the pedestrian route crosses a curb a curb ramp is required. No curb ramp is shown or mentioned.	Add requirement for compliant curb ramps where a pedestrian route crosses a curb.
Standard Construction Details – Paving (August 2010)	SD-P36	Expansion joint gap width is provided, but clarification on requirements is needed. Gaps greater than 1/2" are not permitted unless gaps are filled completely and filler is flush with adjacent sidewalk.	Add note to clarify vertical discontinuities over 1/4" are not permitted. Add note to clarify gap filler shall be installed and maintained flush with the adajcent sidewalk surface.
Standard Construction Details – Paving (August 2010)	SD-P37	General Notes for Pedestrian Facilities – Notes #6 and #10: Makes reference to all requirements for compliant curb ramps to "current" edition of the Texas Accessibility Standards (TAS).	Add reference to PROWAG. Town should adopt PROWAG as the standard for pedestrian facilities in the public rights-of-way. Reference should also be made to TxDOT's current revision of Pedestrian Facilities - Curb Ramps (currently PED-12A).
Standard Construction Details – Paving (August 2010)	SD-P37	General Notes for Detectable Warnings – Note #1: Implies detectable warnings are required on all curb ramps. They are only required (and should only be installed) on curb ramps in the public right-of-way.	Update note to state that detectable warnings are only required where curb ramps cross the public right-of-way.
Standard Construction Details – Paving (August 2010)	SD-P37	General Notes for Detectable Warnings – Note #1: Makes reference to Texas Accessibility Standards Section 4.29, which is the older version of TAS. This conflicts with comments #6 and #10.	Remove reference to TAS Section 4.29.

Standard Construction Details – Paving (August 2010)	SD-P37	General Notes for Detectable Warnings – Note #3: "Align truncated domes in the direction of pedestrian travel when entering the street".	There is no need to "align truncated domes in the direction of pedestrian travel". These are used to warn an individual with low or no vision that there is a vehicular hazard in front of them. They are NOT used for directional information.
Standard Construction Details – Paving (August 2010)	SD-P37	General Notes for Detectable Warnings - Note #4: Missing clarification on detectable warning surface placement.	Add the words "exclusive of flared sides" after "curb ramp."
Standard Construction Details – Paving (August 2010)	SD-P37	General Notes for Detectable Warnings - Note #5: Provides guidance that directly conflicts with PROWAG and current TDLR requirements. Current TAS requirements state "Some detectable warning products require a concrete border for proper installation. The concrete border should not exceed 51 mm (2 in). Where the back of curb edge is tooled to provide a radius, the border dimension should be measured from the end of the radius."	This should be incorporated into new requirements.
Standard Construction Details – Paving (August 2010)	SD-P37	General Notes for Detectable Warnings Paver Units – Note #1: References use of "brick pavers".	"Brick pavers" should not be used. The maintenance to keep them in a compliant condition is very high. Manufactured plastic or metal products reduce risk of non-compliance, especially in high use areas.
Standard Construction Details – Paving (August 2010)	SD-P38	Flush Landing Graphic - This illustration indicates the truncated domes need to be the entire width of the adjacent sidewalk, which makes the sidewalk unusable for people with mobility impairments.	Update graphic to show detectable warnings limited to 2' at the bottom of the curb ramp where the curb has been removed.
Standard Construction Details – Paving (August 2010)	SD-P38	Directional Ramp within Radius Graphic - This illustration indicates the truncated domes need to be the entire depth of the ramp run, which makes the curb ramp unusable for people with mobility impairments.	Update graphic to show detectable warnings limited to 2' at the bottom of the curb ramp run (exclusive of any flared sides) where the curb has been removed.
Standard Construction Details – Paving (August 2010)	SD-P39	All Graphics - All illustrations indicate the truncated domes need to be the entire depth of the ramp run, which makes the curb ramp unusable for people with mobility impairments.	Update graphic to show detectable warnings limited to 2' at the bottom of the curb ramp run (exclusive of any flared sides) where the curb has been removed.
Standard Construction Details – Paving (August 2010)	SD-P40	Graphic - Illustration indicates the truncated domes need to be the entire depth of the ramp run, which makes the curb ramp unusable for people with mobility impairments.	Update graphic to show detectable warnings limited to 2' at the bottom of the curb ramp run (exclusive of any flared sides) where the curb has been removed.
Standard Construction Details – Paving (August 2010)	SD-P41	All Graphics - All illustrations indicate the truncated domes need to be the entire depth of the ramp run, which makes the curb ramp unusable for people with mobility impairments.	Update graphic to show detectable warnings limited to 2' at the bottom of the curb ramp run (exclusive of any flared sides) where the curb has been removed.
Standard Construction Details – Storm Drainage (August 2010)	SD-D08	Storm Manhole Frame & Cover: None of the notes indicate care that should be taken when the cover is placed in the pedestrian route. Level changes may not exceed 1/4" or 1/2" if a 1:2 bevel is provided.	Add requirements to ensure that level changes around manhole covers do not exceed ¼" or ½" if a bevel is provided.

Standard Construction Details – Storm Drainage (August 2010)	SD-D24	Inlet Frame & Cover: None of the notes indicate care that should be taken when the cover is placed in the pedestrian route. Level changes may not exceed 1/4" or 1/2" if a 1:2 bevel is provided.	Add requirements to ensure that level changes around inlet covers do not exceed ¼" or ½" if a bevel is provided.
Standard Construction Details – Water (August 2010)	SD-W14	Butterfly Valve with Manhole Installation: None of the notes indicate care that should be taken when the cover is placed in the pedestrian route. Level changes may not exceed 1/4" or 1/2" if a 1:2 bevel is provided.	Add requirements to ensure that level changes around manhole covers do not exceed ¼" or ½" if a bevel is provided.
Standard Construction Details – Water (August 2010)	SD-W16	Typical Fire Hydrant Installation: None of the notes indicate care that should be taken when the fire hydrant is placed in the pedestrian route. Level changes may not exceed 1/4" or 1/2" if a 1:2 bevel is provided.	Add requirements to ensure that level changes around the fire hydrant do not exceed ¼" or ½" if a bevel is provided and there is a minimum of 36" wide pedestrian path around it to meet ADA.
Standard Construction Details – Waste Water (August 2010)	SD-WW05	Entire Document: None of the notes indicate care that should be taken when drain caps or covers are placed in the pedestrian route. Level changes may not exceed 1/4" or 1/2" if a 1:2 bevel is provided.	Add requirements to ensure that level changes around drain pipes or covers do not exceed ¼" or ½" if a bevel is provided.
Standard Construction Details – Utilities Trenchline & Street Restoration (August 2010)	SD-U03	Utility Installation Beneath Sidewalk: None of the notes indicate care that should be taken to ensure the disturbed sidewalk is replaced in compliance with access standards.	Add note indicating care should be taken to ensure that the disrupted sidewalk is replaced in compliance with the access standards.
Standard Construction Details – Utilities Trenchline & Street Restoration (August 2010)	SD-U07	Typical Concrete Alley Removal/Replacement Example 3: None of the notes indicate care that should be taken to ensure the disturbed pedestrian route across the alley is replaced in compliance with access standards.	Add note indicating care should be taken to ensure the disturbed pedestrian route across the ally is replaced in compliance with access standards.
Engineering Survey Control	COA 11 & 12	This is a survey of existing conditions. No access information is provided. However, it does show inlets in the middle of the sidewalk. If there is broken concrete, level changes or slopes because of the inlet, it should be mentioned as part of the survey.	Add requirement for collection of sidewalk condition.
Engineering Survey Control	COA 13 & 14	This is a survey of existing conditions. No access information is provided. However, it does show inlets in the middle of the sidewalk. If there is broken concrete, level changes or slopes because of the inlet, it should be mentioned as part of the survey.	Add requirement for collection of sidewalk condition.
Standard Construction Details – Traffic (August 2010)	Entire Document	No comments.	N/A
Standard Construction Details - Erosion Control (August 2010)	Entire Document	Document did not contain any access elements.	N/A

SYSTEM REQUIREMENTS

WASTEWATER

AUGUST 2010

INFRASTRUCTURE AND DEVELOPMENT SERVICES DEPARTMENT

WASTEWATER SYSTEM REQUIREMENTS

I. GENERAL:

A. Design criteria for all wastewater systems shall comply with Texas Commission on Environmental Quality (TCEQ) Chapter 217 (Design Criteria for Domestic Wastewater Systems), latest revision.

B. Sizes and grades for wastewater mains shall be as required by the Town Engineer, and consideration shall be given as to possible extensions for future development. No wastewater main, other than laterals and force mains, shall be less than eight-inch (8″) in diameter.

C. Permits from agencies other than the town must be submitted through the town.

D. All grades shall be shown to the nearest one-hundredth of a foot (0.01′).

E. Where applicable, line sizes shall comply with the Wastewater Collection System Master Plan or subsequent revisions.

F. Wastewater mains shall be sized and extended through the limits of a development to serve adjacent properties. In phased construction of thoroughfares, the wastewater mains shall be extended the entire length of the thoroughfare being constructed.

G. Finished floors shall be set a minimum of one half foot (0.5′) above the upstream manhole.

II. WASTEWATER MAIN LOCATION:

A. Wastewater mains in right of way shall be installed in the street at five feet (5′) from the face of curb opposite side of the water main or otherwise directed by the Public Works Department. Wastewater mains are usually located in the center of the street. Each project is unique; therefore, no fixed rules will apply to all cases.

B. No public wastewater main shall be located at least five feet (5′) from any tree unless approved by the Public Works Department.

C. Where a new non-pressure rated wastewater main or lateral crosses under a new water main, the wastewater main or lateral shall be embedded in cement stabilized sand for the total length of one pipe segment plus twelve inches (12″) beyond the joint on each end and there shall be a minimum of twenty-four inches (24″) of clearance or otherwise as governed by TCEQ Chapter 217 requirements.

III. WASTEWATER MAIN MATERIALS:

The material used for the wastewater main shall be designed for a minimum structural life cycle, of fifty (50) years. If the pipe material will deteriorate when subjected to corrosive conditions, the Engineer shall provide, for an acceptable corrosion resistant liner or provide calculation and data that demonstrated that the design and operational characteristics will provide for the minimum life cycle.

A. All gravity wastewater mains shall be in green in color. Four-inch (4″) to fifteen-inch (15″) pipe shall be PVC SDR 35 or 26 (ASTM D3034). Eighteen-inch (18″) and larger pipe shall be PVC ASTM F679. PVC fittings may be either green or white in color.

B. All mains to be installed under existing roadway should be installed by bore unless otherwise approved by the Town Engineer. Rust resistant steel casing minimum one-fourth-inch (1/4″) thick, or thicker if deemed necessary by the design engineer, shall be used with Raci patented casing

spacers, or approved equal. No wood skids will be permitted.

C. PVC pipe used for force mains shall be white in color. Twelve-inch (12") and smaller pipe shall be ASTM 2241 SDR 21. Pipes larger than twelve-inch (12") shall be C905 DR25.

D. Profile wall pipe shall not be permitted in the Town of Addison without written authorization by the Town Engineer. If allowed by the Town Engineer, twenty-four inches (24") and larger profile wall pipe shall conform to ASTM 794 and the Town of Addison specifications. "Helically wound" or "pipe stiffness series 10" profile wall pipe will not be allowed.

E. Cement stabilized sand shall have a minimum of ten percent (10%) cement per cubic yard of cement stabilized sand mixture, based on loose dry weight volume (at least 2.5 bags of cement per cubic yard of mixture). The cement stabilized sand bedding shall be a minimum of six inches (6") above and four inches (4") below the wastewater main or lateral. Brown coloring shall be added to the cement stabilized sand mixture for pressure rated wastewater main or lateral bedding.

IV. WASTEWATER MAIN SIZING:

A. Wastewater flow shall be computed in accordance with Tables 1a and 1b shown below, with the exceptions, as required by the Town Engineer.

Table 1a: Residential Design Flows

Land Use	Design Flow Rate
Single Family	• 100 gallons per person per day • 4.5 units per acre • 3 persons per unit
Apartment	• 100 gallons per person per day • 20 units per acre • 3 persons per unit
Patio Home	• 100 gallons per person per day • 5 units per acre • 3.5 persons per unit
Town Home	• 100 gallons per person per day • 10 units per acre • 3.5 persons per unit

Table 1b: Commercial Design Flows

Land Use	Design Flow Rate
Hospital	• 200 gallons per day per bed
Nursing Home	• 90 gallons per day per bed
Office/Commercial	• 0.1 gallons per sf per day
Restaurant	• 1 gallon per sf per day
School	• 15 gallons per student per day
Hotel/Motel	• 150 gallons per day per room
Medical Office	• 0.2 gallons per sf per day

Note: Infiltration shall be 650 gallons per acre per day (GPAD). For eight-inch (8"), ten-inch (10"), and twelve-inch (12"), the daily peak factor shall be 3, for fifteen-inch (15"), eighteen-inch (18"), and twenty-one-inch (21"), the daily peak factor shall be 2 and for twenty-four-inch (24") and larger, the daily peak factor shall be 1.

Calculation: Design flow rate*units*peak factor + infiltration rate*area = Peak Wet Weather Flow

Example Residential Calculation: 56 acres of single family residential
(100*4.5*3)*56 acres*3 + 650*56 = 263,200 gallons per day

Example Commercial Calculation: 10,000 sf retail store on 1 acre lot
0.1*10,000*3 + 650*1 = 3,650 gallons per day

B. The minimum acceptable "n" factor for use in design of wastewater mains shall be 0.013. Mains should be placed on such a grade that the velocity is not less than 2 fps or more than 10 fps. Minimum grades based on n = 0.013 shall be as follows:

TABLE 2: Minimum and Maximum Grades for Wastewater Mains

Size of Pipe (Inches)	Minimum Slope in (Percent)	Horizontal Curve (Percent)	Maximum Slope in (Percent)
8	0.33	0.35	8.40
10	0.25	0.27	6.23
12	0.20	0.22	4.88
15	0.15	0.17	3.62
18	0.11	0.13	2.83
21	0.09	0.10	2.30
24	0.08	0.09	1.93
27	0.06	0.07	1.65
30	0.055	0.065	1.43
33	0.05	0.06	1.26
36	0.045	0.055	1.12
39	0.04	0.05	1.01
>39	*		*

Note: For lines larger than thirty-nine inches (39″) in diameter, the slope shall be determined using the following equation to maintain a minimum velocity of two feet per second (2 fps) and a maximum velocity of ten feet per second (10 fps).

$$V = (1.486/n)*(R^{2/3})*(S^{1/2})$$

Where:
- V = Velocity of flow in conduit in feet per second.
- n = Roughness coefficient of the conduit, dimensionless.
- R = Hydraulic radius of the conduit in feet, which is the area of the flow divided by the wetted perimeter (R=A/P).
- S = Slope of the hydraulic gradient in feet per foot.

V. WASTEWATER CONSTRUCTION:

A. Line and grade stakes for construction of all mains and laterals shall be furnished by the developer's Engineer or their designated representative. Property lines and corners must be properly staked to ensure correct alignment. The town will not be liable for improper alignment or delay of any kind caused by improper or inadequate surveys by the developer or by interference of other utilities.

B. All wastewater mains shall be tested for infiltration and exfiltration in accordance with standard specifications and as shown on the plans. Video camera inspections, low pressure air testing, vacuum testing of the manholes and mandrel testing are required on all sewer lines. In addition, all residential and commercial wastewater services shall have video camera inspections. All video camera inspections shall include an inclination study. All testing shall be completed, reviewed and approved by the Town of Addison prior to any final inspections or issue of certificate of occupancy.

VI. TRENCH REQUIREMENTS:

A. Minimum cover shall be four feet (4'). In general, the minimum depth for wastewater mains to serve given residential property with a four-inch (4″) lateral shall be three feet (3') plus 2% times the length of the house lateral (the distance from the sewer to the center of the house). Thus, for a house one hundred thirty-five feet (135') from the sewer, the depth would be three feet (3') plus 2% x one hundred thirty-five feet (135') = 3.0 + 2.7 = five and seven-tenths feet (5.7'). The depth of the flow line of the sewer should then be at least five and seven-tenths feet (5.7') below the elevation of the ground at the point where the service enters the house. Profiles of the ground line twenty feet (20') past the building line will be required to verify that this criterion is met.

None of the notes indicate care that should be taken when drain caps or covers areplaced in the pedestrain route. Level changes may not exceed 1/4" or 1/2" if a 1:2 bevel is provided.

VII. MANHOLES:

The sizes and locations of manholes, wyes, bends, tap connections, etc., shall be approved by the Town Engineer. In general, manholes shall be placed at all four (4) way connections and three (3) way connections, changes in grade and direction, and the maximum spacing five hundred feet (500').

A. In order to provide access to wastewater mains for cleaning, manholes shall be located such that two hundred fifty feet (250') of rod can reach any point in the line. Manholes shall be located at the end of the line or on a line that may be extended in the future.

B. Manholes shall have a 400lbs traffic bearing frame and cover with a design strength of 4000 psi at twenty-eight (28) days.

C. Drop manholes shall be required when the inflow elevation is more than twenty-four inches (24") above the outflow elevation.

D. The diameter of a manhole constructed over the center of a wastewater main should vary with the size of the main. For eight-inch (8"), ten-inch (10"), and twelve-inch (12"), the manhole shall be four-foot (4') minimum diameter, for fifteen-inch (15"), eighteen-inch (18"), twenty-one-inch (21"), twenty-four-inch (24") and twenty-seven-inch (27") shall be five-foot (5') minimum diameter; thirty-inch (30") and thirty-six-inch (36") shall be six-foot (6') minimum diameter. Manholes deeper than fifteen feet (15') shall be a minimum of five-foot (5') diameter.

E. In Flood Plains, sealed manholes "Type S" shall be used to prevent the entrance of storm water. Coating in manhole where more than three manholes in sequence are to be bolted and gasketed, every third manhole shall be vented two feet (2') above the one hundred (100) year floodplain elevation or ten feet (10') above the adjacent ground line, whichever is higher. The Engineer shall provide the elevation of the one hundred (100) year flood. Sealed manholes shall also be used in all areas subject to carrying drainage flow or in drainage ways.

F. Where pipes enter a manhole there shall be a minimum of one-tenth of a foot (0.1') drop between inlet and outlet inverts. Where unequal size pipes enter a manhole, crown of pipes should be at the same elevation.

G. Manholes shall have inflow protection inserts, minimum thickness of one-eight inch (1/8"), made of HDPE meeting ASTM D 1248 Class A, Category 5, Type 111. Insert shall include a lift strap as manufactured by Knutson Manhole Inserts or approved other.

H. Construct manholes at each end of mains that are installed by other than open cut and at each end of aerial crossing lines.

I. Manhole vent stacks shall be placed on all manholes within 1000 feet of an outfall from a force main.

VIII. WASTEWATER MAIN CURVATURE:

B. No vertical curves shall be allowed.

C. Horizontal curvature may be by joint deflection or pipe flexure but not both. The Engineer must specify on the plans the method of deflection allowed and the allowable radius or joint deflection for each pipe size.

D. When pipe flexure is used, the minimum radius of curvature shall be equal to that recommended by the pipe manufacturer or 300*Do, where Do, is the average outside diameter of the pipe in inches,

which ever is greater. The Engineer shall note on the plans that, when using pipe flexure, all joints are to remain fully seated.

E. If joint deflection will be used to provide horizontal curvature, the allowable deflection shall be 80% of the Manufacturer's recommended maximum joint deflection, or eighty percent (80%) of the National Reference Standard ASTM criteria maximum recommended joint deflection or by TCEQ Criteria, whichever is less. In no case shall the radius be less than two hundred feet (200').

F. Horizontal curves for wastewater mains running parallel with public right-of-ways shall match change in street direction as near as possible. Horizontal curves will not be allowed across residential single family and duplex lots, without prior approval from the Town Engineer.

G. Manholes on curved wastewater mains shall be located at the P.C. or P.T. of the curve and a maximum spacing of four hundred feet (400') along the curve.

IX. LATERALS:

The sizes and locations of laterals shall be designated as follows unless otherwise directed by the Town Engineer:

A. In general, for single-family dwellings, the lateral size shall be a four-inch (4") minimum. House laterals shall be installed ten feet (10') downstream from the center of the lot and shall have a ten-foot (10') separation from the water service. All residential sewer services shall be extended to a point ten feet (10') from the back of the property line at a maximum depth of five feet (5'). The service shall then be extended at a forty-five degree (45°) angle to four feet (4') above the finished grade and capped.

B. Multiple units, apartments, local retail and commercial – six-inch (6") minimum.

C. Manufacturing and industrial - eight-inch (8") minimum or larger as required.

D. Manholes will be required on six-inch (6") and larger laterals where they connect to the main line.

E. Manholes will be required where wastewater laterals intersect wastewater mains that are deeper than twelve feet (12'). Deep cut or drop connections shall not be permitted.

F. A double cleanout shall be installed on the lateral at the right-of-way or easement line. Fittings are not permitted on laterals between the wye and the double cleanout.

G. A minimum of one (1) lateral per building shall be required. Also, a minimum of one (1) lateral per residential lot shall be required. Shared laterals are not permitted unless otherwise approved by the Public Works Department.

H. All mains installed in future developed areas shall install laterals; the use of boots will not be permitted.

I. All sewer laterals crossing water mains shall conform to the requirements of the Texas Commission on Environmental Quality (TCEQ) Chapter 217 (Design Criteria for Domestic Wastewater Systems), latest revision.

X. SANITARY SEWER EASEMENTS:

The following minimum width exclusive wastewater easements are required when facilities are not

located within public rights-of-way or easements:

A. Wastewater mains are to be located within the center of a fifteen-foot (15') wastewater easement.

B. In residential developments, wastewater mains shall not cross residential lots unless specifically approved by the Town Engineer, in which case the easement shall be located within a single lot.

C. For wastewater mains deeper than ten feet (10'), the easement width shall be equal to 1.5 times the depth of the line rounded up to the nearest five feet (5'). Thus, for a sanitary sewer line twelve feet (12') deep, the sanitary sewer easement would be 1.5 x twelve feet (12') = 1.5 x 12 = eighteen feet (18'), rounded up to the nearest five feet (5') = twenty feet (20').

STANDARD CONSTRUCTION DETAILS

PAVING

AUGUST 2010

ADDISON®

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PAVING – GENERAL NOTES

1. GENERAL:
   PAVEMENT THICKNESS IS AS SHOWN IN ITEM 7. SUBGRADE DESIGN SHALL CONFORM TO TOWN OF ADDISON PUBLIC WORKS REQUIREMENTS IN ITEM 3, AND SHALL EXTEND 12" MIN. BEHIND THE BACK OF CURB.

2. REINFORCED CONCRETE PAVEMENT:
   A. CONCRETE STRENGTH SHALL BE AS SHOWN IN ITEM 7 (NCTCOG LATEST EDITION).
   B. ALL CURBS SHALL BE INTEGRAL WITH PAVEMENT AND SHALL BE OF THE SAME STRENGTH AS CONCRETE PAVEMENT.
   C. DETAIL AND ARRANGEMENT OF PAVEMENT JOINTS, ALL TYPES, SHALL BE AS SHOWN ON THE TOWN STANDARD CONSTRUCTION DETAILS.
   D. BAR LAPS SHALL BE THIRTY DIAMETERS.
   E. REINFORCING STEEL SHALL BE #3 REBAR (3/8") ON 18" CENTERS FOR 8" OR LESS. #4 FOR 10" OR ABOVE

3. SUBGRADE:
   SUBGRADE UNDER ALL PAVEMENT SHALL BE 6" THICK AND SHALL BE STABILIZED WITH AT LEAST 30 LBS. PER SQ. YD. HYDRATED LIME, COMPACTED TO A DENSITY NOT LESS THAN 95 PERCENT. LABORATORY TESTS MUST BE SUBMITTED TO THE PUBLIC WORKS DEPARTMENT FOR APPROVAL TO DETERMINE AMOUNT OF LIME REQUIRED. LABORATORY TEST MAY BE WAIVED PROVIDED AT LEAST 36 LBS. OF LIME PER SQ. YD. IS USED. SEE NCTCOG ITEM 301.2 "LIME TREATMENT". FLEXIBLE BASE (CRUSHED STONE/CONCRETE) PER NCTCOG ITEM 301.5 MAY BE SUBSTITUTED FOR LIME TREATMENT WITH THE APPROVAL OF THE TOWN ENGINEER.

4. REBAR SHALL BE SUPPORTED BY BAR CHAIRS OR OTHER DEVICES APPROVED BY TOWN ENGINEER.

5. NO TRAFFIC ON FINISHED SUBGRADE SHALL BE PERMITTED AFTER REINFORCING STEEL IS INSTALLED ABOVE SUBGRAGE. NO TRAFFIC SHALL BE PERMITTED BEFORE OR DURING THE PLACING OF CONCRETE.

6. CROSS SLOPE OF STRAIGHT CROWN STREETS SHALL BE 1/4" PER FOOT UNLESS APPROVED BY THE TOWN ENGINEER.

7. PAVEMENT THICKNESS AND STRENGTHS SHALL BE AS FOLLOWS:
   MAJOR ARTERIAL – 10" CLASS "P1" OR "P2."
   MINOR ARTERIAL – 8" CLASS "P1" OR "P2."
   COMMERCIAL/INDUSTRIAL COLLECTOR – 8" CLASS "P1" OR "P2."
   RESIDENTIAL COLLECTOR – 8" CLASS "P1" OR "P2."
   RESIDENTIAL LOCAL – 8" CLASS "P1" OR "P2."
   SIDEWALK AND BFR's–4"–CLASS "A"
   DRIVE APPROACH–8"–CLASS "P2"
   ALLEY–6" CLASS "P1" OR "P2."

Paving General Notes, #11 – We recommend the minimum and maximum dimensions are not put in the document, but something just below the maximum or just above the minimum to clarify the intention in the field.

8. CONCRETE MIX DESIGN SHALL BE AS DEFINED BY NCTCOG 303.3.

9. ALL MEDIANS AND PARKWAYS SHALL BE PROVIDED WITH BERMUDA GROUND COVER.

10. ONCE A CURB ABUTTING A THOROUGHFARE HAS BEEN SAWCUT AND REMOVED, THE CONTRACTOR MUST REPLACE THE CONCRETE WITH A NEW POUR (i.e. DRIVEWAY) WITHIN 14 CALENDAR DAYS. LIQUIDATED DAMAGES WILL BE ASSESSED AT $500 PER DAY FOR EACH CALENDAR DAY IN EXCESS OF 14 CALENDAR DAYS. PAYMENT SHALL BE MADE PRIOR TO ACCEPTANCE OR ISSUANCE OF A CERTIFICATE OF OCCUPANCY.

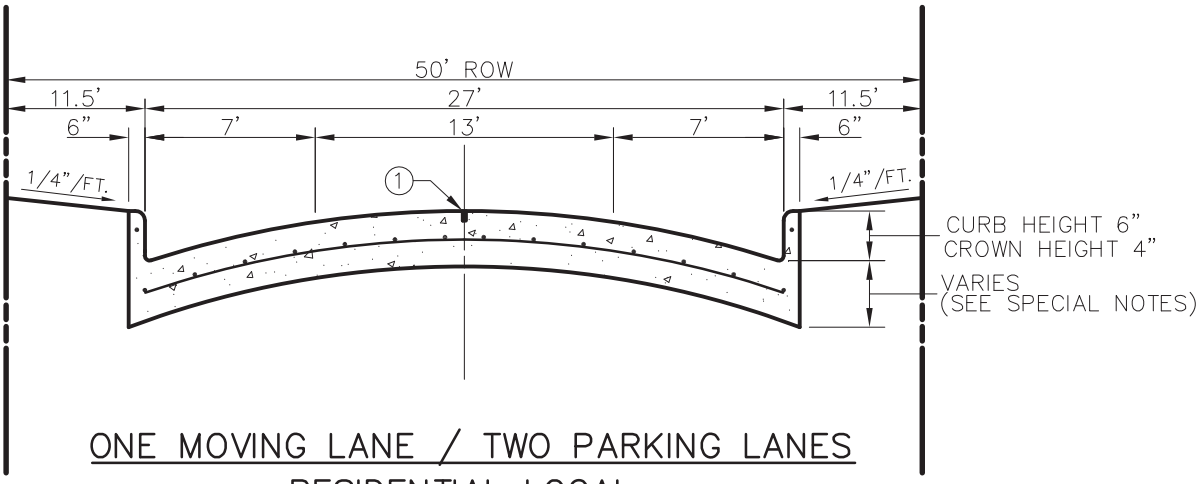
11. ALL SIDEWALKS AND ACCESSIBLE ROUTES SHALL HAVE A MAXIMUM LONGITUDINAL SLOPE OF 5% AND A MAXIMUM CROSS SLOPE OF 2%.

Paving General Notes, #12 – Alleys and **Driveways – No** mention of the requirements to ensure any pedestrian routes crossing alleys or driveways comply with **ADA** for running or cross slopes.

12. ALLEYS AND DRIVEWAYS
   A. CONCRETE FOR ALLEY RETURNS AND DRIVEWAYS SHALL HAVE A MINIMUM COPRESSIVE STRENGTH AT 28 DAYS IDENTICAL TO THAT SPECIFIED FOR THE STREET PAVEMENT OR BASE WHEN BUILT AS COMPONENTS OF A CONCRETE PAVING PROJECT. WHEN BUILT SEPARATELY, THE STRENGTH SHALL BE AS SPECIFIED ON THE CONSTRUCTION PLAN.

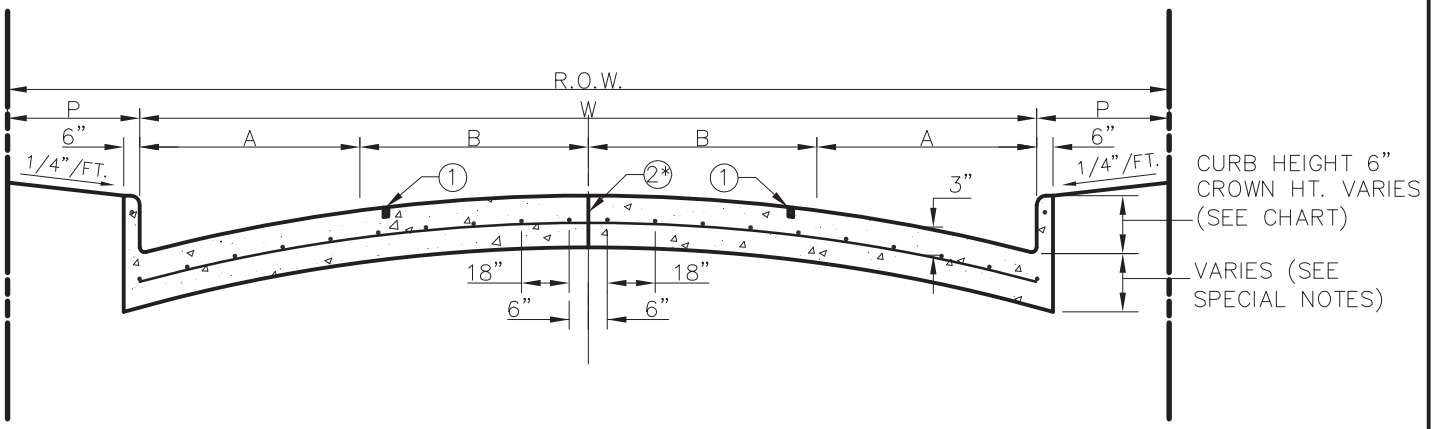
   B. SPACING AND CONSTRUCTION OF JOINTS SHALL CONFORM TO PARABOLIC STREET PAVEMENT.

Addison! PUBLIC WORKS DEPARTMENT	PAVING GENERAL NOTES	STANDARD CONSTRUCTION DETAILS PAVING		
		DATE: AUGUST, 2010	REV DATE: –	SHEET : SD–P01



ONE MOVING LANE / TWO PARKING LANES
RESIDENTIAL LOCAL

NTS



* FULL WIDTH PAVEMENT OF 36' WIDTH STREETS IS ALLOWED WHERE APPROVED BY THE PUBLIC WORKS DEPT.

STREET TYPE	STREET WIDTH (W)	A	B	R.O.W. WIDTH	P	CROWN HT.
RESIDENTIAL COLLECTOR	36' *	7'	11'	60'	12'	5"
64' COMMERCIAL / INDUSTRIAL COLLECTOR	44'	10'	12'	64'	10'	6"
68' COMMERCIAL / INDUSTRIAL COLLECTOR	48'	12'	12'	68'	10'	6"

FOUR MOVING LANES OR
TWO MOVING LANES / TWO PARKING LANES

NTS

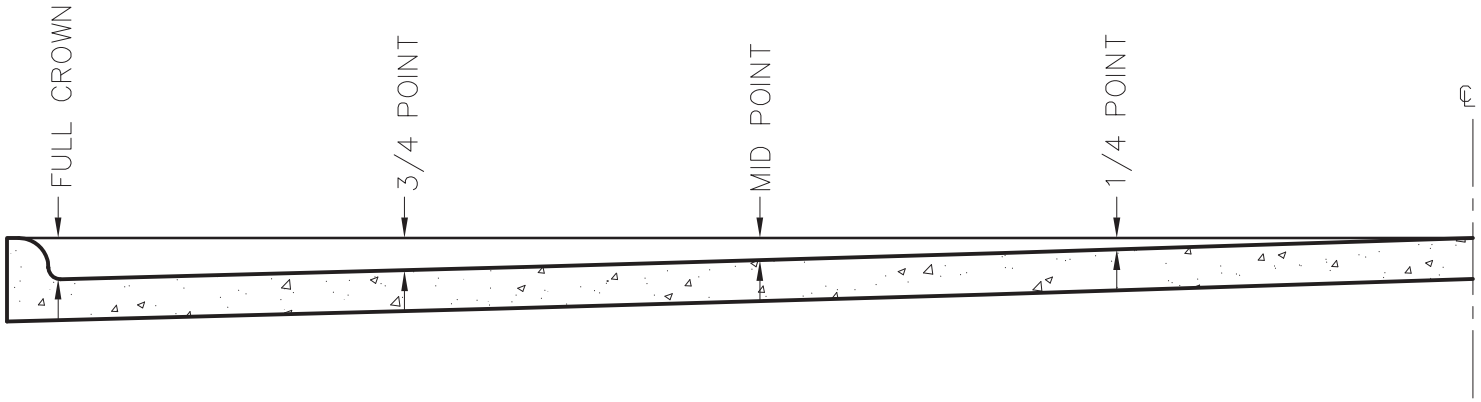
① SAWED LONGITUDINAL DUMMY JOINT.
② CONSTRUCTION JOINT (FULL WIDTH PAVEMENT IS ALLOWED WHERE APPROVED BY THE PUBLIC WORKS DEPARTMENT).
③ ALL REINFORCING BARS SHALL BE No. 3 TRANSVERSE BARS TO BE SPACED ON 18" CENTERS. LONGITUDINAL BARS SHALL BE PLACED ON 18" CENTERS EXCEPT WHERE NOTED.
④ CURB REINFORCEMENT SHALL BE CONTINUOUS No. 3 BAR.

Addison!
PUBLIC WORKS DEPARTMENT

REINFORCED CONCRETE PAVEMENT

STANDARD CONSTRUCTION DETAILS
PAVING

DATE:	REV DATE:	SHEET :
AUGUST 2010	–	SD–P02



SLIP–FORM PAVEMENT MUST MEET CROWN GRADES AT GUTTERS, AT MID–POINTS AND CENTERLINE. WIDTHS OF PAVEMENT ARE FACE TO FACE.

ROADWAY WIDTH (W)	TOTAL CROWN HEIGHT	3/4 POINT	MID–POINT	1/4 POINT
27'	4"	2–1/4"	1"	1/4"
36'	5"	2–7/8"	1–1/4"	3/8"
44'	6"	3–3/8"	1–1/2"	1/2"
48'	6"	3–3/8"	1–1/2"	1/2"

TABLE OF CROWN HEIGHTS AND ORDINATES FOR VARIOUS PARABOLIC SECTIONS

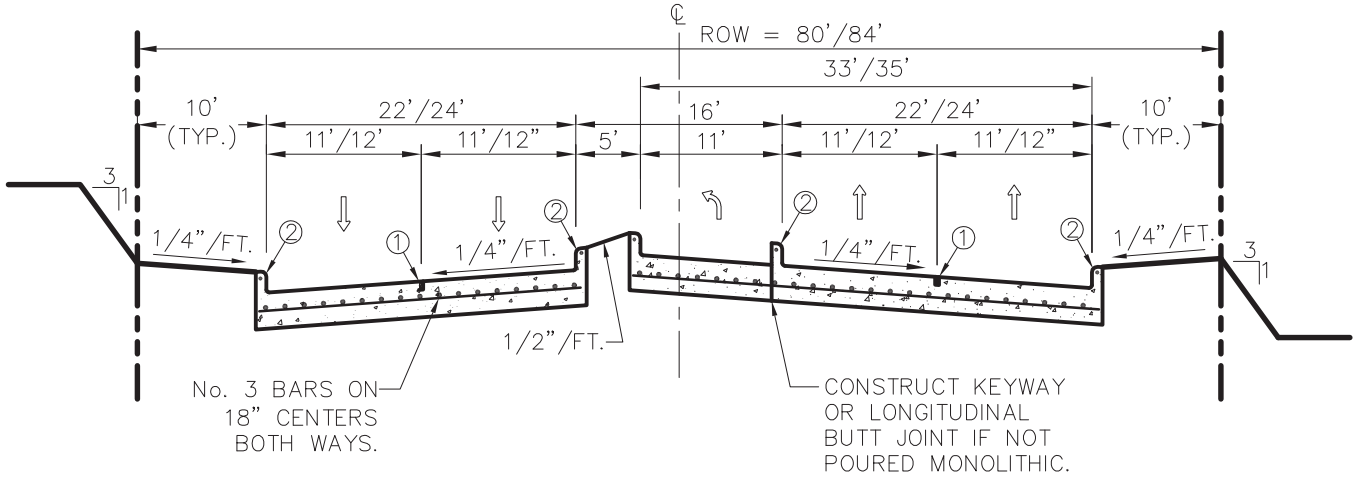
NTS

Addison!
PUBLIC WORKS DEPARTMENT

PARABOLIC PAVEMENT CROWN

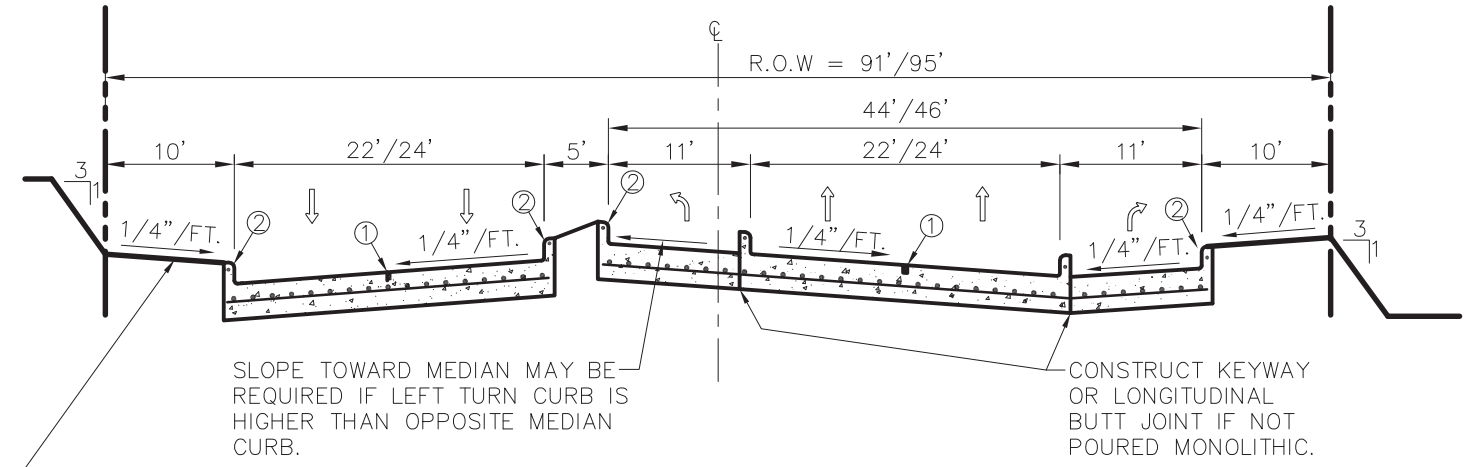
STANDARD CONSTRUCTION DETAILS
PAVING

DATE:	REV DATE:	SHEET :
AUGUST 2010	–	SD–P03



MINOR ARTERIAL PAVEMENT
REGULAR SECTION

NTS



MINOR ARTERIAL PAVEMENT
AT COLLECTOR OR GREATER
SECTION

NTS

① SAWED LONGITUDINAL DUMMY JOINT

② REINFORCEMENT SHALL BE A CONTINUOUS No. 3 BAR.

Addison! PUBLIC WORKS DEPARTMENT	MINOR ARTERIAL PAVEMENT	STANDARD CONSTRUCTION DETAILS PAVING		
		DATE: AUGUST, 2010	REV DATE: –	SHEET : SD–P04

Addison!
PUBLIC WORKS DEPARTMENT

PRINCIPAL ARTERIAL PAVEMENT

STANDARD CONSTRUCTION DETAILS PAVING

DATE: AUGUST, 2010

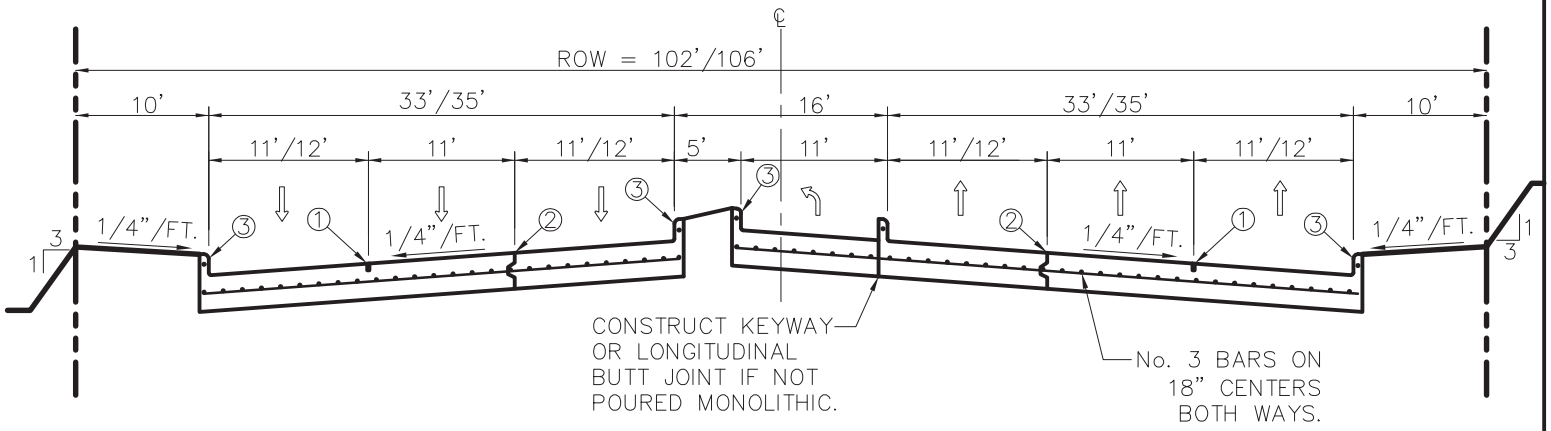
REV DATE: –

SHEET : SD-P05

① SAWED LONGITUDINAL DUMMY JOINT

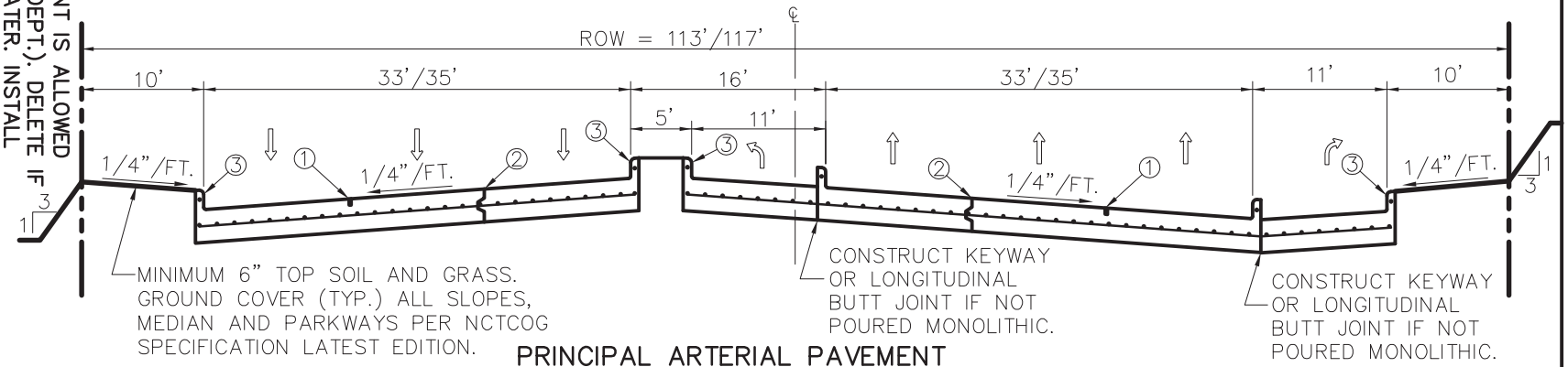
② CONSTRUCTION JOINT (FULL WIDTH PAVEMENT IS ALLOWED WHERE APPROVED BY THE PUBLIC WORKS DEPT.). DELETE IF PAVING IS 25 FT. WIDTH TO BE WIDENED LATER. INSTALL CURB IF PAVING IS LESS THAN FULL WIDTH OF 33'-36'.

③ A NUMBER 3 BAR CONTINUOUS SHALL BE PROVIDED FOR CURB REINFORCEMENT



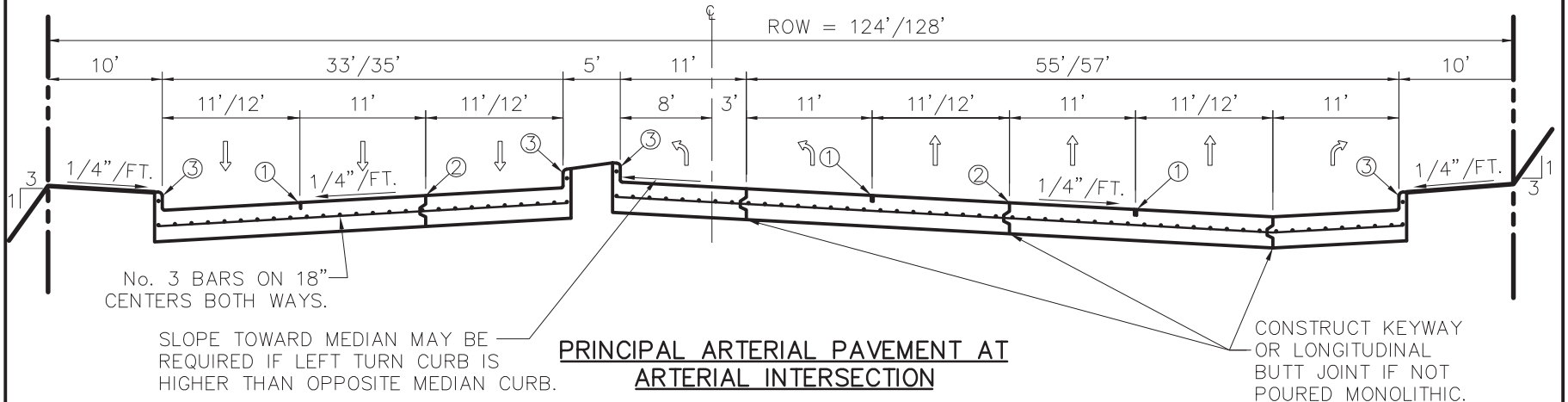
PRINCIPAL ARTERIAL PAVEMENT REGULAR SECTION

NTS



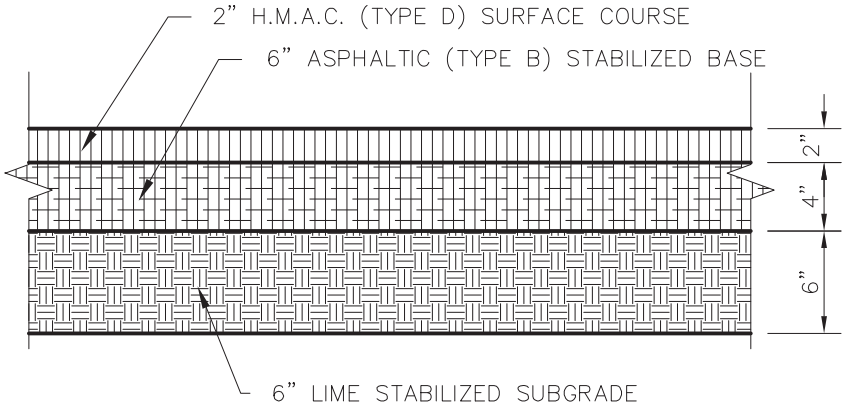
PRINCIPAL ARTERIAL PAVEMENT
RIGHT TURN LANE SECTION

NTS



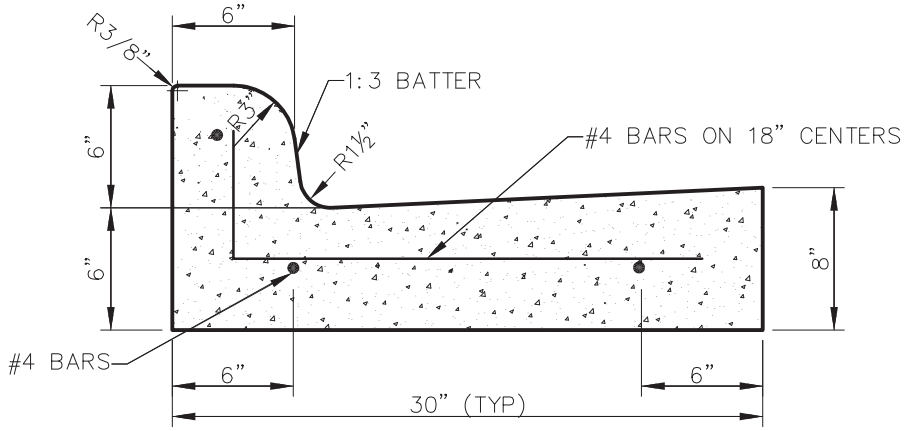
PRINCIPAL ARTERIAL PAVEMENT AT
ARTERIAL INTERSECTION

NTS



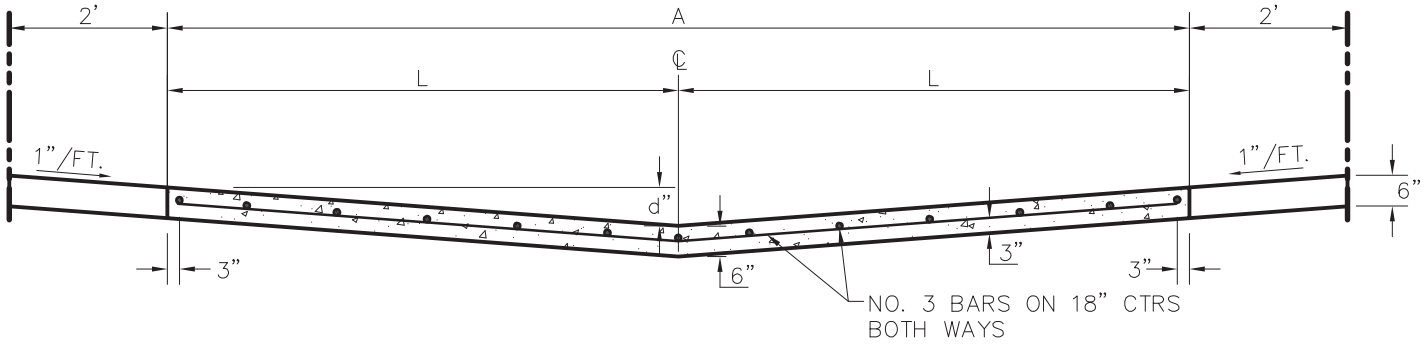
ASPHALT PAVING CROSS SECTION

NOTE:
CUT OF 6" INTO EXISTING PAVEMENT IS REQUIRED FOR CONSTRUCTION JOINT WITH NEW POURS TO GET A SMOOTH FINISH.



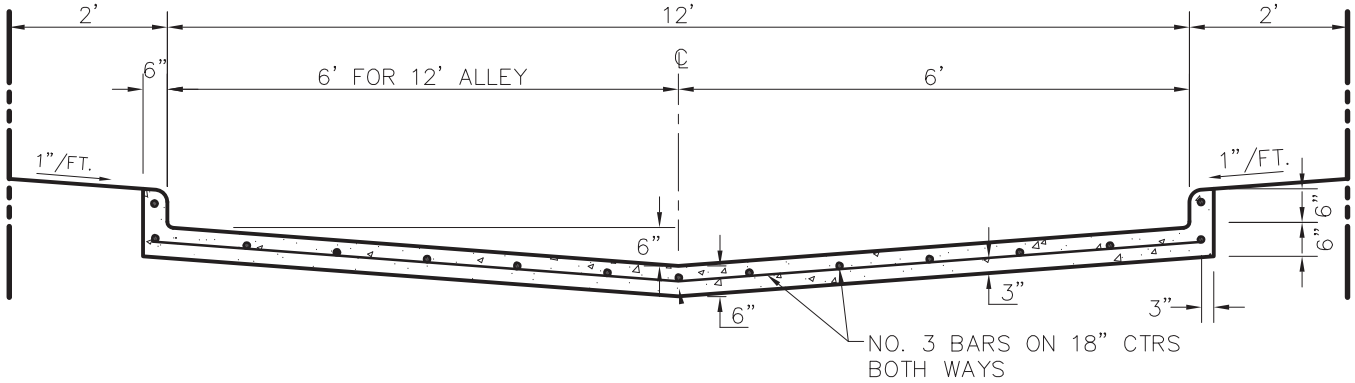
Addison! PUBLIC WORKS DEPARTMENT	CURB AND GUTTER & ASPHALT PAVING CROSS SECTION	STANDARD CONSTRUCTION DETAILS PAVING		
		DATE: AUGUST, 2010	REV DATE: –	SHEET : SD–P06

ALLEY WIDTH (A)	HALF SECTION WIDTH (L)	INVERT DEPTH (d)
12'	6'	4"
16'	8'	5"
20'	10'	6"



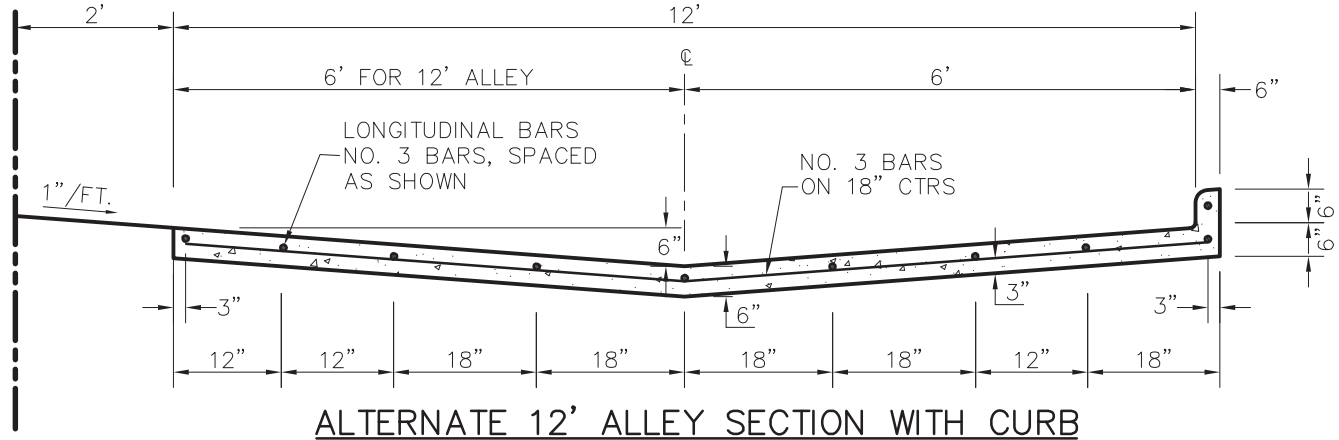
STANDARD 12', 16', & 20' ALLEY SECTION

NTS



STANDARD ALLEY SECTION WITH CURB

NTS



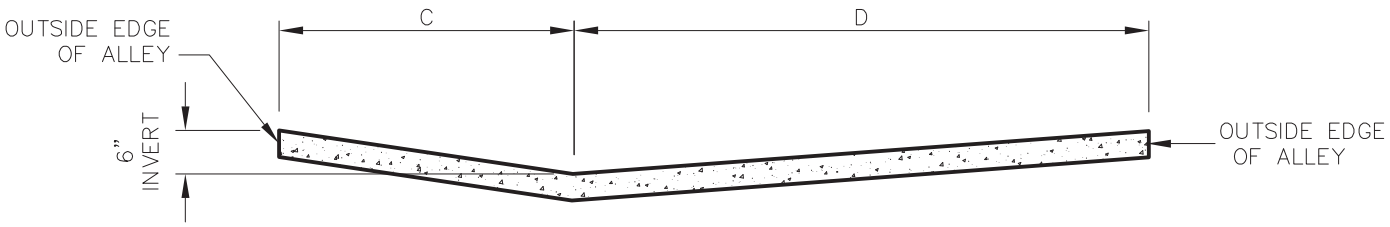
ALTERNATE 12' ALLEY SECTION WITH CURB

NTS

NOTES:

1. CURBS NOT ALLOWED IN RESIDENTIAL AREAS EXCEPT AS APPROVED BY THE PUBLIC WORKS DEPT.
2. NO. 3 BAR CONTINUOUS IN CURB.
3. ALL ALLEYS TO BE LIMED IN ACCORDANCE WITH ITEM 3 ON THE PAVING GENERAL NOTES

Addison! PUBLIC WORKS DEPARTMENT	ALLEY SECTION	STANDARD CONSTRUCTION DETAILS PAVING		
		DATE: AUGUST, 2010	REV DATE: –	SHEET : SD–P07

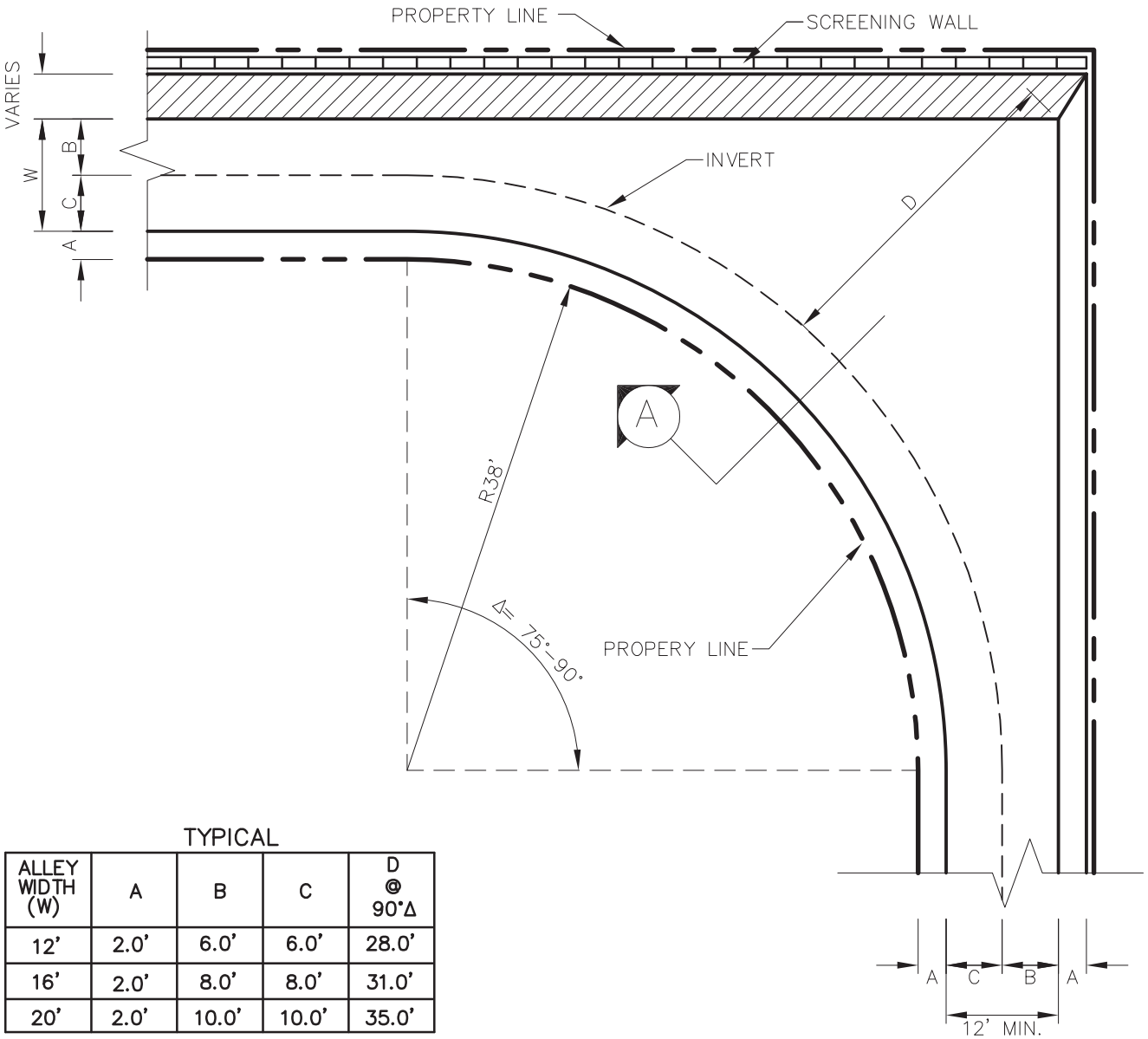


SECTION A

NTS

NOTE :

ALLEY PAVING TO BE PLACED IN SHADED AREA WHEN SCREENING WALL IS ALONG PROPERTY LINE.



TYPICAL

ALLEY WIDTH (W)	A	B	C	D @ 90°Δ
12'	2.0'	6.0'	6.0'	28.0'
16'	2.0'	8.0'	8.0'	31.0'
20'	2.0'	10.0'	10.0'	35.0'

ALLEY TURN 75° OR GREATER

NTS

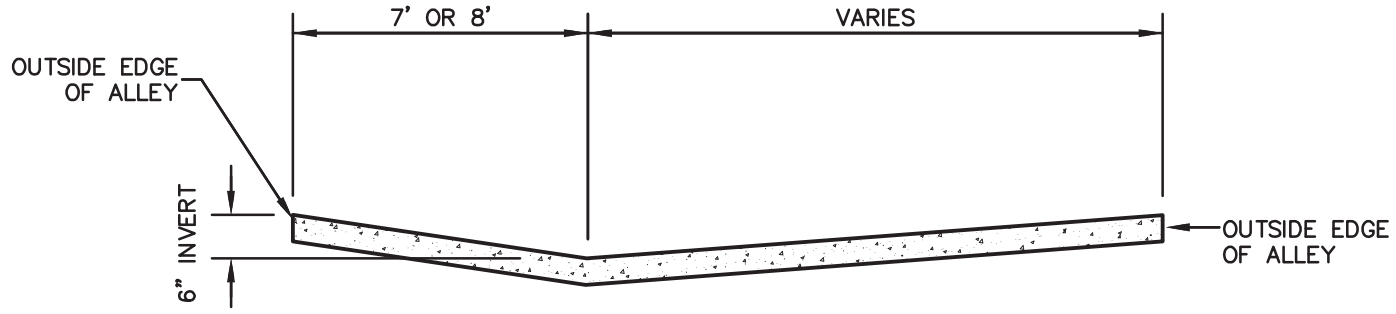
Addison!

PUBLIC WORKS DEPARTMENT

ALLEY TURN 75° OR GREATER

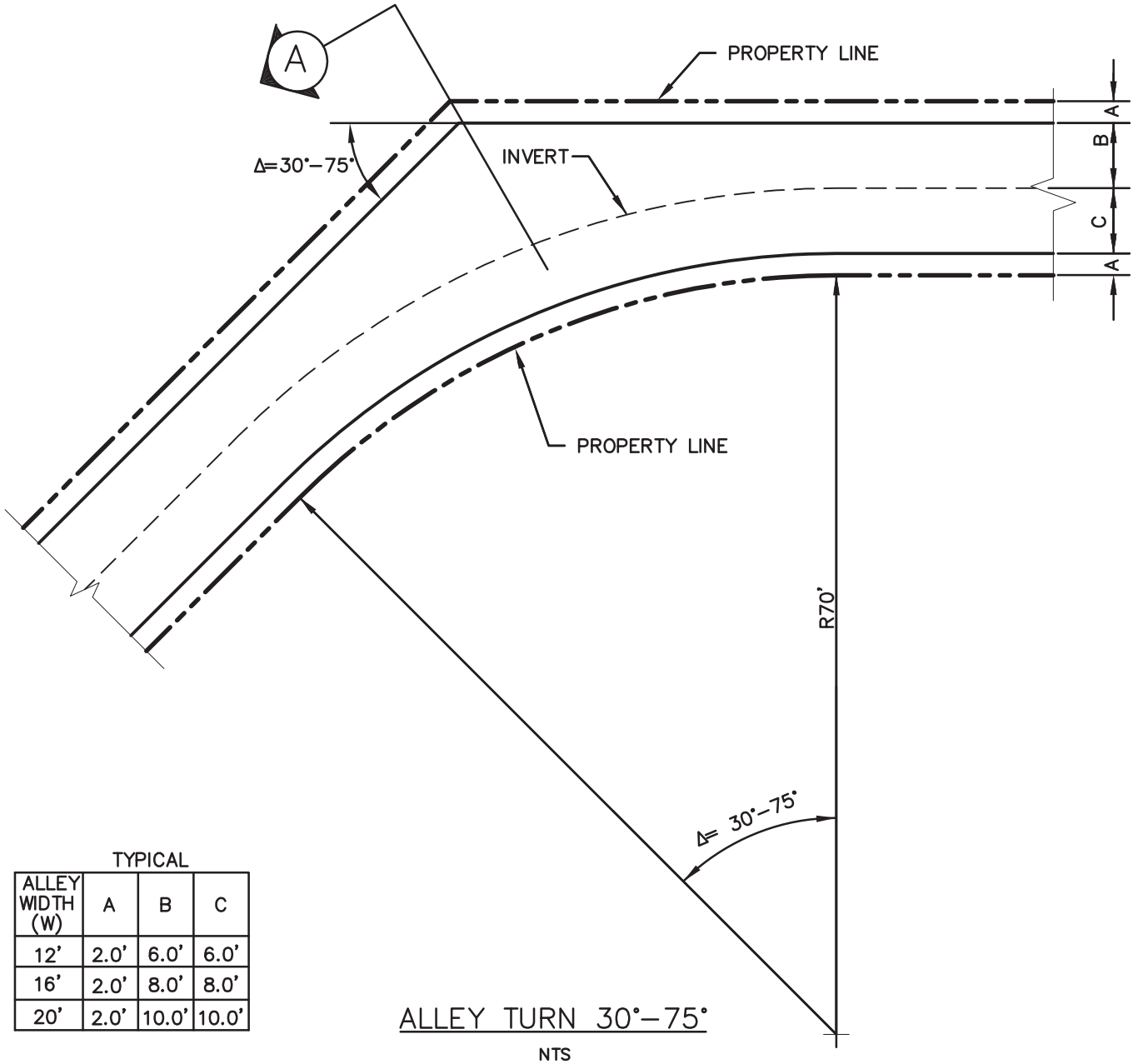
STANDARD CONSTRUCTION DETAILS
PAVING

DATE:	REV DATE:	SHEET :
AUGUST, 2010	–	SD–P08



SECTION A

NTS



TYPICAL

ALLEY WIDTH (W)	A	B	C
12'	2.0'	6.0'	6.0'
16'	2.0'	8.0'	8.0'
20'	2.0'	10.0'	10.0'

ALLEY TURN 30°–75°

NTS

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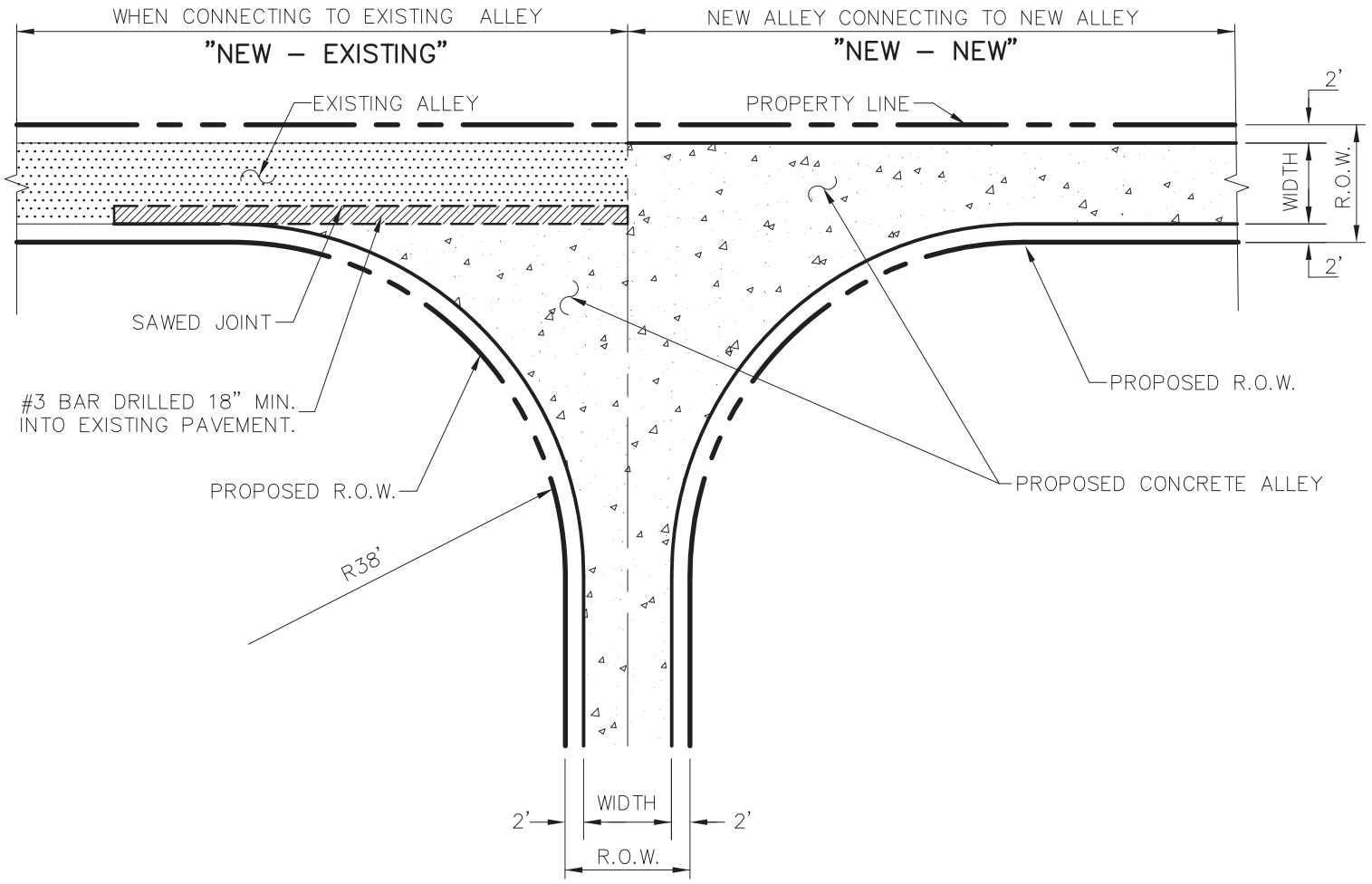
PUBLIC WORKS DEPARTMENT

ALLEY TURN 30°–75°

STANDARD CONSTRUCTION DETAILS
PAVING

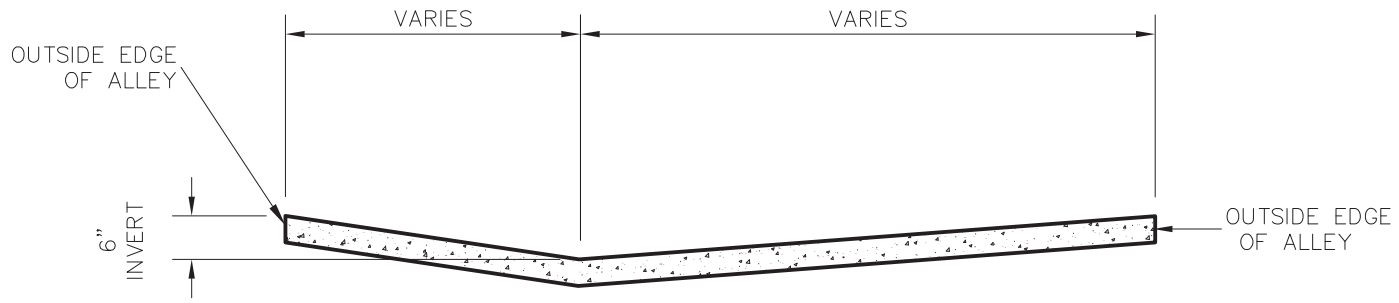
DATE: AUGUST, 2010	REV DATE: –	SHEET : SD–P09



ALLEY INTERSECTING ALLEY

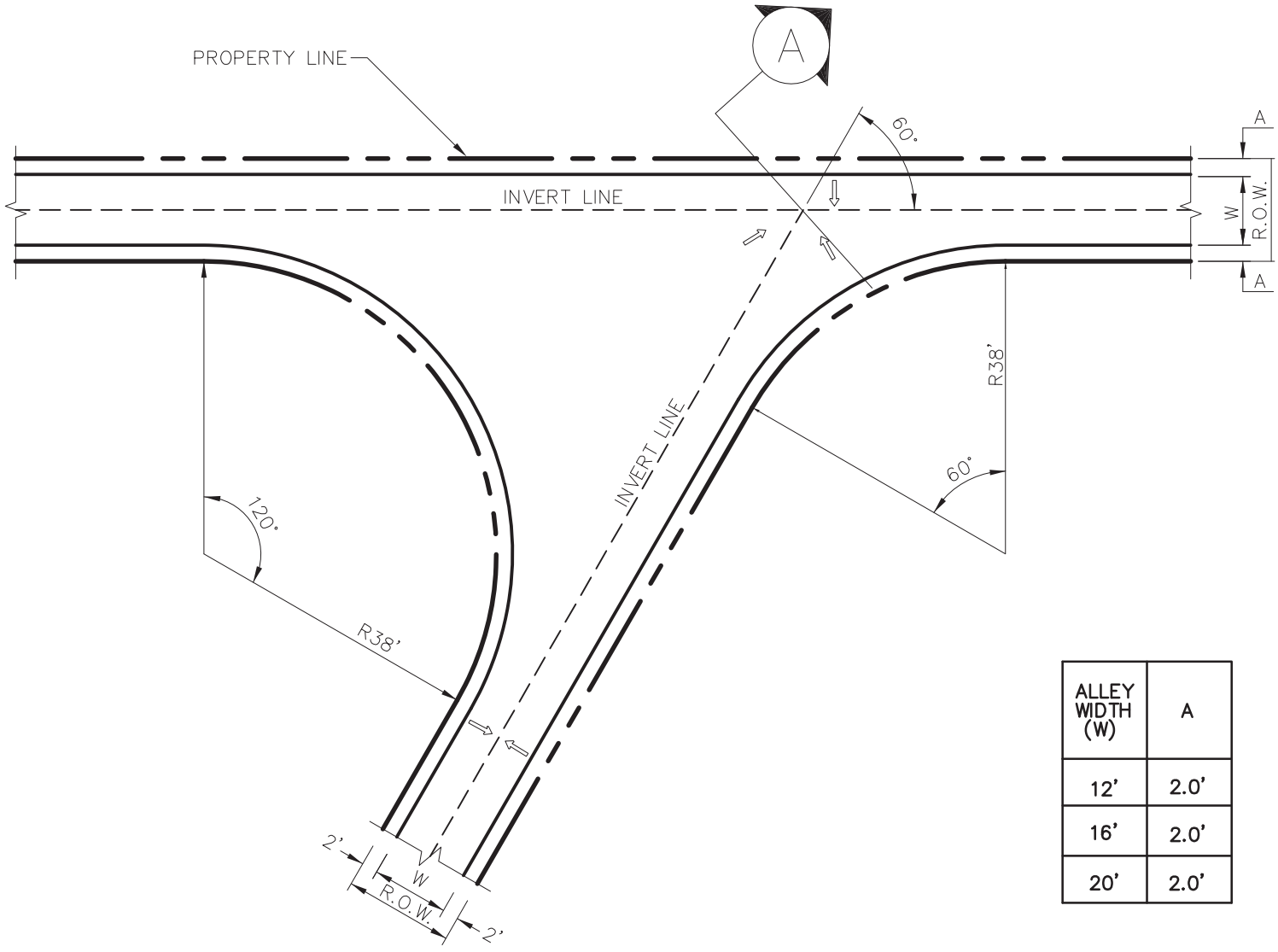
NTS

Addison! PUBLIC WORKS DEPARTMENT	ALLEY INTERSECTING ALLEY	STANDARD CONSTRUCTION DETAILS PAVING		
		DATE: AUGUST, 2010	REV DATE: –	SHEET : SD–P10



SECTION A

NTS

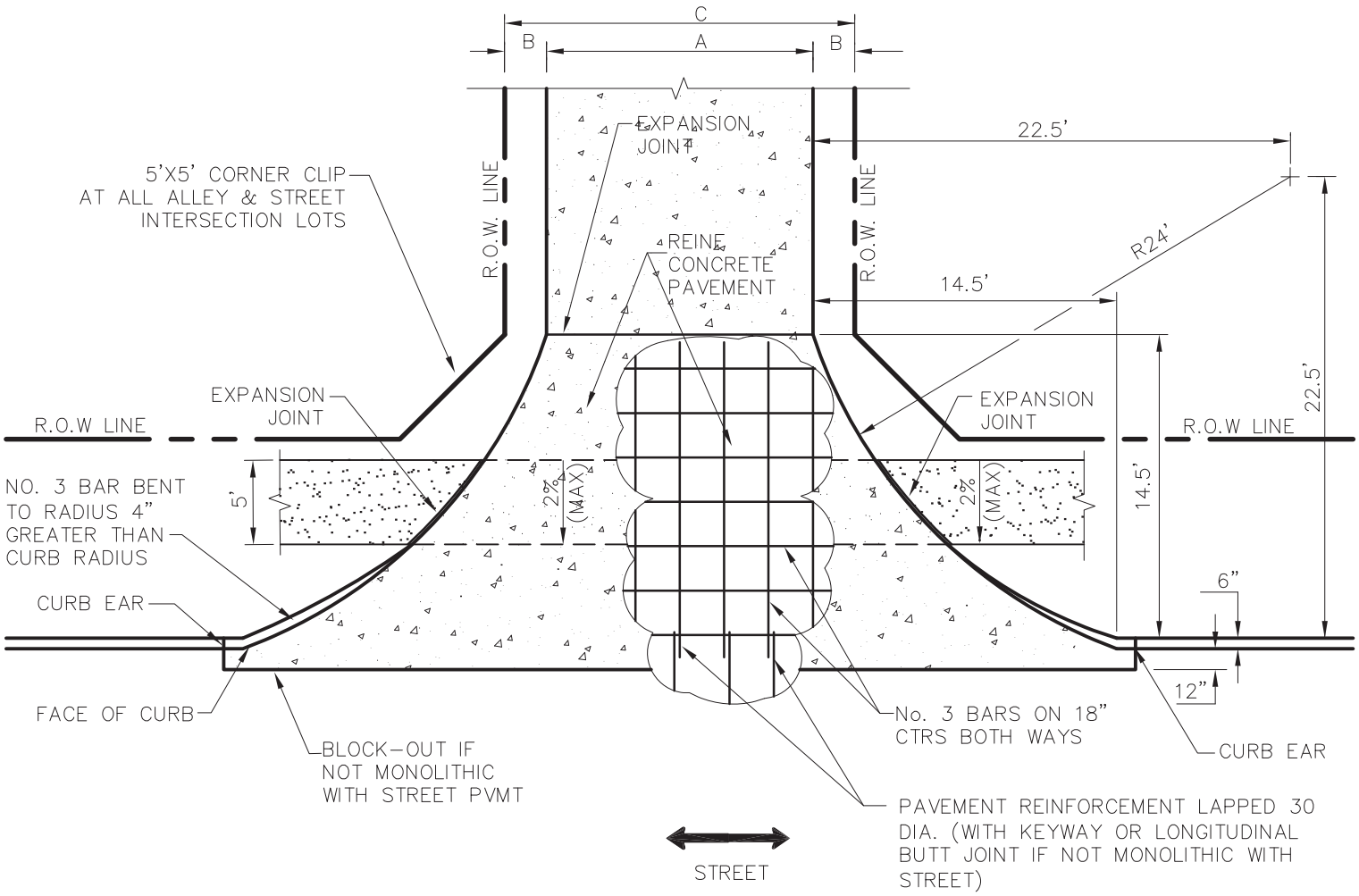


ALLEY WIDTH (W)	A
12'	2.0'
16'	2.0'
20'	2.0'

ALLEY TURN 60°–120°

NTS

Addison! PUBLIC WORKS DEPARTMENT	ALLEY TURN 60°–120°	STANDARD CONSTRUCTION DETAILS PAVING	
		DATE: AUGUST, 2010	REV DATE: –	SHEET : SD–P11



*** ACCESSIBLE PATH MUST NOT BE OBSTRUCTED BY CURB AND MUST NOT EXCEED 2% CROSS-SLOPE.**

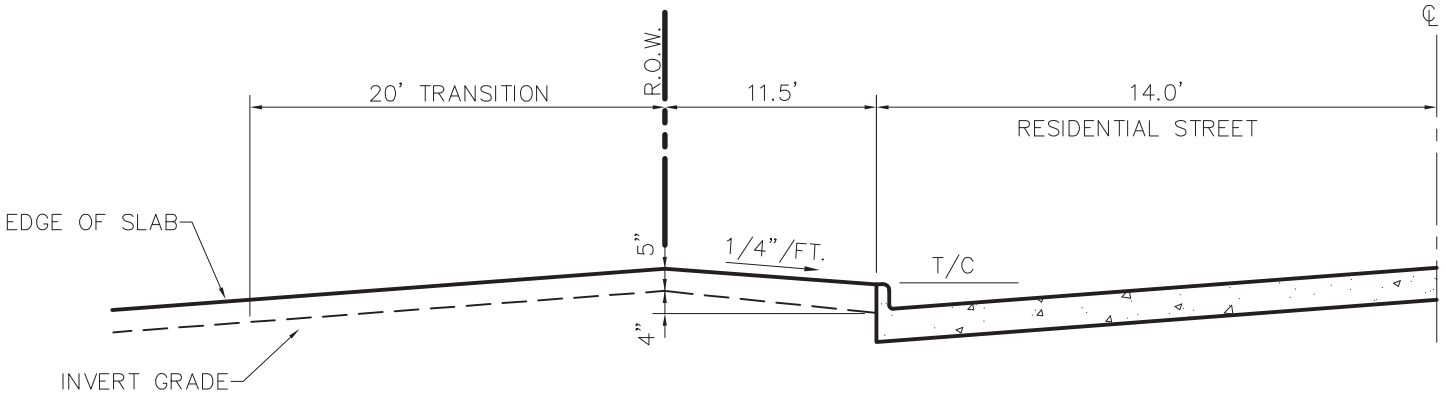
Add information on treating the expansion joints to ensure compliance.

ALLEY WIDTH	A	B	C
12'	12'	2'-0"	16'
16'	16'	2'-0"	20'
20'	20'	2'-0"	24'

ALLEY RETURN DETAILS

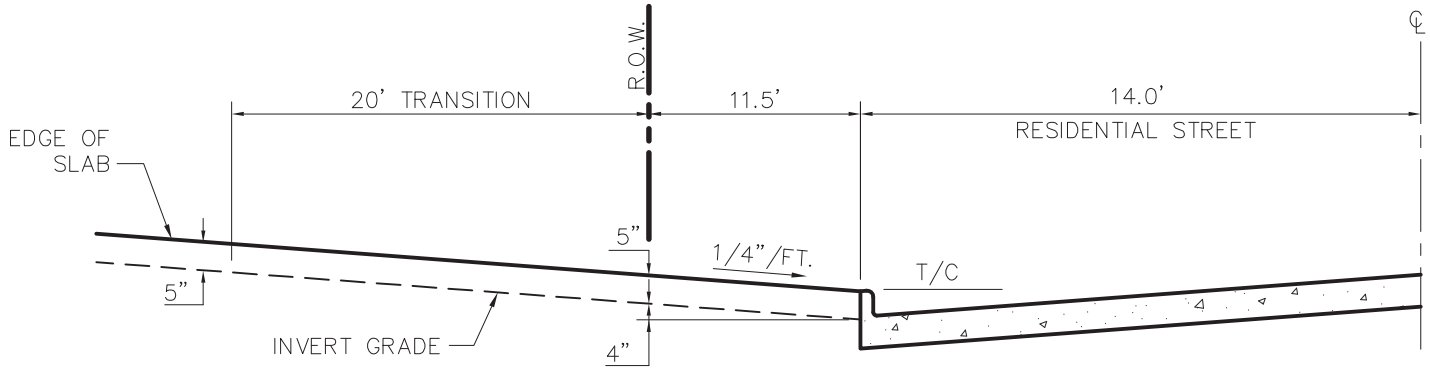
NTS

Addison! DEPARTMENT OF PUBLIC WORKS	ALLEY RETURN DETAIL	STANDARD CONSTRUCTION DETAILS PAVING	
		DATE: AUGUST, 2010	REV DATE: –	SHEET : SD-P12



TYPE I ALLEY ENTRANCE

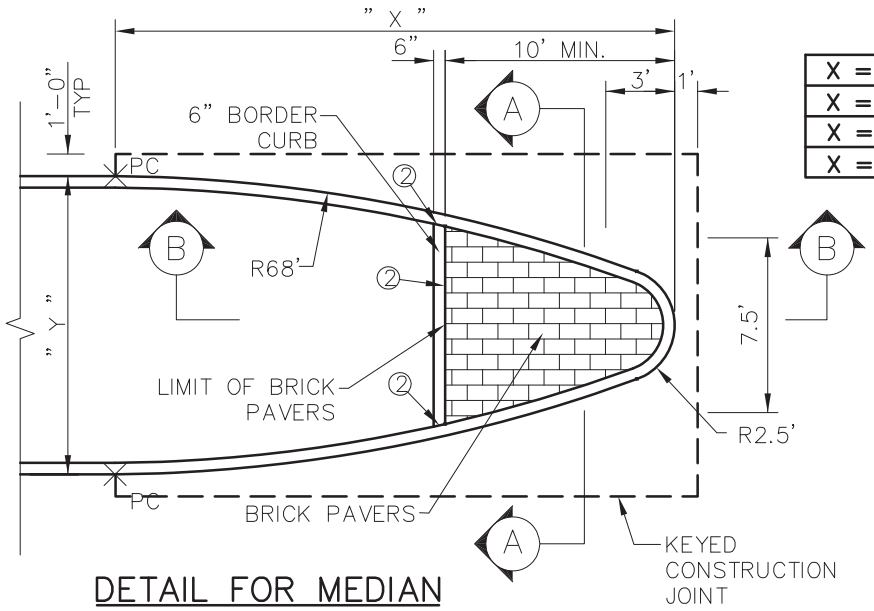
NTS



TYPE II ALLEY ENTRANCE

NTS

Addison! PUBLIC WORKS DEPARTMENT	ALLEY ENTRANCE INTO EXISTING STREET	STANDARD CONSTRUCTION DETAILS PAVING		
		DATE: AUGUST, 2010	REV DATE: –	SHEET : SD–P13



DETAIL FOR MEDIAN WIDER THAN 6' (Y>6')

NTS

DIMENSIONS OF MEDIAN NOSE

X = 13.90'	Y = 7.0'	X = 26.36'	Y = 14.0'
X = 16.44'	Y = 8.0'	X = 29.89'	Y = 17.0'
X = 18.08'	Y = 9.0'	X = 32.93'	Y = 20.0'
X = 20.42'	Y = 10.0'	X = 36.47'	Y = 24.0'

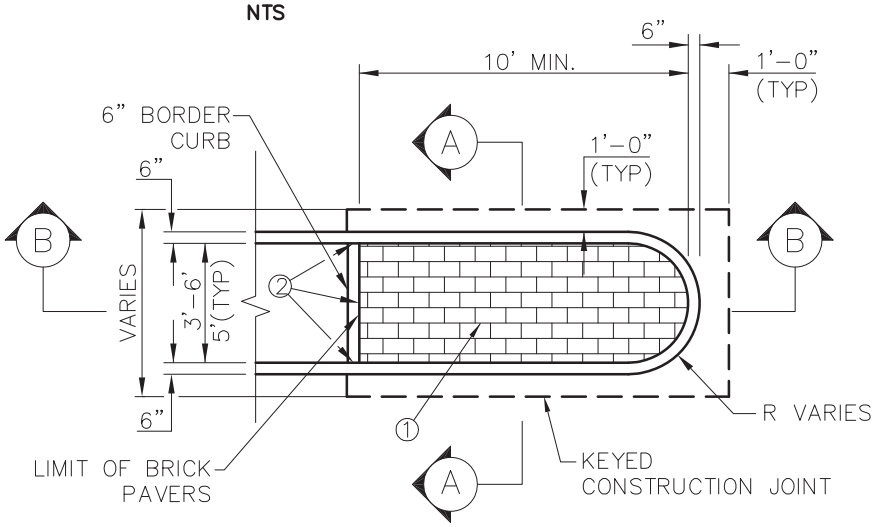
① VEHICULAR BRICK PAVER

② $\frac{1}{2}$" BITUMINOUS EXPANSION JOINT MATERIAL SHALL BE SUFFICIENT TO PREVENT CONTACT BETWEEN WALK & CURB. STOP EXPANSION JOINT AT $\frac{1}{4}$" BELOW TOP OF CURB AND FILL WITH CONC. GRAY SEALANT.

③ JOINT SAND COMPRISED OF CRUSHED GRANITE SAND CONFORMING TO ASTM C144 AND A DRY MIX POLYMER BASED JOINT SAND STABILIZER. JOINT SAND STABILIZER SHALL BE APPROVED BY THE PUBLIC WORKS DEPARTMENT PRIOR TO INSTALLATION.

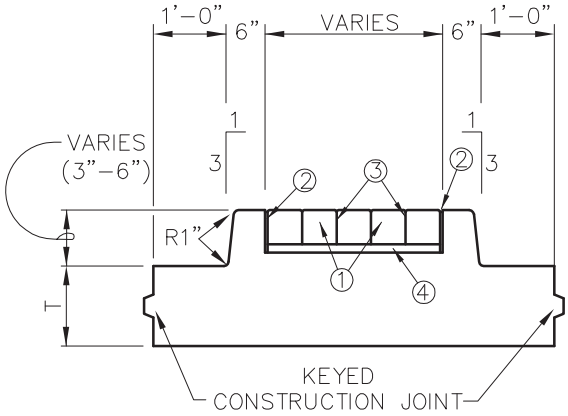
④ BEDDING SAND COMPRISED OF 90% NATURAL OR CRUSHED GRANITE SAND CONFORMING TO ASTM C33 AND 10% PORTLAND CEMENT.

T=PAVEMENT THICKNESS
B=BRICK PAVER THICKNESS



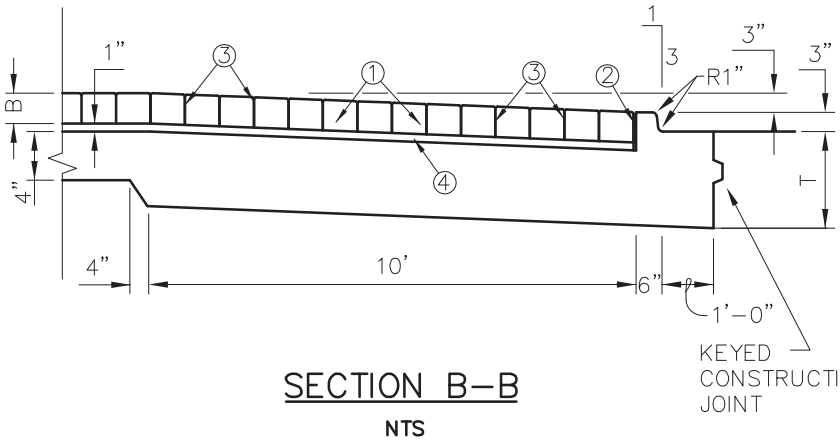
DETAIL FOR MEDIAN 3'-0" TO 6'-0"

NTS



SECTION A-A

NTS



SECTION B-B

NTS

NOTES:

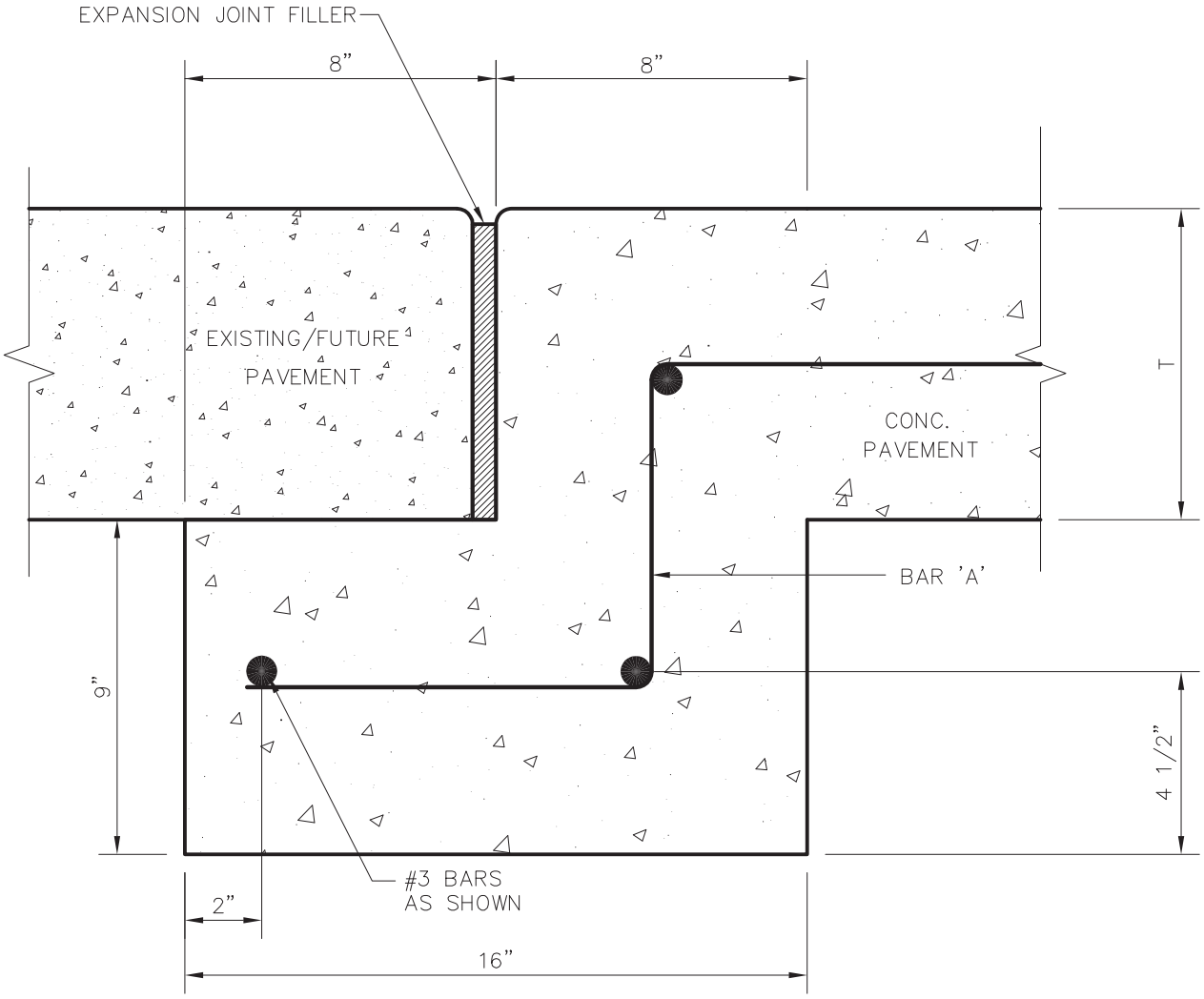
1. BRICK PAVERS SHALL BE VEHICULAR PAVERS CONFORMING TO ASTM C1272, TYPE R APPLICATION AND SHALL BE APPROVED BY PUBLIC WORKS DEPT.
2. BRICK PAVERS SHALL BE WITHOUT FROGS OR CORES IN SURFACE EXPOSED TO VIEW IN THE COMPLETED WORK.
3. MEDIAN PAVERS SHALL EXTEND TO A POINT WHERE MEDIAN IS AT LEAST 6' WIDE. IF MEDIAN IS 6' WIDE, PAVERS SHALL EXTEND 10' FROM THE NOSE.
4. ALL DISTANCES ARE MINIMUM.

Addison!
PUBLIC WORKS DEPARTMENT

MEDIAN DETAILS

STANDARD CONSTRUCTION DETAILS
PAVING

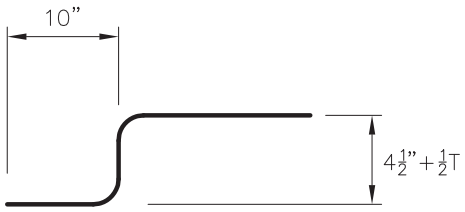
DATE:	REV DATE:	SHEET :
AUGUST, 2010	–	SD-P14



NOTES:

1. PAVEMENT BARS TO BE BENT DOWN INTO HEADER.
2. HEADER AND PAVEMENT TO BE MONOLITHIC.

T=PAVEMENT THICKNESS

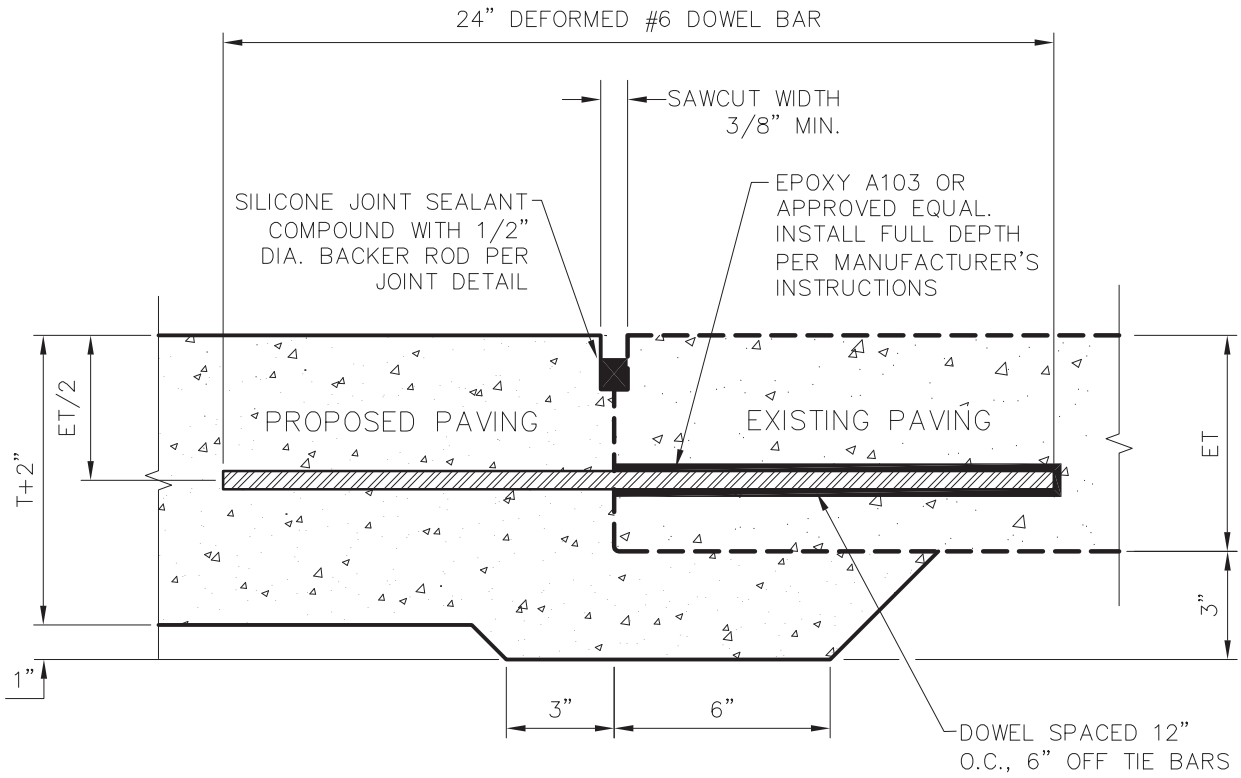


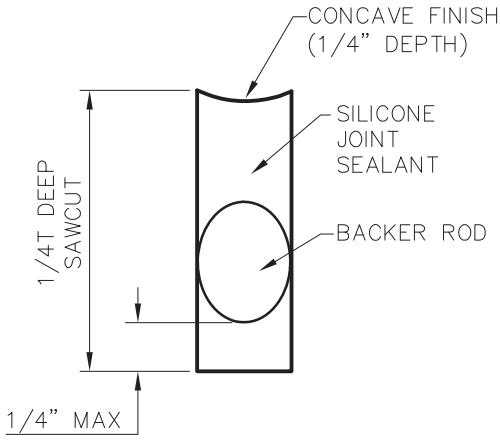
BAR 'A'

STREET HEADER

NTS

Addison! PUBLIC WORKS DEPARTMENT	STREET HEADER	STANDARD CONSTRUCTION DETAILS PAVING		
		DATE: AUGUST, 2010	REV DATE: –	SHEET : SD–P15





JOINT DETAIL

NTS

NOTE:

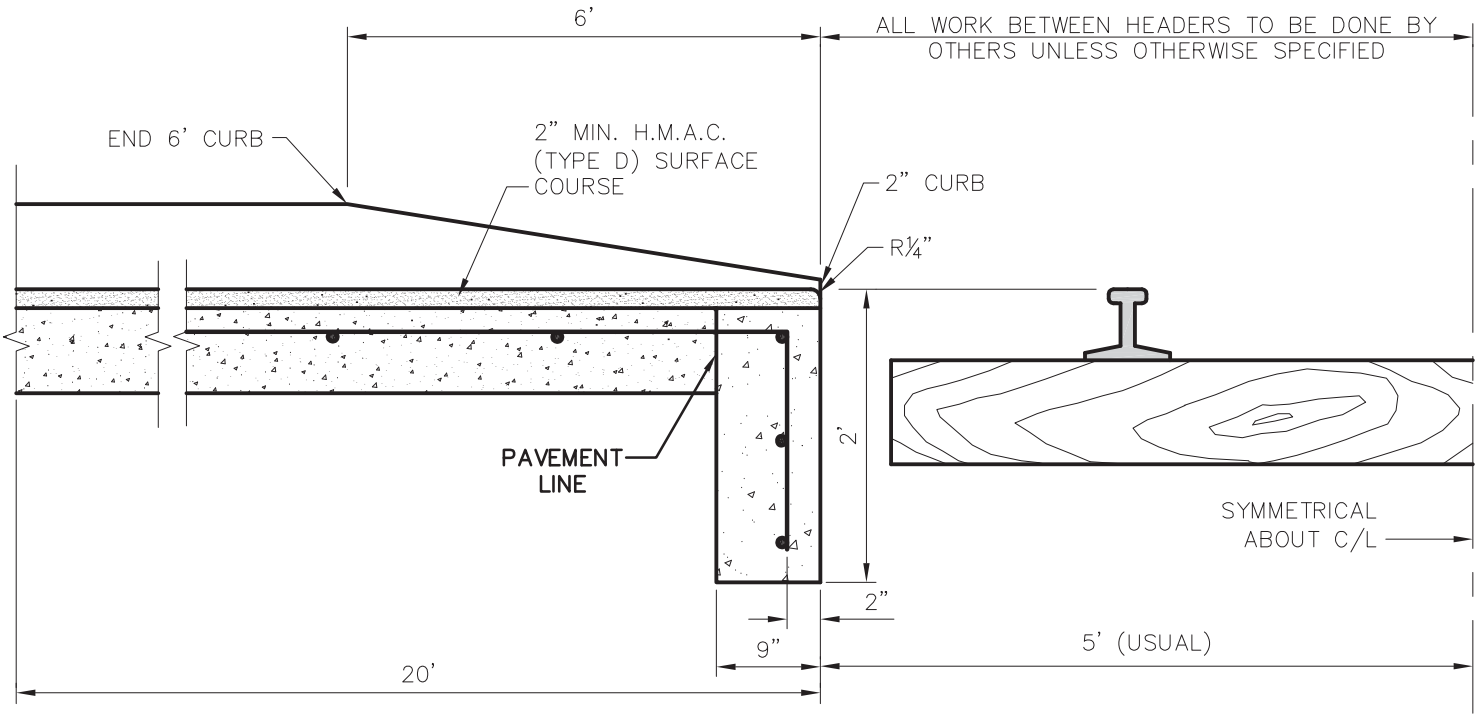
1. NO. 5 DEFORMED DOWEL BAR MAY BE USED IN 6 INCH PAVEMENT.
2. DOWEL BARS SHALL BE DRILLED INTO PAVEMENT HORIZONTALLY BY USE OF A MECHANICAL RIG.
3. DRILLING BY HAND IS NOT ACCEPTABLE, PUSHING DOWEL BARS INTO GREEN CONCRETE IS NOT ACCEPTABLE.

T=PROPOSED PAVEMENT THICKNESS
ET=EXISTING PAVEMENT THICKNESS

PAVEMENT REPAIR HEADER

NTS

Addison! PUBLIC WORKS DEPARTMENT	PAVEMENT REPAIR HEADER	STANDARD CONSTRUCTION DETAILS PAVING		
		DATE: AUGUST, 2010	REV DATE: –	SHEET : SD–P16

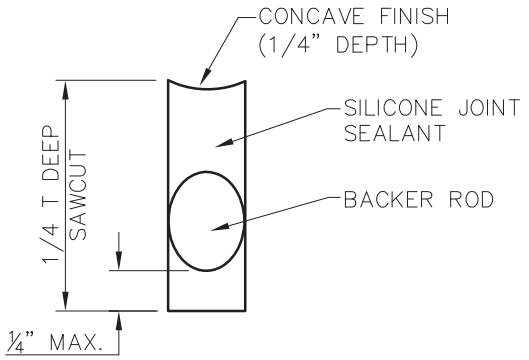


RAIL HEADER

NTS

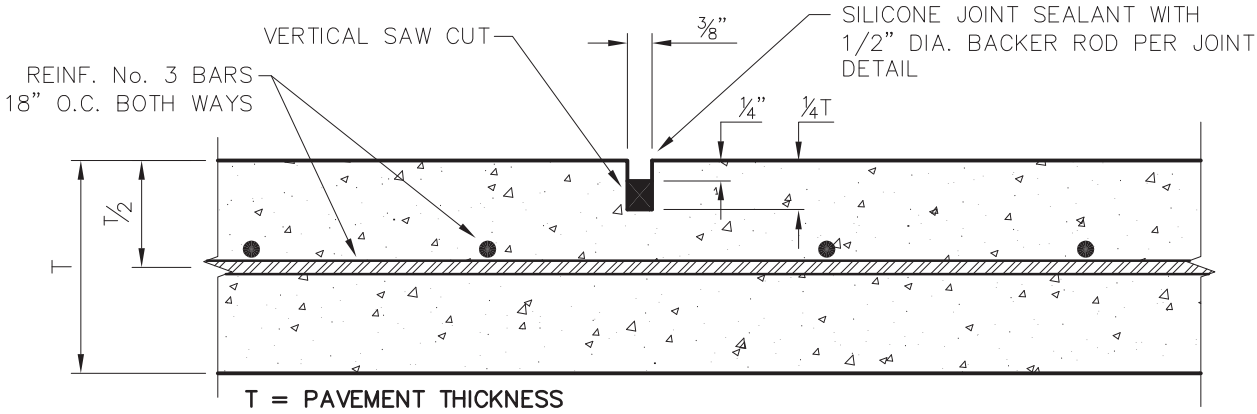
NOTE:
PAVEMENT BARS TO BE BENT DOWN INTO HEADER.
HEADER AND PAVEMENT TO BE MONOLITHIC.

Addison! PUBLIC WORKS DEPARTMENT	RAIL HEADER	STANDARD CONSTRUCTION DETAILS PAVING		
		DATE: AUGUST, 2010	REV DATE: –	SHEET : SD–P17



JOINT DETAIL

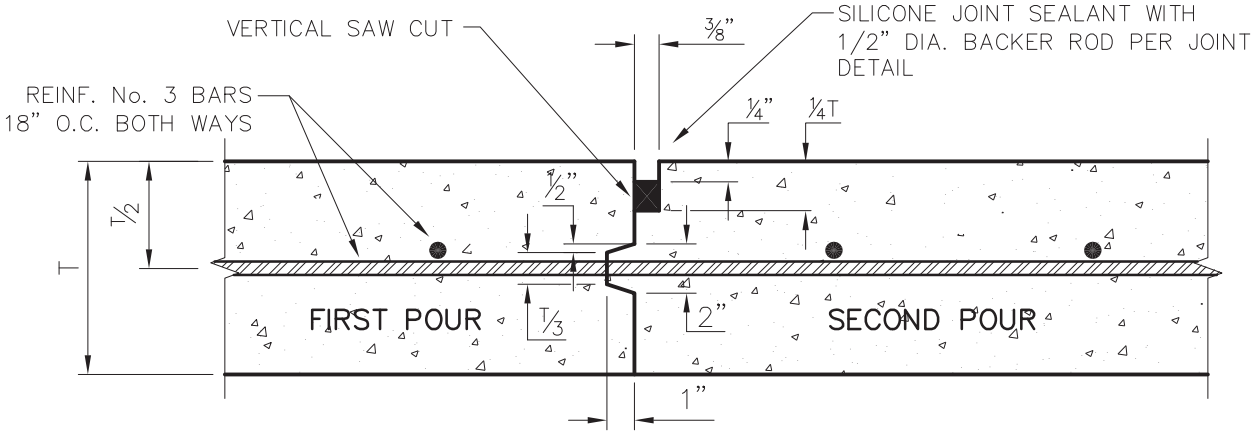
NTS



T = PAVEMENT THICKNESS

SAWED DUMMY JOINTS

NTS



T = PAVEMENT THICKNESS

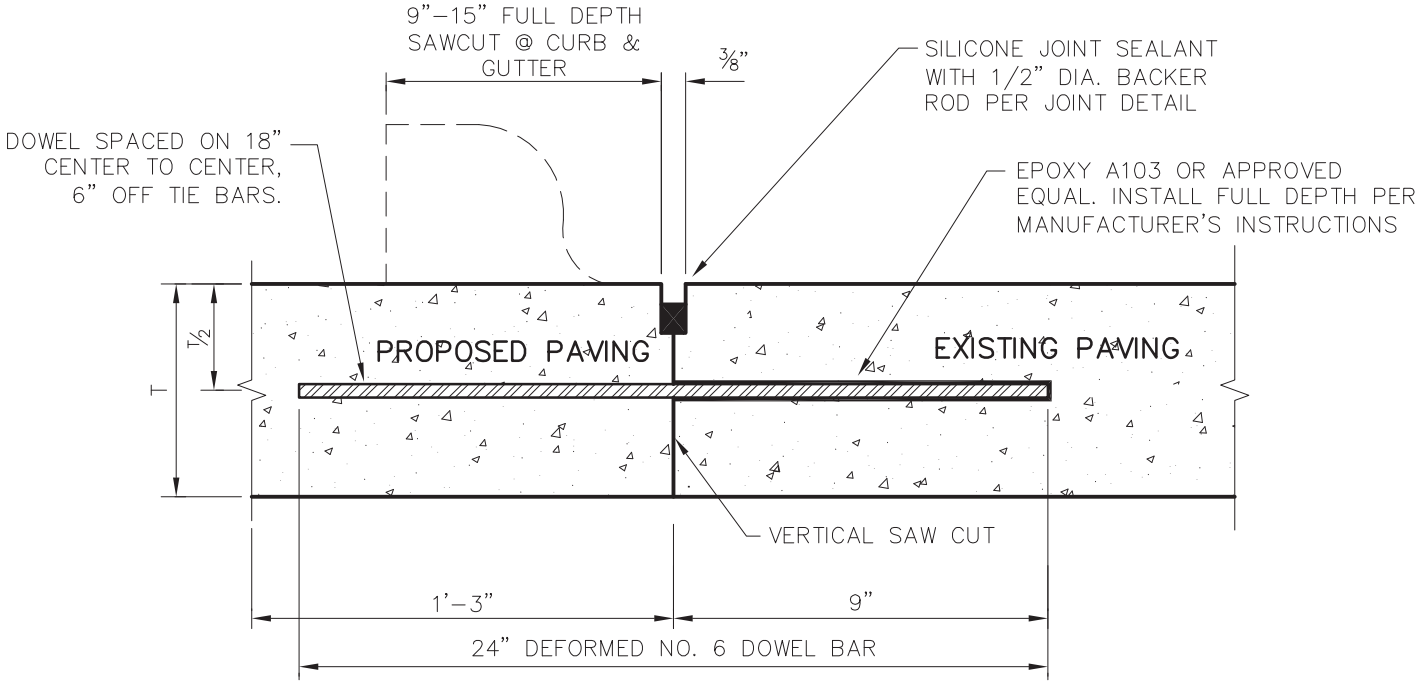
NOTE: CONTRACTOR SHALL PROTECT KEYWAY PRIOR TO SECOND POUR. IF LONGITUDINAL KEYWAY IS DAMAGED, CONTRACTOR SHALL REPAIR WITH THE USE OF LONGITUDINAL BUTT JOINT. DRILL AND GROUT DOWELS INTO FIRST POUR.

CONSTRUCTION JOINTS FOR PAVEMENT

NTS

TRANSVERSE AND LONGITUDINAL JOINTS

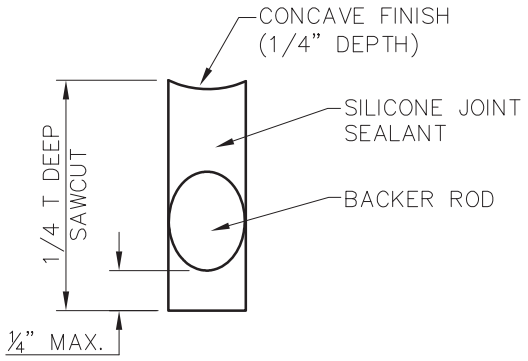
Addison! PUBLIC WORKS DEPARTMENT	JOINT DETAILS	STANDARD CONSTRUCTION DETAILS PAVING		
		DATE: AUGUST, 2010	REV DATE: –	SHEET : SD–P18



T = PAVEMENT THICKNESS

NOTES:

1. NO. 5 DEFORMED BAR MAY BE USED IN 6 INCH PAVEMENT.
2. LONGITUDINAL BUTT CONSTRUCTION MAY BE UTILIZED IN PLACE OF LONGITUDINAL HINGED (KEYWAY) JOINT AT CONTRACTORS OPTION.
3. DOWEL BARS SHALL BE DRILLED INTO PAVEMENT HORIZONTALLY BY USE OF A MECHANICAL RIG.
4. DRILLING BY HAND IS NOT ACCEPTABLE, PUSHING DOWEL BARS INTO GREEN CONCRETE IS NOT ACCEPTABLE.



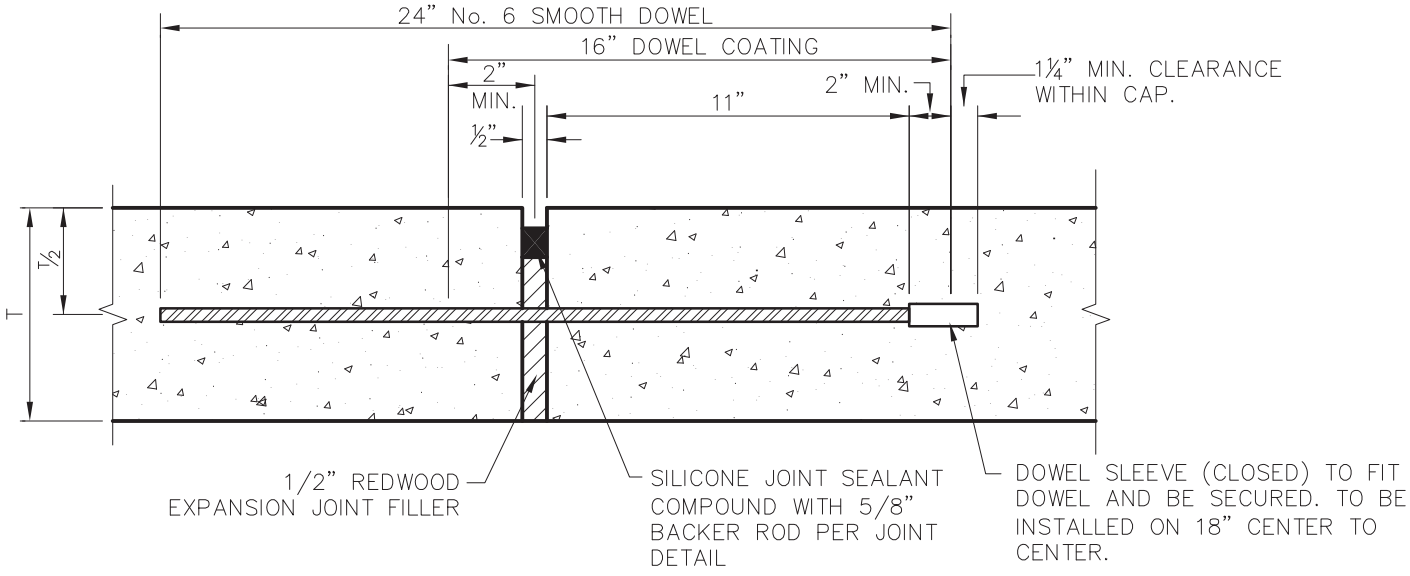
JOINT DETAIL

NTS

LONGITUDINAL BUTT JOINT

NTS

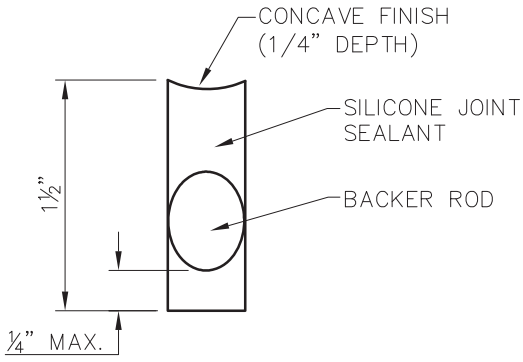
Addison! PUBLIC WORKS DEPARTMENT	LONGITUDINAL BUTT JOINT	STANDARD CONSTRUCTION DETAILS PAVING		
		DATE: AUGUST, 2010	REV DATE: –	SHEET : SD–P19



T=PAVEMENT THICKNESS

NOTES:

1. DOWELS AND REINFORCING BARS SHALL BE SUPPORTED BY AN APPROVED DEVICE AND MUST BE TIED OR CHAIRED ON EACH SIDE.
2. DOWELS MUST BE PERPENDICULAR TO FACE OF CONCRETE..
3. NO. 5 SMOOTH DOWEL BARS MAY BE USED IN 6" PAVEMENT.
4. TRANSVERSE EXPANSION JOINTS SHALL HAVE A MAXIMUM SPACING OF 600 FT.
5. TRANSVERSE EXPANSION JOINTS SHALL BE LOCATED AT INTERSECTIONS.



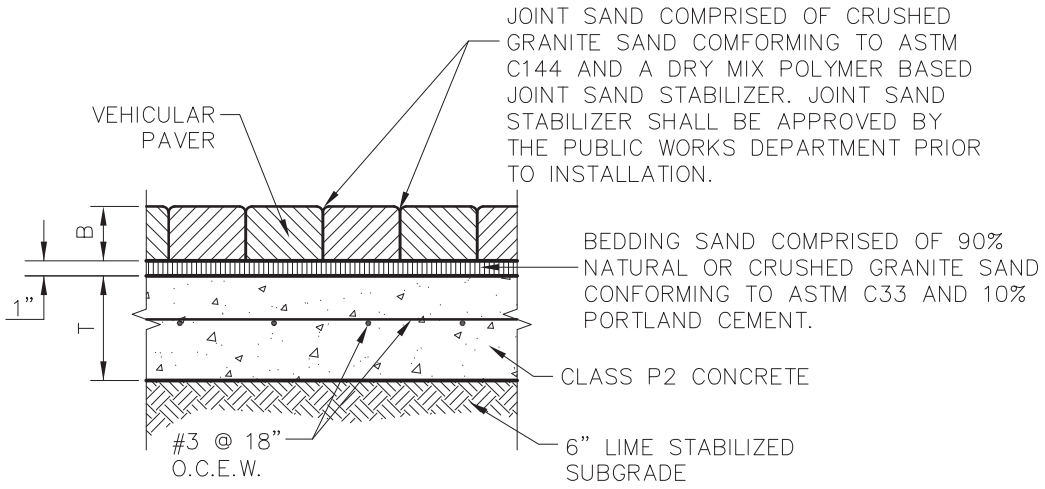
JOINT DETAIL

NTS

TRANSVERSE EXPANSION JOINT

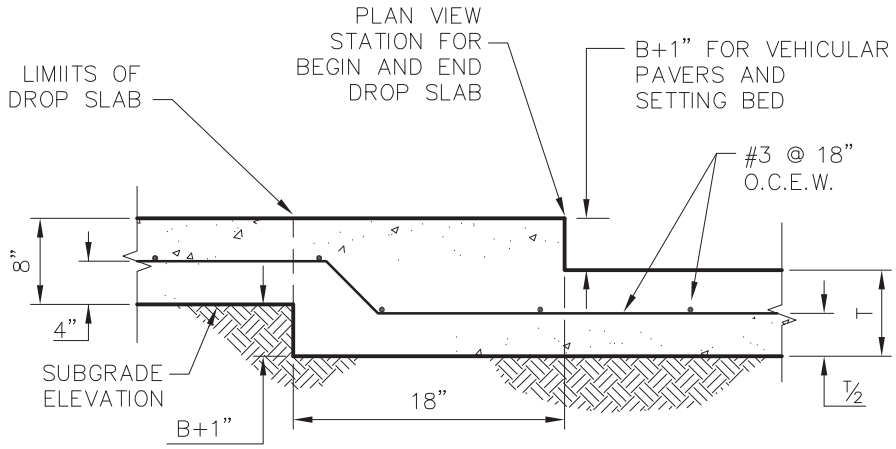
N.T.S.

Addison! PUBLIC WORKS DEPARTMENT	TRANSVERSE EXPANSION JOINT	STANDARD CONSTRUCTION DETAILS PAVING		
		DATE: AUGUST, 2010	REV DATE: –	SHEET : SD–P20



VEHICULAR BRICK INSTALLATION IN VEHICULAR AREAS

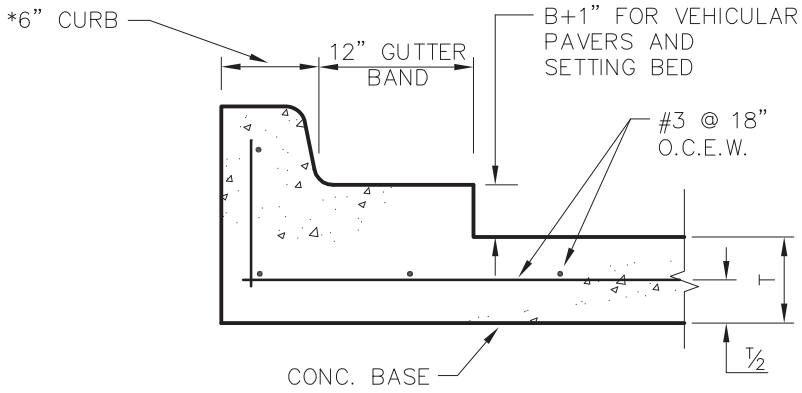
NTS



LONGITUDINAL SECTION AT DROP SLAB

NTS

* NO CURB AT BARRIER FREE RAMP.



SECTION THRU CURB AT DROP SLAB

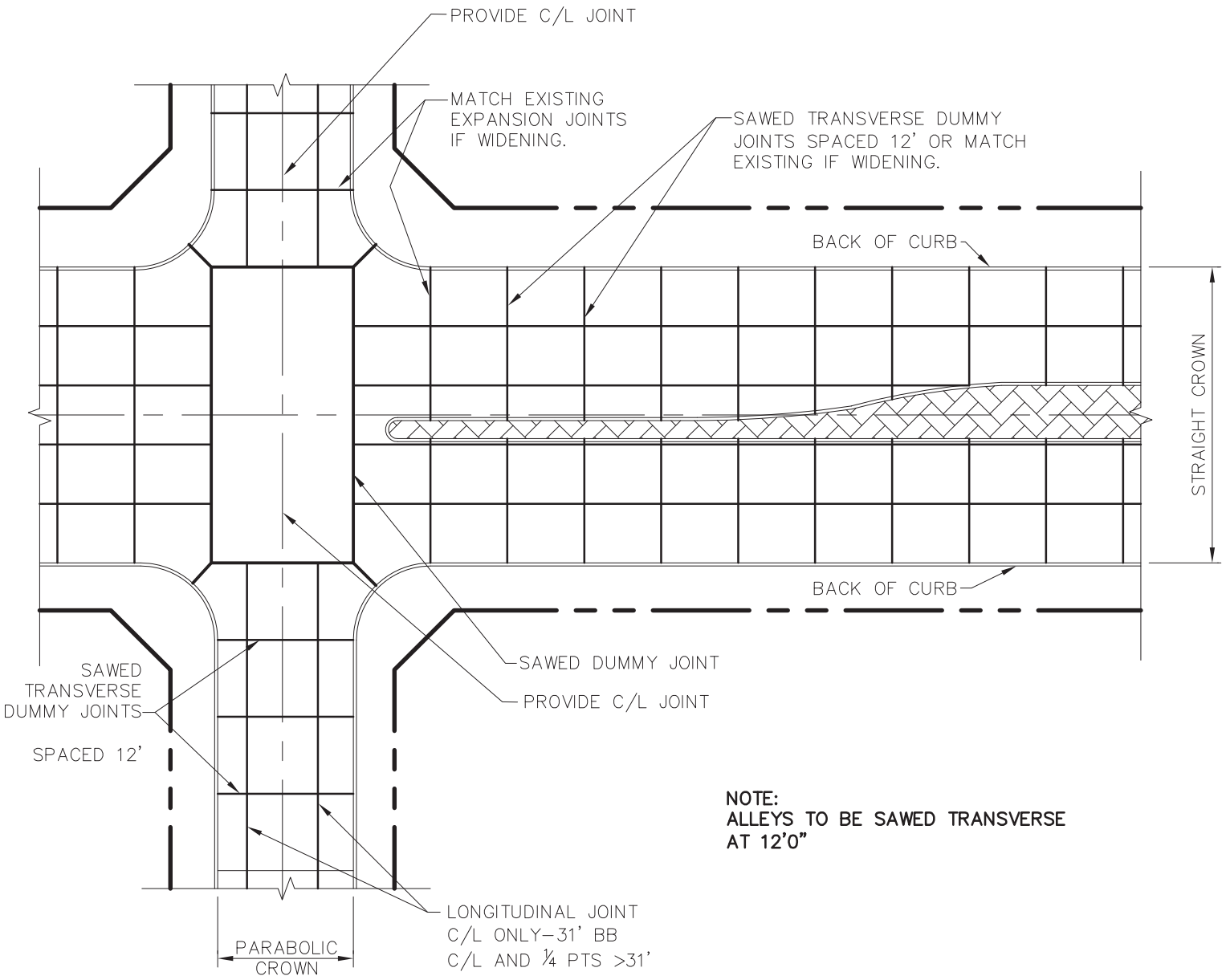
NTS

NOTES:

1. VEHICULAR PAVERS SHALL BE HEAVY PAVING BRICK MEETING ASTM C1272, TYPE R, APPLICATION AND BE APPROVED BY THE PUBLIC WORKS DEPT.
2. PROVIDE BRICK WITHOUT FROGS OR CORES, IN SURFACES EXPOSED TO VIEW IN COMPLETED WORK.

T=PAVEMENT THICKNESS
B=BRICK PAVER THICKNESS

Addison! PUBLIC WORKS DEPARTMENT	VEHICULAR BRICK INSTALLATION IN VEHICULAR AREAS	STANDARD CONSTRUCTION DETAILS PAVING		
		DATE: AUGUST, 2010	REV DATE: –	SHEET : SD–P21

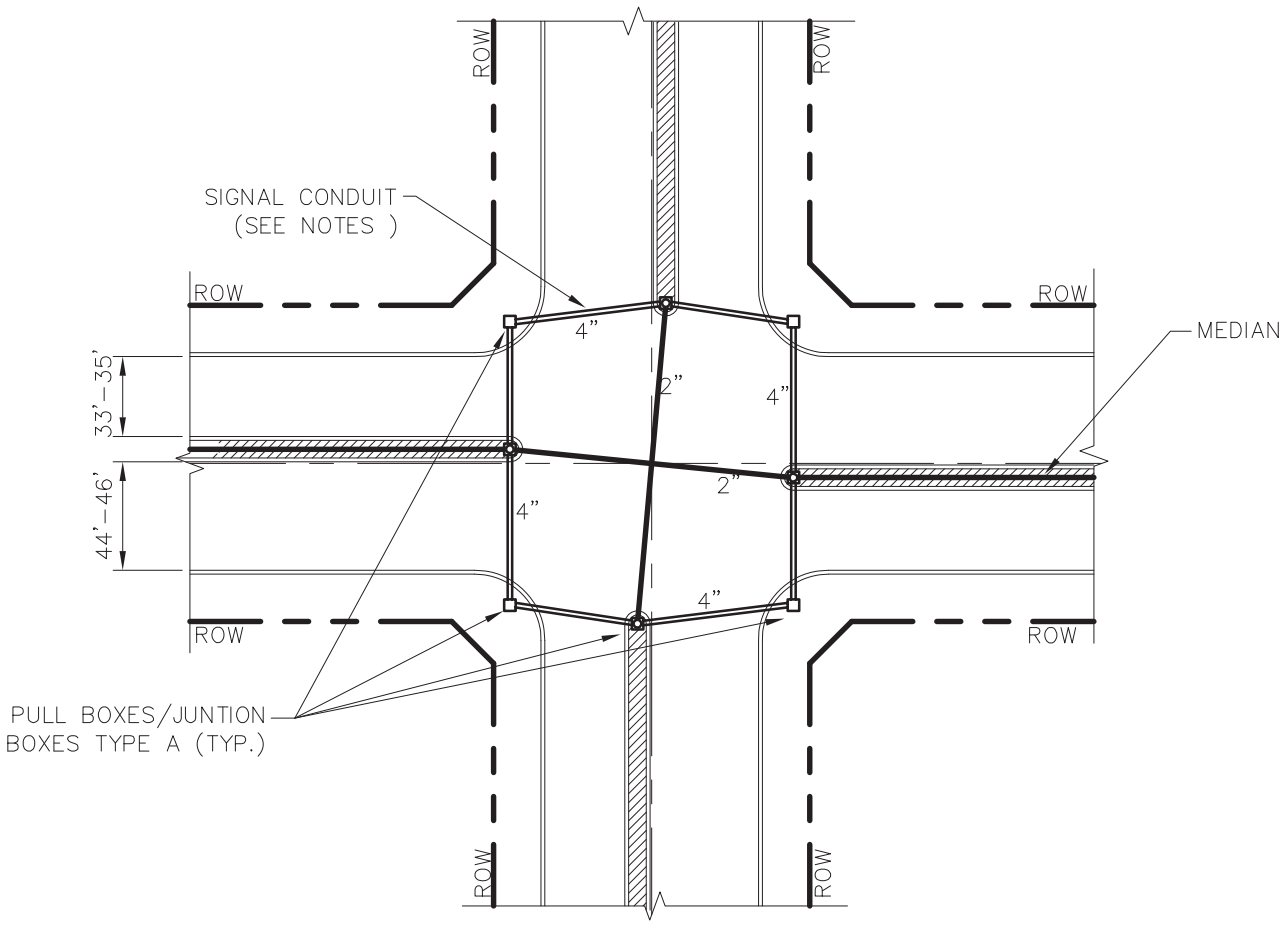


NOTE:
ALLEYS TO BE SAWED TRANSVERSE AT 12'0"

SPACING DIAGRAM FOR TRANSVERSE JOINTS

NTS

Addison! PUBLIC WORKS DEPARTMENT	SPACING DIAGRAM FOR TRANSVERSE JOINTS	STANDARD CONSTRUCTION DETAILS PAVING		
		DATE: AUGUST, 2010	REV DATE: –	SHEET : SD–P22



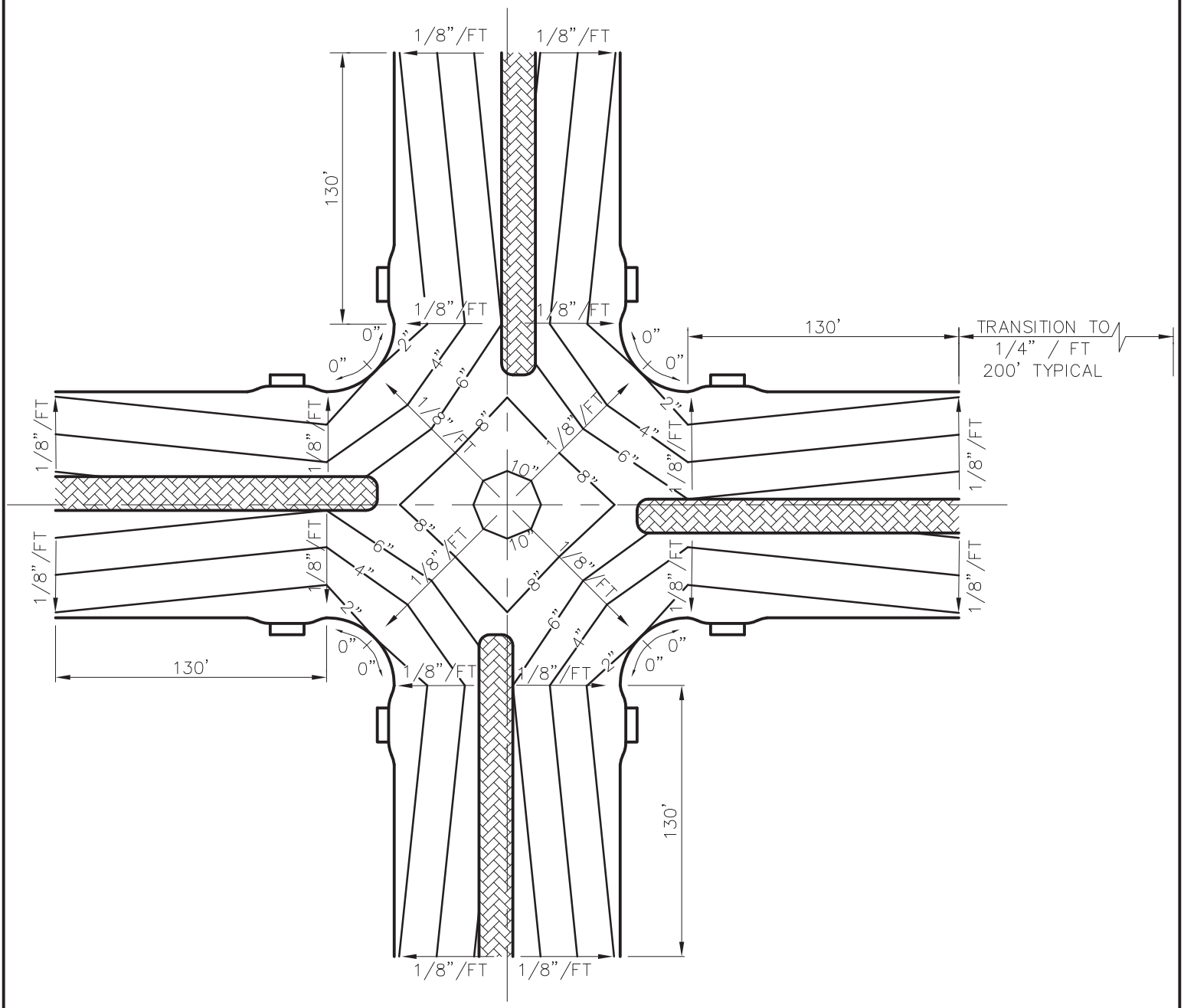
NOTES:

1. 4" PVC SCEDULE 40 DOVE GRAY ELECTRICAL TRAFFIC SIGNAL CONDUIT TO BE INSTALLED CONTINUOUS ACROSS INTERSECTION, EXTENDED TO 2' BEHIND CURBS. SWEEP BENDS TO BE USED AT ALL PULL BOXES.
2. RED MARKER TAPE IS TO BE INSTALLED ON THE ENDS OF THE CONDUIT.
3. THE EXACT LOCATIONS WHERE THE CONDUIT CROSSES UNDER THE PAVING ARE TO BE CHISELED WITH AN "X" AND PAINTED WITH RED PAINT ON THE CURB OR PAVING.
4. A NO. 9 GALVANIZED WIRE SHALL BE PLACED IN ALL CONDUIT. THIS WIRE SHALL EXTEND A MINIMUM OF 1' FROM THE END OF THE CONDUIT.
5. TRAFFIC SIGNAL PULL BOXES SHALL BE #36 FROM TRAFFIC SIGNAL EQUIPMENT COMPANY, FT. WORTH, TEXAS OR APPROVED EQUAL. BOXES ARE APPROXIMATELY 10 1/2" X 17" X 12" AND SHALL BE PROVIDED WITH A CONCRETE COVER. BURIAL DEPTH OF CONDUIT SHALL BE 18 INCHES BELOW BOTTOM OF PAVEMENT.
6. 2" PVC SCHEDULE 40 DOVE GRAY ELECTRICAL STREET LIGHT CONDUIT SHALL BE PLACED IN ALL MEDIANS, 3' OFF C/L UNLESS OTHERWISE SHOWN ON THE PLANS. BURIAL DEPTH SHALL BE 3'-0" BELOW FINISH GRADE. 30 INCH RADIUS SWEEP BENDS TO BE USED AT ALL HANDHOLE BOXES.

INTERSECTION CONDUIT LAYOUT

NTS

Addison! PUBLIC WORKS DEPARTMENT	INTERSECTION CONDUIT LAYOUT	STANDARD CONSTRUCTION DETAILS PAVING		
		DATE: AUGUST, 2010	REV DATE: –	SHEET : SD-P23

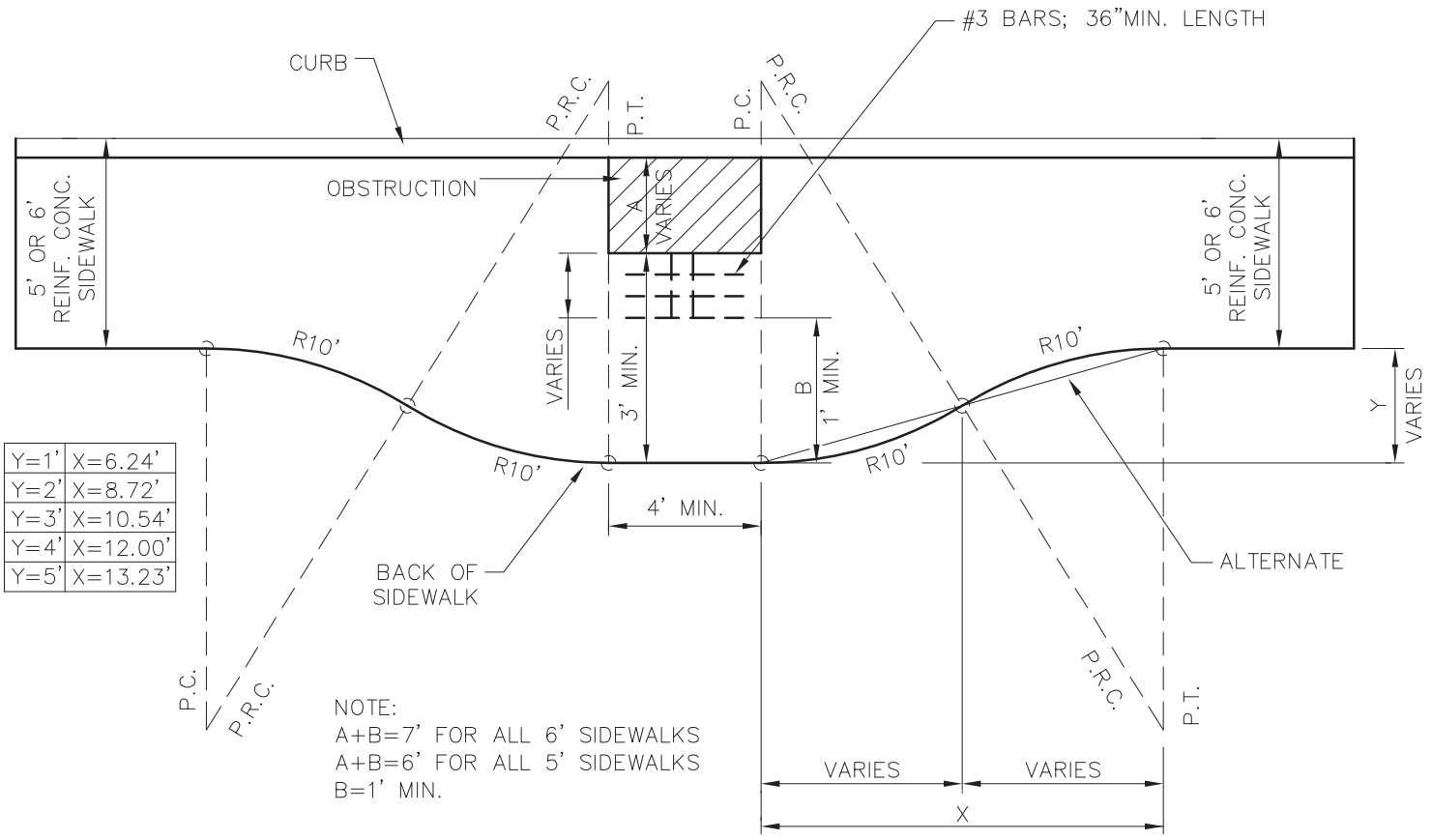


NOTE:
INLETS REQUIRED WHEN DRAINAGE IS TOWARD INTERSECTION.

TYPICAL CONTOURS FOR MAJOR–MAJOR INTERSECTION

NTS

Addison! PUBLIC WORKS DEPARTMENT	TYPICAL CONTOURS FOR MAJOR–MAJOR INTERSECTION	STANDARD CONSTRUCTION DETAILS PAVING		
		DATE: AUGUST, 2010	REV DATE: –	SHEET : SD–P24

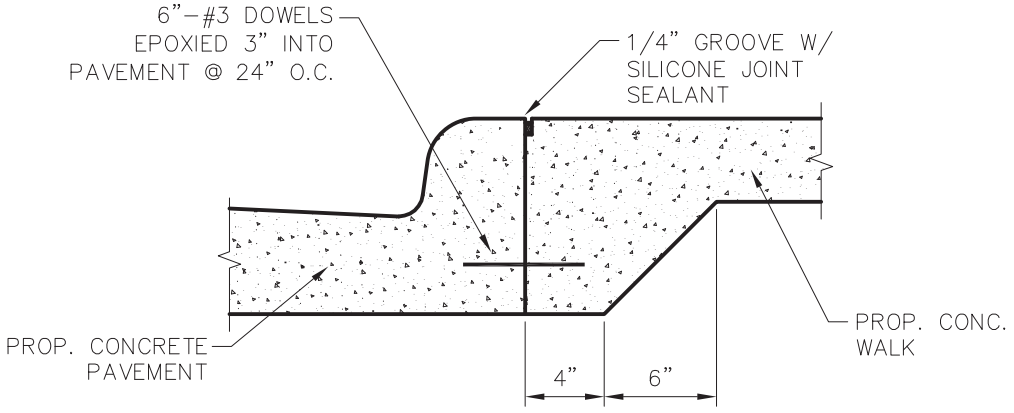


Y=1'	X=6.24'
Y=2'	X=8.72'
Y=3'	X=10.54'
Y=4'	X=12.00'
Y=5'	X=13.23'

SIDEWALK WIDENING REQUIRED AROUND OBSTACLE IN SIDEWALK

NTS

Sidewalk widening required around obstacle in sidewalk – Does not specify running or cross slope requirements.



JOINT DETAIL FOR SIDEWALKS ADJACENT TO CURB

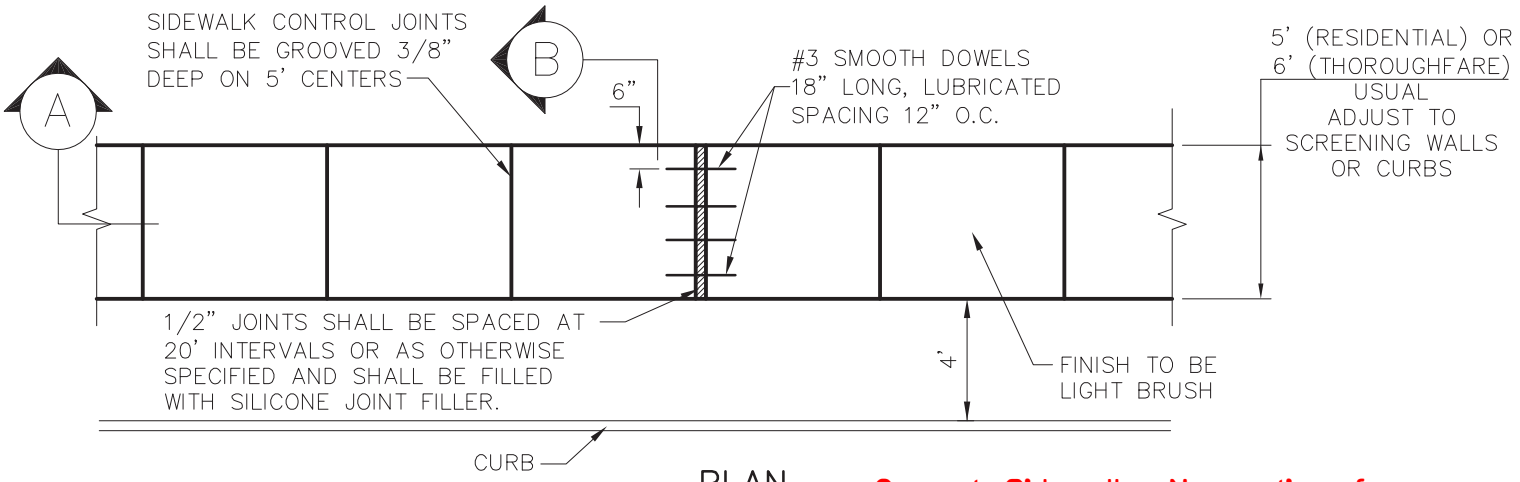
NTS

Addison!
PUBLIC WORKS DEPARTMENT

SIDEWALK WIDENING REQUIRED AROUND OBSTACLE IN SIDEWALK & JOINT DETAIL FOR SIDEWALKS ADJACENT TO CURB

STANDARD CONSTRUCTION DETAILS
PAVING

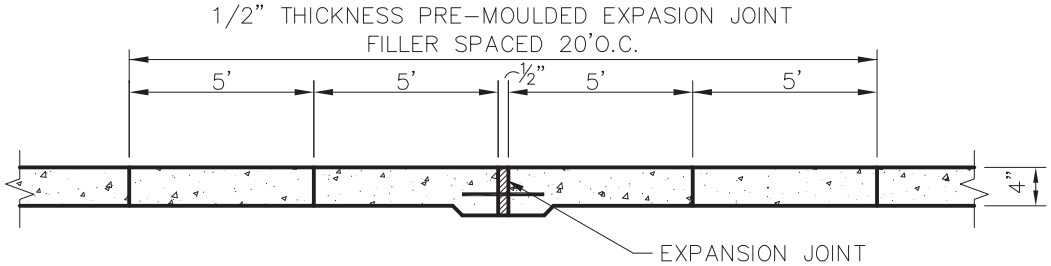
DATE:	REV DATE:	SHEET :
AUGUST, 2010	–	SD–P25



PLAN

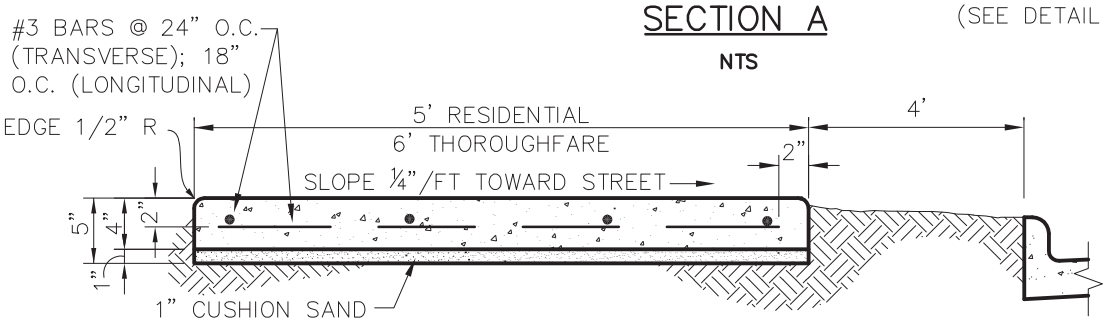
NTS

Concrete Sidewalk – No mention of accessibility requirements .



SECTION A

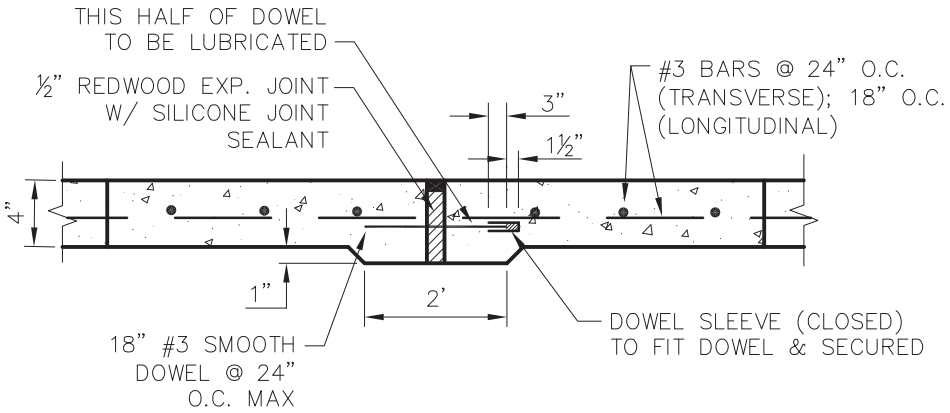
NTS



SECTION B

NTS

NOTE:
WHEN CONCRETE WALK IS ADJACENT TO CURB, DEPTH OF EXPANSION JOINT MATERIAL SHALL BE SUFFICIENT TO PREVENT CONCRETE TO CONCRETE CONTACT BETWEEN WALK AND CURB.



EXPANSION JOINT DETAIL

NTS

Addison!

PUBLIC WORKS DEPARTMENT

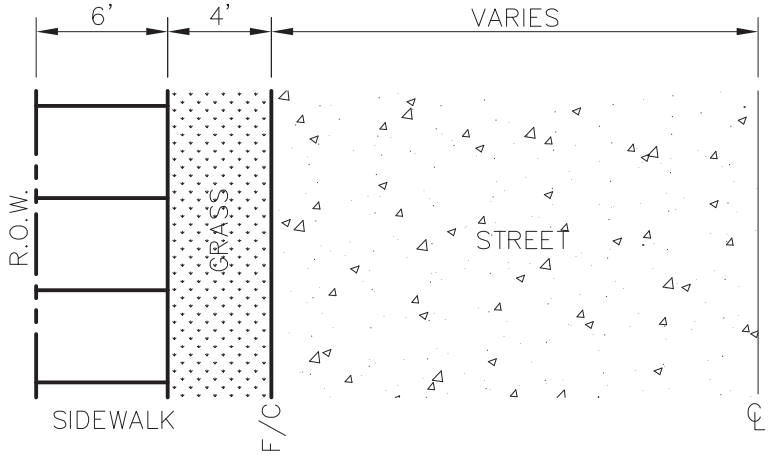
CONCRETE SIDEWALK

STANDARD CONSTRUCTION DETAILS
PAVING

DATE: AUGUST, 2010	REV DATE: –	SHEET : SD-P26

ARTERIAL

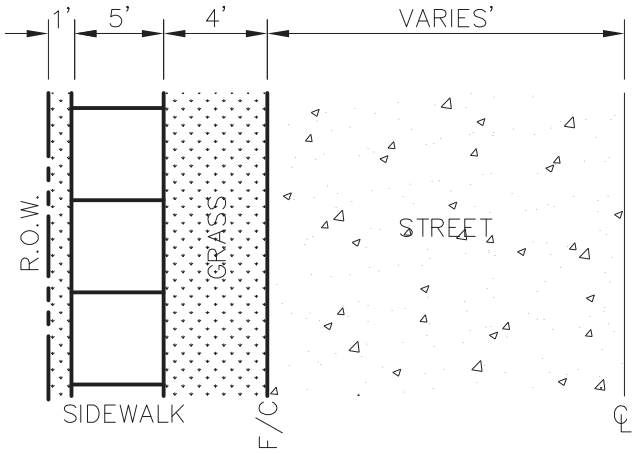
6' SIDEWALK EDGE SHALL BE LOCATED ON THE R.O.W. LINE OF ARTERIAL STREETS.



RESIDENTIAL/COLLECTOR

5' SIDEWALK SHALL BE LOCATED 1' INSIDE R.O.W. OF RESIDENTIAL STREETS.

Accessibility requirements should be reiterated on this sheet for clarity.

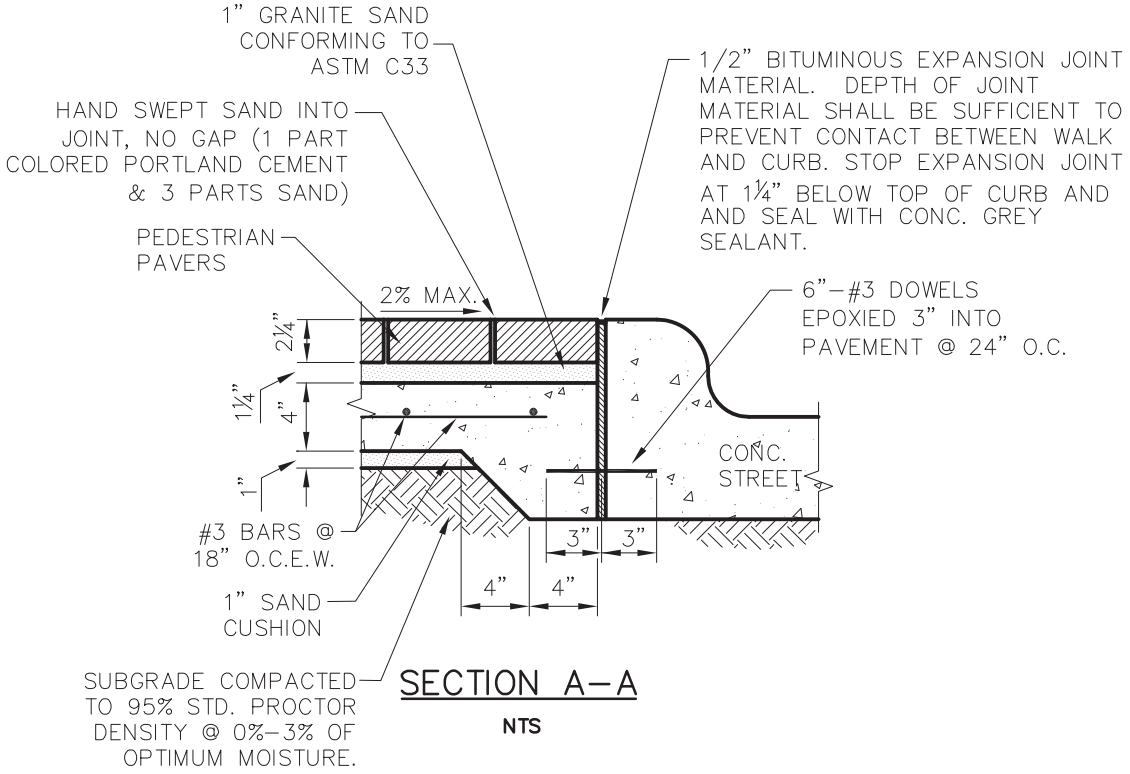


PUBLIC WORKS DEPARTMENT

CONCRETE SIDEWALK CONTINUED

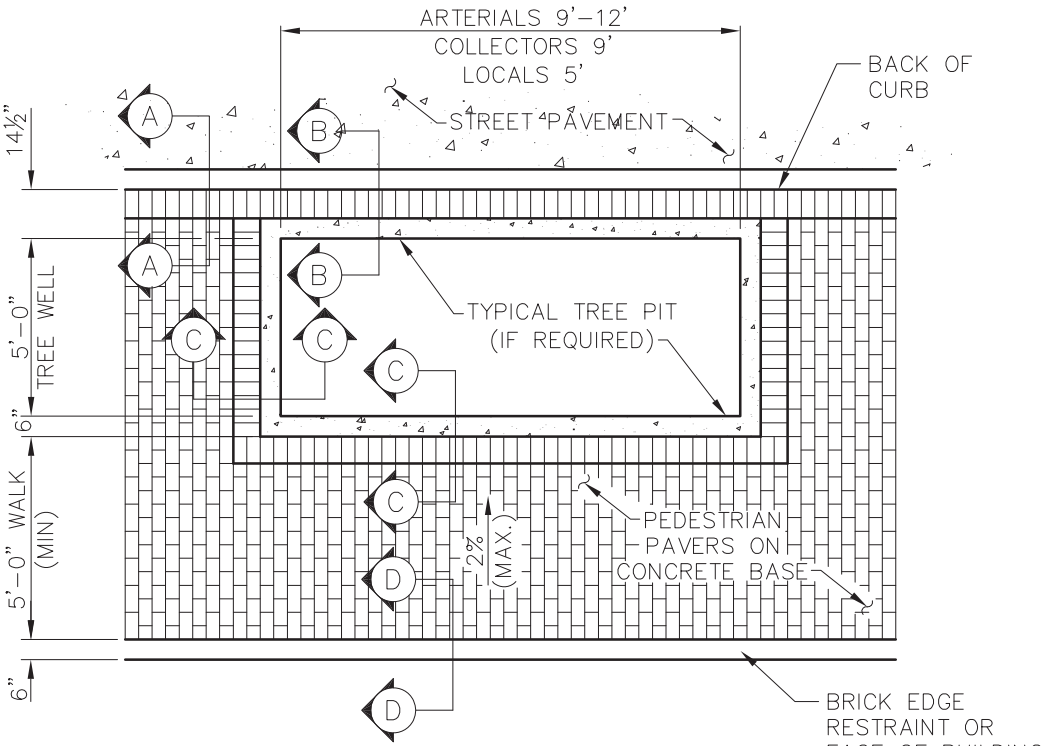
STANDARD CONSTRUCTION DETAILS
PAVING

DATE: AUGUST, 2010	REV DATE: –	SHEET : SD–P27



SECTION A–A

NTS



SIDEWALK PLAN: BRICK PAVERS

NTS

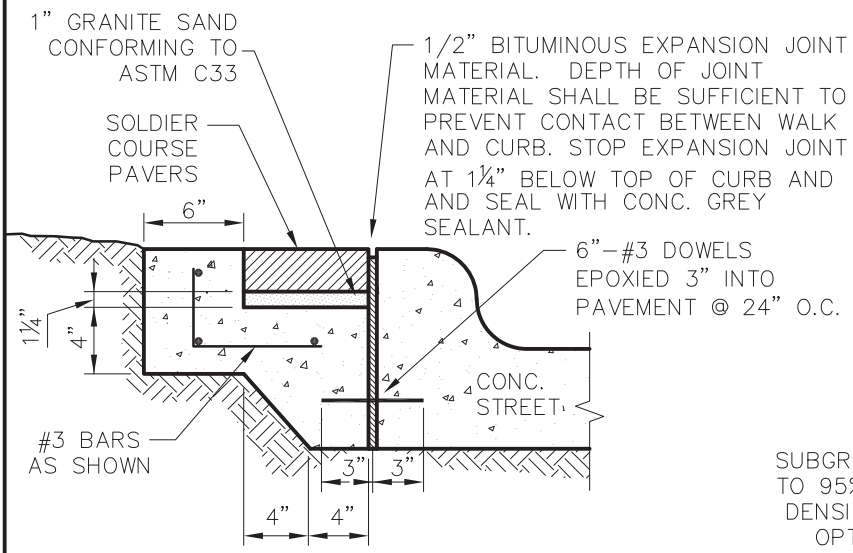
NOTE:
SEE SD–P29 FOR ADDISON GENERAL NOTES

Addison!
PUBLIC WORKS DEPARTMENT

SIDEWALK BRICK PAVERS

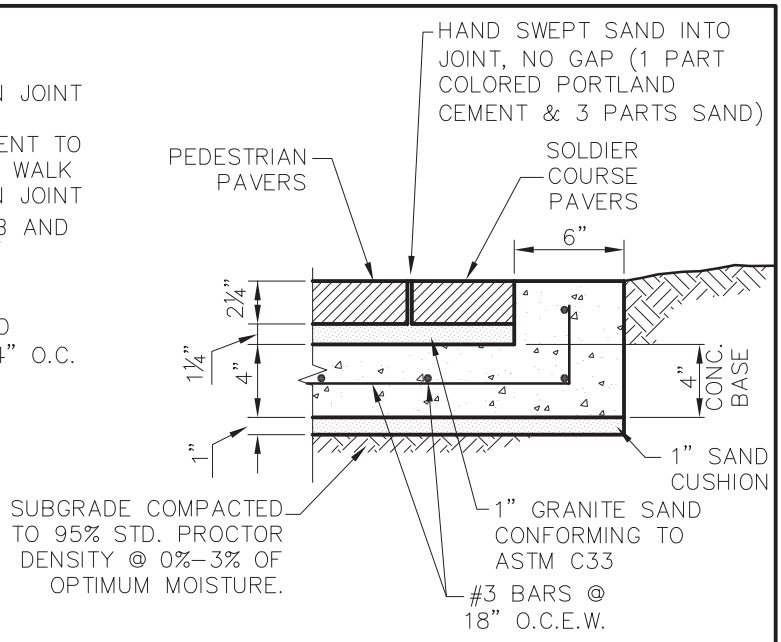
STANDARD CONSTRUCTION DETAILS
PAVING

DATE:	REV DATE:	SHEET :
AUGUST, 2010	–	SD–P28



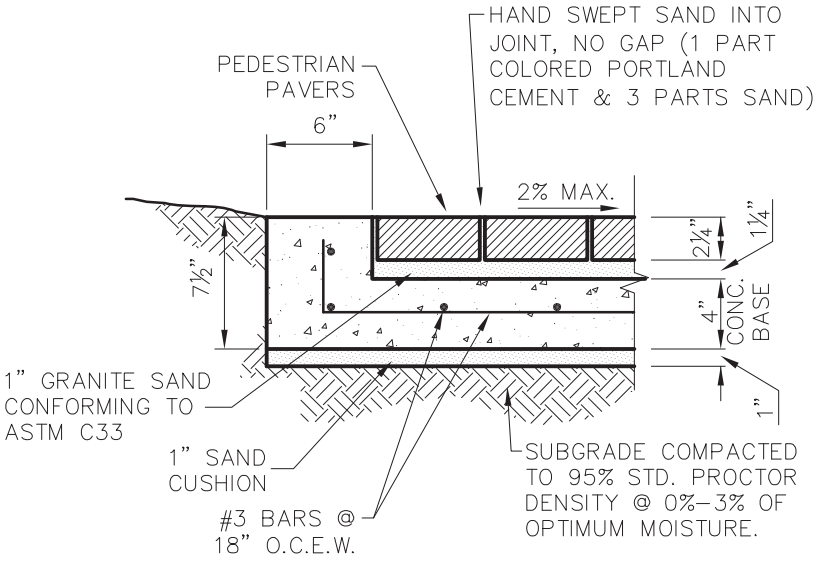
SECTION B–B

NTS



SECTION C–C

NTS



SECTION D–D

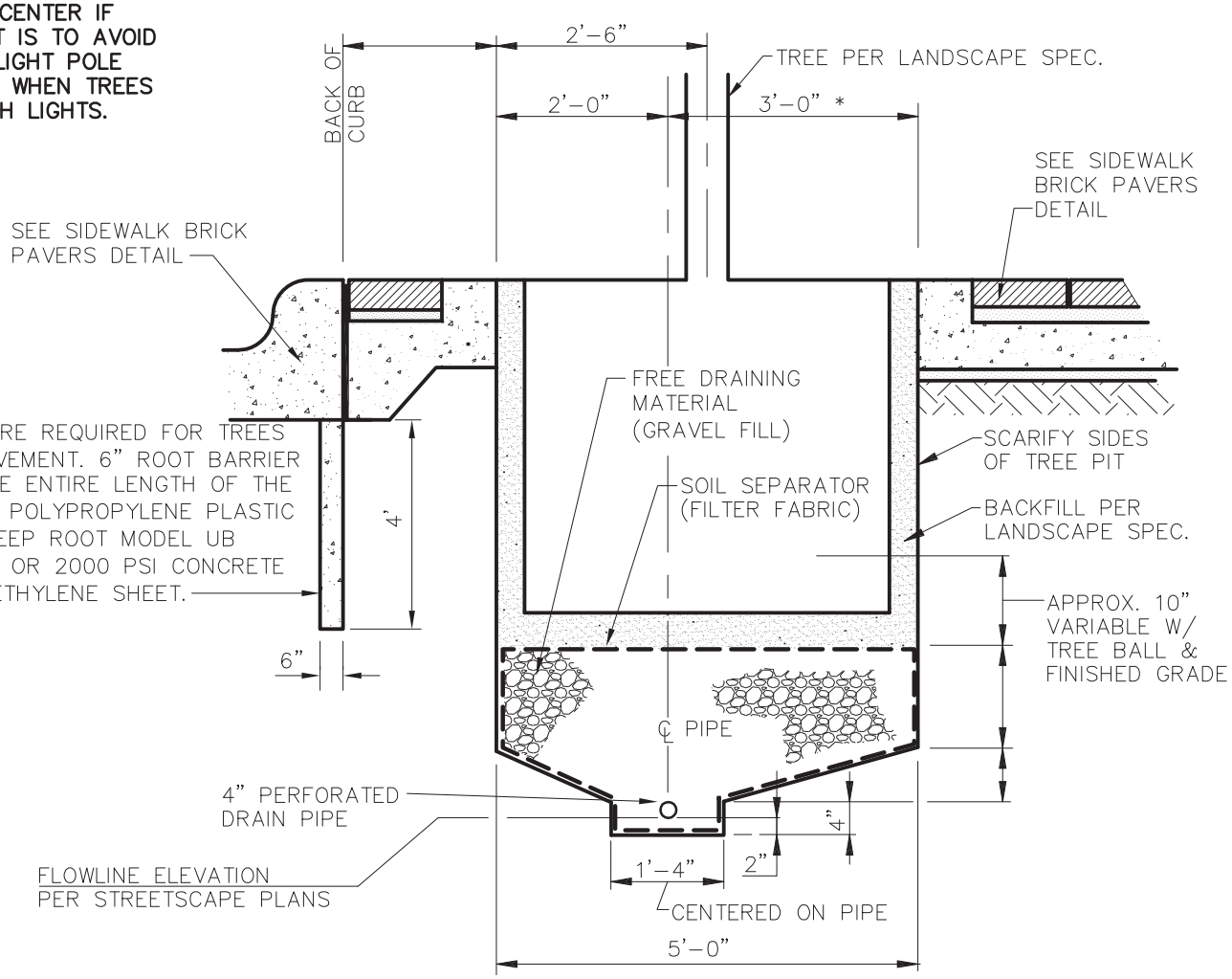
NTS

NOTES:

1. PEDESTRIAN PAVERS AND SOLDIER COURSE PAVERS SHALL BE LIGHT TRAFFIC PAVING BRICK MEETING ASTM C902, CLASS SX, TYPE II, APPLICATION PX, W/ DIMENSIONS (W)4"X(L)8"X(T)2¼".
2. PEDESTRIAN PAVERS SHALL BE APPROVED BY PUBLIC WORKS.
3. PROVIDE BRICK WITHOUT FROGS OR CORES, IN SURFACES EXPOSED TO VIEW IN COMLETED WORK.

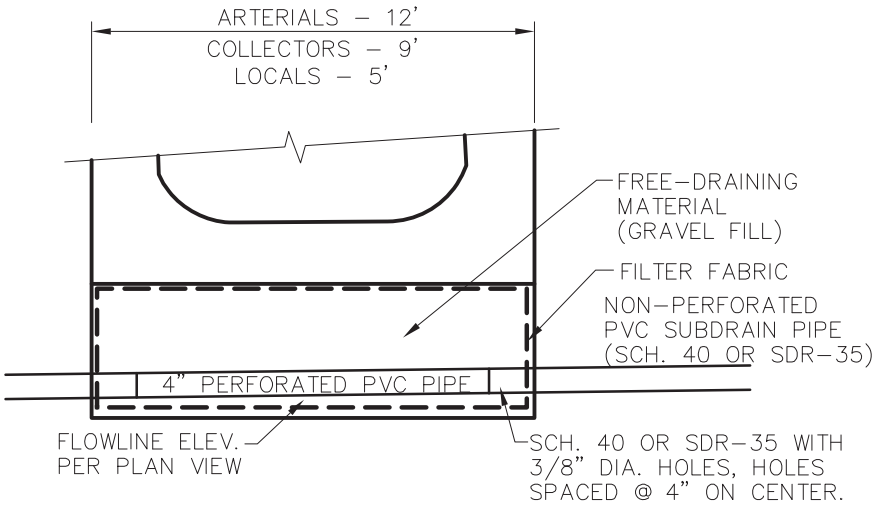
Addison! PUBLIC WORKS DEPARTMENT	SIDEWALK BRICK PAVERS CONTINUED	STANDARD CONSTRUCTION DETAILS PAVING		
		DATE: AUGUST, 2010	REV DATE: –	SHEET : SD–P29

* DRAIN PIPE MAY BE OFFSET FURTHER FROM CENTER IF DESIRED. OFFSET IS TO AVOID CONFLICT WITH LIGHT POLE GROUNDING ROD WHEN TREES ARE IN LINE WITH LIGHTS.



SECTION PERPENDICULAR TO CURB

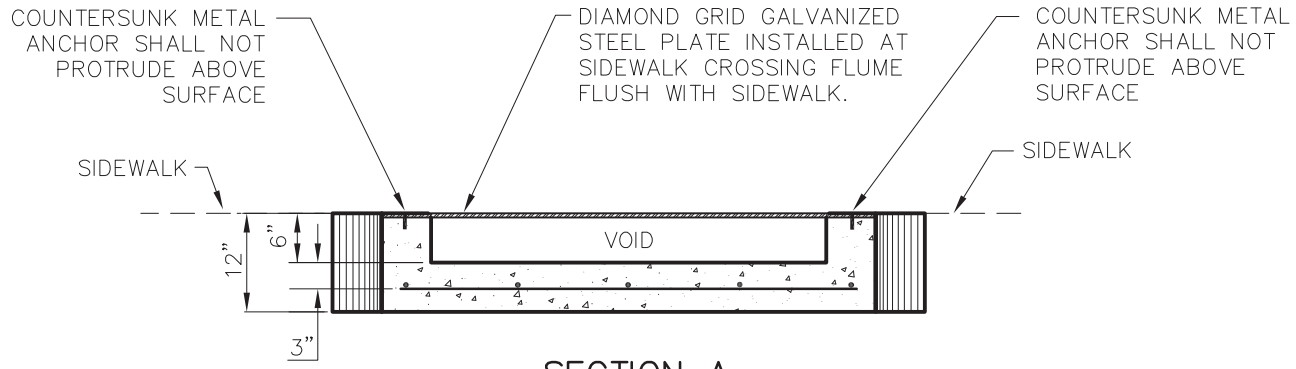
NTS



SECTION PARALLEL TO CURB

NTS

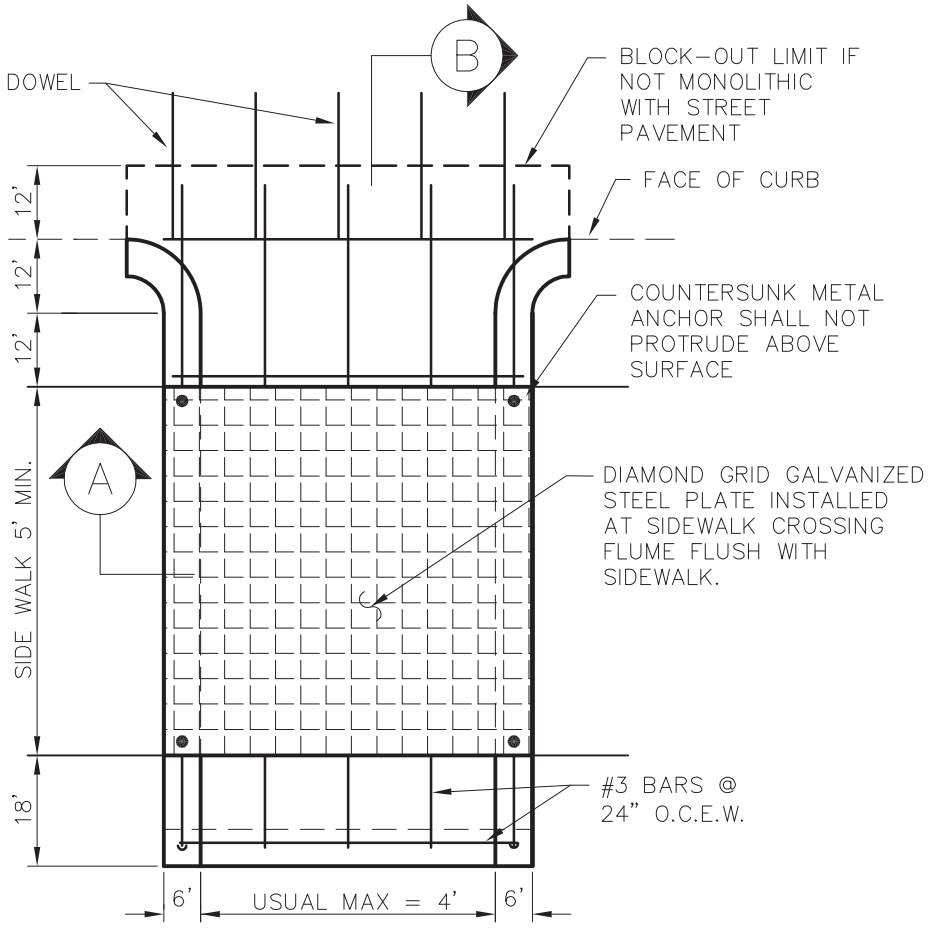
Addison! PUBLIC WORKS DEPARTMENT	SUBSURFACE DRAIN SYSTEM	STANDARD CONSTRUCTION DETAILS PAVING		
		DATE: AUGUST, 2010	REV DATE: –	SHEET : SD-P30



SECTION A

NTS

NOTE: SEE NEXT PAGE FOR SECTION B



PLAN

NTS

STEEL PLATE FLUME COVER

SPAN FEET	PLATE THICKNESS INCHES
4	1/2"
6	5/8"
8	3/4"
10	7/8"

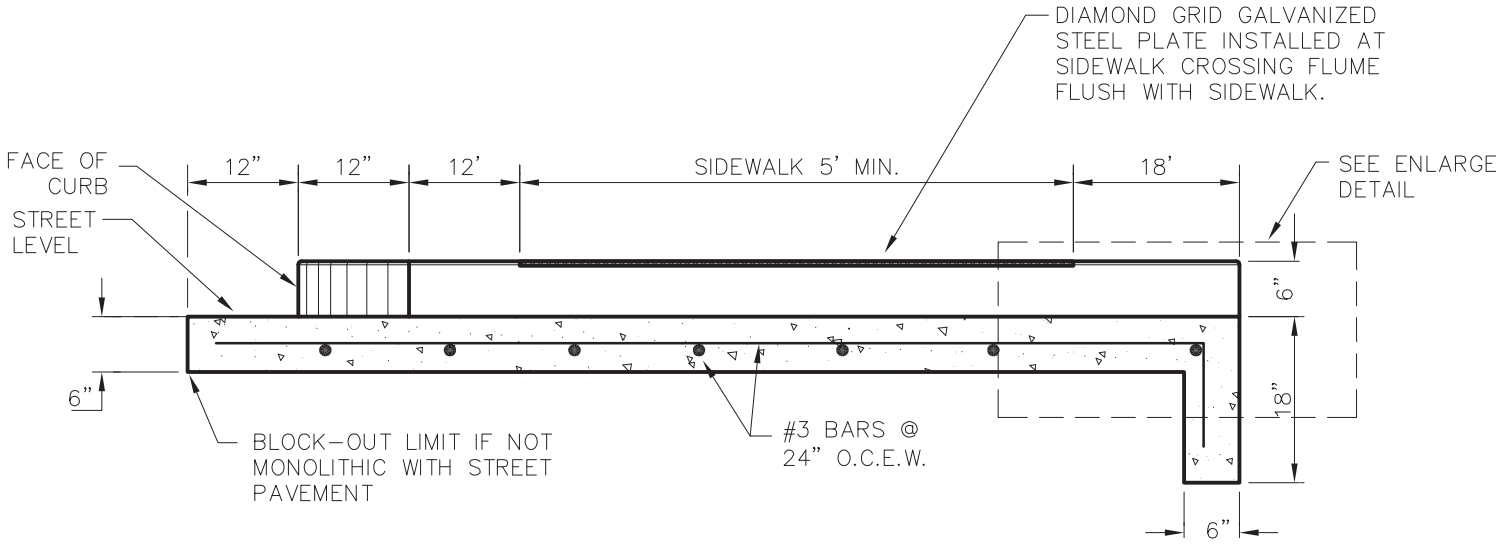
BASED ON 100 P.S.I. LIVE LOAD AND MAX. DEAD & LIVE LOAD DEFLECTION OF L/240
BOLT PLATE DOWN WITH BRASS BOLTS. BOLTS SHALL BE 1/2" DIA. RECESSED TO FLUSH WITH TOP OF PLATE AND SPACED A MAXIMUM OF 12" ON CENTERS. 1/2" DIA. SELF–DRILLING ANCHORS SHALL BE USED AND SPACED THE SAME.
SURFACE OF PLATE SHALL BE A NON–SKID MATERIAL.

Addison!
PUBLIC WORKS DEPARTMENT

SIDEWALK FLUME DETAIL

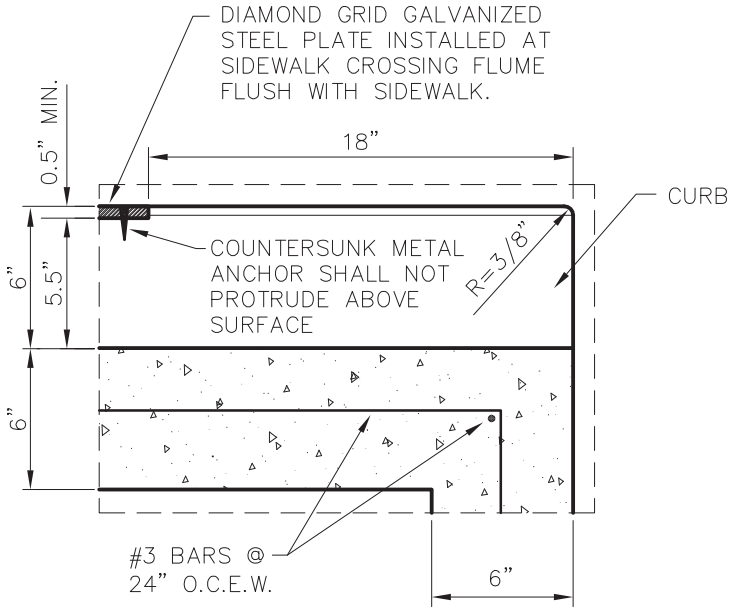
STANDARD CONSTRUCTION DETAILS
PAVING

DATE:	REV DATE:	SHEET :
AUGUST, 2010	–	SD–P31



SECTION B

NTS

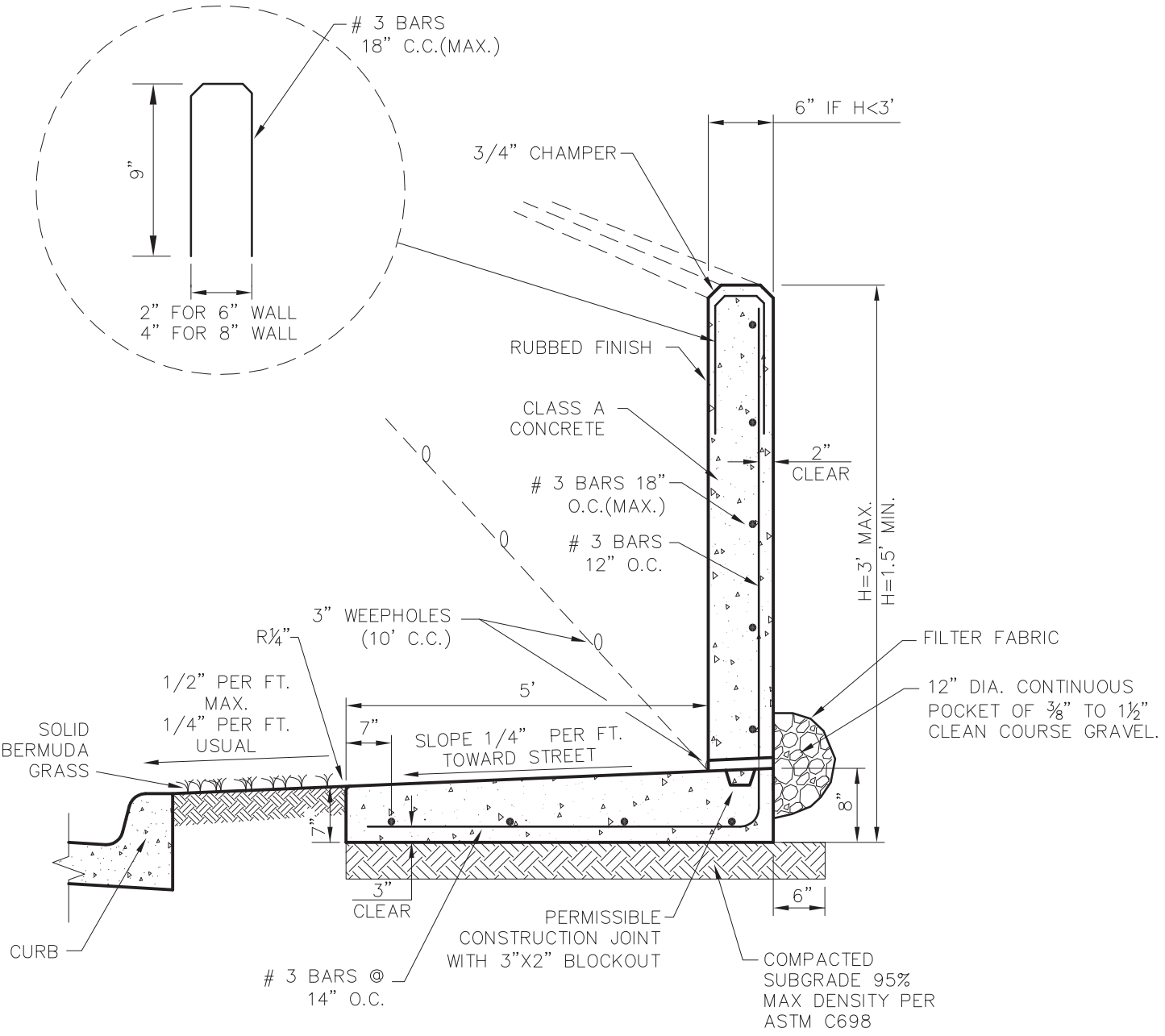


ENLARGED DETAIL

NTS

Addison! PUBLIC WORKS DEPARTMENT	SIDEWALK FLUME DETAIL CONTINUED	STANDARD CONSTRUCTION DETAILS PAVING		
		DATE: AUGUST, 2010	REV DATE: –	SHEET : SD-P32

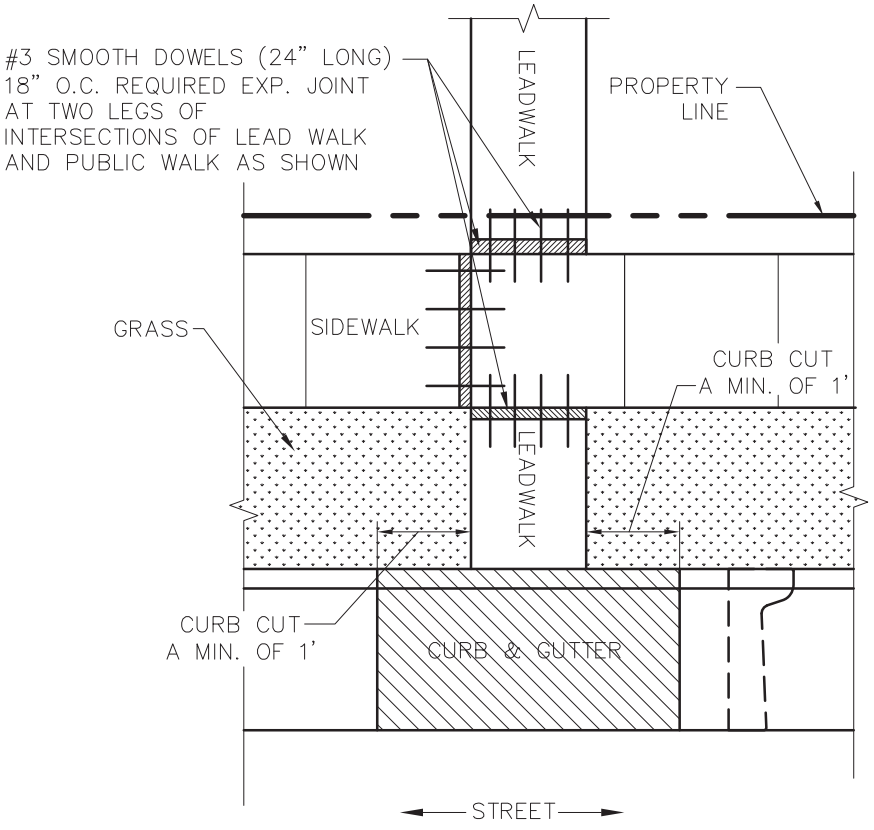
NOTE:
PROVIDE VERTICAL EXPANSION IN WALL
AT 25' MAX. SPACING.



SIDEWALK WITH INTEGRAL RETAINING WALL

NTS

Addison! PUBLIC WORKS DEPARTMENT	SIDEWALK WITH INTEGRAL RETAINING WALL	STANDARD CONSTRUCTION DETAILS PAVING		
		DATE: AUGUST, 2010	REV DATE: –	SHEET : SD–P33



NOTES:

1. ALL SIDEWALKS AND DRIVEWAY REINFORCEMENT SHALL BE #3 STEEL 18" O.C.E.W. TIED TO #3 SMOOTH DOWELS AND SET UPON CHAIRS.
2. 1-INCH CUSHION SAND REQUIRED ON SUBGRADE COMPACTED WITHIN 95% STANDARD PROCTOR DENSITY.
3. POURS SHALL REQUIRE A PRE-POUR INSPECTION FOR FORMWORK, REINFORCEMENT AND GEOMETRY. VISUAL INSPECTIONS MAY BE MADE AFTER THE POUR TO ADDRESS TOOLED JOINTS, FINISH, SUBGRADE INTEGRITY, ETC.
4. ENSURE THAT FLATWORK DOES NOT OBSCURE ABOVE-GROUND APPURTENANCES (I.E. VALVES, MH LIDS)
5. EXPOSED AGGREGATE CONCRETE IS NOT ACCEPTABLE FOR SIDEWALK WITHIN PUBLIC RIGHT-OF-WAY.
6. SIDEWALKS SHALL BE 5' WIDE (MIN.) WITH 42" (MIN.) UNOBSTRUCTED. SIDEWALKS ALONG ARTERIAL (THOROUGHFARE) ROADWAYS SHALL BE 6' MIN.
7. FOR CURB DETAIL SEE CURB AND GUTTER & ASPHALT PAVING CROSS SECTION

Concrete Sidewalk Continued – The "leadwalk" crosses a curb. Whenever the pedestrian route crosses a curb a curb ramp is required. No curb ramp is shown or mentioned.

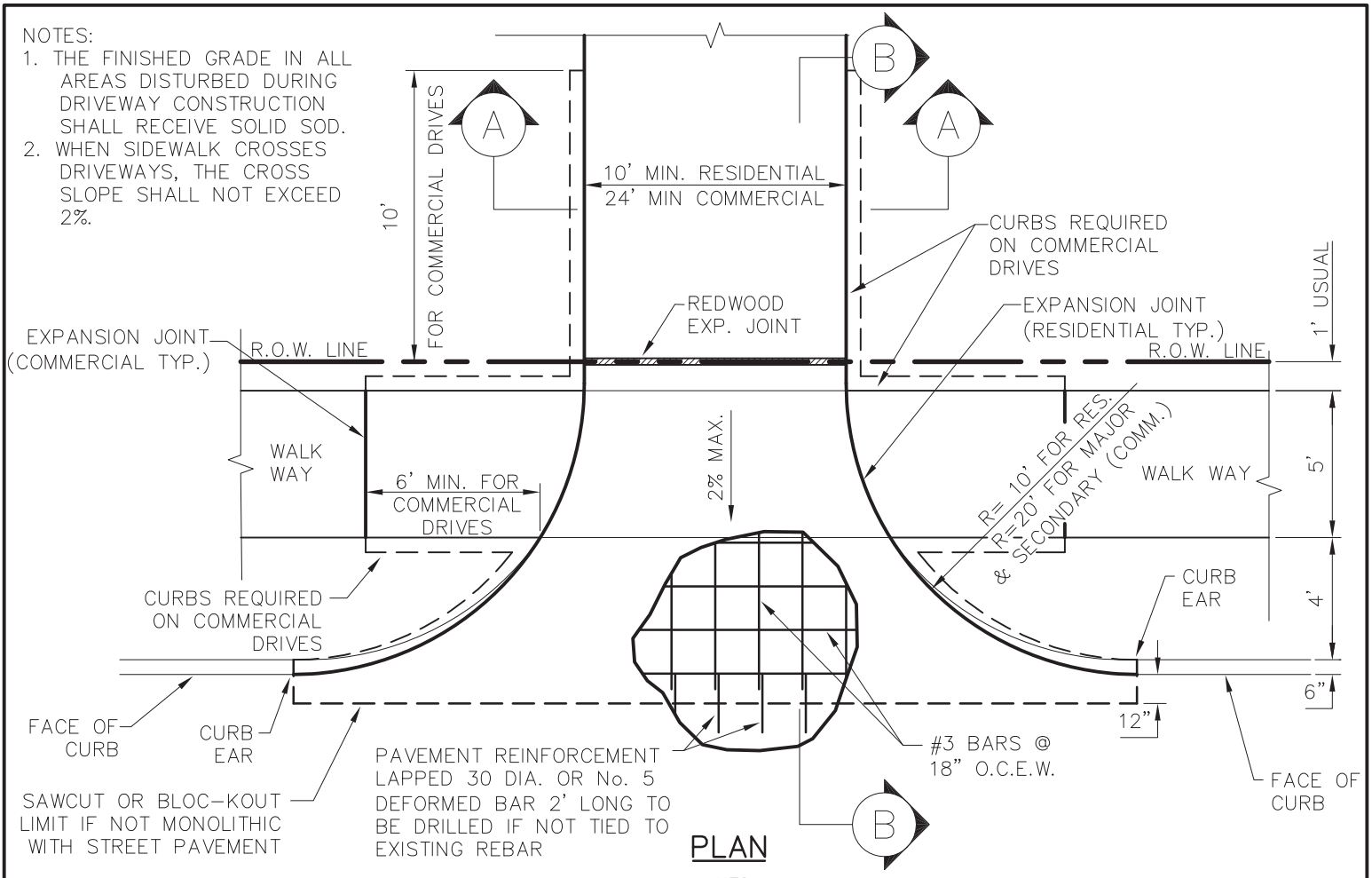
Addison!
PUBLIC WORKS DEPARTMENT

CURB AND LEAD WALK REPAIR

STANDARD CONSTRUCTION DETAILS
PAVING

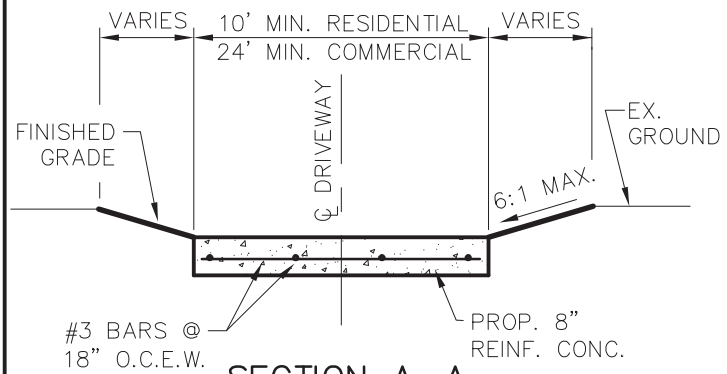
DATE:	REV DATE:	SHEET :
AUGUST, 2010	–	SD-P34

NOTES:
1. THE FINISHED GRADE IN ALL AREAS DISTURBED DURING DRIVEWAY CONSTRUCTION SHALL RECEIVE SOLID SOD.
2. WHEN SIDEWALK CROSSES DRIVEWAYS, THE CROSS SLOPE SHALL NOT EXCEED 2%.



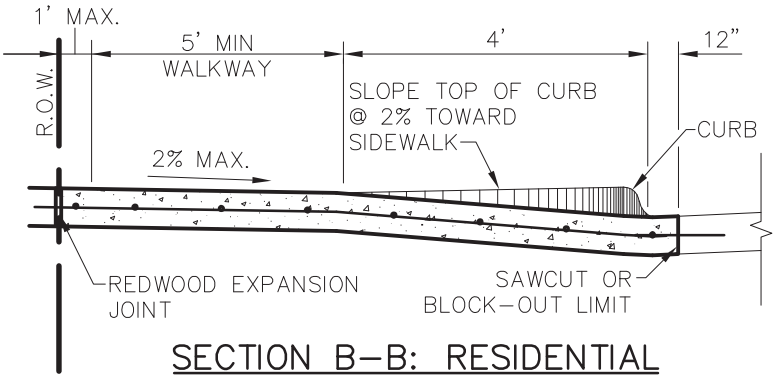
PLAN

NTS



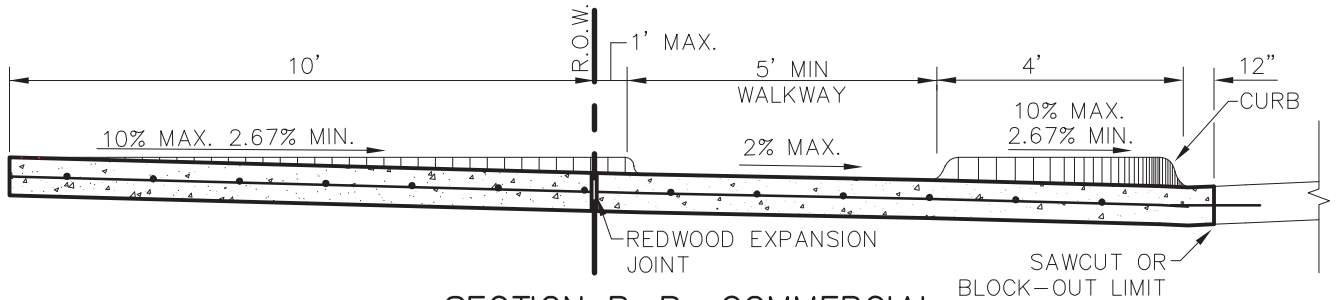
SECTION A-A

NTS



SECTION B-B: RESIDENTIAL

NTS



SECTION B-B: COMMERCIAL

NTS

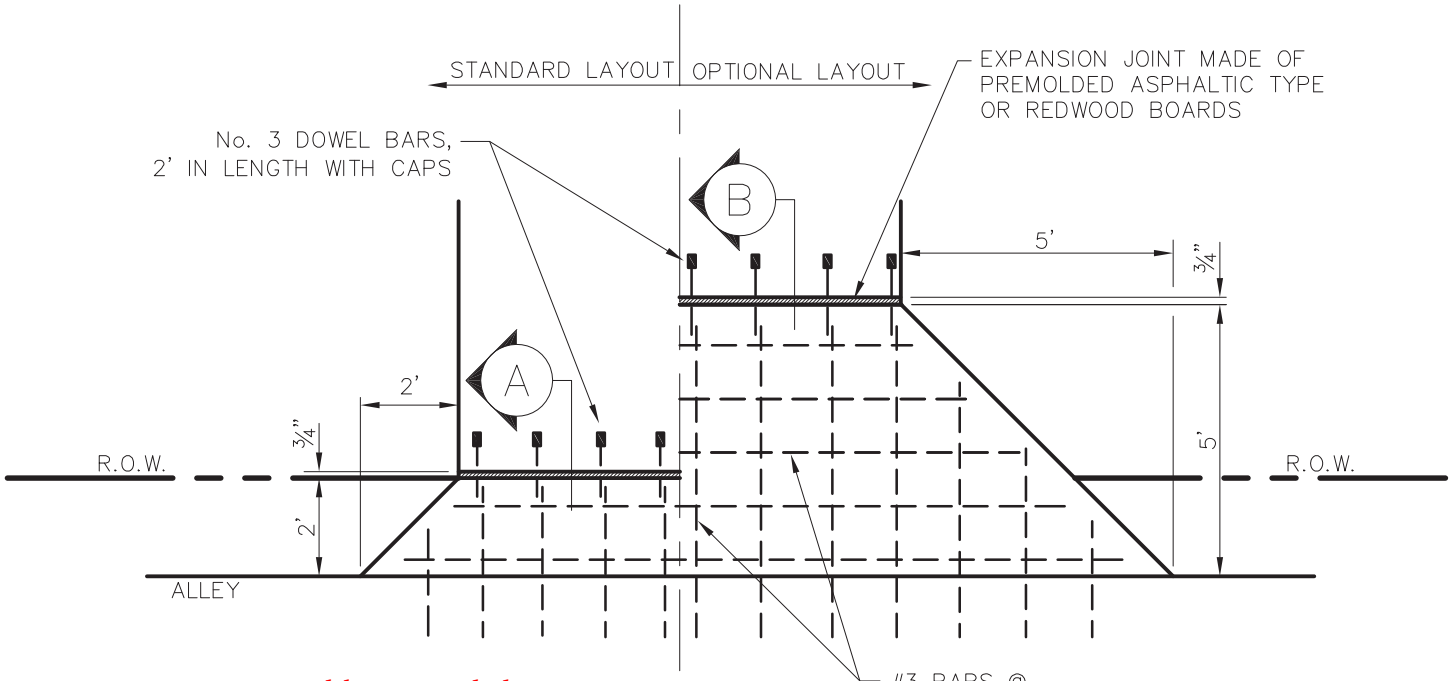
Addison!

PUBLIC WORKS DEPARTMENT

DRIVEWAY RETURN DETAILS

STANDARD CONSTRUCTION DETAILS
PAVING

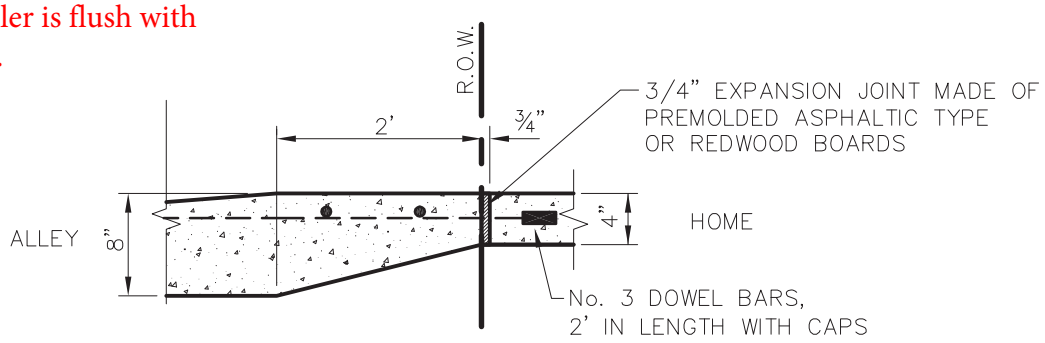
DATE:	REV DATE:	SHEET :
AUGUST, 2010	–	SD-P35



PLAN

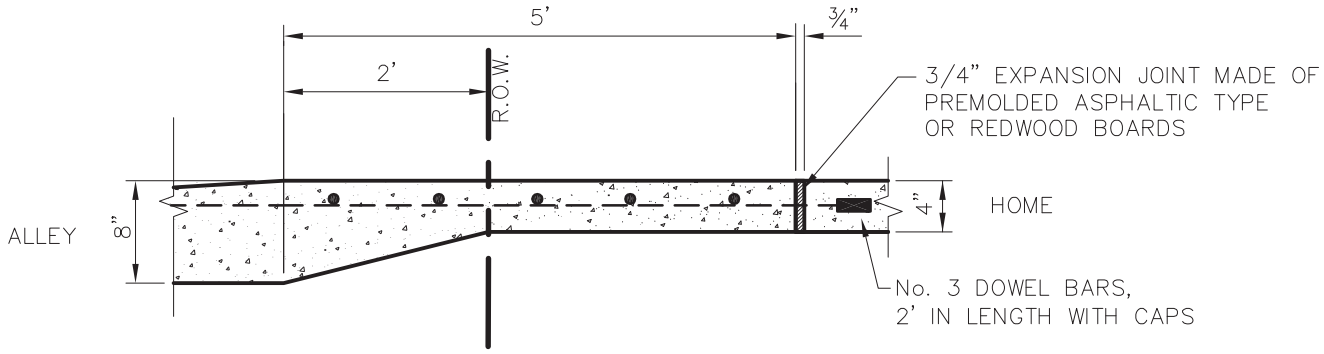
NTS

Expansion joint gap width is provided, but clarification on requirements is needed. Gaps greater than 1/2" are not permitted unless gaps are filled completely and filler is flush with adjacent sidewalk.



SECTION A

NTS



SECTION B

NTS

PUBLIC WORKS DEPARTMENT

DRIVEWAY RETURN FOR ALLEY

STANDARD CONSTRUCTION DETAILS
PAVING

DATE:	REV DATE:	SHEET :
AUGUST, 2010	–	SD–P36

GENERAL NOTES FOR PEDESTRIAN FACILITIES

1. ALL SLOPES ARE MAXIMUM ALLOWABLE. THE LEAST POSSIBLE SLOPE THAT WILL STILL DRAIN PROPERLY SHOULD BE USED. ADJUST CURB RAMP LENGTH OR GRADE OF APPROACH SIDEWALKS AS DIRECTED.
2. LANDINGS SHALL BE 5'X5' MINIMUM WITH A MAXIMUM 2% SLOPE IN ANY DIRECTION.
3. MANEUVERING SPACE AT THE BOTTOM OF CURB RAMPS SHALL BE A MINIMUM OF 4'X4' WHOLLY CONTAINED WITHIN THE CROSSWALK AND WHOLLY OUTSIDE THE PARALLEL VEHICULAR TRAVEL PATH.
4. MAXIMUM ALLOWABLE CROSS SLOPE ON SIDEWALK AND CURB RAMP SURFACES IS 2%
5. CURB RAMPS WITH RETURNED CURBS MAY BE USED ONLY WHERE PEDESTRIANS WOULD NOT NORMALLY WALK ACROSS THE RAMP, EITHER BECAUSE THE ADJACENT SURFACE IS PLANTING OR OTHER NON-WALKING SURFACE OR BECAUSE THE SIDE APPROACH IS SUBSTANTIALLY OBSTRUCTED. OTHERWISE, PROVIDE FLARED SIDES.
6. ADDITIONAL INFORMATION ON CURB RAMP LOCATION, DESIGN, LIGHT REFLECTIVE VALUE AND TEXTURE MAY BE FOUND IN THE CURRENT EDITION OF THE TEXAS ACCESSIBILITY STANDARDS (TAS) AND 16 TAC §68.102.
7. CURB RAMPS SHALL BE ALIGNED WITH THEORETICAL CROSSWALKS, OR AS DIRECTED BY THE TOWN ENGINEER.
8. HANDRAILS ARE NOT REQUIRED ON CURB RAMPS. PROVIDE CURB RAMPS WHEREVER ON ACCESSIBLE ROUTE CROSSES (PENETRATES) A CURB.
9. FLARE SLOPE SHALL NOT EXCEED 10% MEASURED ALONG CURB LINE.
10. BARRIER FREE RAMPS SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE CURRENT EDITION OF THE TEXAS ACCESSIBILITY STANDARDS (TAS).
11. ALL BARRIER FREE RAMPS MUST PASS AN INDEPENDENT INSPECTION. A LETTER OF COMPLIANCE ACCEPTANCE IS REQUIRED PRIOR TO FINAL ACCEPTANCE BY THE TOWN OF ADDISON.
12. STREETS ON STEEP GRADE WILL REQUIRE LONGER TRANSITION ON UPGRADE SIDE.
13. MAXIMUM SLOPE ON RAMP PORTION SHALL NOT EXCEED 1" PER FOOT AT ANY LOCATION. VERTICAL DISTANCE BETWEEN STREET AND RAMP SHALL NOT EXCEED ¼".

Notes #6 & #10 – Makes reference to all requirements for compliant curb ramps to "current" edition of the Texas Accessibility Standards. We HIGHLY recommend a reference to PROWAG here and that the Town adopts it as the standard for curb ramp design. Reference should also be made to TxDOT's current revisionof Pedestrian Facilities - Curb Ramps (currently PED-12A).

Note #7 – Makes reference to "theoretical" cross walks. For the protection of the Town, consultant recommends all crosswalks are properly striped to emphasize planned accessible route.

GENERAL NOTES FOR DETECTABLE WARNINGS

1. CURB RAMPS MUST CONTAIN A DETECTABLE WARNING SURFACE THAT CONSIST OF RAISED TRUNCATED DOMES COMPLYING WITH SECTION 4.29 OF THE TEXAS ACCESSIBILITY STANDARDS (TAS). THE SURFACE MUST CONTRAST VISUALLY WITH THE ADJOINING SURFACES, INCLUDING SIDE FLARES. FURNISH DARK RED COLORED DETECTABLE WARNING SURFACE ADJACENT TO UNCOLORED CONCRETE AND CREAM COLORED DETECTABLE WARNING SURFACE ADJACENT TO DARK RED COLORED BRICK PAVERS.
2. DETECTABLE WARNING SURFACES MUST BE SLIP RESISTANT AND NOT ALLOW WATER TO ACCUMULATE.
3. ALIGN TRUNCATED DOMES IN THE DIRECTION OF PEDESTRIAN TRAVEL WHEN ENTERING THE STREET.
4. DETECTABLE WARNING SURFACES SHALL BE A MINIMUM OF 24" IN DEPTH IN THE DIRECTION OF PEDESTRIAN TRAVEL, AND EXTEND THE FULL WIDTH OF THE CURB RAMP OR LANDING WHERE THE PEDESTRIAN ACCESS ROUTE ENTERS THE STREET.
5. DETECTABLE WARNING SURFACES SHALL BE LOCATED SO THAT THE EDGE NEAREST THE CURB LINE IS A MINIMUM OF 6" AND A MAXIMUM OF 8" FROM THE EXTENSION OF THE FACE OF CURB AND SHALL BE AN INTEGRAL PART OF THE WALKING SURFACE. DETECTABLE WARNING SURFACES MAY BE CURVED ALONG THE CORNER RADIUS.

Note #1 – Implies detectable warnings are required on all curb ramps. In fact, they are only required (and should only be installed) on curb ramps in the public right-of-way.

Also makes reference to Texas Accessibility Standards Section 4.29, which is the older version of TAS. This conflicts with comments #6 and #10 above.

Note #1 – References use of "brick pavers". We recommend not using brick paver as the maintenance to keep them in a compliant condition is very high. Manufactured plastice or metal products reduce risk of non-compliance, especially in high use areas.

GENERAL NOTES FOR DETECTABLE WARNING PAVER UNITS

1. DETECTABLE WARNING PAVER UNITS SHALL MEET OR EXCEED ALL REQUIREMENTS OF ASTM C-936, C-33, AND BE LAID IN A TWO BY TWO UNIT BASKET WEAVE PATTERN OR AS DIRECTED.
2. LAY FULL-SIZE UNITS FIRST FOLLOWED BY CLOSURE UNITS CONSISTING OF AT LEAST 25 PERCENT OF A FULL UNIT. CUT DETECTABLE WARNING PAVER UNITS USING A POWER SAW.

Note #3 – There is no need to "align truncated domes in the direction of pedestrian travel". These are used to warn a person with low or no vision that there is a vehicular hazard in front of them. They are NOT used for directional information.

Note #4 – Add the words "exclusive of flared sides" after the words "curb ramp".

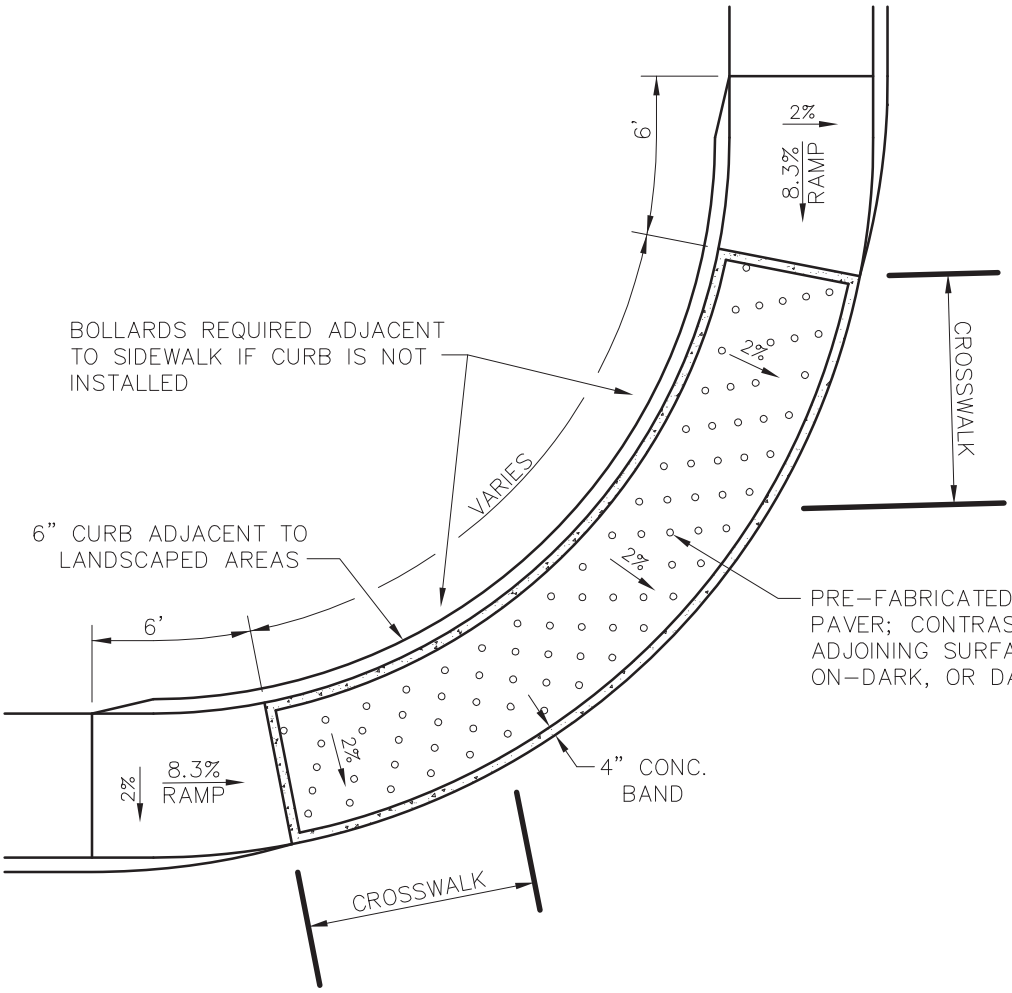
Note #5 – Provides guidance that directly conflicts with PROWAG and current TDLR requirements. Current requirements state "Some detectable warning products require a concrete border for proper installation. The concrete border should not exceed 51 mm (2 in). Where the back of curb edge is tooled to provide a radius, the border dimension should be measured from the end of the radius." This should be incorporated into new requirements.

Addison!
PUBLIC WORKS DEPARTMENT

PEDESTRIAN FACILITIES
GENERAL NOTES

STANDARD CONSTRUCTION DETAILS
PAVING

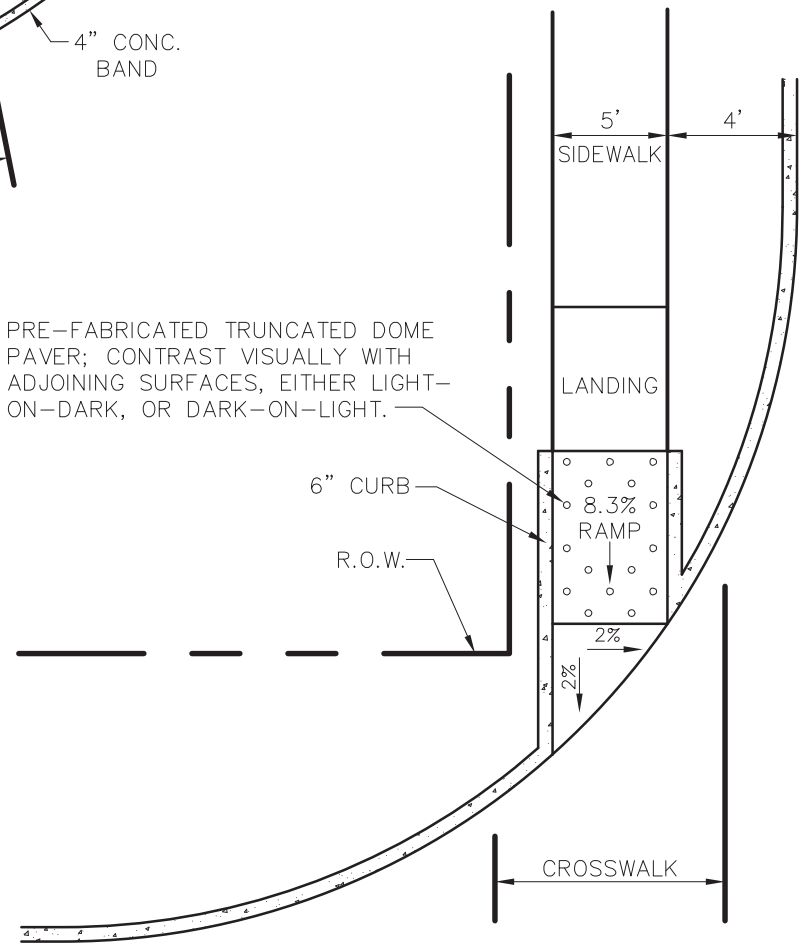
DATE:	REV DATE:	SHEET :
AUGUST, 2010	–	SD-P37



FLUSH LANDING

Flush Landing Graphic – This illustration indicates the truncated domes need to be the entire width of the adjacent sidewalk, which makes the sidewalk unusable for people with mobility impairments. Detectable warnings should be limited to 2' at the bottom of the curb ramp where the curb has been removed.

Directional Ramp within Radius Graphic – This illustration indicates the truncated domes need to be the entire depth of the ramp run, which makes the curb ramp unusable for people with mobility impairments. Detectable warnings should be limited to 2' at the bottom of the curb ramp run (exclusive of any flared sides) where the curb has been removed.



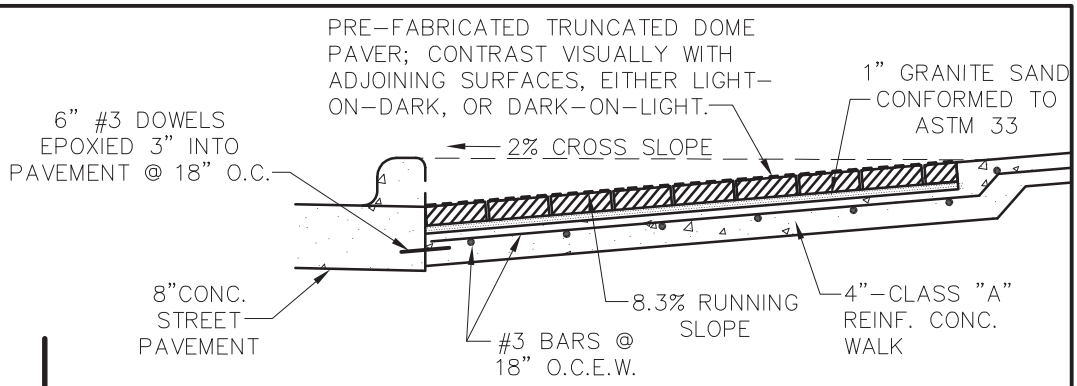
DIRECTIONAL RAMP WITHIN RADIUS

PUBLIC WORKS DEPARTMENT

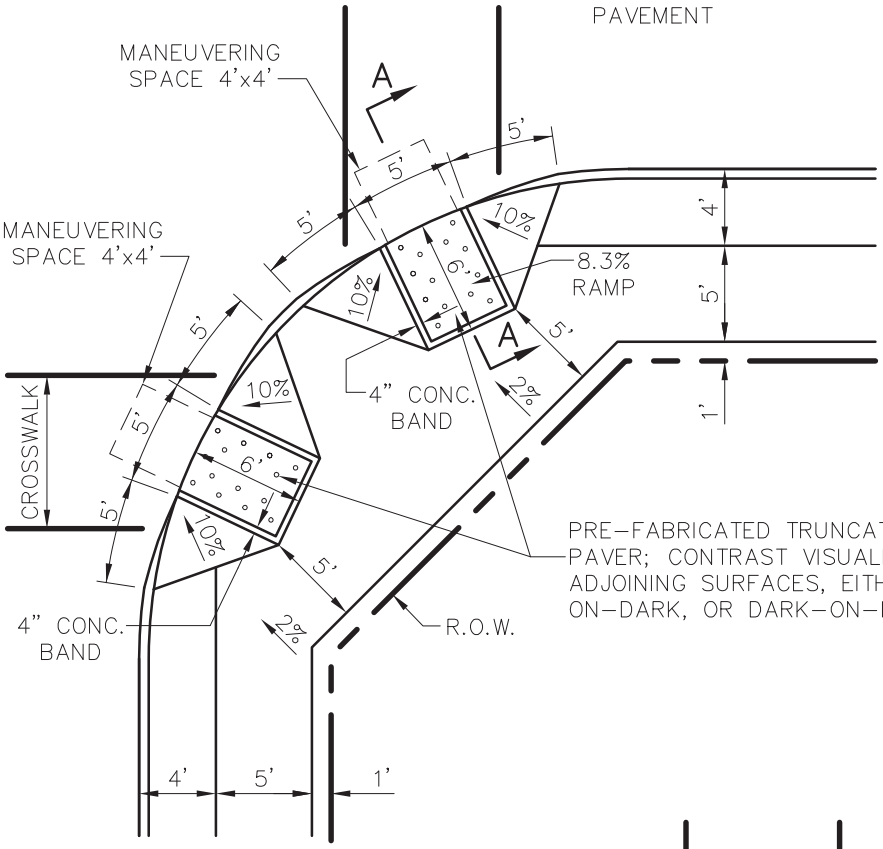
PEDESTRIAN RAMPS

STANDARD CONSTRUCTION DETAILS
PAVING

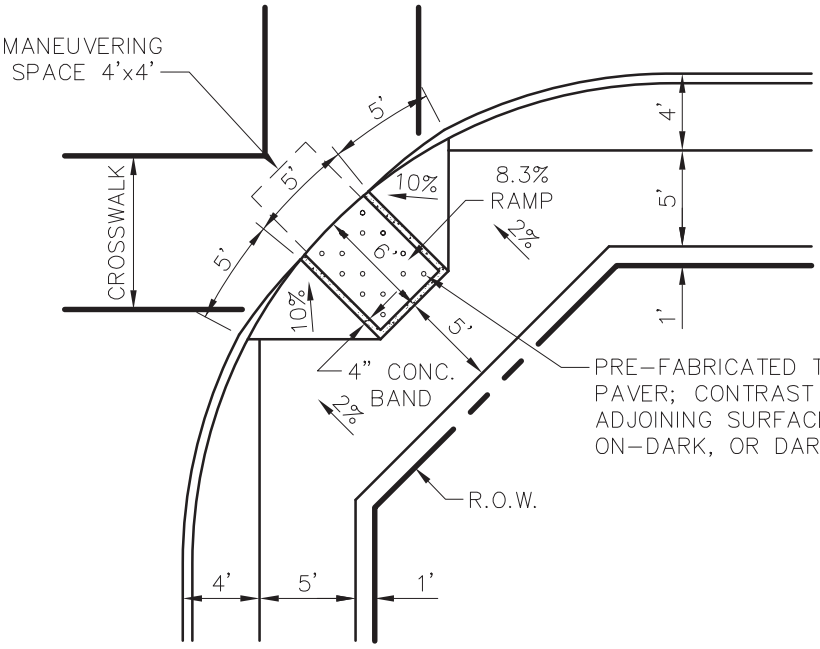
DATE:	REV DATE:	SHEET :
AUGUST, 2010	–	SD-P38



SECTION 'A-A'



All Graphics – All illustrations indicate the truncated domes need to be the entire depth of the ramp run, which makes the curb ramp unusable for people with mobility impairments. Detectable warnings should be limited to **2'** at the bottom of the curb ramp run (exclusive of any flared sides) where the curb has been removed.

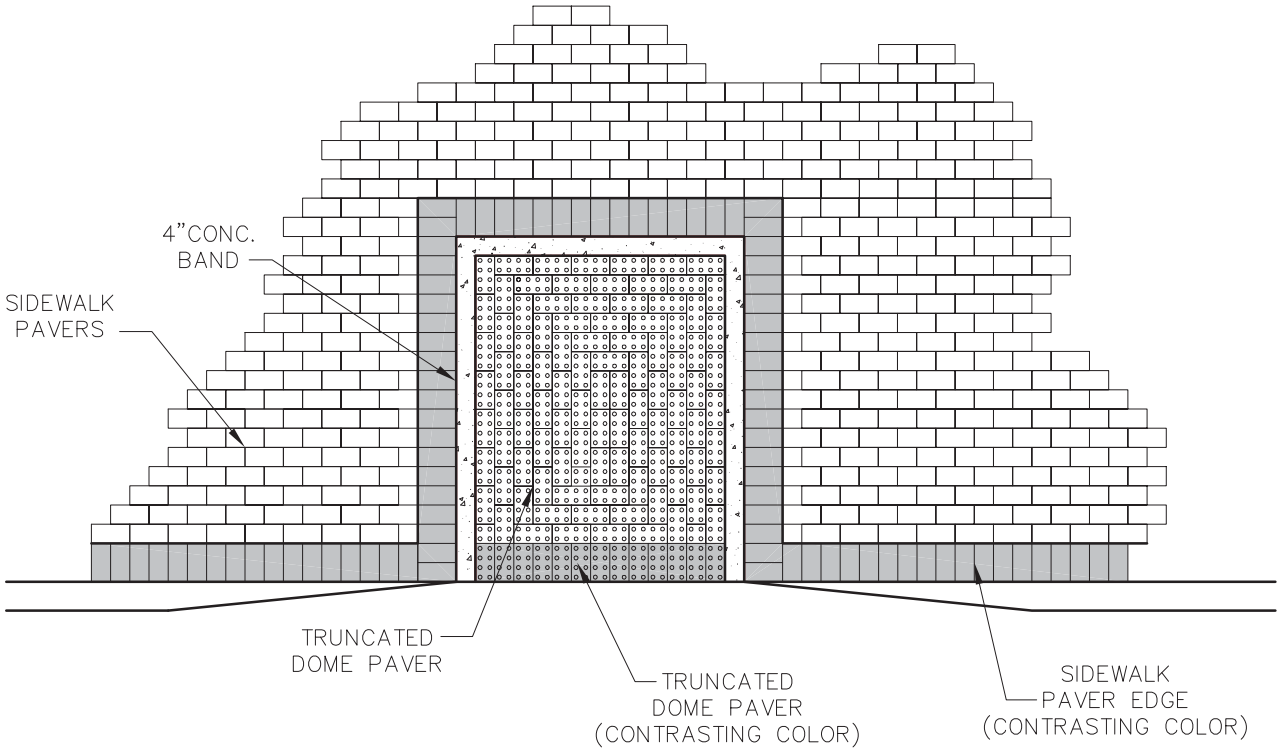


PUBLIC WORKS DEPARTMENT

BARRIER FREE RAMP (RESIDENTIAL)

STANDARD CONSTRUCTION DETAILS
PAVING

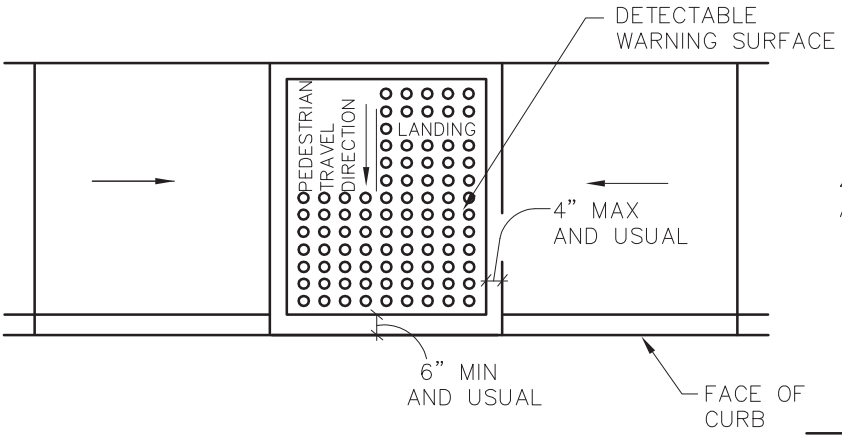
DATE: AUGUST, 2010	REV DATE: –	SHEET : SD-P39



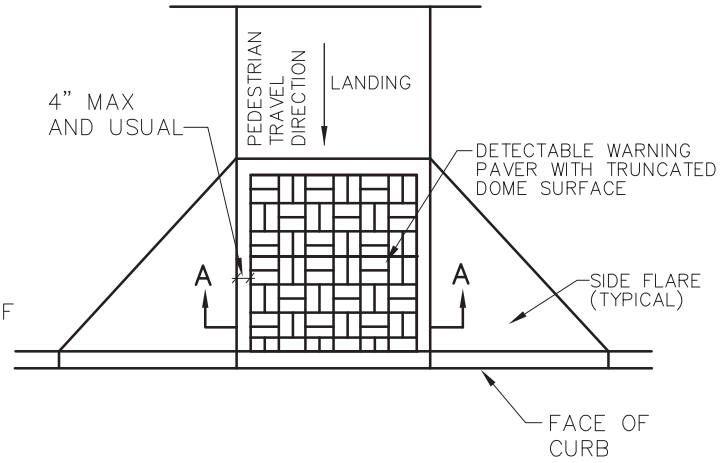
Graphic – Illustration indicates the truncated domes need to be the entire depth of the ramp run, which makes the curb ramp unusable for people with mobility impairments. Detectable warnings should be limited to 2' at the bottom of the curb ramp run (exclusive of any flared sides) where the curb has been removed.

NOTE:
ALL PAVER COLORS TO BE APPROVED BY TOWN OF ADDISON.

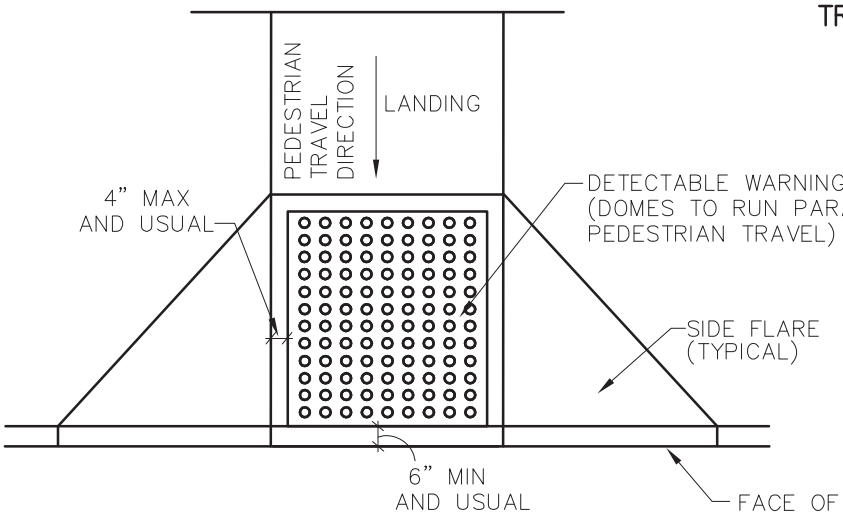
Addison! PUBLIC WORKS DEPARTMENT	TYPICAL PATTERN FOR PAVER SIDEWALK AND CURB RAMP	STANDARD CONSTRUCTION DETAILS PAVING
		DATE: AUGUST, 2010 / REV DATE: – / SHEET : SD–P40



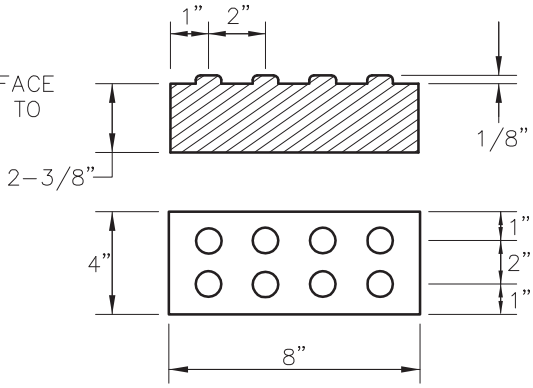
TYPICAL PLACEMENT OF DETECTABLE WARNING SURFACE ON LANDING AT STREET EDGE.



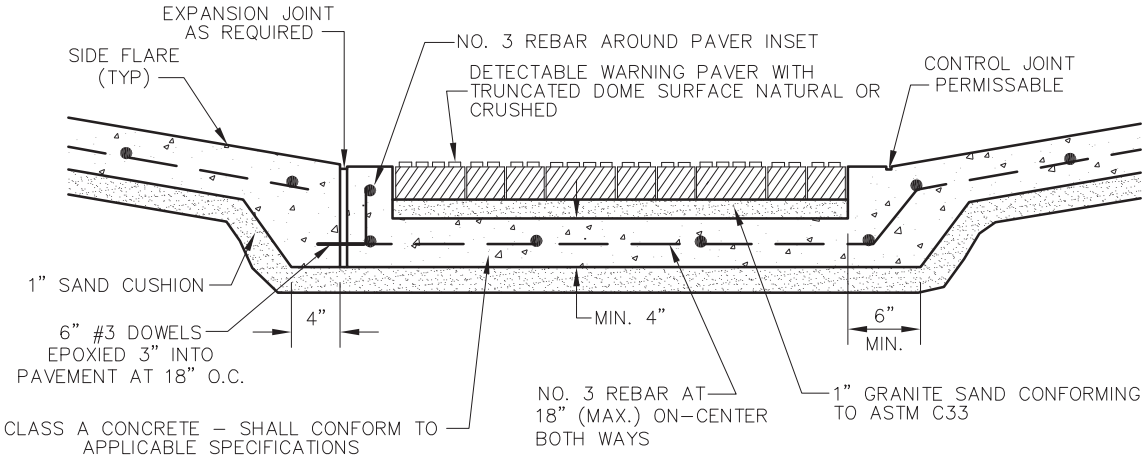
TRUNCATED DOME PATTERN CURB RAMP



TYPICAL PLACEMENT OF DETECTABLE WARNING SURFACE ON SLOPING RAMP RUN.



DETECTABLE WARNING PAVER



SECTION A-A

All Graphics – All illustrations indicate the truncated domes need to be the entire depth of the ramp run, which makes the curb ramp unusable for people with mobility impairments. Detectable warnings should be limited to 2' at the bottom of the curb ramp run (exclusive of any flared sides) where the curb has been removed.

DETECTABLE WARNING PAVER (OPTION)

Addison!
PUBLIC WORKS DEPARTMENT

DETECTABLE WARNING PAVER

STANDARD CONSTRUCTION DETAILS
PAVING

DATE:	REV DATE:	SHEET :
AUGUST, 2010	–	SD-P41

STANDARD CONSTRUCTION DETAILS

STORM DRAINAGE

AUGUST 2010

ADDISON®

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GRATE DETAIL	SD-D34
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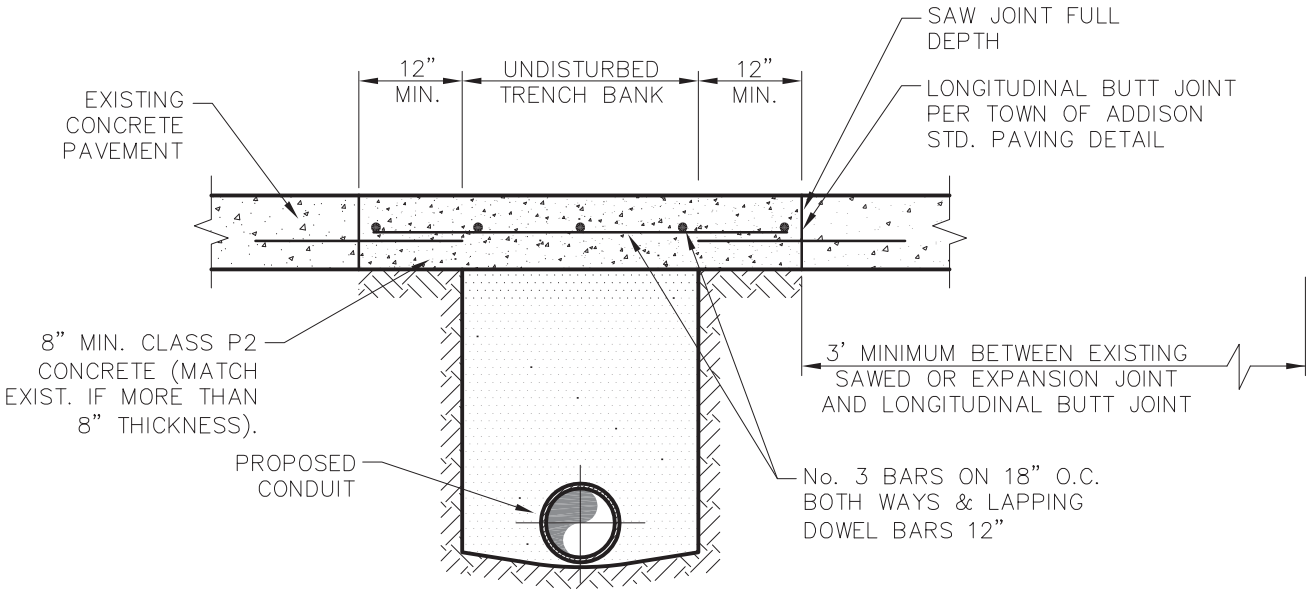
STORM SEWER – GENERAL NOTES:

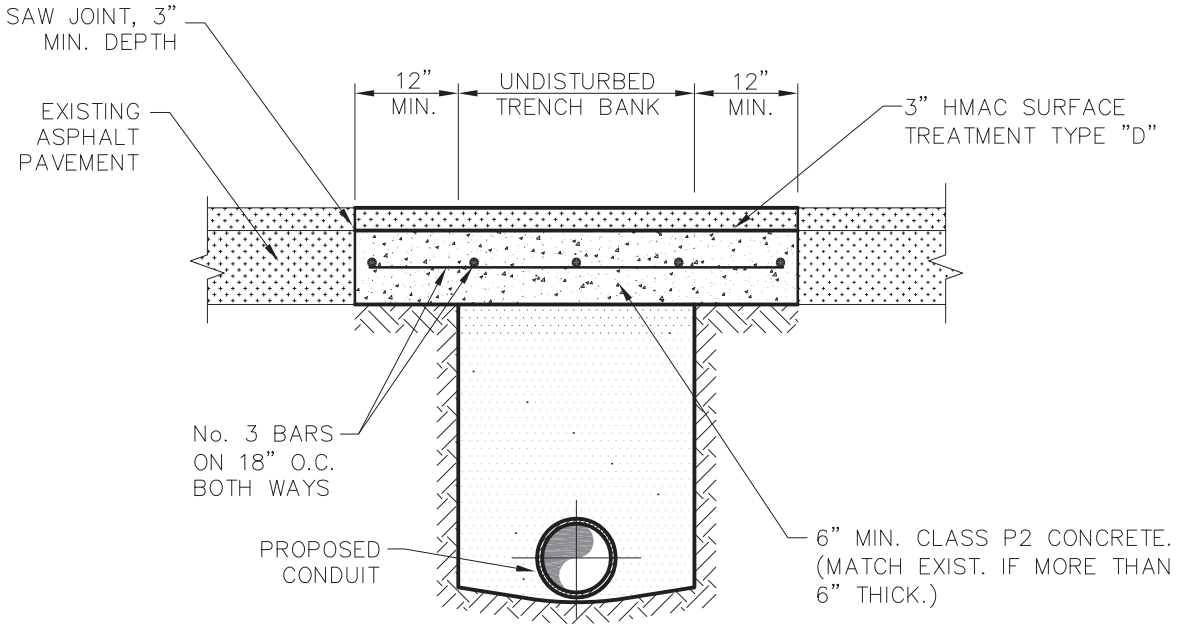
1. ALL CONCRETE DRAINAGE STRUCTURES SHALL BE CLASS C CONCRETE MINIMUM.
2. ALL CRUSHED STONE SHALL BE 3/4", PASSING #4 SIEVE (GRADE 4).
3. ALL FIELD JOINTS WILL BE APPROVED BY THE TOWN ENGINEER IF NECESSARY. FIELD JOINTS SHALL BE WIPED ON THE INSIDE AND OUTSIDE TO PROVIDE FOR SMOOTH FLOW OF WATER.
4. RAMNECK COMPOUND OR APPROVED EQUAL SHALL BE USED FOR JOINT SEALS.
5. ALL STORM SEWER PIPE SHALL BE CAMERA INSPECTED AFTER THE INSTALLATION OF ALL PAVING AND UTILITIES AND PRIOR TO FINAL ACCEPTANCE OF THE PROJECT.



SEE EMBEDMENT FOR TYPE OF PIPE

CONCRETE STREET OR DRIVE REPAIR

NTS



SEE EMBEDMENT FOR TYPE OF PIPE

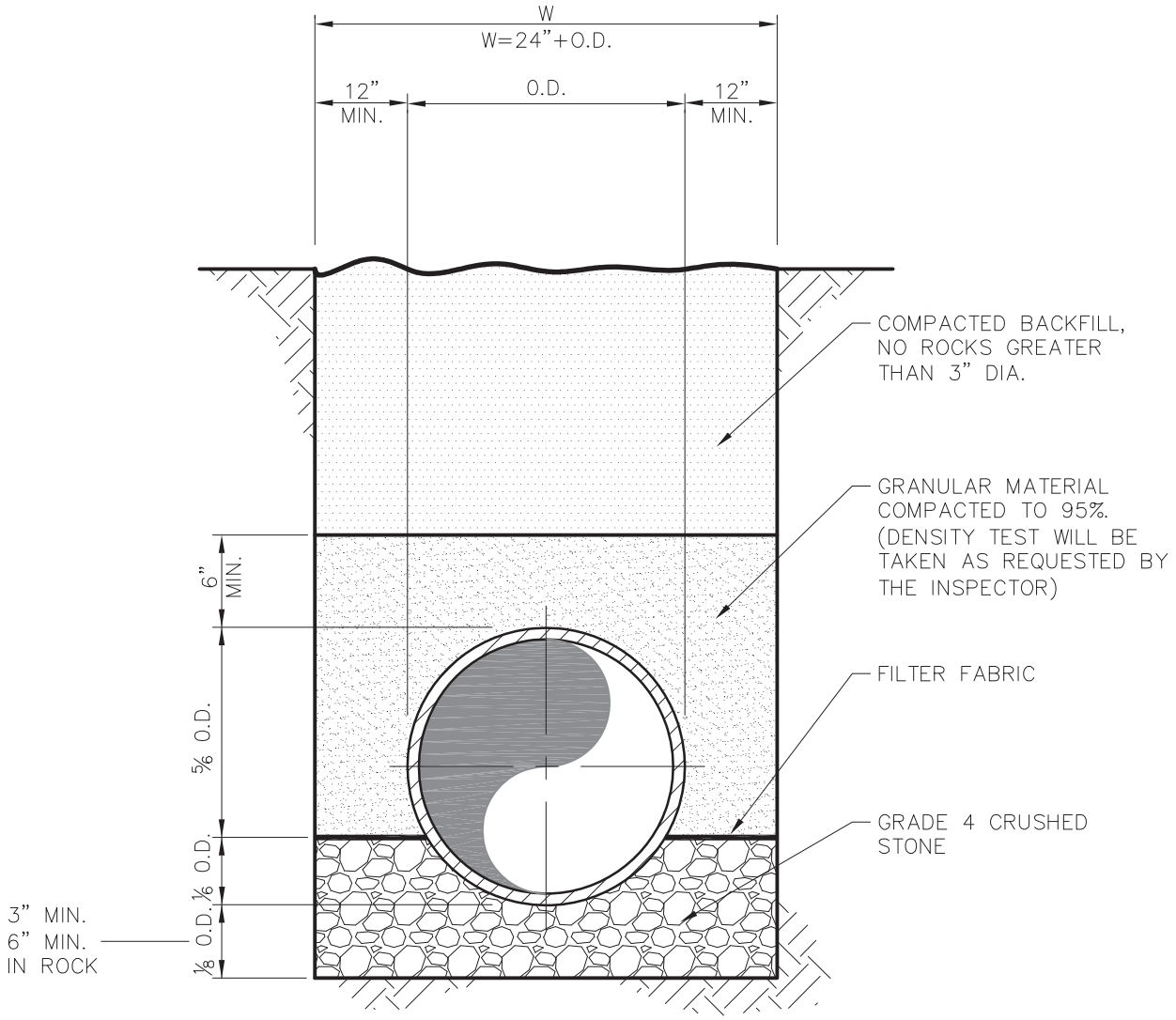
ASPHALT STREET OR DRIVE REPAIR

NTS

NOTES:

1. **ALL JOINTS SHALL BE PARALLEL OR PERPENDICULAR TO THE DIRECTION OF TRAVEL.**

Addison! PUBLIC WORKS DEPARTMENT	CONCRETE & ASPHALT STREET & DRIVE REPAIR	STANDARD CONSTRUCTION DETAILS STORM DRAINAGE
		DATE: AUGUST, 2010 / REV DATE: – / SHEET : SD–D02



RCP STORM SEWER PIPE BEDDING

NTS

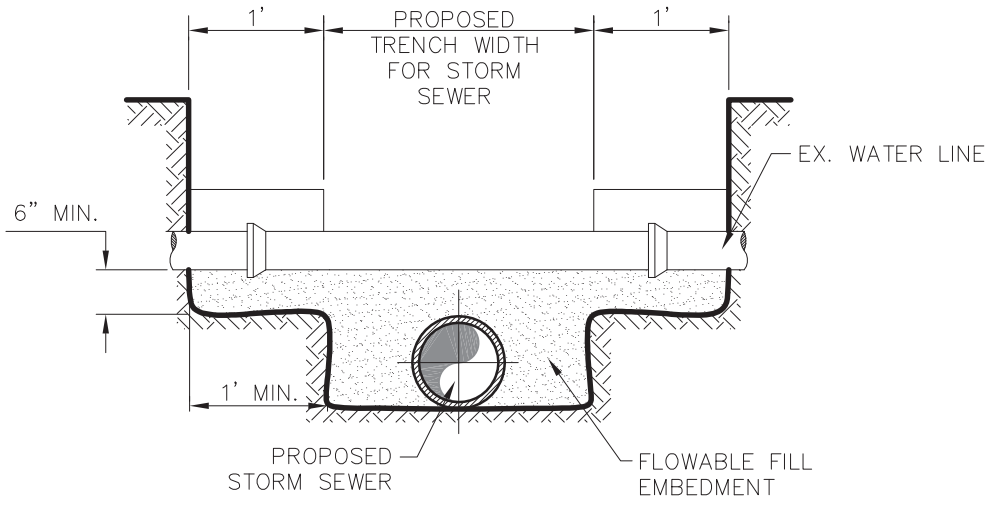
NOTE:
1. THE DEPTH OF TRENCH BELOW THE PROPOSED CONDUIT SHALL BE AS FOLLOWS:
   - 3" MIN. FOR 27" PIPE & SMALLER.
   - 4" MIN. FOR 30" TO 60" PIPE.
   - 6" MIN. FOR 66" PIPE OR LARGER.

Addison!
PUBLIC WORKS DEPARTMENT

RCP STORM SEWER
PIPE BEDDING

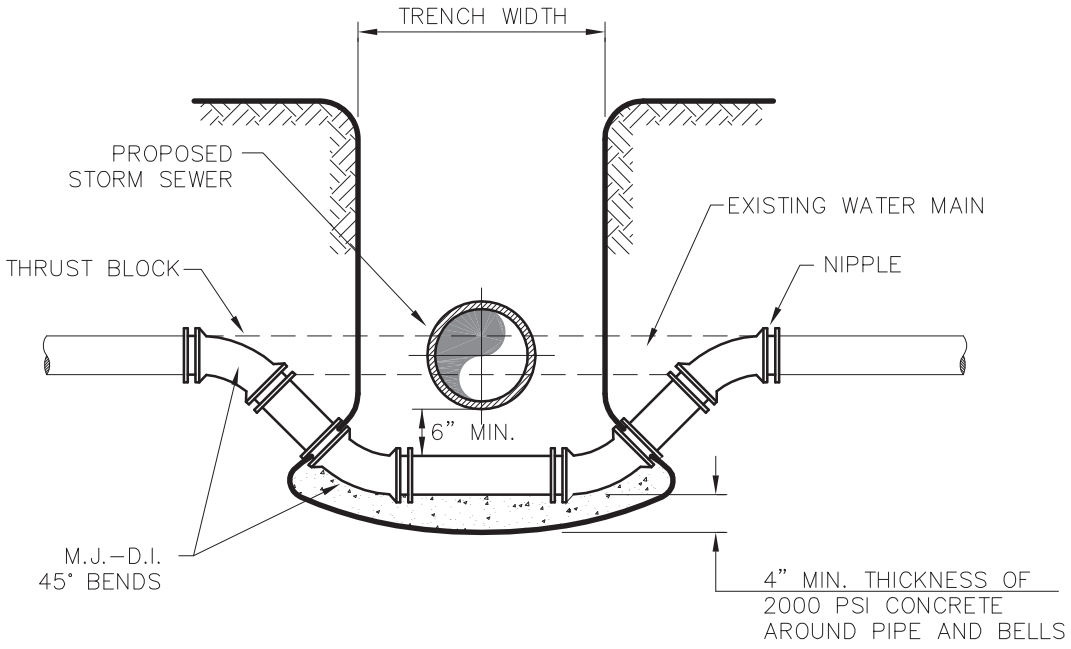
STANDARD CONSTRUCTION DETAILS
STORM DRAINAGE

DATE:	REV DATE:	SHEET :
AUGUST, 2010	–	SD–D03



UTILITY SUPPORT DETAIL

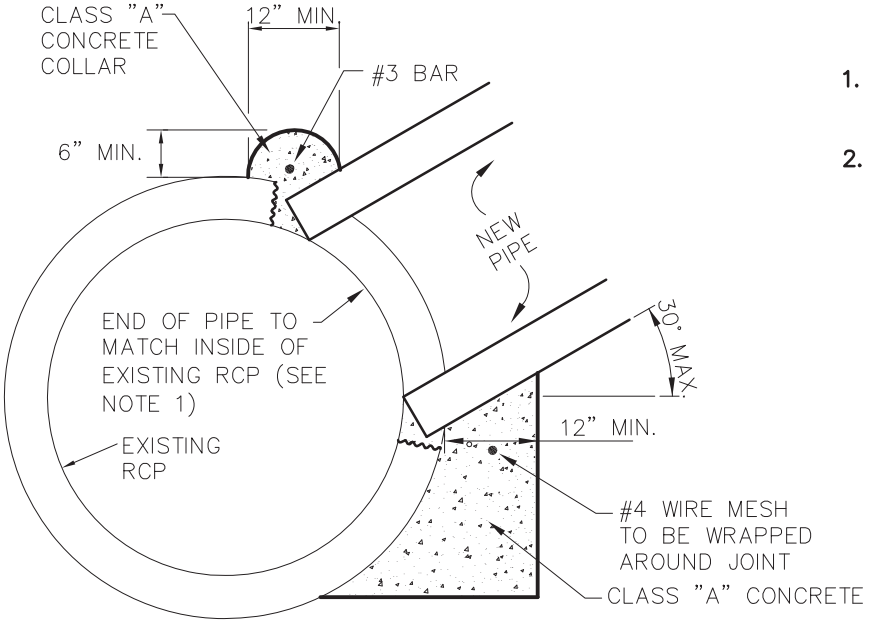
NTS



WATER MAIN LOWERING DETAIL

NTS

Addison! PUBLIC WORKS DEPARTMENT	WATER MAIN LOWERING & UTILITY SUPPORT DETAILS	STANDARD CONSTRUCTION DETAILS STORM DRAINAGE		
		DATE: AUGUST, 2010	REV DATE: –	SHEET : SD–D04

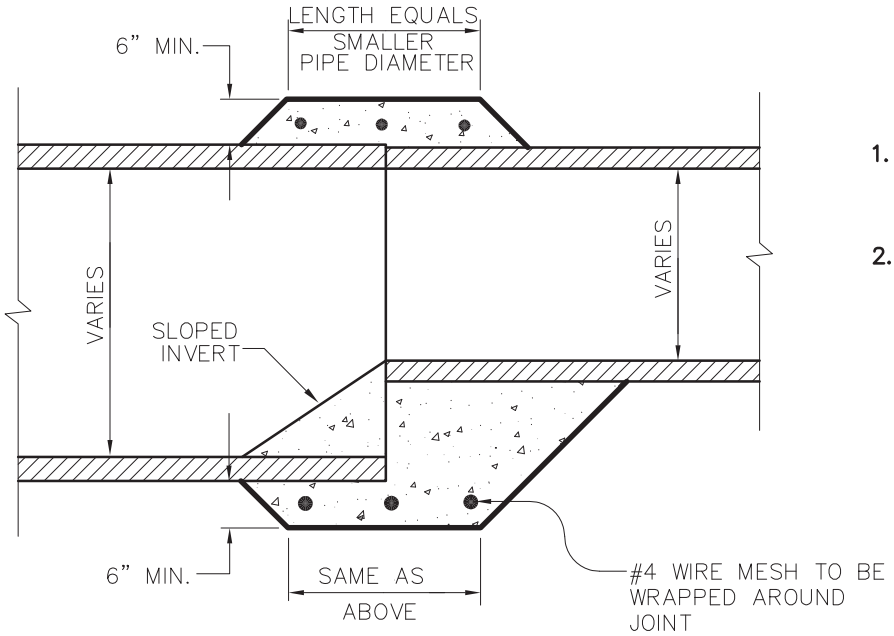


NOTES:

1. MAXIMUM DIAMETER OF NEW PIPE EQUALS ONE HALF OF EXISTING PIPE'S DIAMETER.
2. REMOVAL OF PLUG FROM EXISTING RCP TO BE ACCOMPLISHED BY USING A MASONRY DRILL AT A SPACING EQUAL TO THE DRILL BIT DIAMETER IN A CIRCULAR PATTERN OR A MASONRY SAW IN AN OCTAGONAL PATTERN PER DETAIL.

CONNECTION TO EXISTING RCP STORM DRAIN

NTS



NOTES:

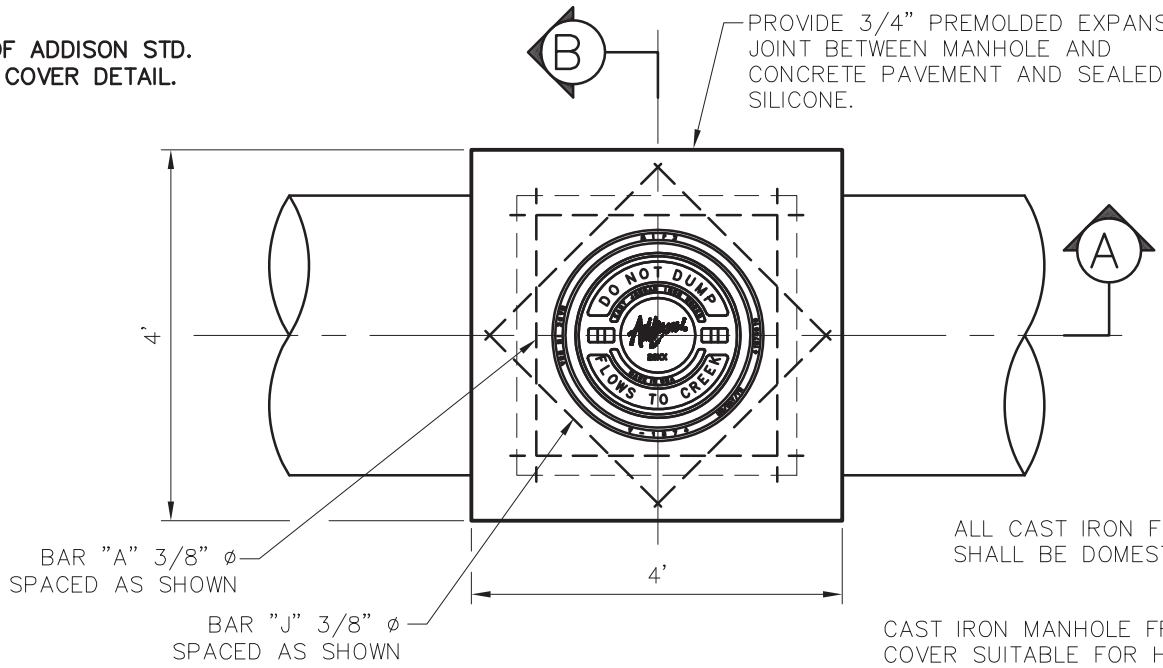
1. THIS PROCEDURE/DETAIL WILL ONLY BE USED WHEN A PREFAB REDUCTION IS NOT POSSIBLE.
2. CONCRETE SHALL BE CLASS A.

PIPE COLLAR

NTS

Addison! PUBLIC WORKS DEPARTMENT	CONNECTION TO EXISTING RCP STORM DRAIN PIPE COLLAR	STANDARD CONSTRUCTION DETAILS STORM DRAINAGE
		DATE: AUGUST, 2010 / REV DATE: – / SHEET : SD–D05

NOTE:
SEE TOWN OF ADDISON STD. FRAME AND COVER DETAIL.



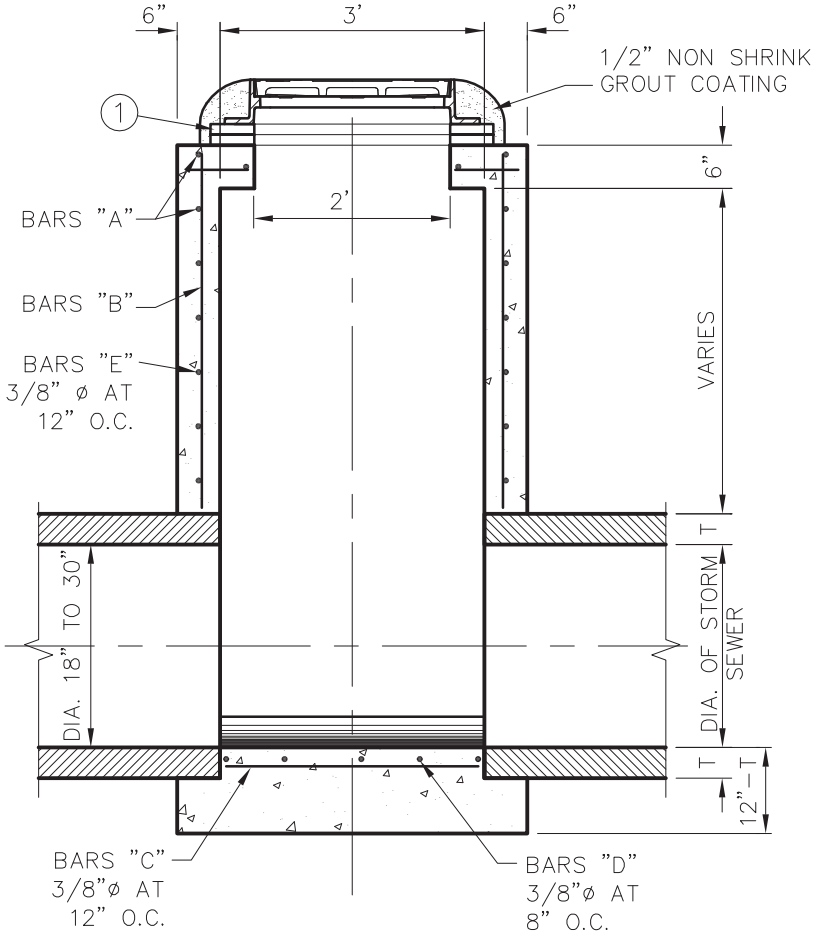
ALL CAST IRON FITTINGS SHALL BE DOMESTIC.

PLAN

NTS

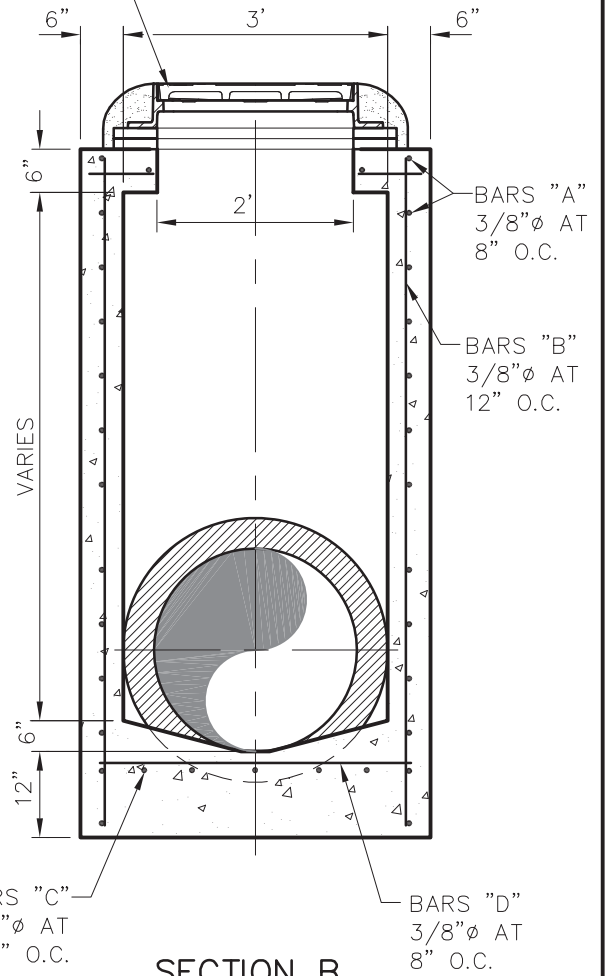
(1) USE PRECAST CONCRETE GRADE RINGS SET IN MORTAR TO RAISE TO GRADE 2" MIN. 18" MAX.

CAST IRON MANHOLE FRAME AND COVER SUITABLE FOR HEAVY TRAFFIC. MANHOLE RIM TO BE SET FLUSH WITH PAVEMENT OR 1" TO 4" ABOVE GRADE IN NON-PAVED AREAS



SECTION A

NTS



SECTION B

NTS

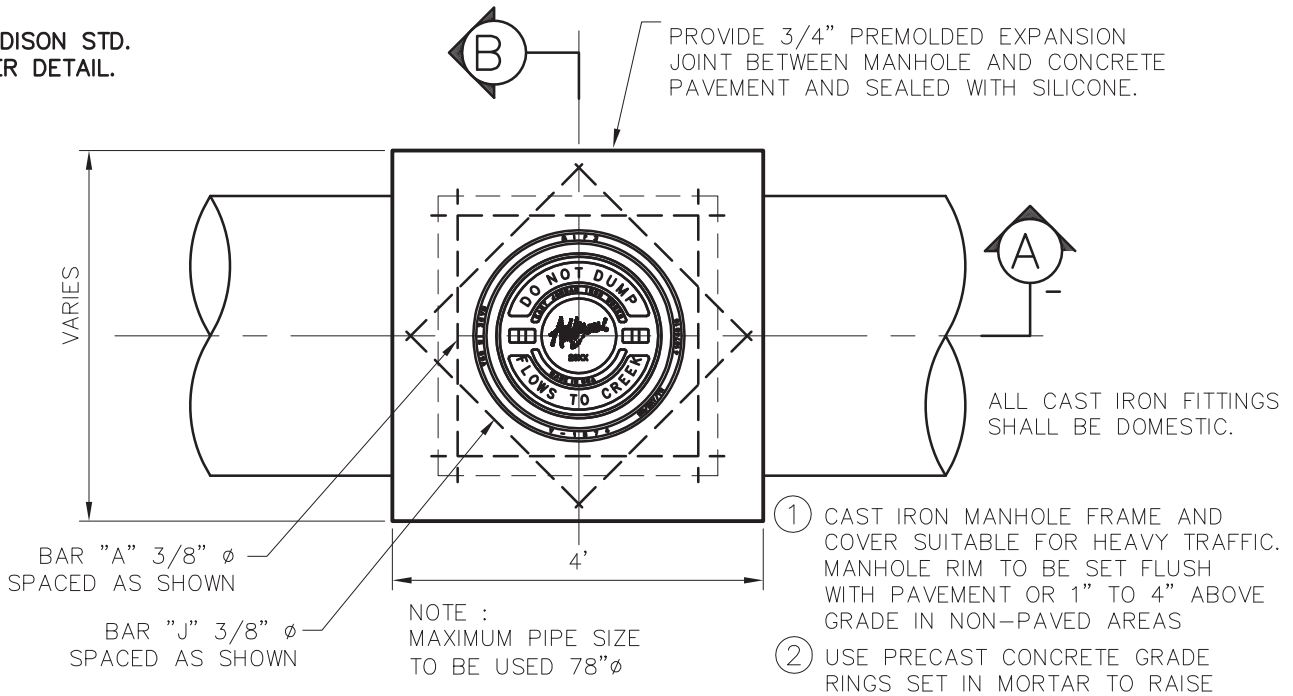
PUBLIC WORKS DEPARTMENT

TYPE "A" STORM SEWER MANHOLE (FOR 18" TO 30" RCP)

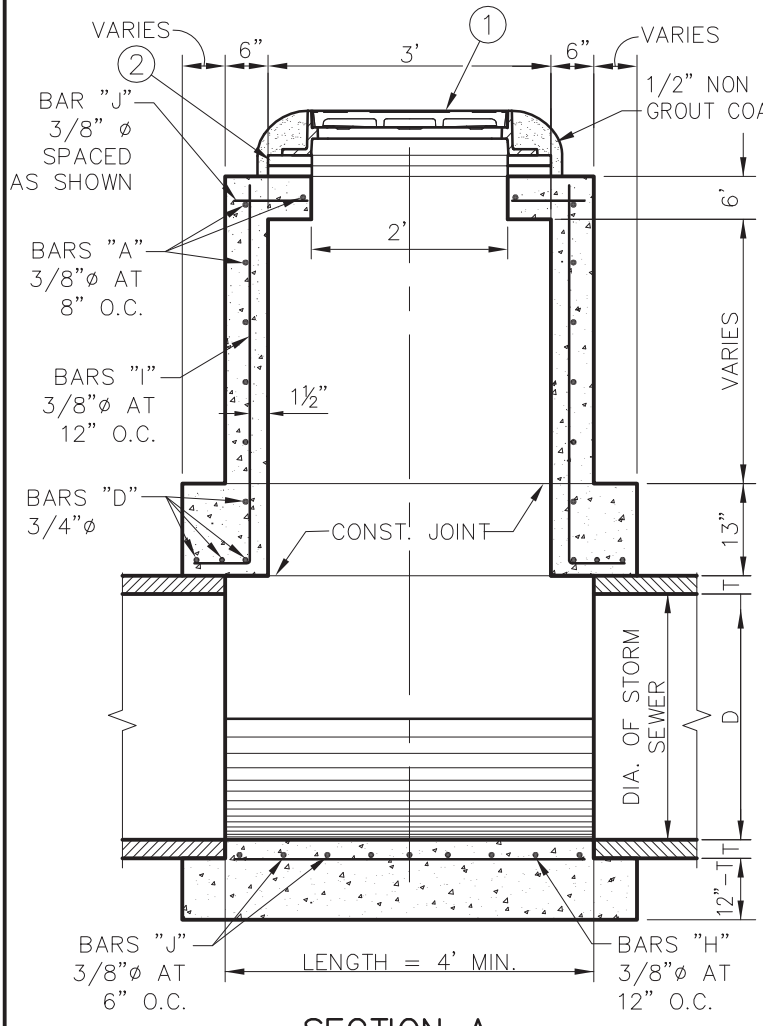
STANDARD CONSTRUCTION DETAILS
STORM DRAINAGE

DATE:	REV DATE:	SHEET :
AUGUST, 2010	–	SD-D06

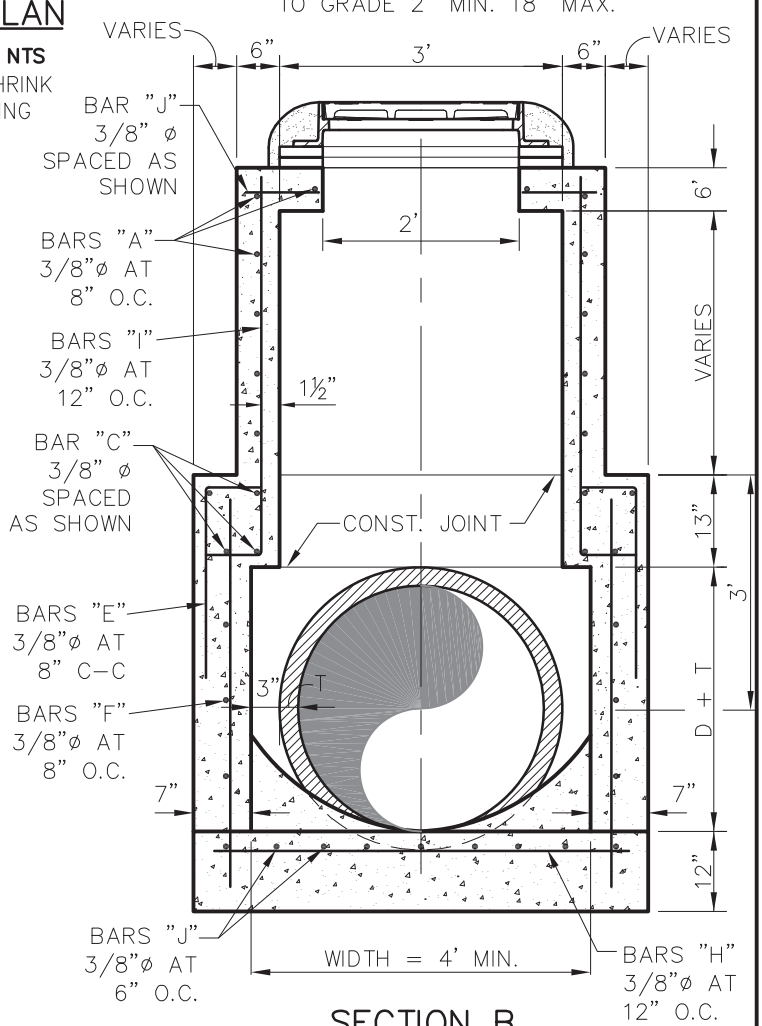
NOTE:
SEE TOWN OF ADDISON STD. FRAME AND COVER DETAIL.



PLAN
NTS



SECTION A
NTS



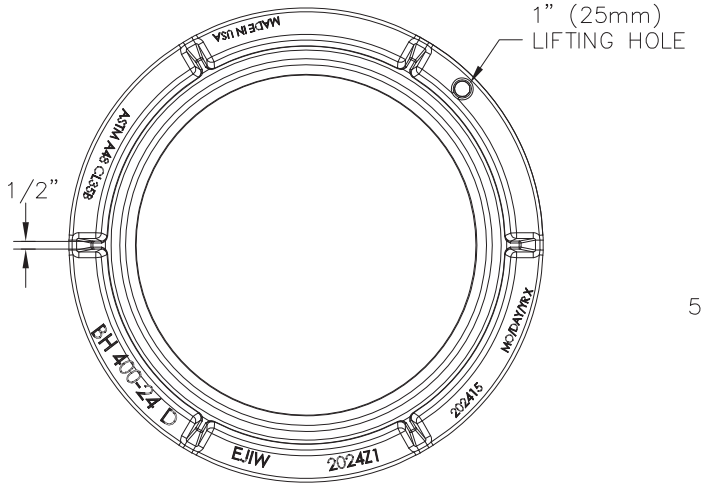
SECTION B
NTS

PUBLIC WORKS DEPARTMENT

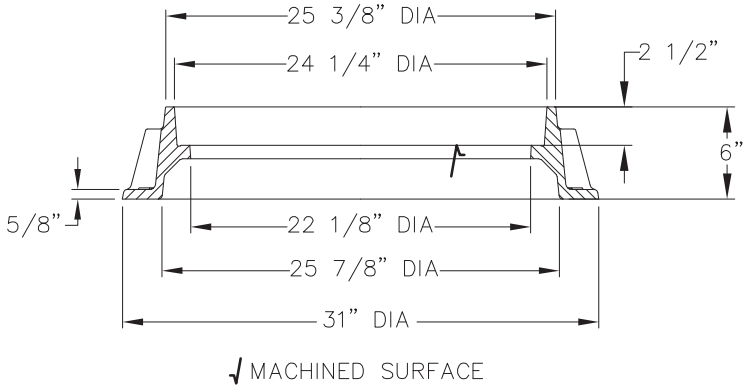
TYPE "B" STORM SEWER MANHOLE (FOR 33" TO 78" RCP)

STANDARD CONSTRUCTION DETAILS
STORM DRAINAGE

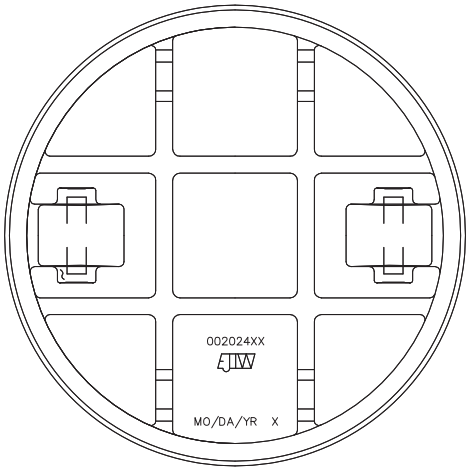
DATE:	REV DATE:	SHEET :
AUGUST, 2010	–	SD-D07



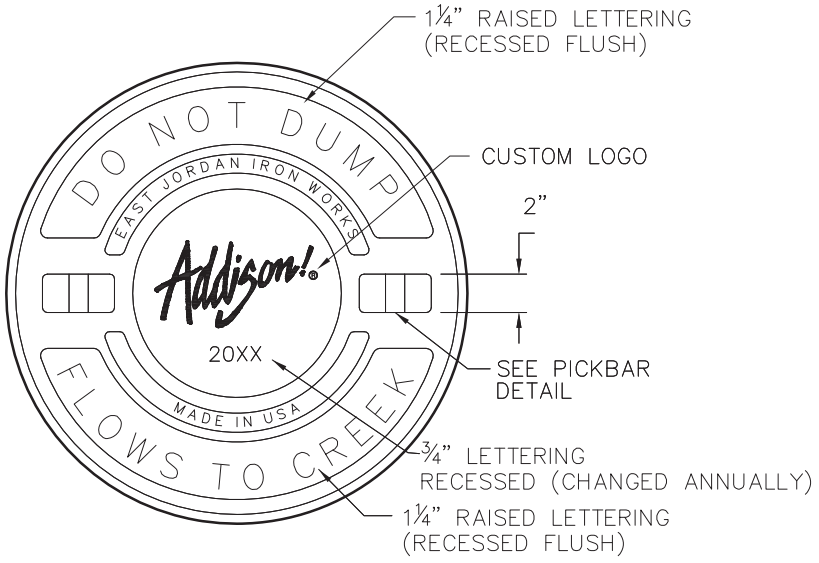
FRAME PLAN



FRAME SECTION

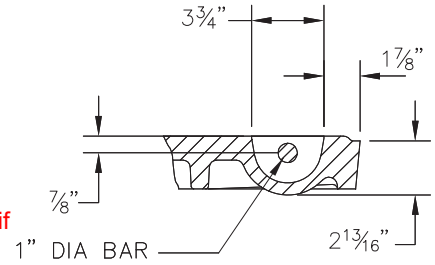


BOTTOM VIEW OF COVER

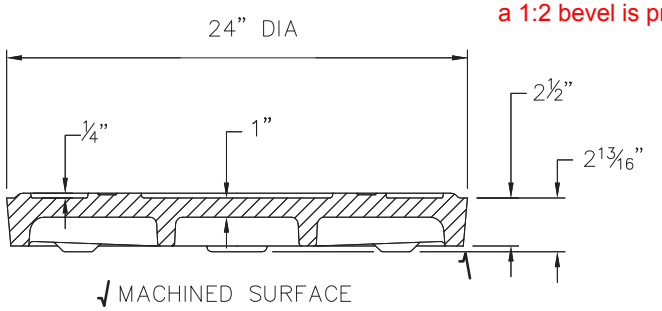


COVER

None of the notes indicate care that should be taken when the cover is placed in the pedestrian route. Level changes may not exceed 1/4" or 1/2" if a 1:2 bevel is provided.



PICKBAR DETAIL



COVER SECTION

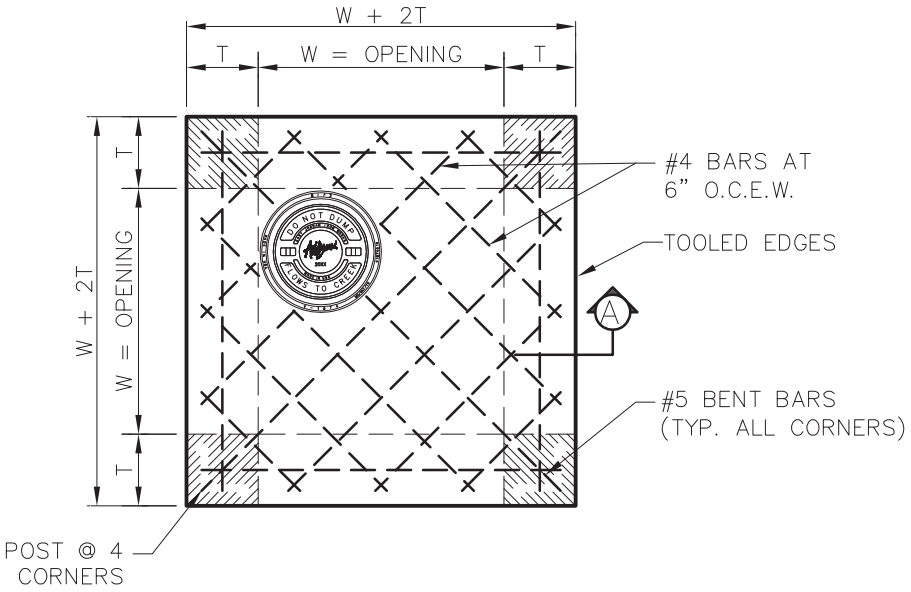
NOTE:
FRAME AND COVER SHALL BE EAST JORDAN IRON WORKS FRAME PRODUCT #00202415 AND COVER PRODUCT #NCR08-0060A OR APPROVED EQUAL AND SHALL BE GRAY CAST IRON CONFORMING TO ASTM A48-CL35B.

Addison!
PUBLIC WORKS DEPARTMENT

STORM MANHOLE
FRAME & COVER

STANDARD CONSTRUCTION DETAILS
STORM DRAINAGE

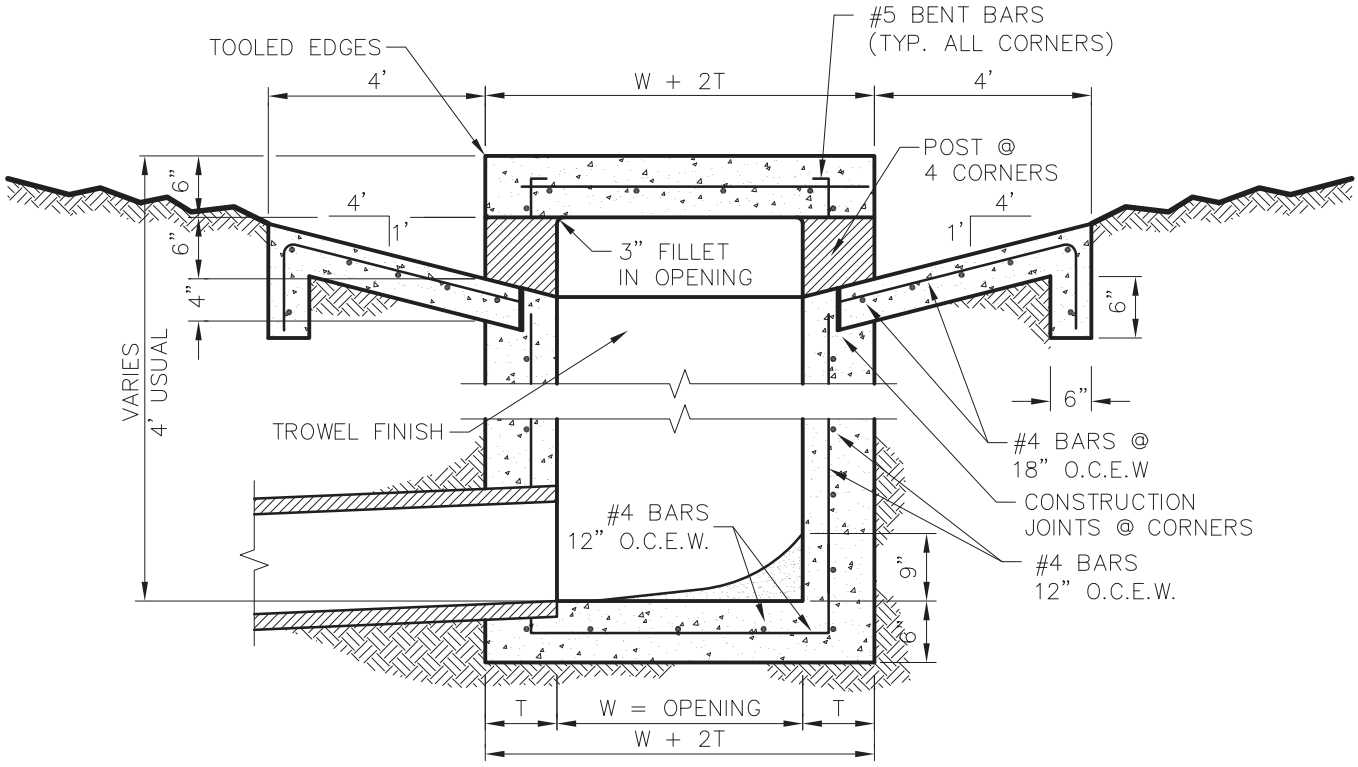
DATE:	REV DATE:	SHEET :
AUGUST, 2010	–	SD-D08



INLET SIZE	T	W
2' SQUARE	7"	2'-0"
3' SQUARE	7"	3'-0"
4' SQUARE	7"	4'-0"
5' SQUARE	8"	5'-0"
6' SQUARE	9"	6'-0"

PLAN OF TOP SLAB

NTS



SECTION A

NTS

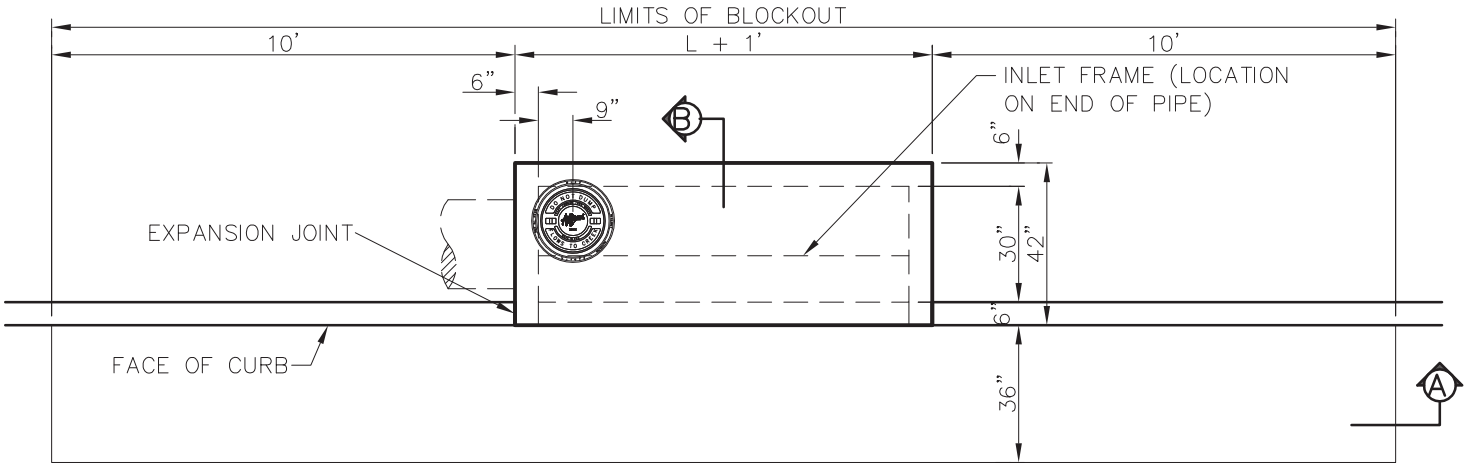
Addison!

PUBLIC WORKS DEPARTMENT

WYE INLET DETAIL

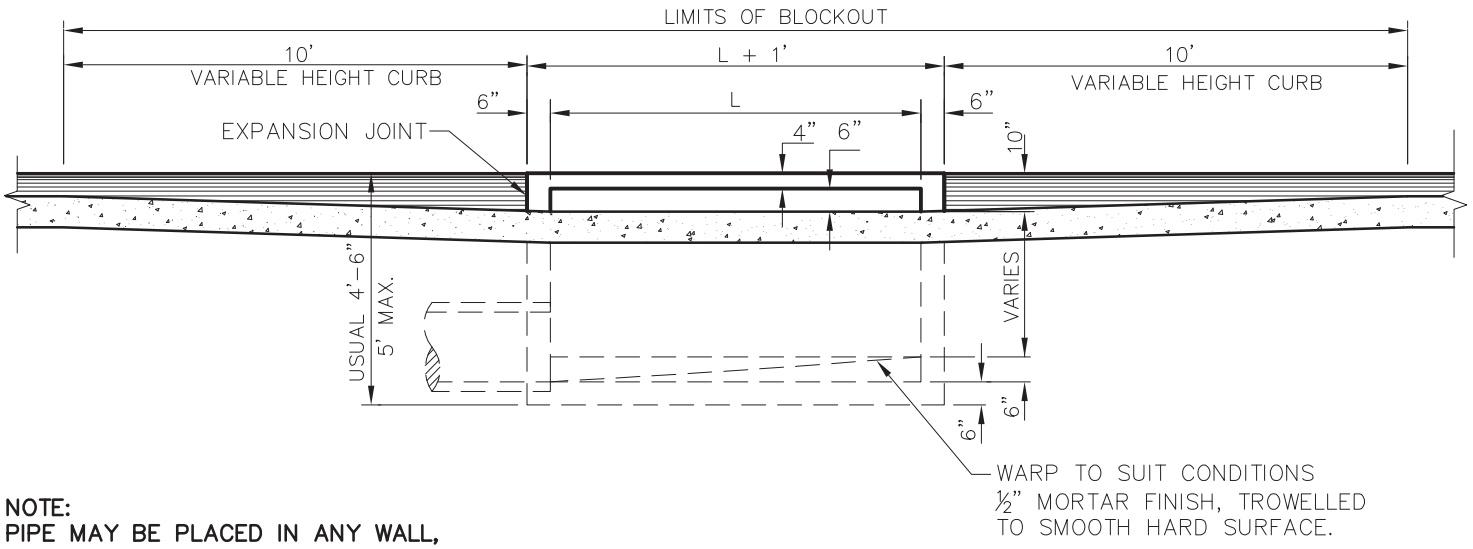
STANDARD CONSTRUCTION DETAILS
STORM DRAINAGE

DATE:	REV DATE:	SHEET :
AUGUST, 2010	–	SD-D09



PLAN–STANDARD INLET

NTS



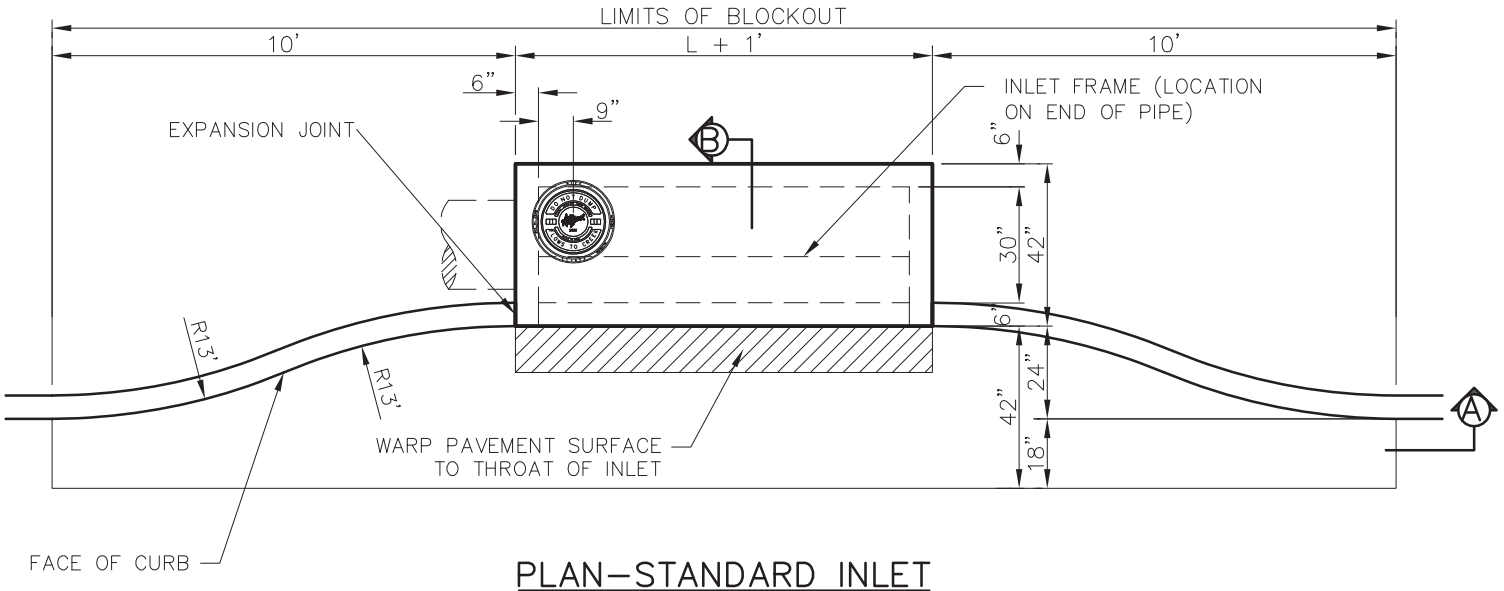
SECTION A

NTS

NOTE:

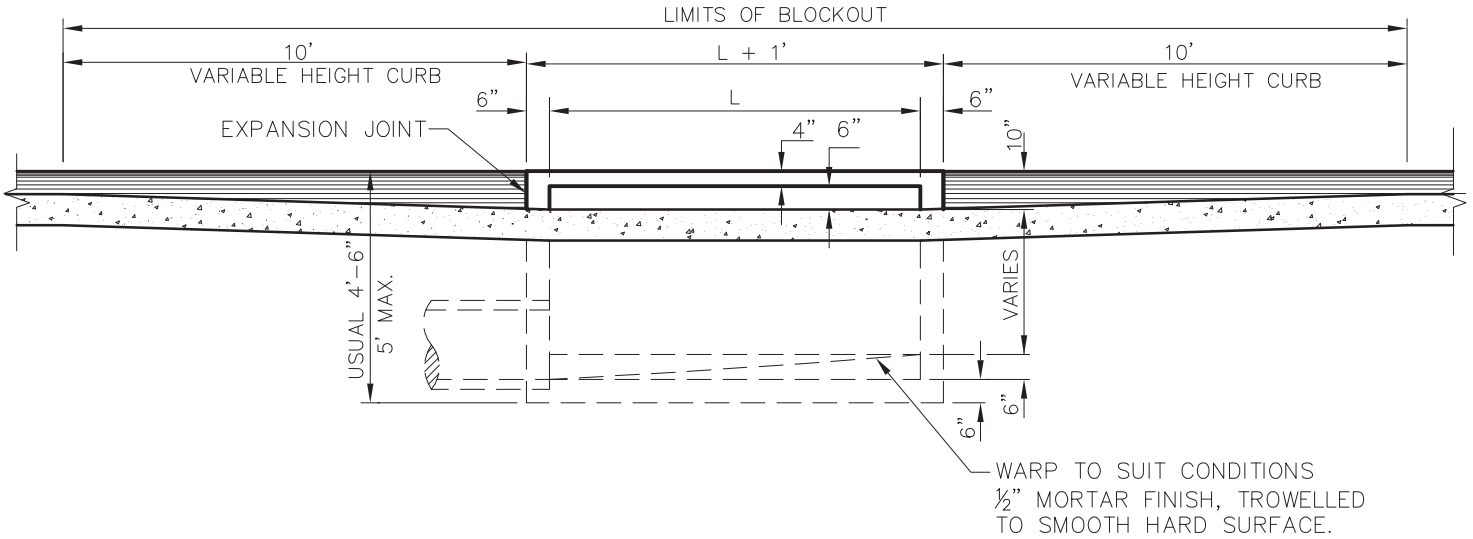
1. PIPE MAY BE PLACED IN ANY WALL, BUT SHALL NOT ENTER ANY CORNER OR BOTTOM.
2. #3 BAR 18" O.C.E.W. IN BLOCK OUT DRILLED INTO EXISTING CONCRETE.
3. BACKFILL AROUND INLET SHALL BE FLOWABLE BACKFILL PER NCTCOG 504.2.3.4

Addison! PUBLIC WORKS DEPARTMENT	STANDARD CURB INLET	STANDARD CONSTRUCTION DETAILS STORM DRAINAGE		
		DATE: AUGUST, 2010	REV DATE: –	SHEET : SD–D10



PLAN–STANDARD INLET

NTS



SECTION A

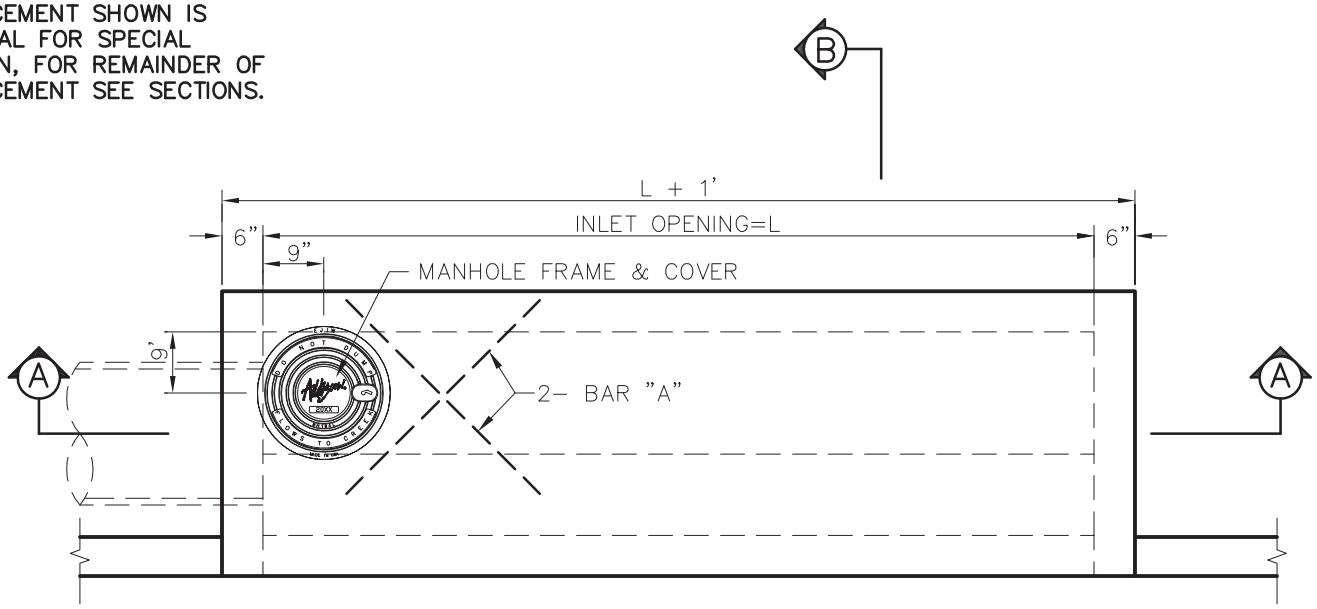
NTS

NOTE:

1. PIPE MAY BE PLACED IN ANY WALL, BUT SHALL NOT ENTER ANY CORNER OR BOTTOM.
2. #3 BAR 18" O.C.E.W. IN BLOCK OUT DRILLED INTO EXISTING CONCRETE.
3. BACKFILL AROUND INLET SHALL BE FLOWABLE BACKFILL PER NCTCOG 504.2.3.4.

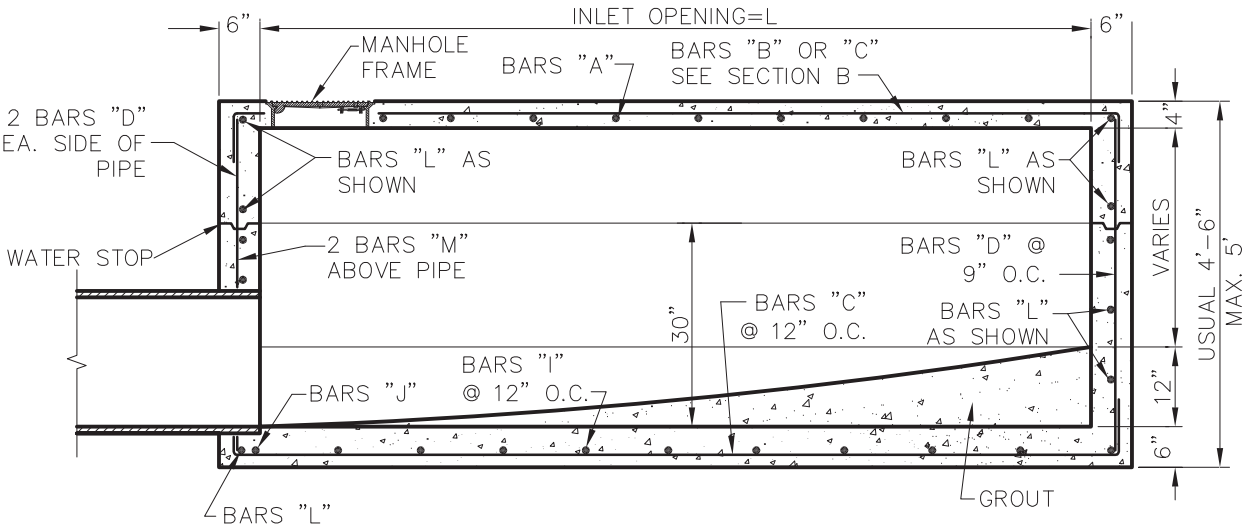
Addison! PUBLIC WORKS DEPARTMENT	RECESSED CURB INLET	STANDARD CONSTRUCTION DETAILS STORM DRAINAGE		
		DATE: AUGUST, 2010	REV DATE: –	SHEET : SD–D11

NOTE:
REINFORCEMENT SHOWN IS ADDITIONAL FOR SPECIAL CONDITION, FOR REMAINDER OF REINFORCEMENT SEE SECTIONS.



PLAN–STANDARD INLET

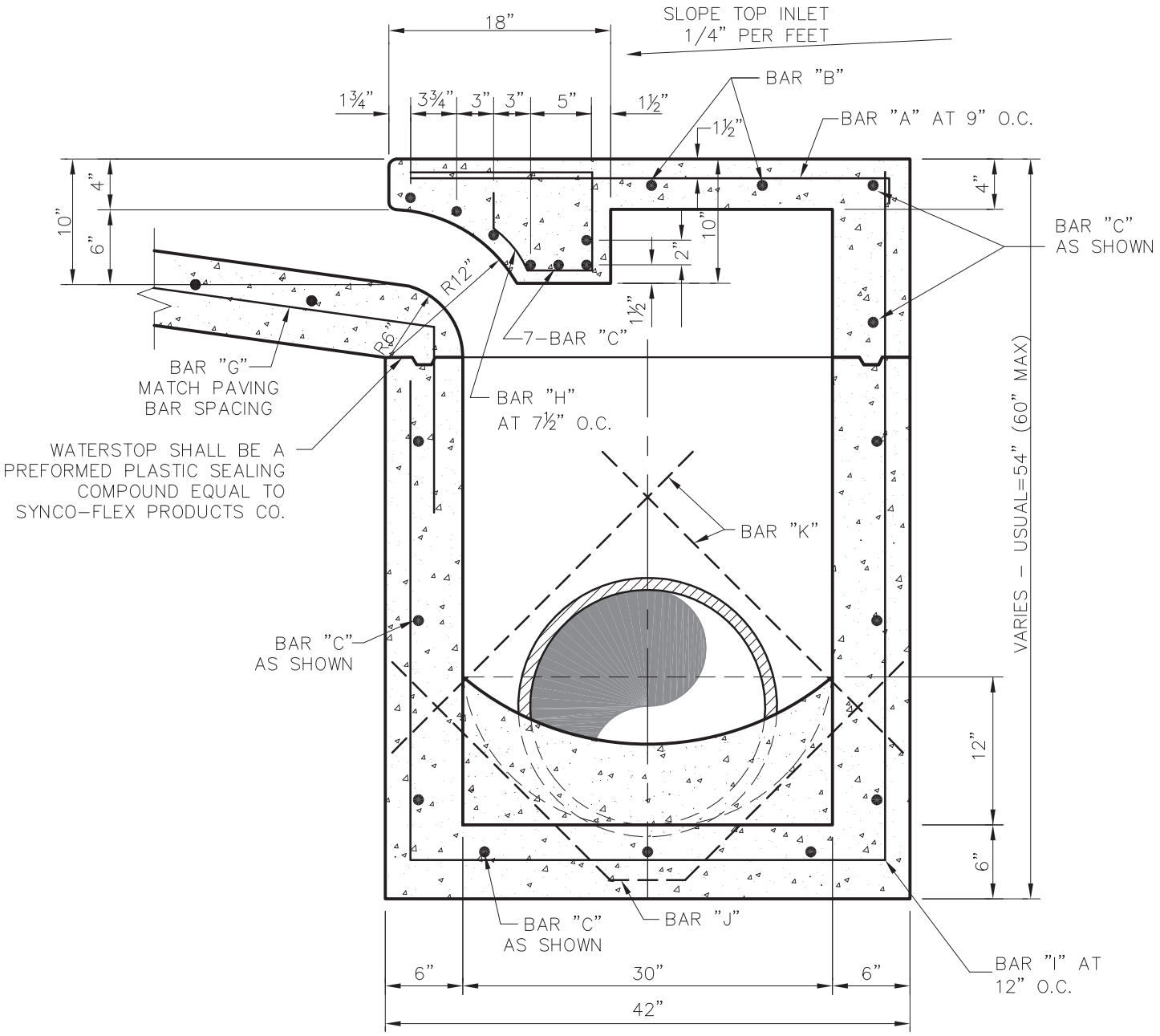
NTS



SECTION A

NTS

Addison! PUBLIC WORKS DEPARTMENT	STANDARD CURB INLET 4, 6, 8 & 10 FOOT INLETS	STANDARD CONSTRUCTION DETAILS STORM DRAINAGE		
		DATE: AUGUST, 2010	REV DATE: –	SHEET : SD–D12



SECTION "B"

NTS

Addison! PUBLIC WORKS DEPARTMENT	TYPICAL SECTION "B" STANDARD & RECESSED CURB INLETS (4, 6, 8 & 10 FOOT INLETS)	STANDARD CONSTRUCTION DETAILS STORM DRAINAGE		
		DATE: AUGUST, 2010	REV DATE: –	SHEET : SD–D13

REINFORCING STEEL SCHEDULE DIMENSIONS SHOWN ARE FOR MAXIMUM SIZE INLET						
INLET LENGTH	BAR TYPE	BAR DIA. (1/8")	NO REQ'D	BAR DIMENSIONS		
				A	B	C
4'	A	3	6	3'–2"	0'–3"	–
	B	3	2	2'–10"	–	–
	C	4	18	4'–8"	0'–6"	–
	D	4	9	4'–8"	–	–
	G	3	4	2'–0"	1'–3"	–
	H	3	7	*	*	*
	I	4	3	3'–2"	3'–2"	4'–8"
	J	5	1	*	*	*
	K	5	2	3'–2"	0'–6"	–
	L	4	11	3'–2"	0'–6"	–
	M	4	2	3'–0"**	–	–
6'	A	3	9	3'–2"	0'–3"	–
	B	3	2	4'–10"	–	–
	C	4	18	6'–8"	0'–6"	–
	D	4	9	4'–8"	–	–
	G	3	6	2'–0"	1'–3"	–
	H	3	11	*	*	*
	I	4	5	3'–2"	3'–2"	4'–8"
	J	5	1	*	*	*
	K	5	2	3'–2"	0'–6"	–
	L	4	11	3'–2"	0'–6"	–
	M	4	2	3'–0"**	–	–
8'	A	3	12	3'–2"	0'–3"	–
	B	3	2	6'–10"	–	–
	C	4	18	8'–8"	0'–6"	–
	D	4	9	4'–8"	–	–
	G	3	7	2'–0"	1'–3"	–
	H	3	14	*	*	*
	I	4	7	3'–2"	3'–2"	4'–8"
	J	5	1	*	*	*
	K	5	2	3'–2"	0'–6"	–
	L	4	11	3'–2"	0'–6"	–
	M	4	2	3'–0"**	–	–
10'	A	3	15	3'–2"	0'–3"	–
	B	3	2	8'–10"	–	–
	C	4	18	10'–8"	0'–6"	–
	D	4	9	4'–8"	–	–
	G	3	9	2'–0"	1'–3"	–
	H	3	17	*	*	*
	I	4	9	3'–2"	3'–2"	4'–8"
	J	5	1	*	*	*
	K	5	2	3'–2"	0'–6"	–
	L	4	11	3'–2"	0'–6"	–
	M	4	2	3'–0"**	–	–

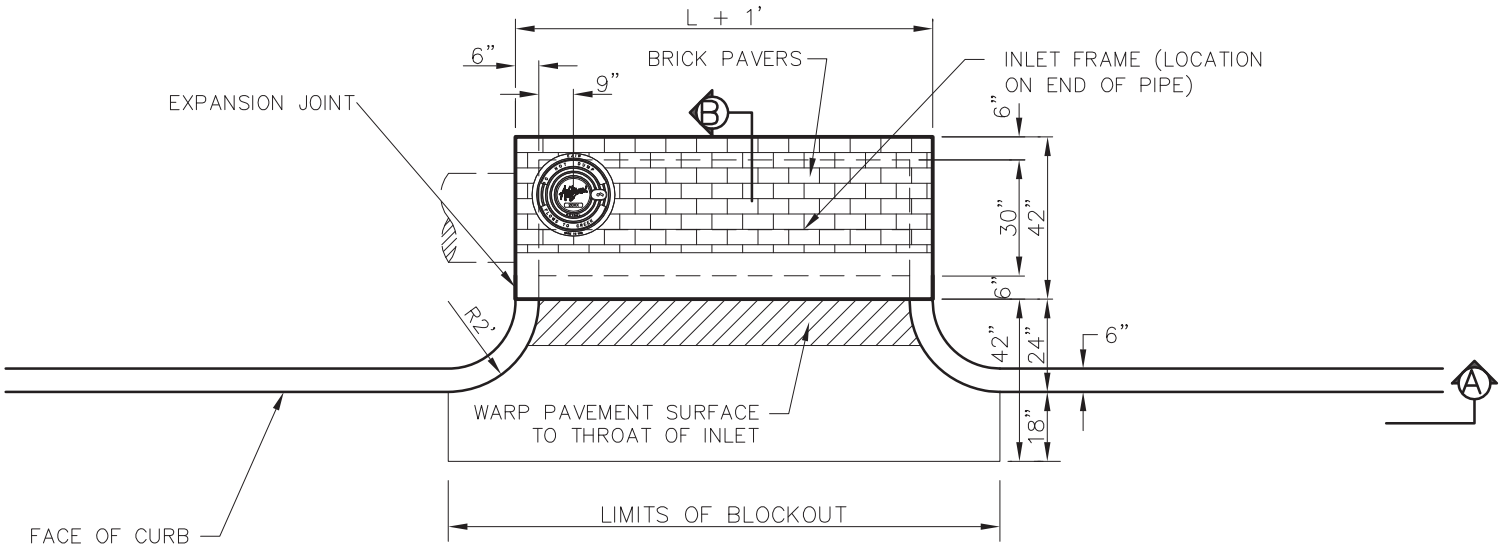
* SEE DIAGRAM FOR DIMENSIONS
** FIELD CUT AS REQUIRED TO ACCOMMODATE DRAIN PIPE

Addison!
PUBLIC WORKS DEPARTMENT

REINFORCING STEEL SCHEDULE
4, 6, 8 & 10 FOOT INLETS

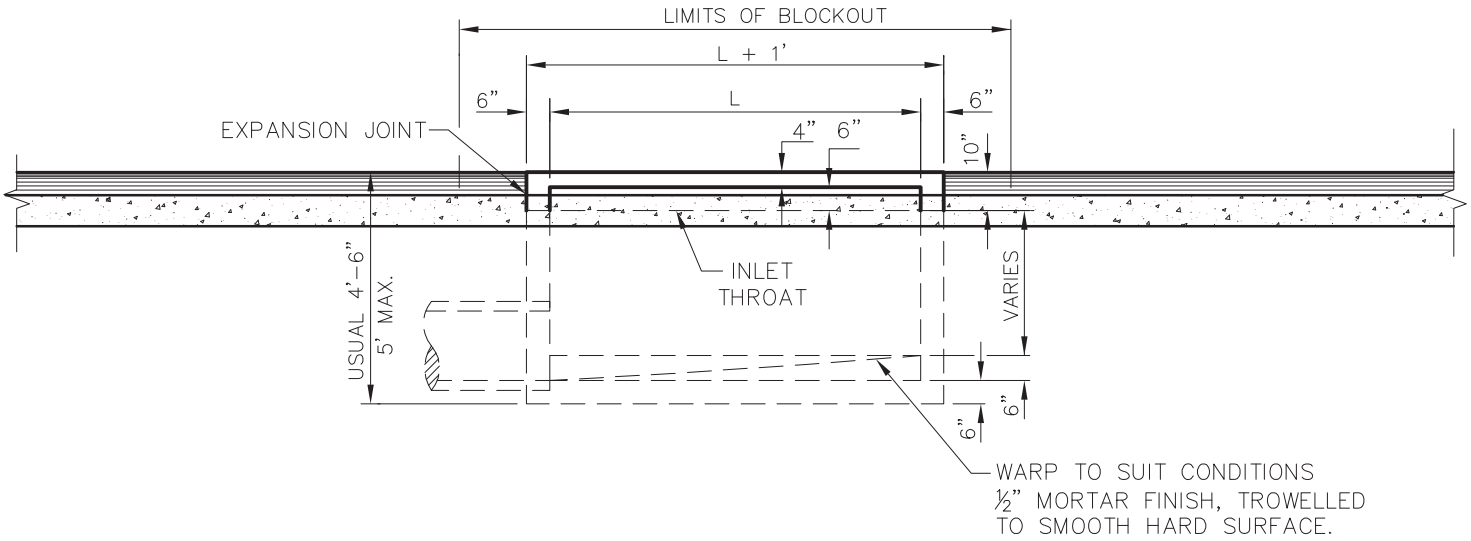
STANDARD CONSTRUCTION DETAILS
STORM DRAINAGE

DATE: AUGUST, 2010	REV DATE: –	SHEET : SD–D14



PLAN–BRICK TOP INLET

NTS



SECTION A

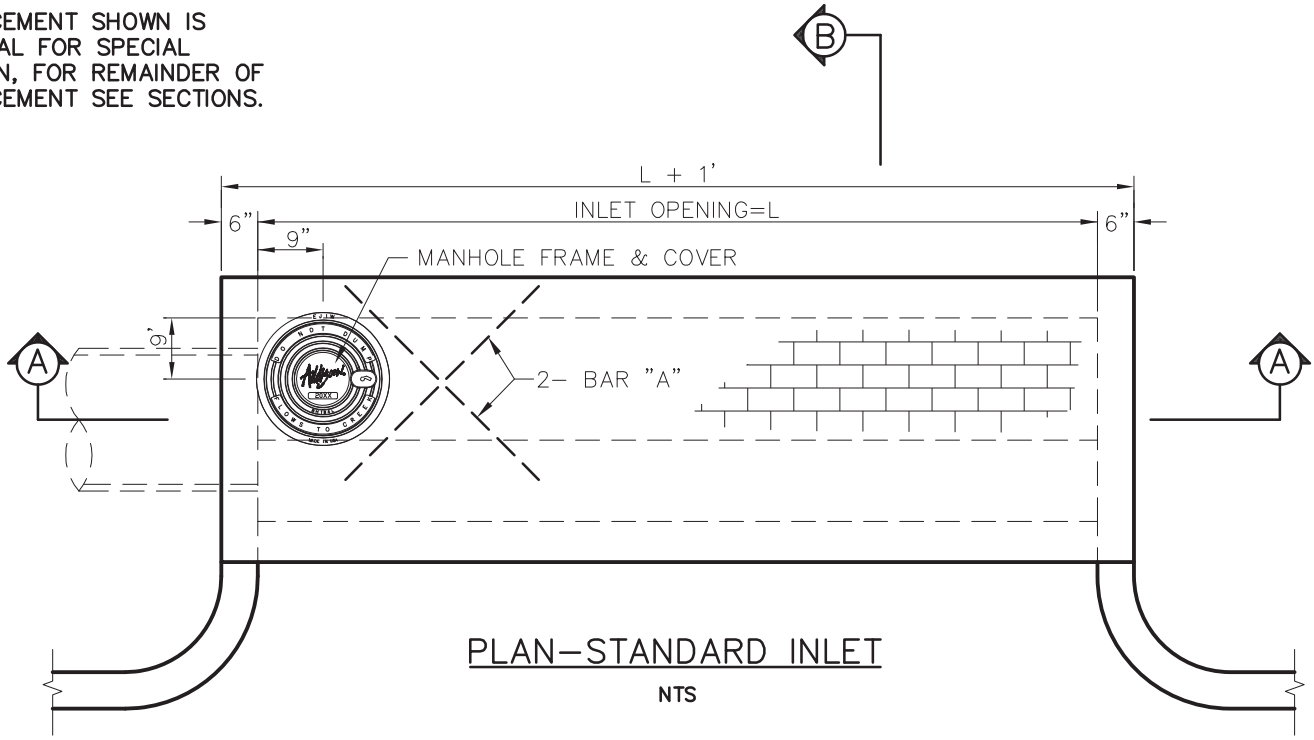
NTS

NOTE:

1. PIPE MAY BE PLACED IN ANY WALL, BUT SHALL NOT ENTER ANY CORNER OR BOTTOM.
2. #3 BAR 18" O.C.E.W. IN BLOCK OUT DRILLED INTO EXISTING CONCRETE.
3. BACKFILL AROUND INLET SHALL BE FLOWABLE BACKFILL PER NCTCOG 504.2.3.4.

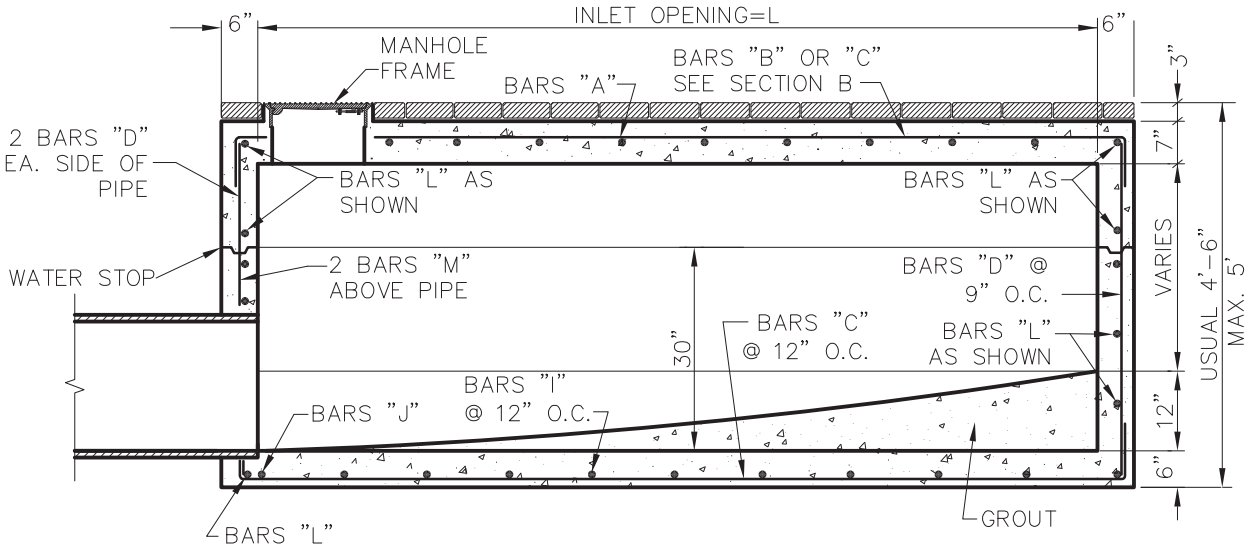
Addison! PUBLIC WORKS DEPARTMENT	RECESSED BRICK TOP CURB INLET 4, 6, 8 & 10 FOOT INLETS	STANDARD CONSTRUCTION DETAILS STORM DRAINAGE		
		DATE: AUGUST, 2010	REV DATE: –	SHEET : SD–D15

NOTE:
REINFORCEMENT SHOWN IS ADDITIONAL FOR SPECIAL CONDITION, FOR REMAINDER OF REINFORCEMENT SEE SECTIONS.



PLAN–STANDARD INLET

NTS



SECTION A

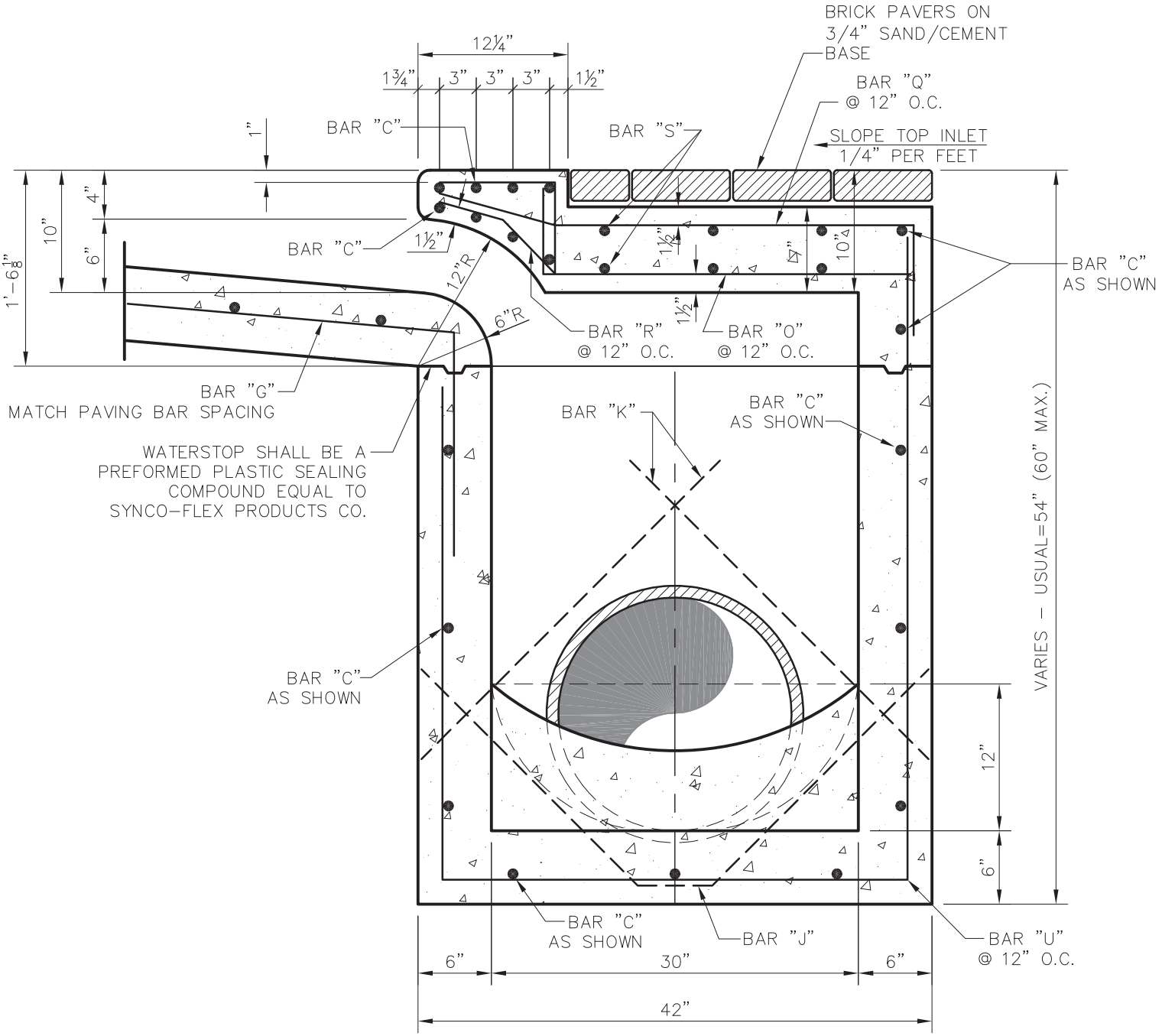
NTS

Addison!
PUBLIC WORKS DEPARTMENT

RECESSED BRICK TOP CURB INLET 4, 6, 8 & 10 FOOT INLETS

STANDARD CONSTRUCTION DETAILS
STORM DRAINAGE

DATE:	REV DATE:	SHEET :
AUGUST, 2010	–	SD–D16



PUBLIC WORKS DEPARTMENT

TYPICAL SECTION "B"
BRICK TOP CURB INLETS
(4, 6, 8 & 10 FOOT INLETS)

STANDARD CONSTRUCTION DETAILS
STORM DRAINAGE

DATE:	REV DATE:	SHEET :
AUGUST, 2010	–	SD-D17

REINFORCING STEEL SCHEDULE DIMENSIONS SHOWN ARE FOR MAXIMUM SIZE INLET						
INLET LENGTH	BAR TYPE	BAR DIA. (1/8")	NO REQ'D	BAR DIMENSIONS		
				A	B	C
4'	C	4	19	4'–8"	0'–6"	–
	D	4	9	4'–5"	–	–
	G	3	4	2'–0"	1'–3"	–
	J	5	1	*	*	*
	K	5	2	3'–2"	0'–6"	–
	L	4	11	3'–2"	0'–6"	–
	M	4	2	3'–0"**	–	–
	O	6	6	2'–5"	7"	–
	Q	4	6	*	*	*
	R	3	5	*	*	*
	S	5	6	4'–8"	8–1/2"	–
	T	4	2	36"	–	–
	U	5	3	3'–2"	3'–2"	4'–5"
6'	C	4	19	6'–8"	0'–6"	–
	D	4	9	4'–5"	–	–
	G	3	6	2'–0"	1'–3"	–
	J	5	1	*	*	*
	K	5	2	3'–2"	0'–6"	–
	L	4	11	3'–2"	0'–6"	–
	M	4	2	3'–0"**	–	–
	O	6	8	2'–5"	7"	–
	Q	4	8	*	*	*
	R	3	7	*	*	*
	S	5	6	6'–8"	8–1/2"	–
	T	4	2	36"	–	–
	U	5	5	3'–2"	3'–2"	4'–5"
8'	C	4	19	8'–8"	0'–6"	–
	D	4	9	4'–5"	–	–
	G	3	7	2'–0"	1'–3"	–
	J	5	1	*	*	*
	K	5	2	3'–2"	0'–6"	–
	L	4	11	3'–2"	0'–6"	–
	M	4	2	3'–0"**	–	–
	O	6	10	2'–5"	7"	–
	Q	4	10	*	*	*
	R	3	9	*	*	*
	S	5	6	8'–8"	8–1/2"	–
	T	4	2	36"	–	–
	U	5	7	3'–2"	3'–2"	4'–5"
10'	C	4	19	10'–8"	0'–6"	–
	D	4	9	4'–5"	–	–
	G	3	9	2'–0"	1'–3"	–
	J	5	1	*	*	*
	K	5	2	3'–2"	0'–6"	–
	L	4	11	3'–2"	0'–6"	–
	M	4	2	3'–0"**	–	–
	O	6	12	2'–5"	7"	–
	Q	4	12	*	*	*
	R	3	11	*	*	*
	S	5	6	10'–10"	8–1/2"	–
	T	4	2	36"	–	–
	U	5	9	3'–2"	3'–2"	4'–5"

* SEE DIAGRAM FOR DIMENSIONS
** FIELD CUT AS REQUIRED TO ACCOMMODATE DRAIN PIPE

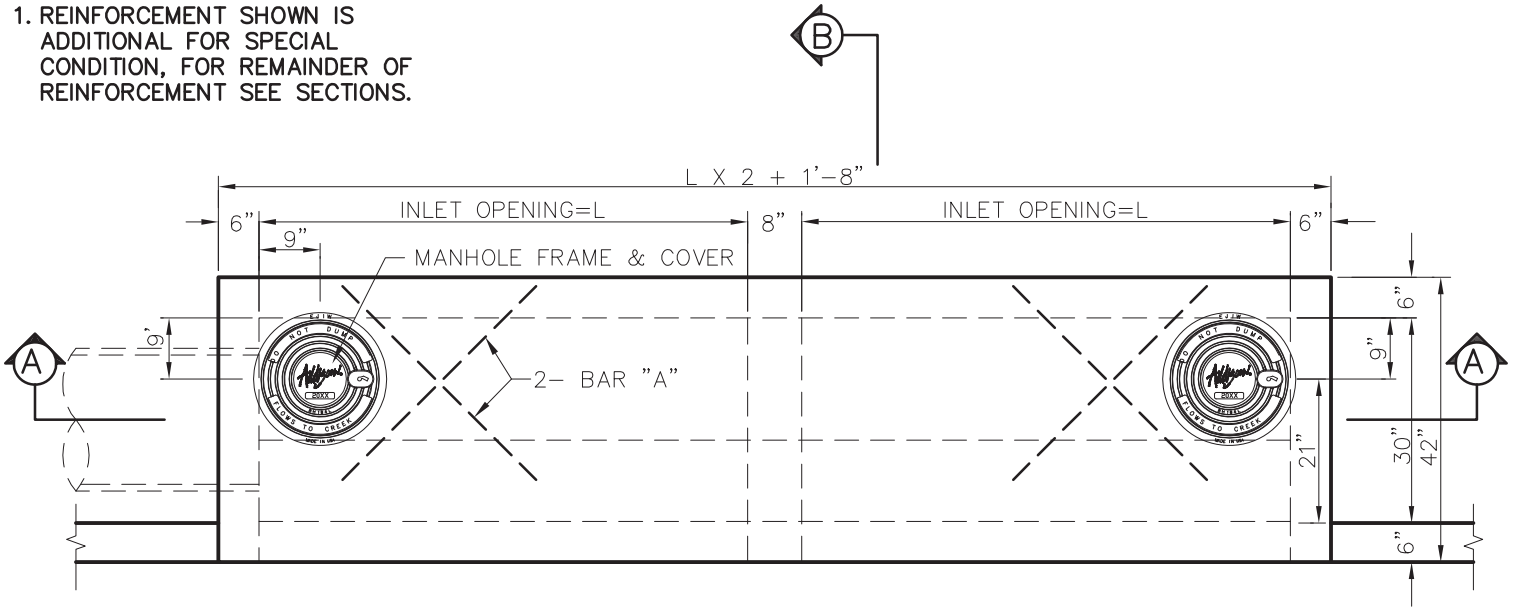
Addison!
PUBLIC WORKS DEPARTMENT

REINFORCING STEEL SCHEDULE 4, 6, 8 & 10 FOOT INLETS (BRICK ON INLET)

STANDARD CONSTRUCTION DETAILS
STORM DRAINAGE

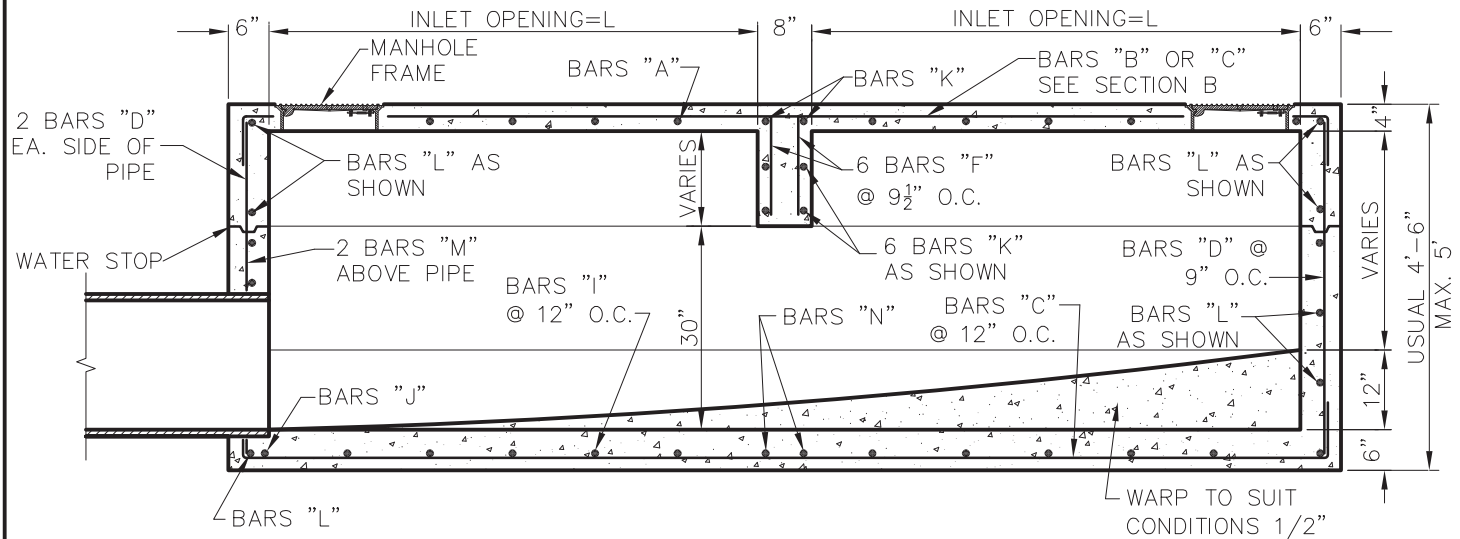
DATE: AUGUST, 2010	REV DATE: –	SHEET : SD–D18

NOTE:
1. REINFORCEMENT SHOWN IS ADDITIONAL FOR SPECIAL CONDITION, FOR REMAINDER OF REINFORCEMENT SEE SECTIONS.



PLAN–STANDARD INLET

NTS

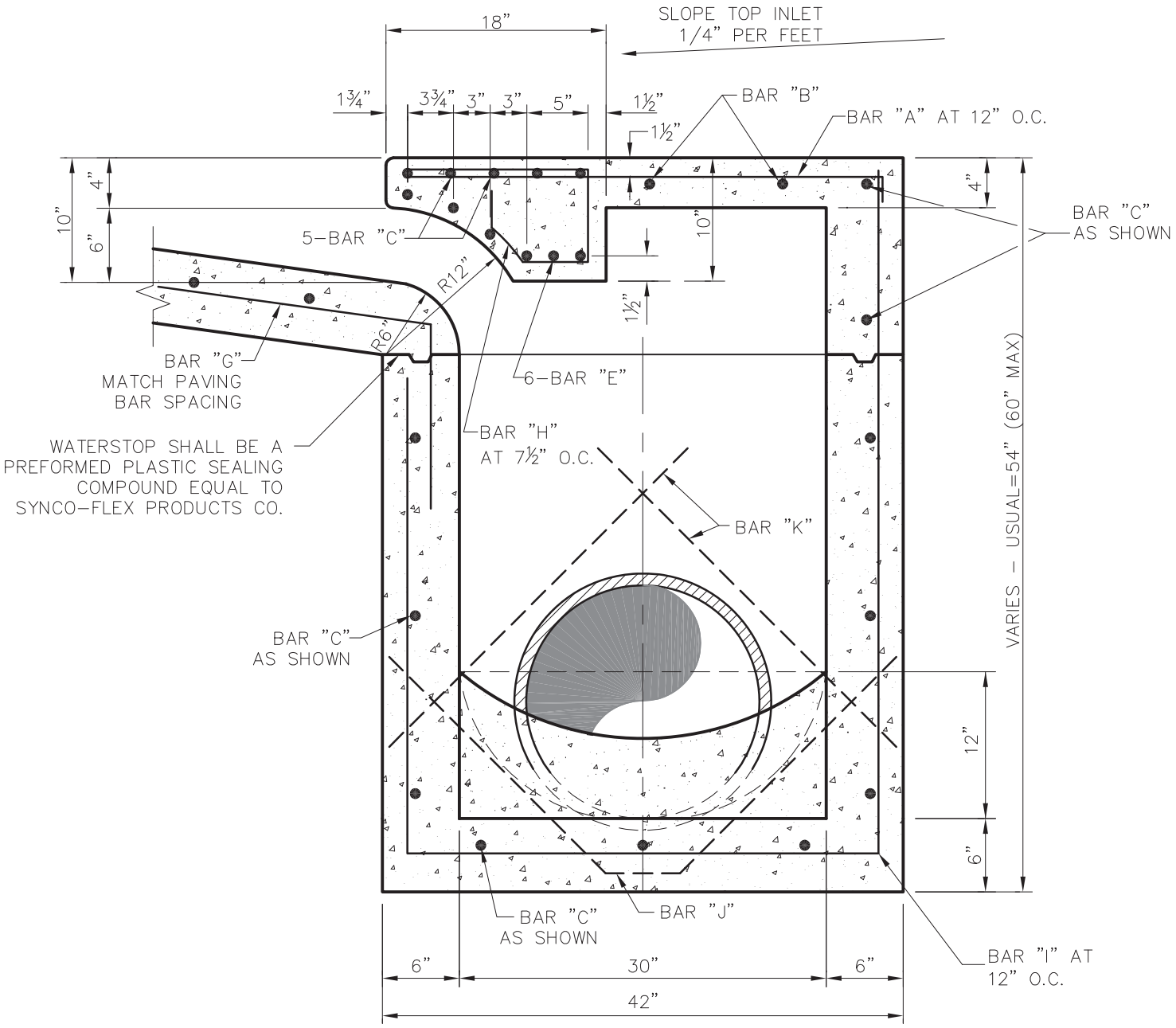


NOTE:
1. BACKFILL AROUND INLET SHALL BE FLOWABLE BACKFILL PER NCTCOG 504.2.3.4

SECTION A

NTS

Addison! PUBLIC WORKS DEPARTMENT	STANDARD CURB INLET 12, 14, 16 & 20 FOOT INLETS	STANDARD CONSTRUCTION DETAILS STORM DRAINAGE
		DATE: AUGUST, 2010 / REV DATE: – / SHEET : SD–D19



SECTION "B"

NTS

Addison! PUBLIC WORKS DEPARTMENT	TYPICAL SECTION "B" STANDARD & RECESSED CURB INLETS (12, 14, 16 & 20 FOOT INLETS)	STANDARD CONSTRUCTION DETAILS STORM DRAINAGE		
		DATE: AUGUST, 2010	REV DATE: –	SHEET : SD-D20

REINFORCING STEEL SCHEDULE

DIMENSIONS ARE FOR MAXIMUM SIZE INLETS

INLET LENGTH	BAR TYPE	BAR DIA (1/8")	NO REQ'D	BAR DIMENSIONS			INLET LENGTH	BAR TYPE	BAR DIA. (1/8")	NO REQ'D	BAR DIMENSIONS		
				A	B	C					A	B	C
6'	A	3	12	3'–2"	0'–6"	–	8'	A	3	16	3'–2"	0'–6"	–
	B	3	2	11'–6"	–	–		B	3	2	15'–6"	–	–
	C	4	16	13'–4"	0'–6"	–		C	4	16	17'–4"	0'–6"	–
	D	4	9	4'–8"	–	–		D	4	9	4'–8"	–	–
	E	5	6	13'–4"	–	–		E	5	6	17'–4"	–	–
	F	4	10	1'–2"	–	–		F	4	10	1'–2"	–	–
	G	3	11	2'–0"	1'–3"	–		G	3	13	2'–0"	1'–3"	–
	H	3	20	*	*	*		H	3	26	*	*	*
	I	4	12	3'–2"	3'–2"	4'–8"		I	4	16	3'–2"	3'–2"	4'–8"
	J	5	1	*	*	*		J	5	1	*	*	*
	K	5	8	3'–2"	0'–6"	–		K	5	8	3'–2"	0'–6"	–
	L	4	11	3'–2"	0'–6"	–		L	4	11	3'–2"	0'–6"	–
	M	4	2	3'–0"**	–	–		M	4	2	3'–0"**	–	–
	N	4	2	3'–2"	4'–8"	–		N	4	2	3'–2"	4'–8"	–
7'	A	3	14	3'–2"	0'–6"	–	10'	A	3	20	3'–2"	0'–6"	–
	B	3	2	13'–6"	–	–		B	3	2	19'–6"	–	–
	C	4	16	15'–4"	0'–6"	–		C	4	16	21'–4"	0'–6"	–
	D	4	9	4'–8"	–	–		D	4	9	4'–8"	–	–
	E	5	6	15'–4"	–	–		E	5	6	21'–4"	–	–
	F	4	10	1'–2"	–	–		F	4	10	1'–2"	–	–
	G	3	12	2'–0"	1'–3"	–		G	3	16	2'–0"	1'–3"	–
	H	3	22	*	*	*		H	3	32	*	*	*
	I	4	14	3'–2"	3'–2"	4'–8"		I	4	20	3'–2"	3'–2"	4'–8"
	J	5	1	*	*	*		J	5	1	*	*	*
	K	5	8	3'–2"	0'–6"	–		K	5	8	3'–2"	0'–6"	–
	L	4	11	3'–2"	0'–6"	–		L	4	11	3'–2"	0'–6"	–
	M	4	2	3'–0"**	–	–		M	4	2	3'–0"**	–	–
	N	4	2	3'–2"	4'–8"	–		N	4	2	3'–2"	4'–8"	–

* SEE DIAGRAM FOR DIMENSION
** FIELD CUT AS REQUIRED TO ACCOMMODATE DRAIN PIPE

Addison!

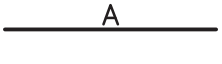
PUBLIC WORKS DEPARTMENT

REINFORCING STEEL SCHEDULE
12, 14, 16 & 20 FOOT INLETS

STANDARD CONSTRUCTION DETAILS
STORM DRAINAGE

DATE:	REV DATE:	SHEET :
AUGUST, 2010	–	SD–D21

BAR "A"

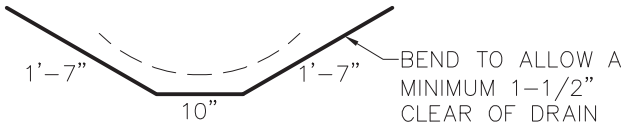


BAR "E"

BAR "I"

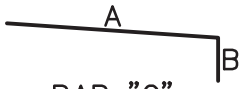
BAR "B"

BAR "F"



BAR "J"

BAR "C"

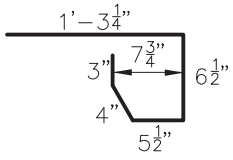


BAR "G"

BAR "K"

BAR "M"

BAR "D"



BAR "H"

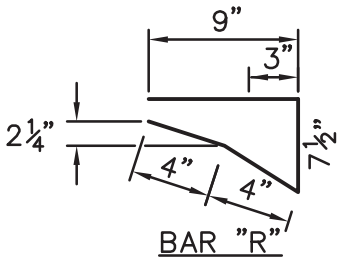
BAR "L"

BAR "N"

REINFORCING BAR DIAGRAMS

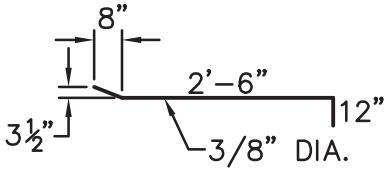
NTS

BAR "O"

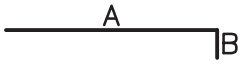


BAR "R"

BAR "T"



BAR "Q"



BAR "S"

BAR "U"

BAR DIAGRAMS (BRICK ON INLET)

NTS

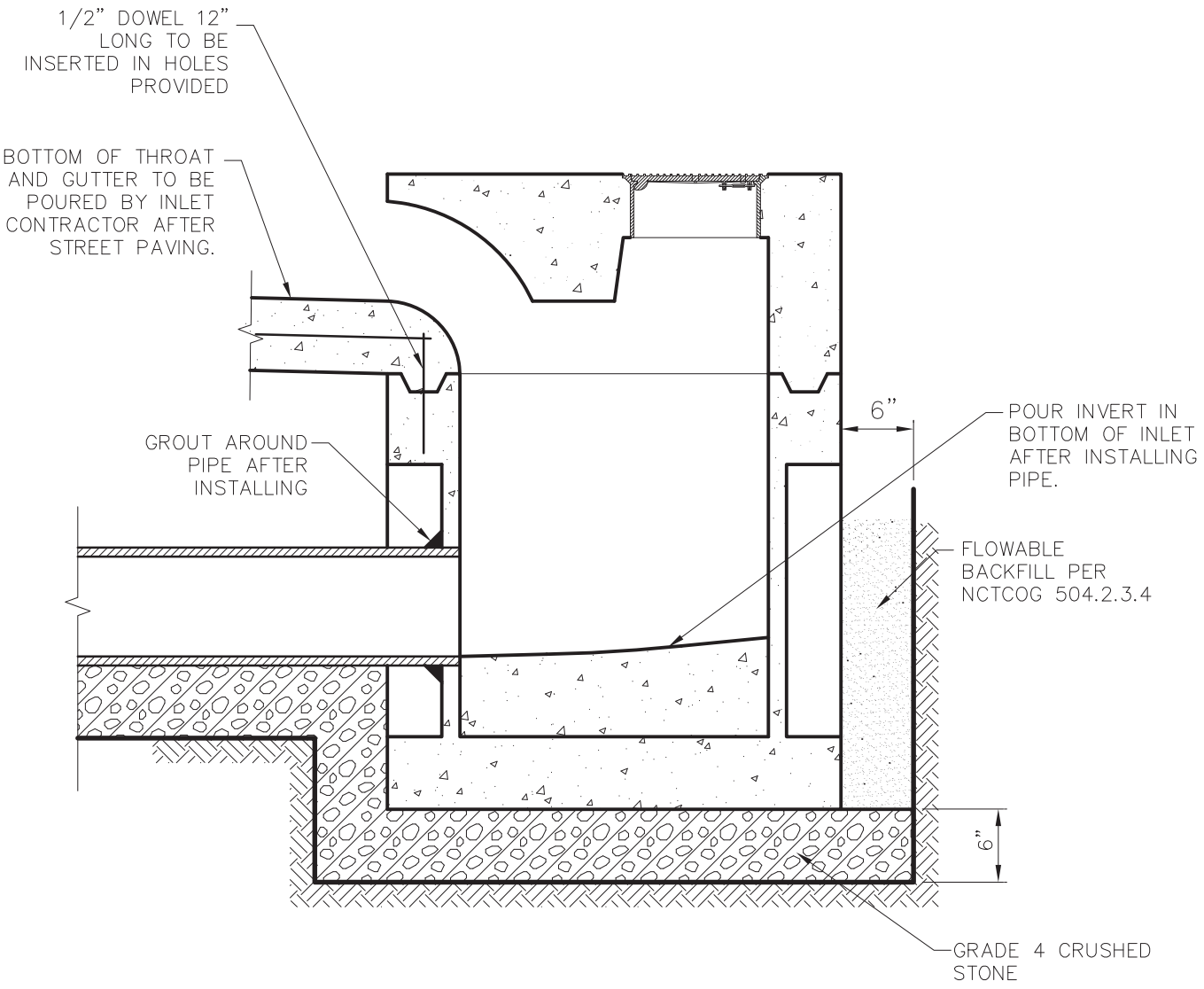
NOTE:
BAR DESIGNATIONS AND DIMENSIONS ARE DIFFERENT FROM STEEL SCHEDULE FOR REGULAR INLETS

Addison!
PUBLIC WORKS DEPARTMENT

REINFORCING BAR DIAGRAMS

STANDARD CONSTRUCTION DETAILS
STORM DRAINAGE

DATE:	REV DATE:	SHEET :
AUGUST, 2010	–	SD-D22



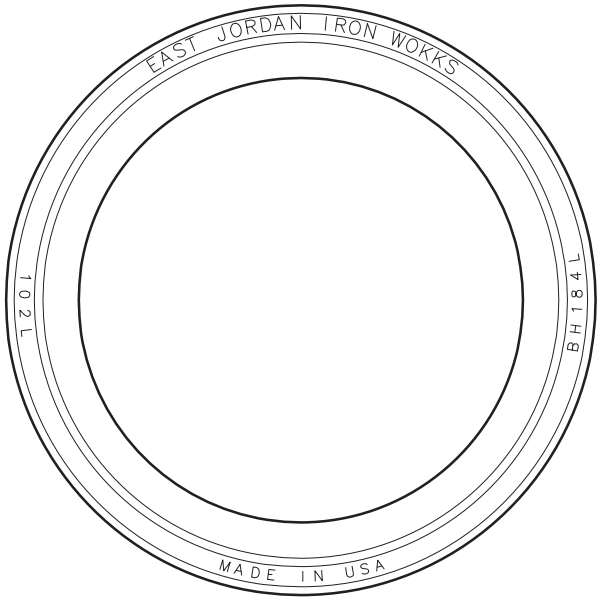
INSTALLATION DRAWING FOR PRECAST 5' AND 10' CURB INLETS

NTS

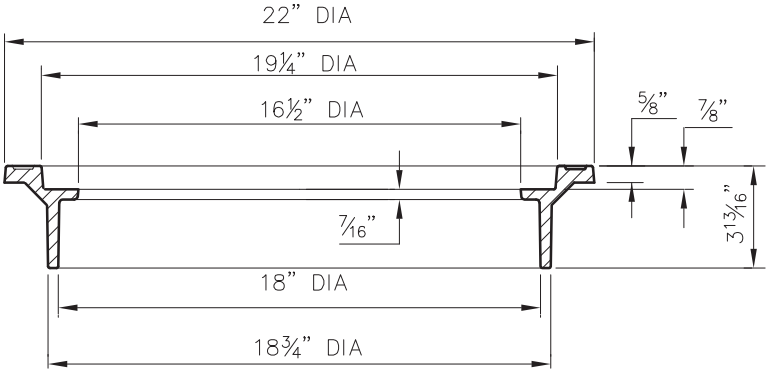
NOTES:

1. FOR PRECAST INLET THE FLOOR OF THE EXCAVATION MUST PROVIDE A FIRM, LEVEL BED FOR THE BASE SECTION TO REST UPON.
2. PIPES SHALL CONNECT TO THE SIDES OF THE INLETS. CONNECTIONS NOT TO BE MADE AT CORNERS OR BOTTOM.
3. PRECAST INLETS MUST BE APPROVED BY PUBLIC WORKS DEPARTMENT.

Addison! PUBLIC WORKS DEPARTMENT	PRECAST CURB INLET	STANDARD CONSTRUCTION DETAILS STORM DRAINAGE		
		DATE: AUGUST, 2010	REV DATE: –	SHEET : SD–D23

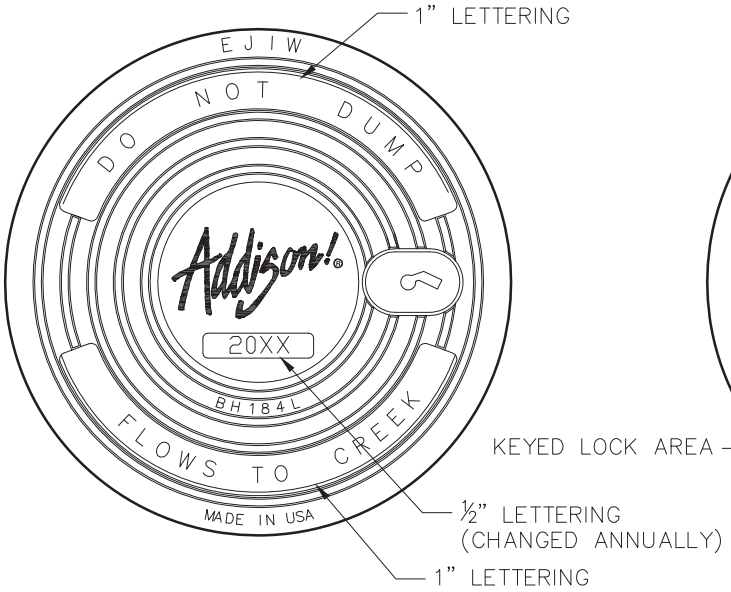


RING

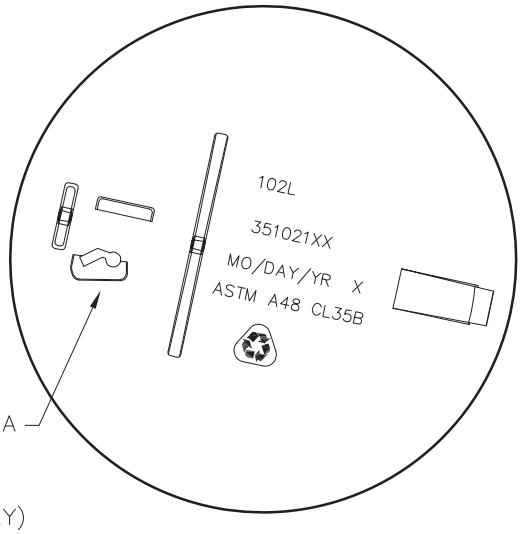


RING SECTION

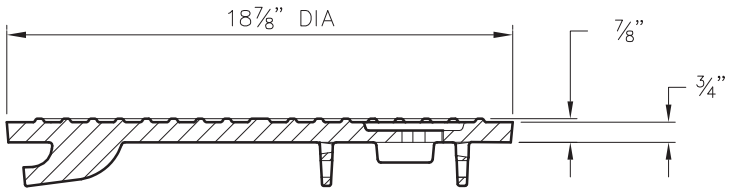
None of the notes indicate care that should be taken when the cover is placed in the pedestrian route. Level changes may not exceed 1/4" or 1/2" if a 1:2 bevel is provided.



COVER



COVER BOTTOM VIEW



COVER SECTION

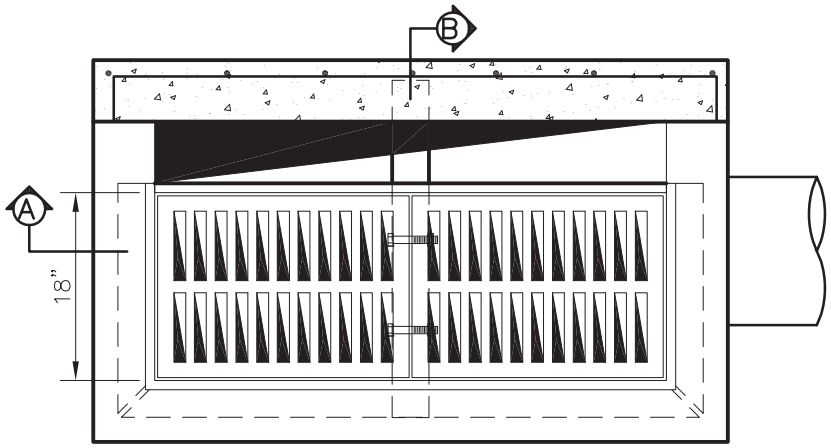
NOTE:
FRAME AND COVER SHALL BE EAST JORDAN IRON WORKS FRAME PRODUCT #35202000 AND COVER PRODUCT #NCR08-0060B OR APPROVED EQUAL AND SHALL BE GRAY CAST IRON CONFORMING TO ASTM A48-CL35B.

Addison!
PUBLIC WORKS DEPARTMENT

INLET
FRAME & COVER

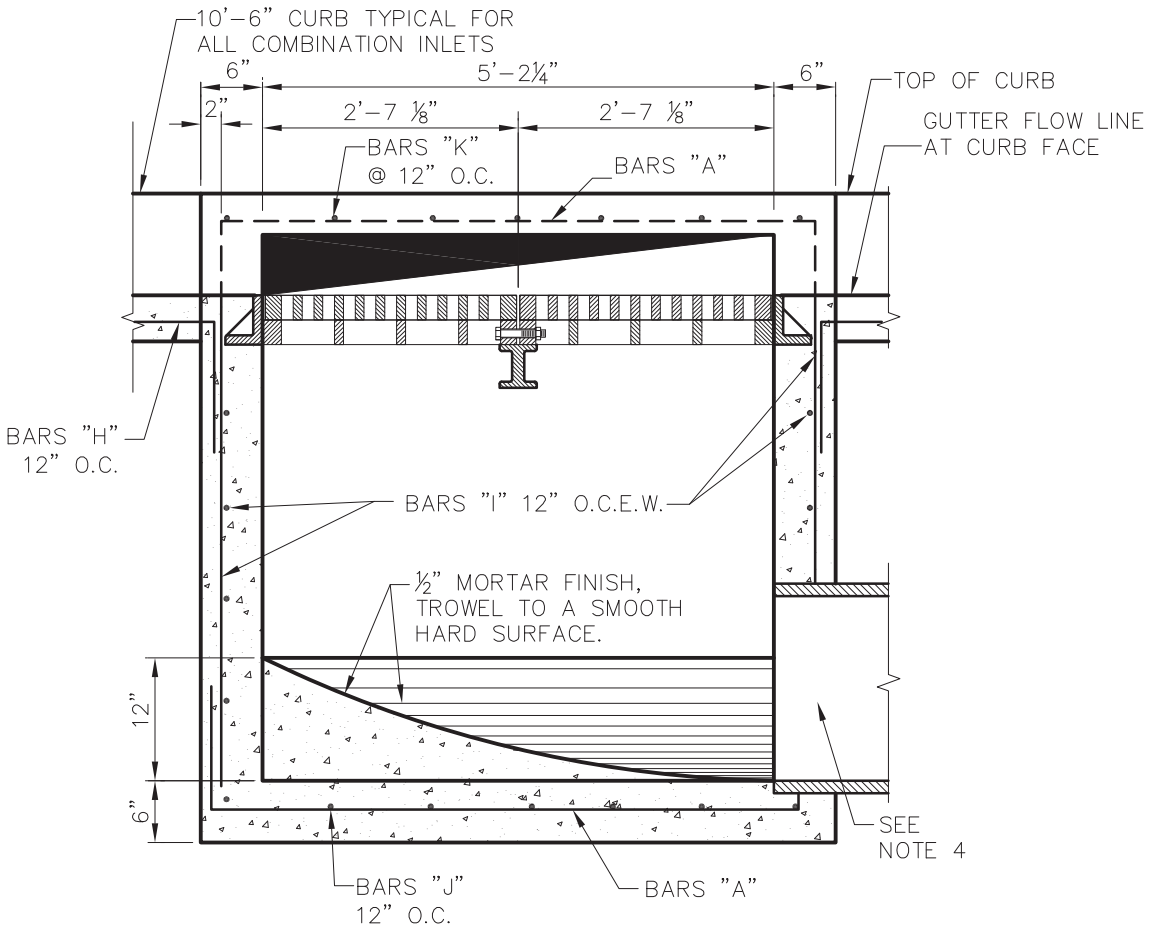
STANDARD CONSTRUCTION DETAILS
STORM DRAINAGE

DATE:	REV DATE:	SHEET :
AUGUST, 2010	–	SD-D24



PLAN

NTS



SECTION A

NTS

NOTES:

1. COMBINATION INLETS TO BE USED IN ALL ALLEYS WHERE INLETS ARE REQUIRED.
2. ALL LAPS AND EXTENSION OF REINFORCING BARS SHALL BE 36 BAR DIAMETERS UNLESS NOTED OTHERWISE.
3. TACK WELD GRATES IN PLACE.
4. PIPE MAY BE PLACED IN ANY WALL, BUT SHALL NOT ENTER ANY CORNER OR BOTTOM.
5. ALL CAST IRON FITTINGS SHALL BE DOMESTIC.
6. ALL FASTENERS SHALL BE GALVANIZED.

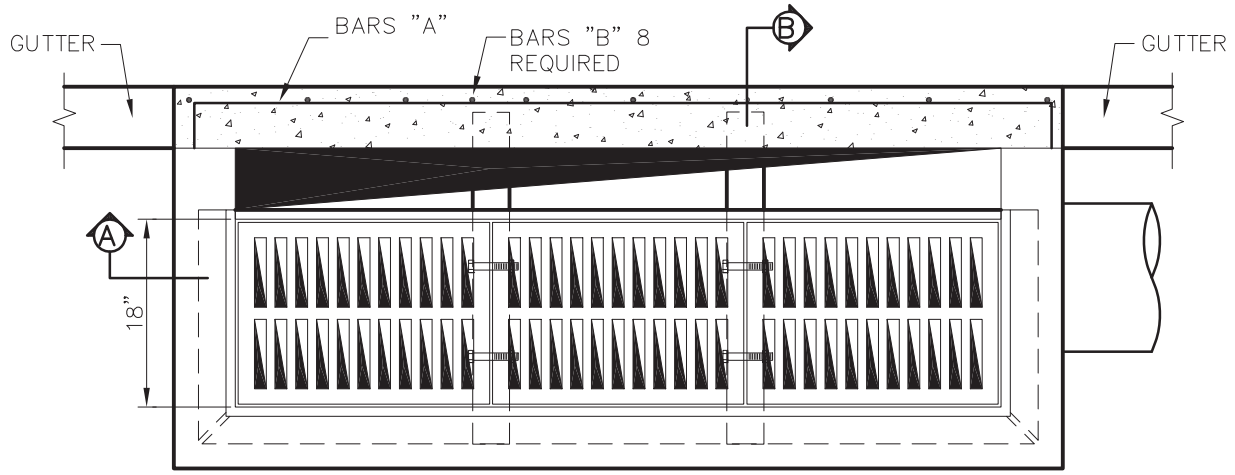
Addison!

PUBLIC WORKS DEPARTMENT

COMBINATION INLET TWO GRATE INLET

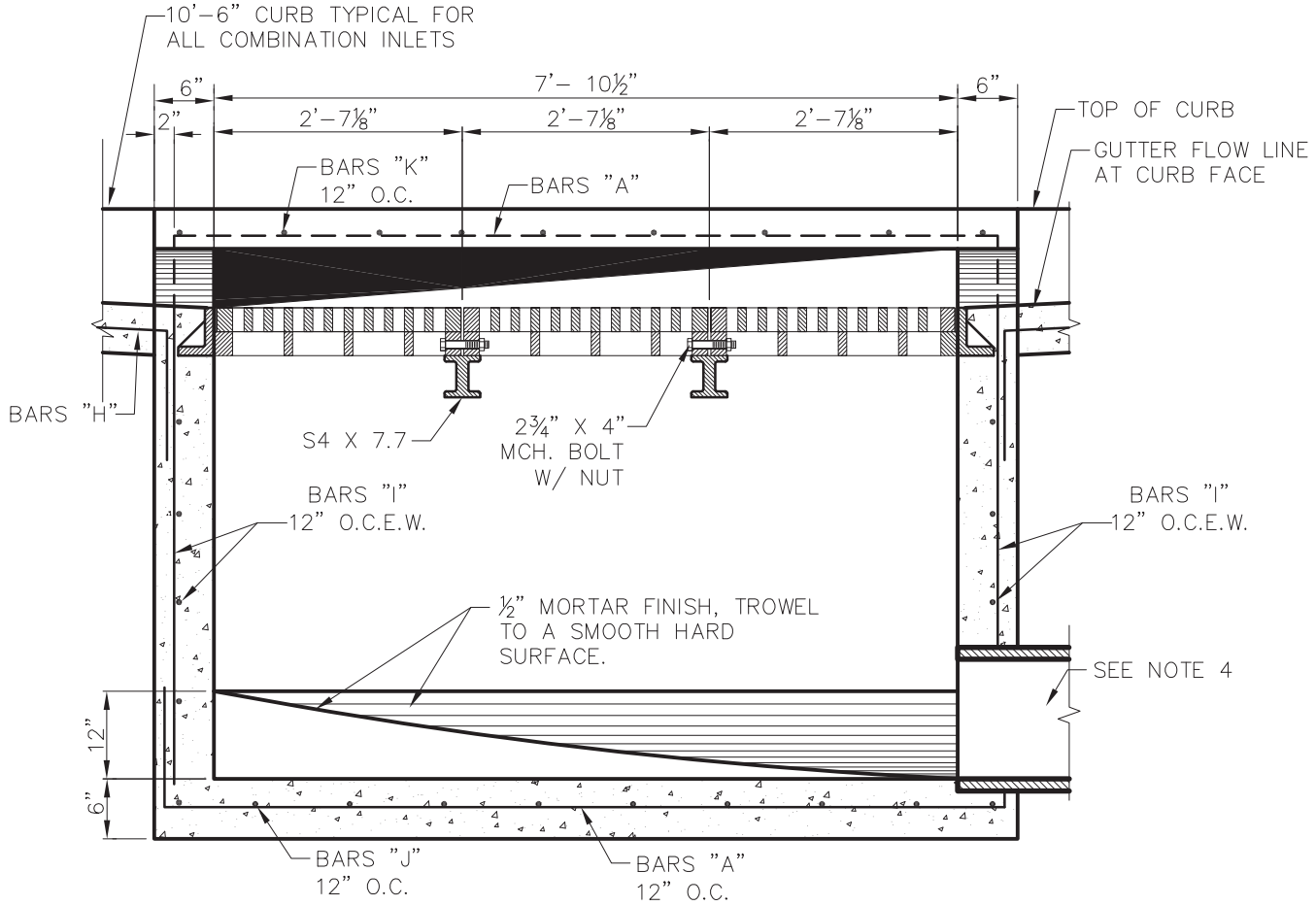
STANDARD CONSTRUCTION DETAILS
STORM DRAINAGE

DATE:	REV DATE:	SHEET :
AUGUST, 2010	–	SD-D25



PLAN

NTS



SECTION A

NTS

NOTES:

1. COMBINATION INLETS TO BE USED IN ALL ALLEYS WHERE INLETS ARE REQUIRED.
2. ALL LAPS AND EXTENSION OF REINFORCING BARS SHALL BE 36 BAR DIAMETERS UNLESS NOTED OTHERWISE.
3. TACK WELD GRATES IN PLACE.
4. PIPE MAY BE PLACED IN ANY WALL, BUT SHALL NOT ENTER ANY CORNER OR BOTTOM.
5. ALL CAST IRON FITTINGS SHALL BE DOMESTIC.
6. ALL FASTENERS SHALL BE GALVANIZED.

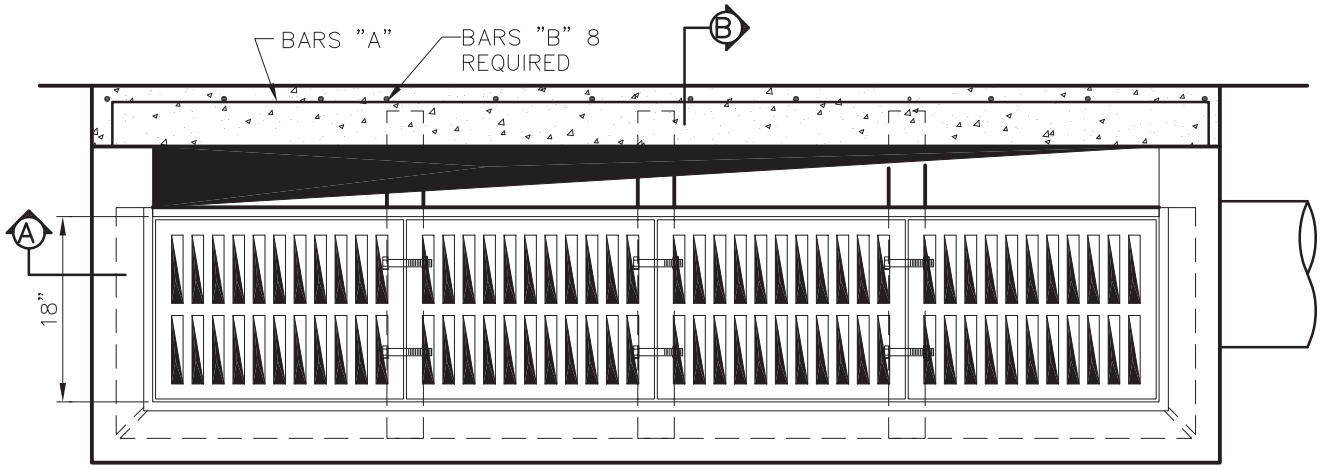
Addison!

PUBLIC WORKS DEPARTMENT

COMBINATION INLET THREE GRATE INLET

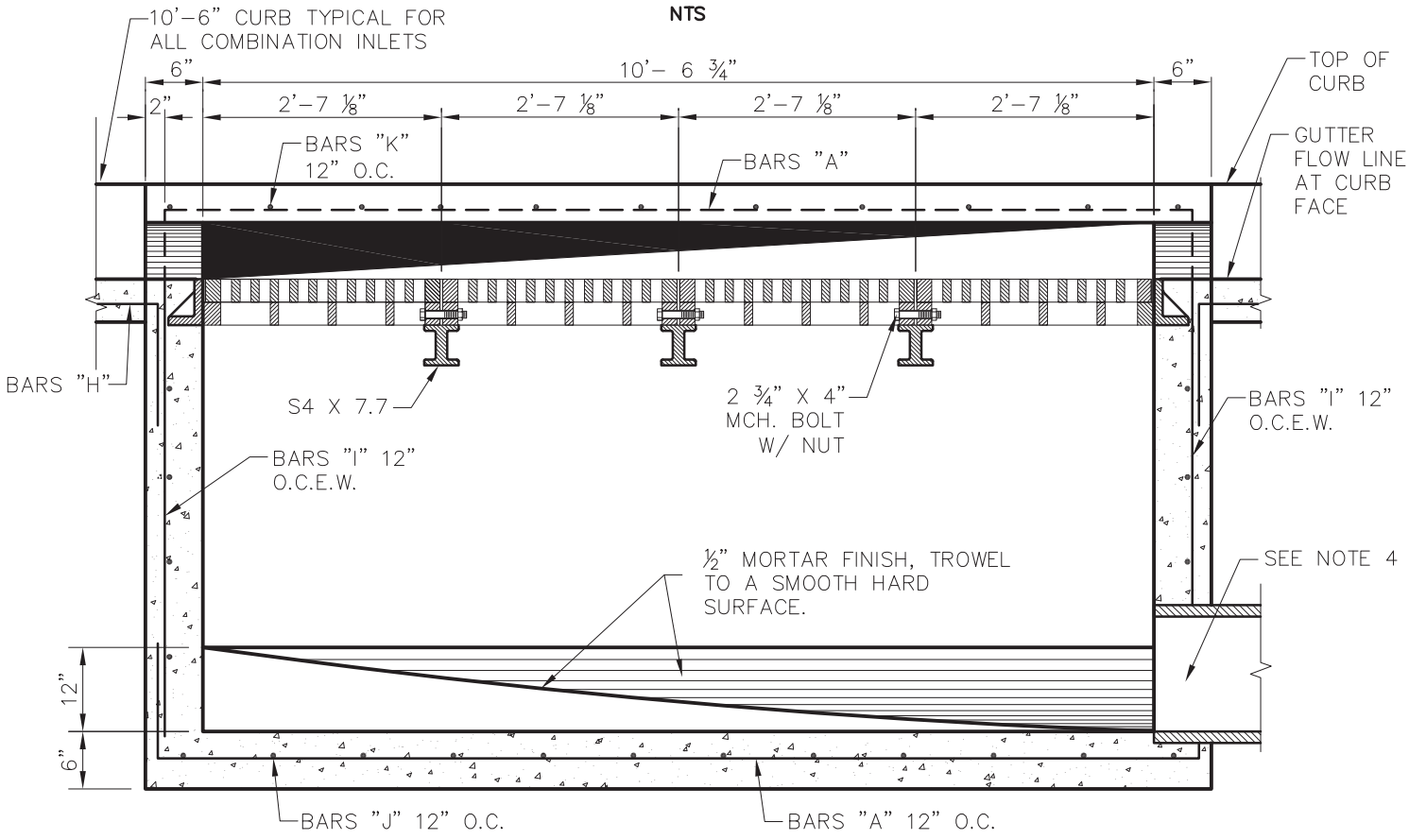
STANDARD CONSTRUCTION DETAILS
STORM DRAINAGE

DATE:	REV DATE:	SHEET :
AUGUST, 2010	–	SD–D26



PLAN

NTS



SECTION A

NTS

NOTES:

1. COMBINATION INLETS TO BE USED IN ALL ALLEYS WHERE INLETS ARE REQUIRED.
2. ALL LAPS AND EXTENSION OF REINFORCING BARS SHALL BE 36 BAR DIAMETERS UNLESS NOTED OTHERWISE.
3. TACK WELD GRATES IN PLACE.
4. PIPE MAY BE PLACED IN ANY WALL, BUT SHALL NOT ENTER ANY CORNER OR BOTTOM.
5. ALL CAST IRON FITTINGS SHALL BE DOMESTIC.
6. ALL FASTENERS SHALL BE GALVANIZED.

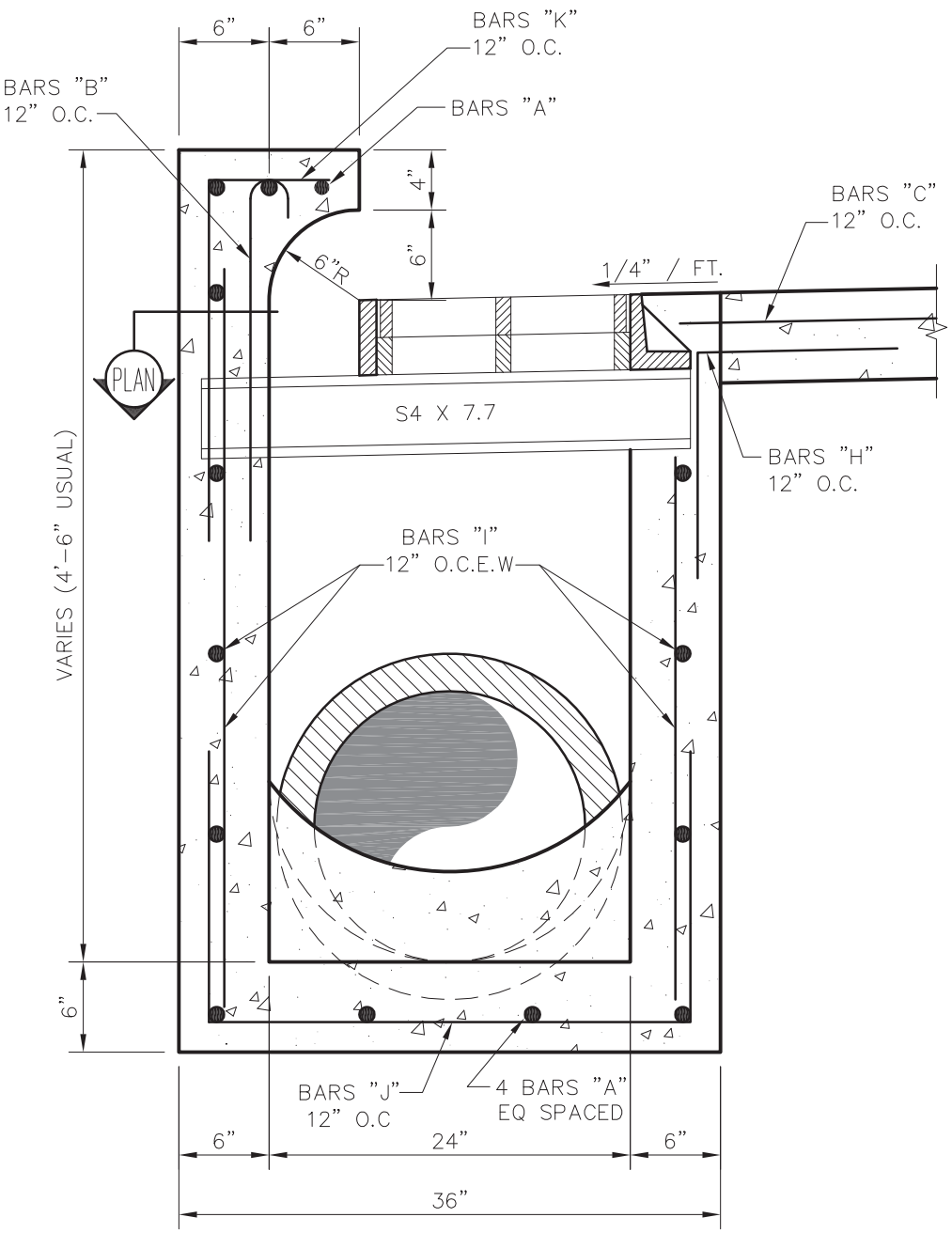
Addison!

PUBLIC WORKS DEPARTMENT

COMBINATION INLET FOUR GRATE INLET

STANDARD CONSTRUCTION DETAILS
STORM DRAINAGE

DATE:	REV DATE:	SHEET :
AUGUST, 2010	–	SD-D27



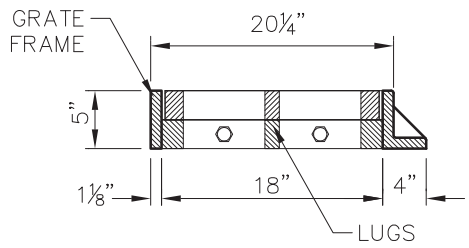
SECTION B

NTS

NOTES:

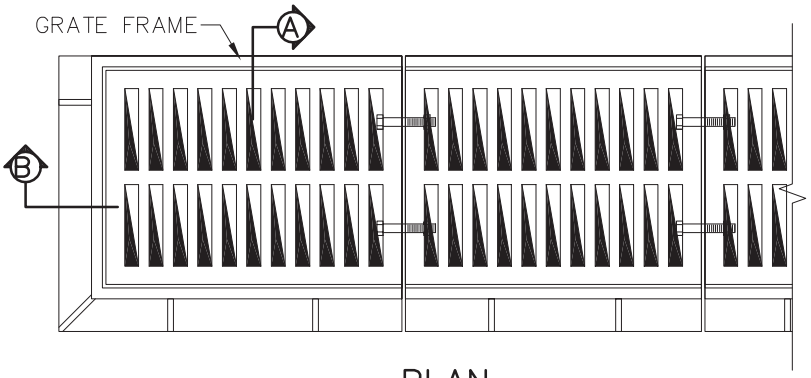
1. COMBINATION INLETS TO BE USED IN ALL ALLEYS WHERE INLETS ARE REQUIRED.
2. ALL LAPS AND EXTENSION OF REINFORCING BARS SHALL BE 36 BAR DIAMETERS UNLESS NOTED OTHERWISE.
3. TACK WELD GRATES IN PLACE.
4. PIPE MAY BE PLACED IN ANY WALL, BUT SHALL NOT ENTER ANY CORNER OR BOTTOM.
5. ALL CAST IRON FITTINGS SHALL BE DOMESTIC.
6. ALL FASTENERS SHALL BE GALVANIZED.

Addison! PUBLIC WORKS DEPARTMENT	TYPICAL SECTION "B" COMBINATION INLET TWO, THREE & FOUR GRATE INLETS	STANDARD CONSTRUCTION DETAILS STORM DRAINAGE		
		DATE: AUGUST, 2010	REV DATE: –	SHEET : SD-D28



SECTION A

NTS

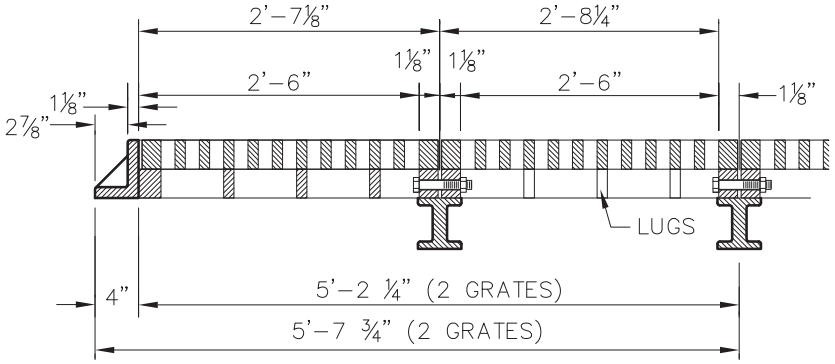


PLAN

NTS

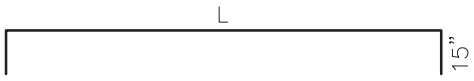
NOTES:

1. ALL LAPS AND EXTENSION OF REINFORCING BARS SHALL BE 36 BAR IN DIAMETERS UNLESS NOTED OTHERWISE.
2. TACK WELD GRATES IN PLACE.
3. PIPE MAY BE PLACED IN ANY WALL, BUT SHALL NOT ENTER ANY CORNER OR BOTTOM.
4. GRATE AND FRAME SHALL BE PATTERN No. 814AS MANUFACTURED BY BASS & HAYES FOUNDRY, INC. OR APPROVED EQUAL.
5. ALL CAST IRON FITTINGS SHALL BE DOMESTIC.
6. ALL FASTENERS SHALL BE GALVANIZED.



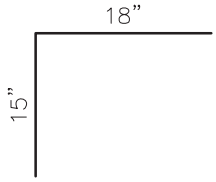
SECTION B

NTS

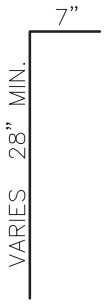


BARS "A" 5/8"ø

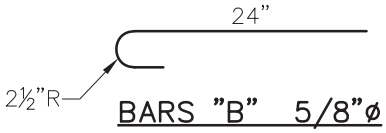
TWO GRATE INLET , L=5'–10 ¼"
THREE GRATE INLET , L=8'–6 ½"
FOUR GRATE INLET , L=11'–2 ¾"



BARS "H" 5/8"ø

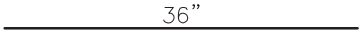


BARS "K" 5/8"ø

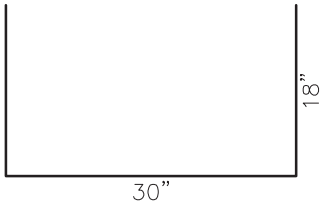


BARS "B" 5/8"ø

BARS "I" 5/8"ø

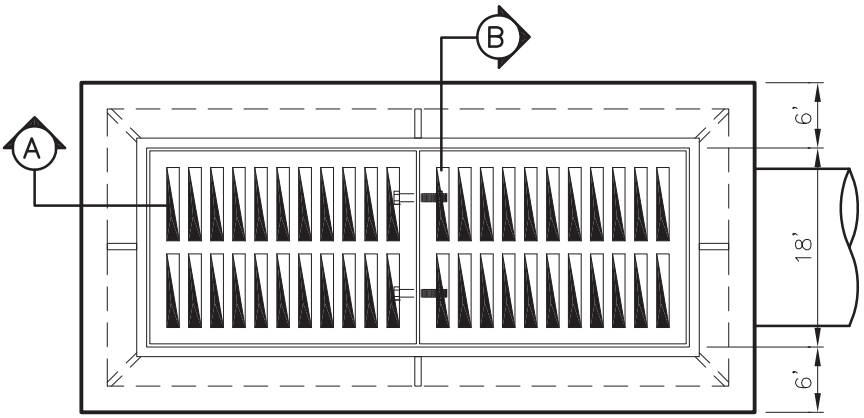


BARS "C" 3/8"ø



BARS "J" 5/8"ø

Addison! PUBLIC WORKS DEPARTMENT	COMBINATION INLETS GRATE DETAILS AND BAR DIAGRAMS	STANDARD CONSTRUCTION DETAILS STORM DRAINAGE	
		DATE: AUGUST, 2010	REV DATE: –	SHEET : SD–D29

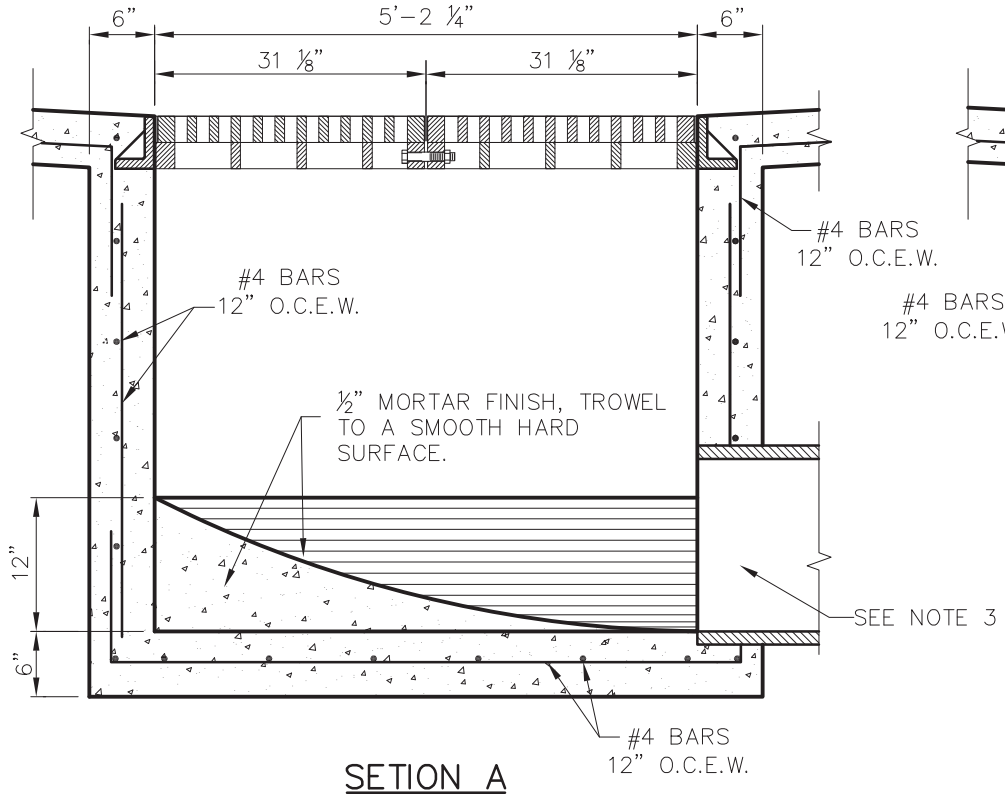


PLAN

NTS

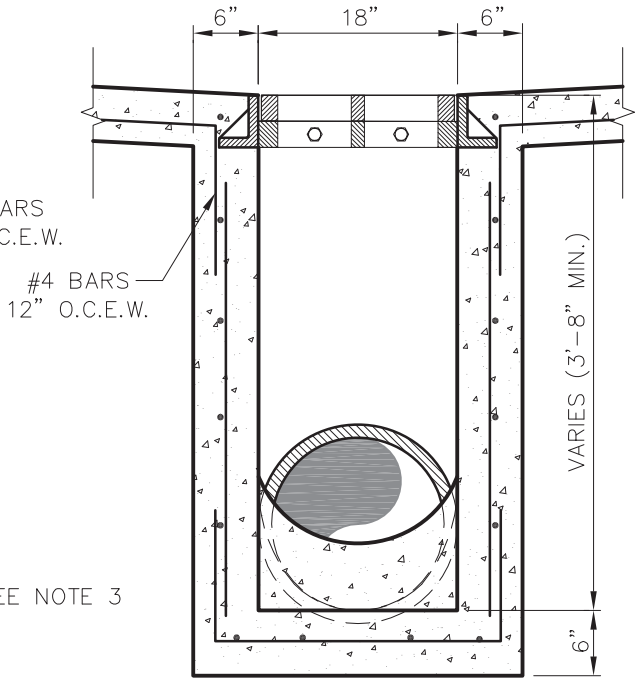
NOTES:

1. ALL LAPS AND EXTENSION OF REINFORCING BARS SHALL BE 36 BAR DIAMETERS UNLESS NOTED OTHERWISE.
2. TACK WELD GRATES IN PLACE.
3. PIPE MAY BE PLACED IN ANY WALL, BUT SHALL NOT ENTER ANY CORNER OR BOTTOM.
4. ALL CAST IRON FITTINGS SHALL BE DOMESTIC.
5. ALL FASTENERS SHALL BE GALVANIZED.



SETION A

NTS



SECTION B

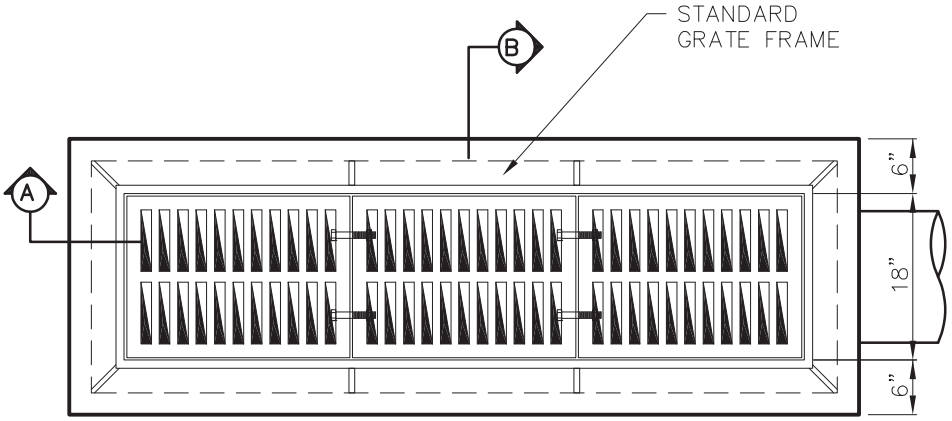
NTS

PUBLIC WORKS DEPARTMENT

TWO GRATE INLET

STANDARD CONSTRUCTION DETAILS
STORM DRAINAGE

DATE:	REV DATE:	SHEET :
AUGUST, 2010	–	SD-D30

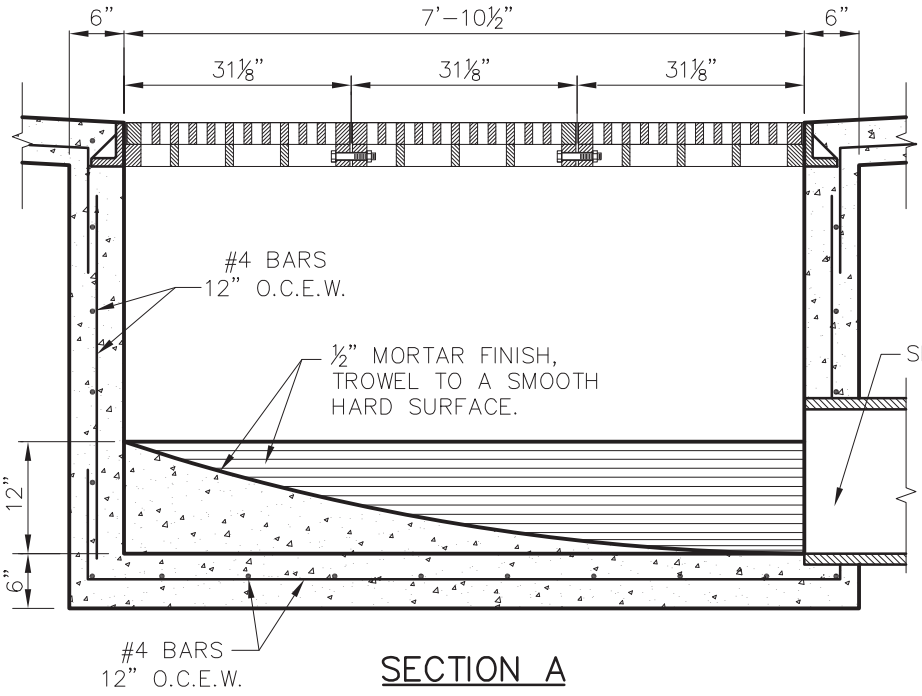


PLAN

NTS

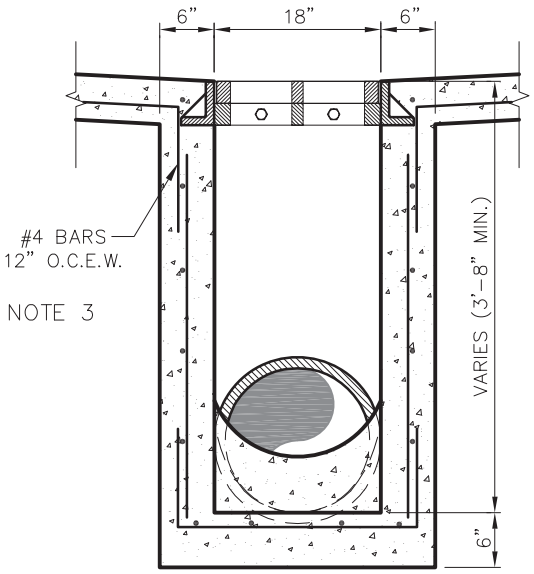
NOTES:

1. ALL LAPS AND EXTENSION OF REINFORCING BARS SHALL BE 36 BAR DIAMETERS UNLESS NOTED OTHERWISE.
2. TACK WELD GRATES IN PLACE.
3. PIPE MAY BE PLACED IN ANY WALL, BUT SHALL NOT ENTER ANY CORNER OR BOTTOM.
4. ALL CAST IRON FITTINGS SHALL BE DOMESTIC.
5. ALL FASTENERS SHALL BE GALVANIZED.



SECTION A

NTS



SECTION B

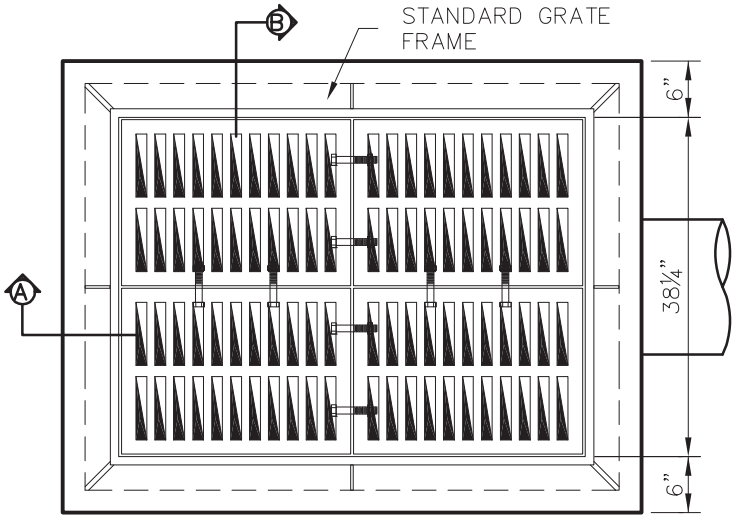
NTS

PUBLIC WORKS DEPARTMENT

THREE GRATE INLET

STANDARD CONSTRUCTION DETAILS
STORM DRAINAGE

DATE:	REV DATE:	SHEET :
AUGUST, 2010	–	SD–D31

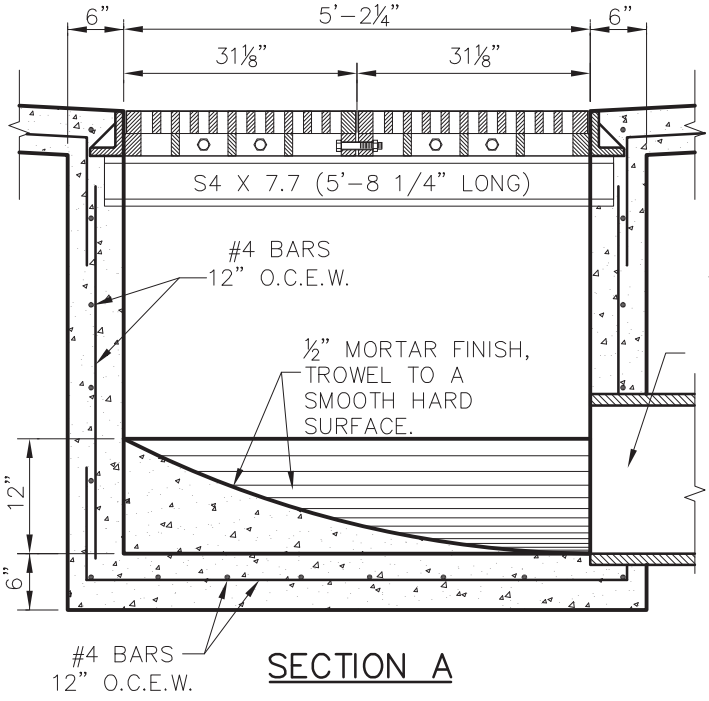


PLAN

NTS

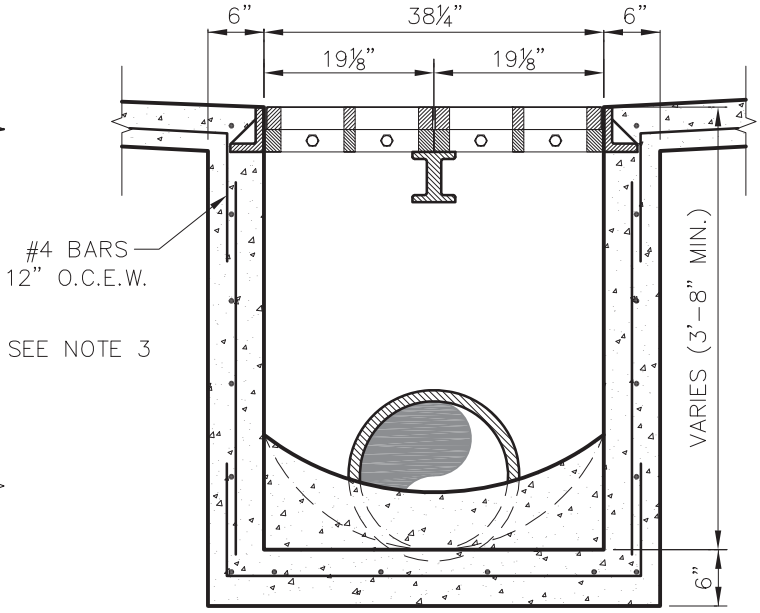
NOTES:

1. ALL LAPS AND EXTENSION OF REINFORCING BARS SHALL BE 36 BAR DIAMETERS UNLESS NOTED OTHERWISE.
2. TACK WELD GRATES IN PLACE.
3. PIPE MAY BE PLACED IN ANY WALL, BUT SHALL NOT ENTER ANY CORNER OR BOTTOM.
4. ALL CAST IRON FITTINGS SHALL BE DOMESTIC.
5. ALL FASTENERS SHALL BE GALVANIZED.



SECTION A

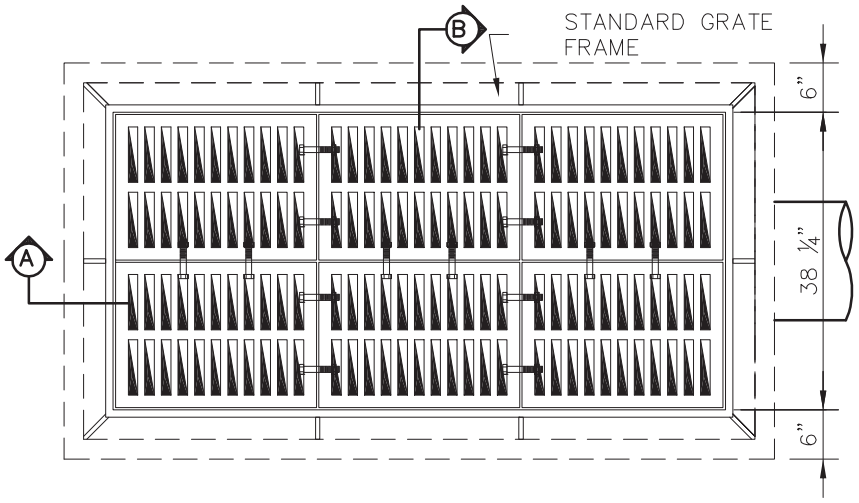
NTS



SECTION B

NTS

Addison! PUBLIC WORKS DEPARTMENT	FOUR GRATE INLET	STANDARD CONSTRUCTION DETAILS STORM DRAINAGE		
		DATE: AUGUST, 2010	REV DATE: –	SHEET : SD–D32

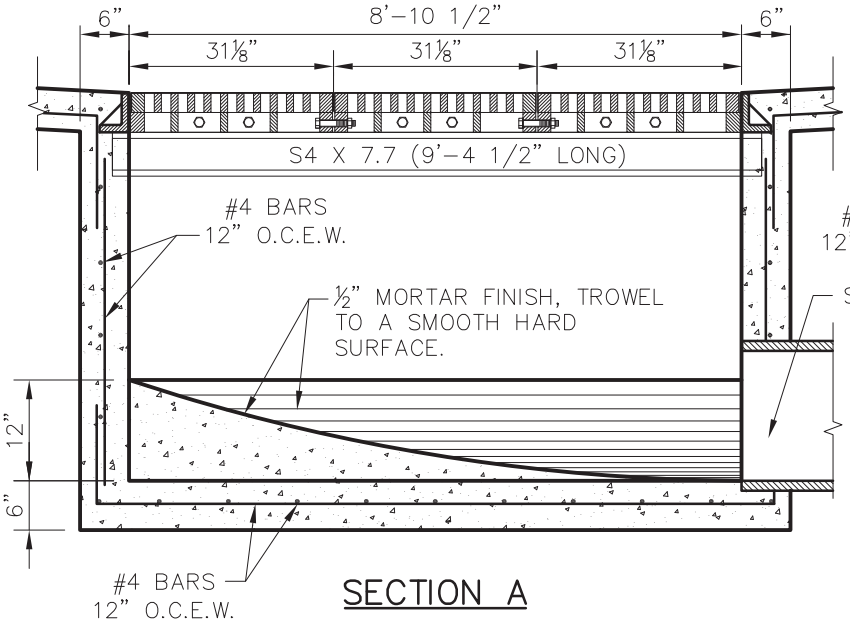


PLAN

NTS

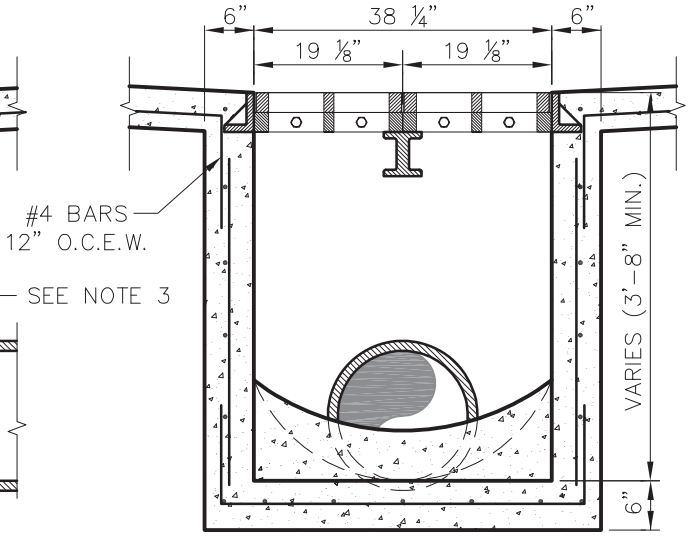
NOTES:

1. ALL LAPS AND EXTENSION OF REINFORCING BARS SHALL BE 36 BAR DIAMETERS UNLESS NOTED OTHERWISE.
2. TACK WELD GRATES IN PLACE.
3. PIPE MAY BE PLACED IN ANY WALL, BUT SHALL NOT ENTER ANY CORNER OR BOTTOM.
4. ALL CAST IRON FITTINGS SHALL BE DOMESTIC.
5. ALL FASTENERS SHALL BE GALVANIZED.



SECTION A

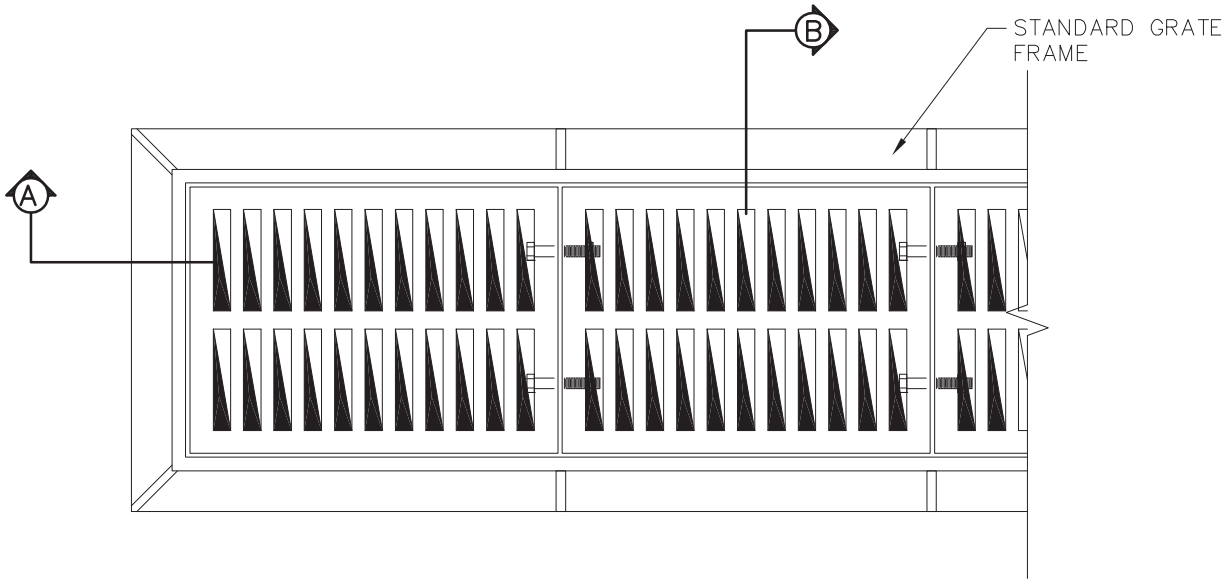
NTS



SECTION B

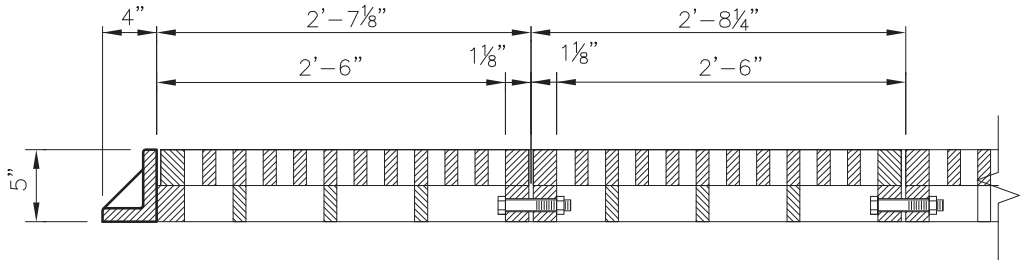
NTS

Addison! PUBLIC WORKS DEPARTMENT	SIX GRATE INLET	STANDARD CONSTRUCTION DETAILS STORM DRAINAGE		
		DATE: AUGUST, 2010	REV DATE: –	SHEET : SD–D33



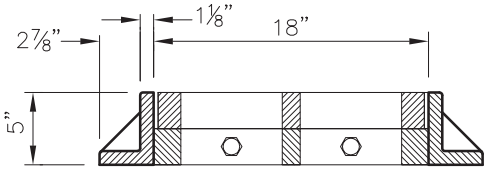
PLAN

NTS



SECTION A

NTS



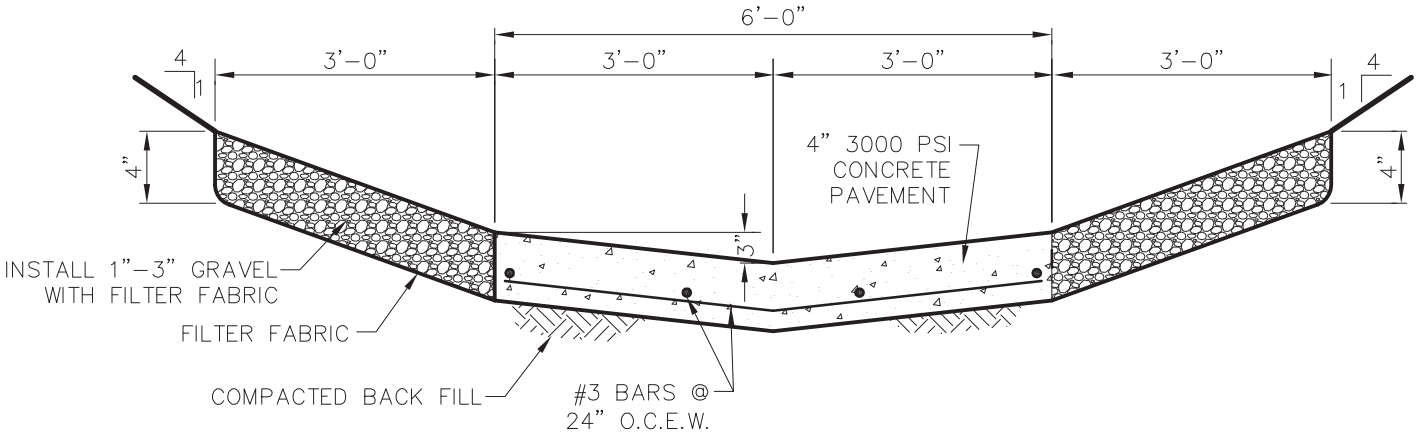
SECTION B

NTS

NOTES:

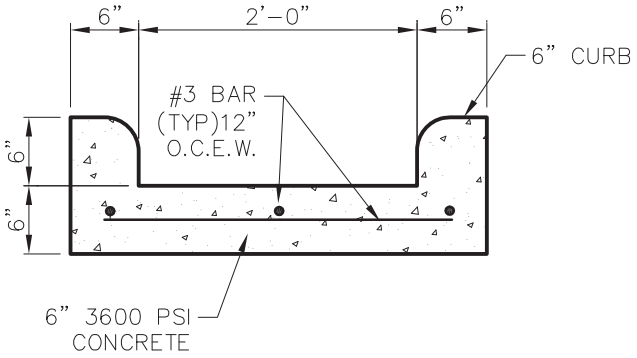
1. GRATE AND FRAME SHALL BE PATTERN No. 814 AS MANUFACTURED BY BASS AND HAYES FOUNDRY OR APPROVED EQUAL.
2. ALL CAST IRON FITTINGS SHALL BE DOMESTIC.
3. ALL FASTENERS SHALL BE GALVANIZED.

Addison! PUBLIC WORKS DEPARTMENT	GRATE DETAIL	STANDARD CONSTRUCTION DETAILS STORM DRAINAGE		
		DATE: AUGUST, 2010	REV DATE: –	SHEET : SD–D34



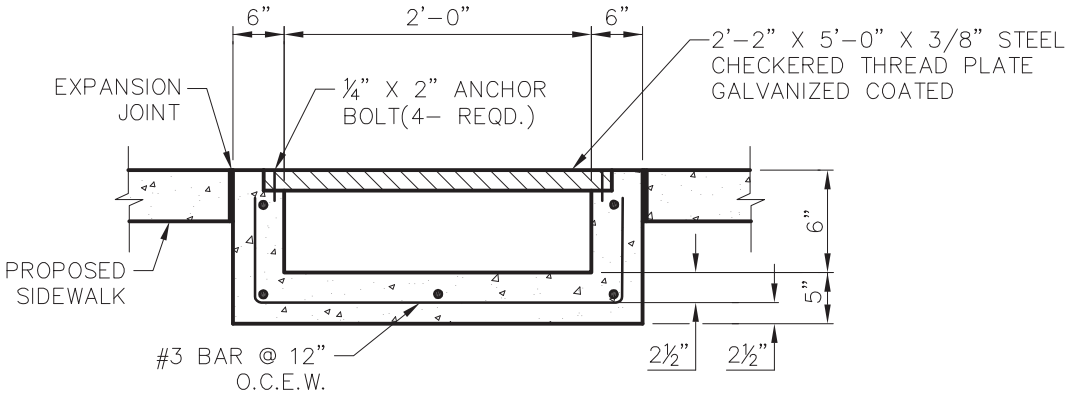
CONC. FLUME (CURBS REQUIRED AT CULVERT OUTFALL)* DETENTION POND

NTS



CONC. FLUME IN THE BACK OF LOTS*

NTS

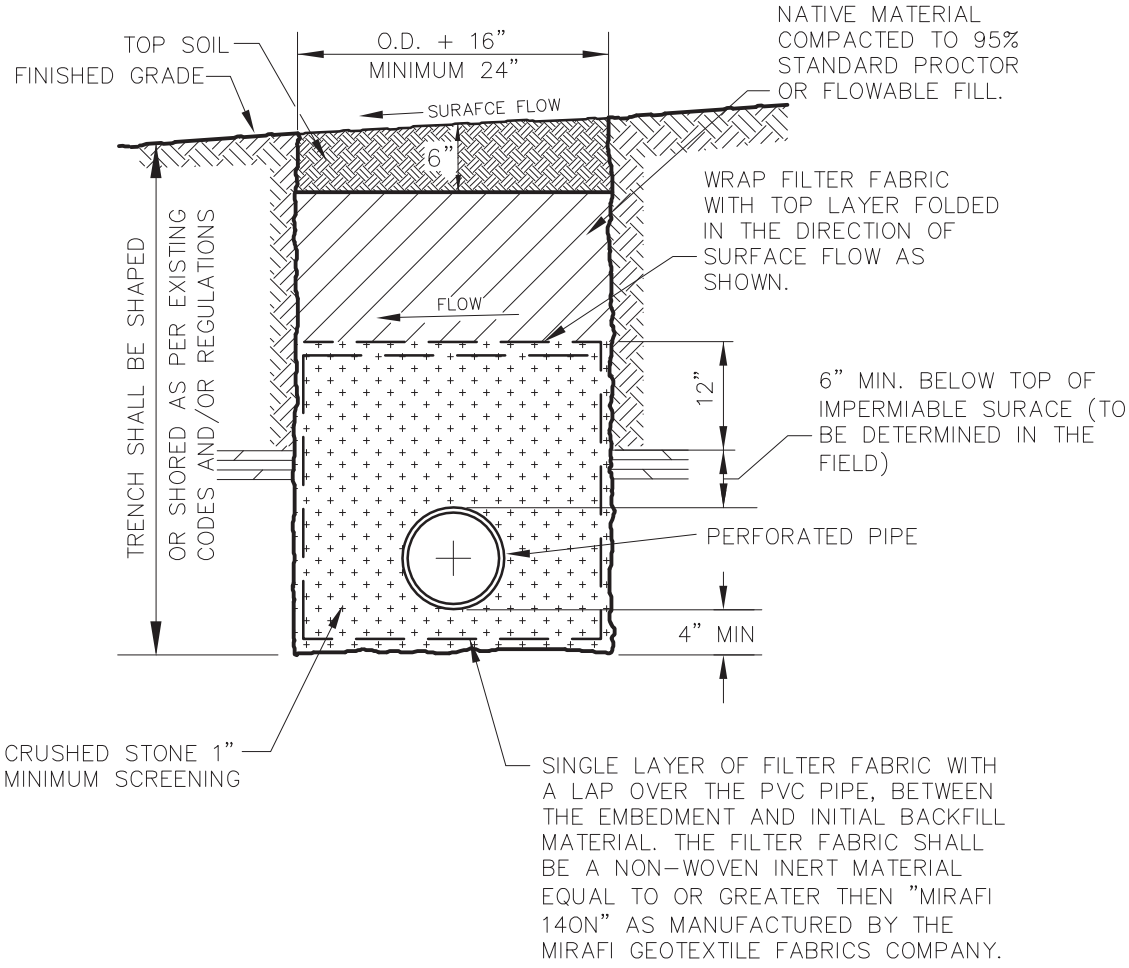


CONC. FLUME WITH PLATE COVER*

NTS

*FOR ALL FLUMES THE MINIMUM SLOPE WILL BE 0.75%

Addison! PUBLIC WORKS DEPARTMENT	STORM RELATED FLUMES	STANDARD CONSTRUCTION DETAILS STORM DRAINAGE		
		DATE: AUGUST, 2010	REV DATE: –	SHEET : SD-D35



GENERAL NOTES:

1. THE SUBSURFACE DRAINAGE SYSTEM SHALL BE CONSTRUCTED WITH A MINIMUM SIZE OF SIX (6) INCH DIAMETER TYPE PS-46 PVC PIPE OR APPROVED EQUAL. THE PIPE SHALL MEET ALL CURRENT ASTM F758 REQUIREMENTS, AND SHALL HAVE GASKET TYPE JOINTS. THE PERFORATED AND CONDUCTING PIPES SHALL BE WHITE IN COLOR.

2. THE FINAL BACKFILL SHALL CONSIST OF AND BE PLACED IN ACCORDANCE WITH THE N.C.T.C.O.G. SPECIFICATIONS ITEM 6.2.9.

3. CLEANOUTS SHALL BE INSTALLED EVERY 200' AND AT THE END OF EACH PIPING SYSTEM.

Addison! PUBLIC WORKS DEPARTMENT	SUBSURFACE DRAINAGE DETAIL	STANDARD CONSTRUCTION DETAILS STORM DRAINAGE		
		DATE: AUGUST, 2010	REV DATE: –	SHEET : SD-D36

STANDARD CONSTRUCTION DETAILS

WATER

AUGUST 2010

ADDISON®

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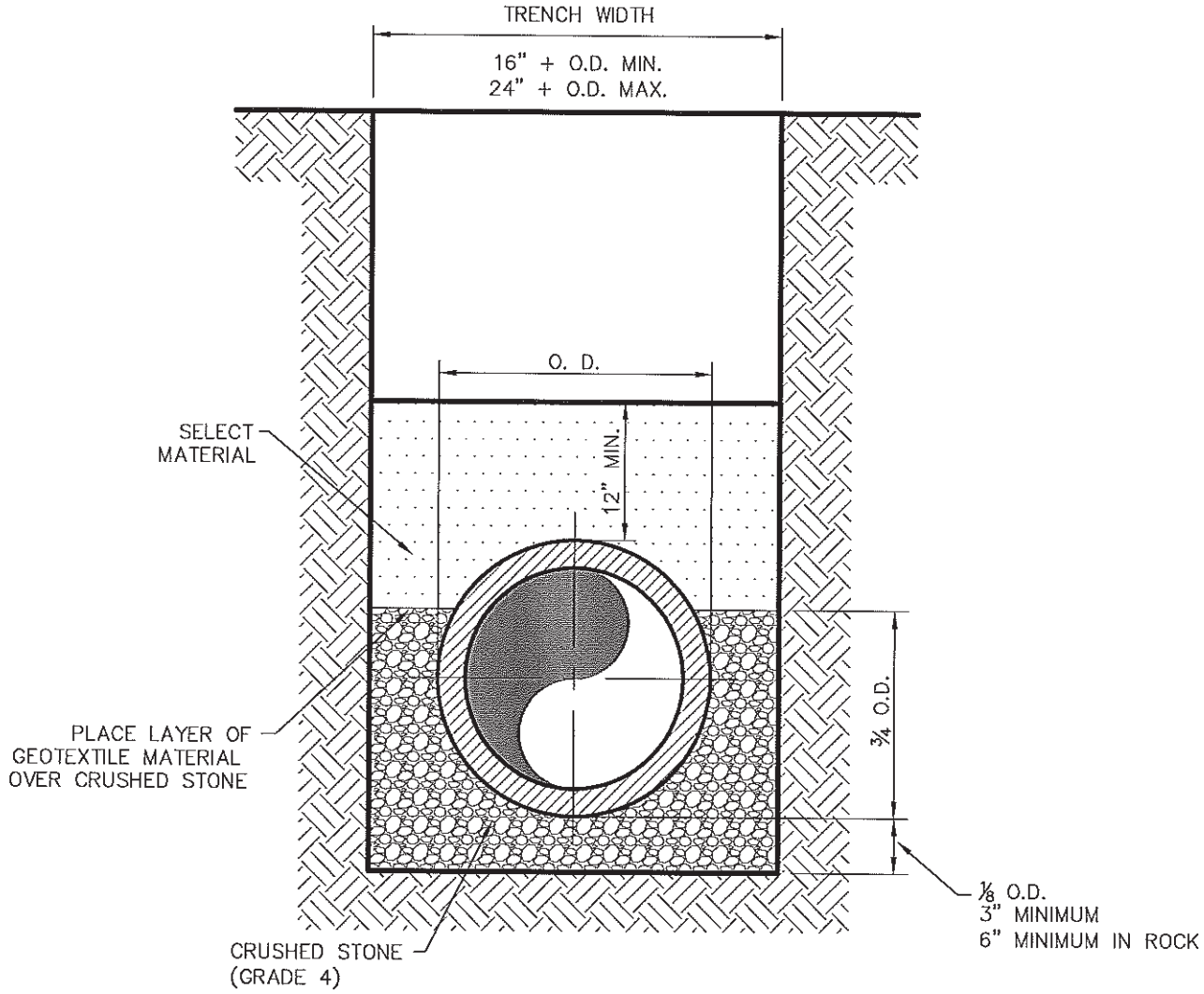
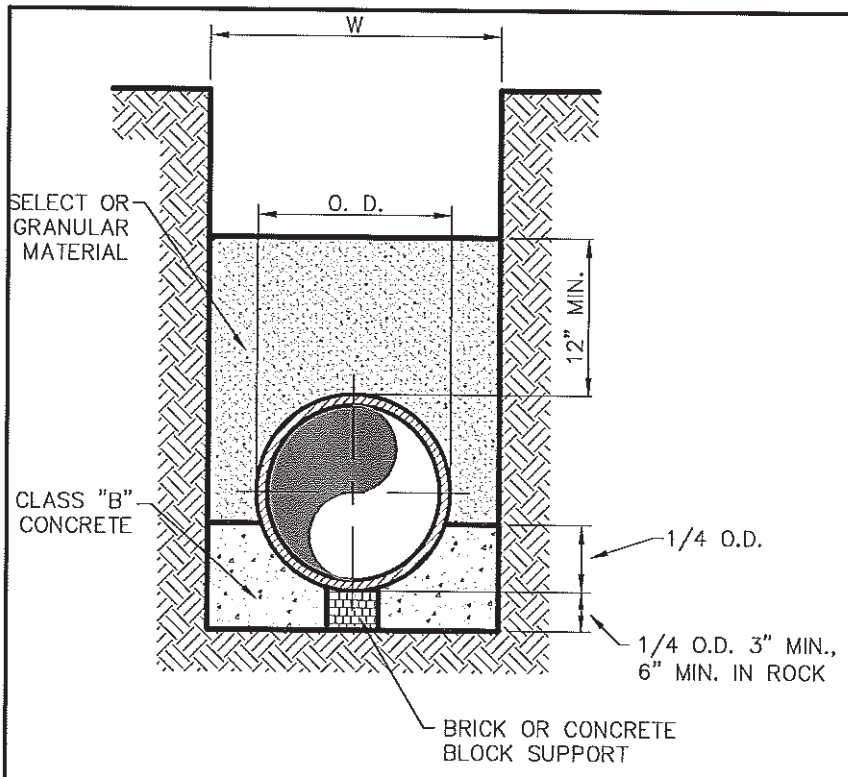


CLASS "B+" EMBEDMENT

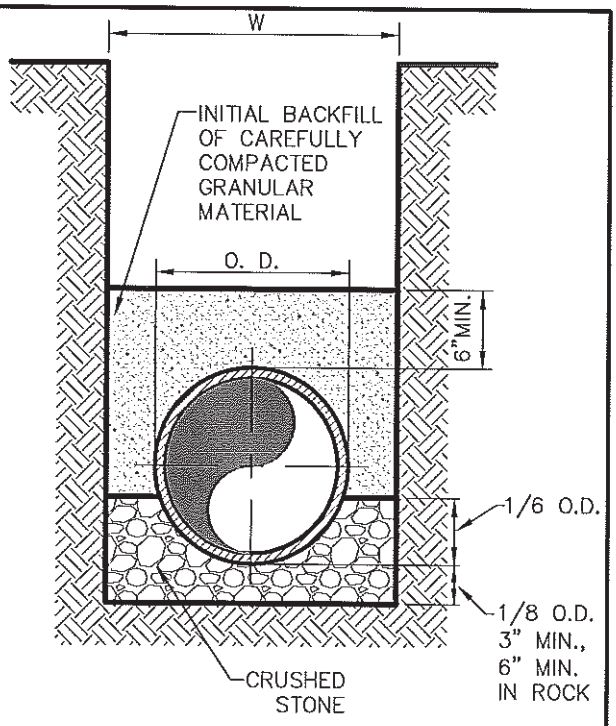
CRUSHED STONE SHALL BE 3/4", PASSING # 4 SIEVE

TYPICAL P.V.C. WATER MAIN
EMBEDMENT

Addison! PUBLIC WORKS DEPARTMENT	P.V.C. WATER MAIN EMBEDMENT	STANDARD CONSTRUCTION DETAILS WATER		
		DATE: AUGUST, 2010	REV DATE: –	SHEET : SD–W01



CONCRETE CRADLE
CLASS "A" EMBEDMENT



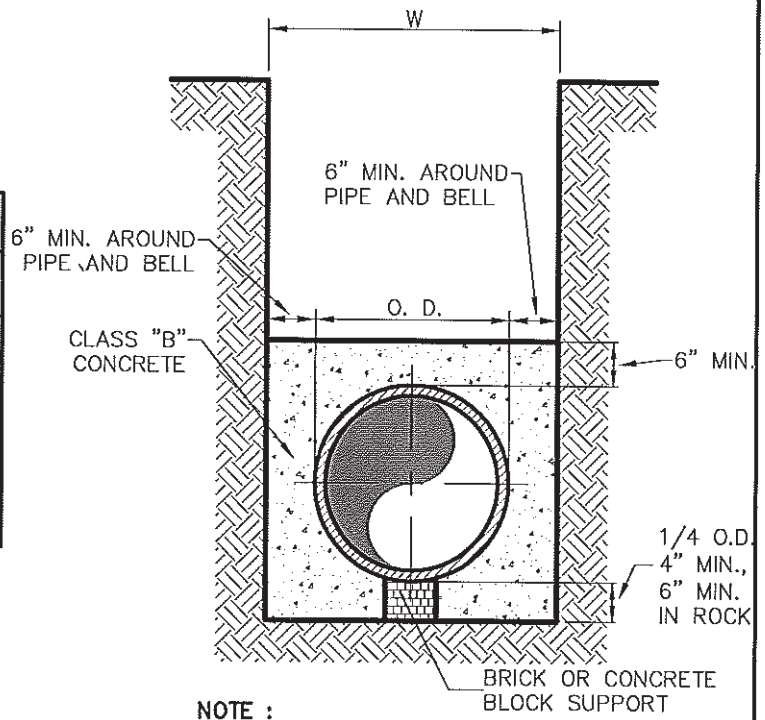
CLASS "C" EMBEDMENT

W = 16" + O.D. MIN.
24" + O.D. MAX.

TABLE OF QUANTITIES OF MATERIAL IN CUBIC YARDS PER 100 LINEAR FEET

INSIDE DIAMETER OF PIPE	OUTSIDE DIAMETER OF PIPE	TRENCH WIDTH IN IN.	TRENCH WIDTH IN FEET	CONCRETE		CRUSHED STONE CLASS "C" EMBED.
				CLASS "A" EMBED.	CLASS "G" EMBED.	
REINFORCED CONCRETE CYLINDER PIPE						
14"	17.25"	34"	2.83	6.37	10.59	4.48
16"	19.38"	36"	3.00	7.49	12.26	4.94
18"	21.78"	38"	3.17	8.77	14.33	5.43
20"	23.78"	40"	3.33	10.00	16.14	5.91
24"	27.75"	44"	3.67	12.66	20.02	7.46

NOTE :
ALL COMPACTION SHALL BE IN ACCORDANCE WITH STANDARD SPECIFICATIONS AND / OR SPECIAL PROVISIONS.



NOTE :
CONCRETE ENCASEMENT SHALL BEGIN AND END 6 INCHES FROM THE END OF JOINT

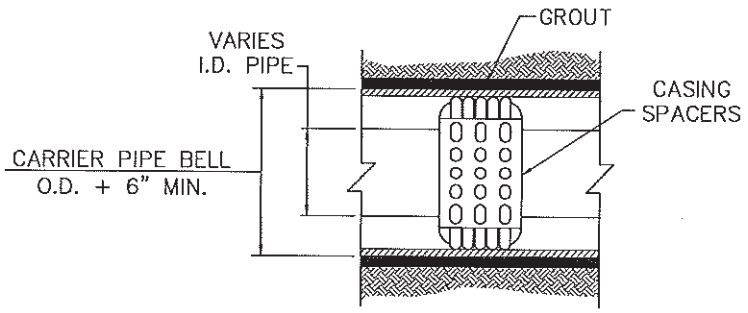
CLASS "G" EMBEDMENT

Addison!
PUBLIC WORKS DEPARTMENT

RCCP WATER MAIN EMBEDMENT

STANDARD CONSTRUCTION DETAILS
WATER

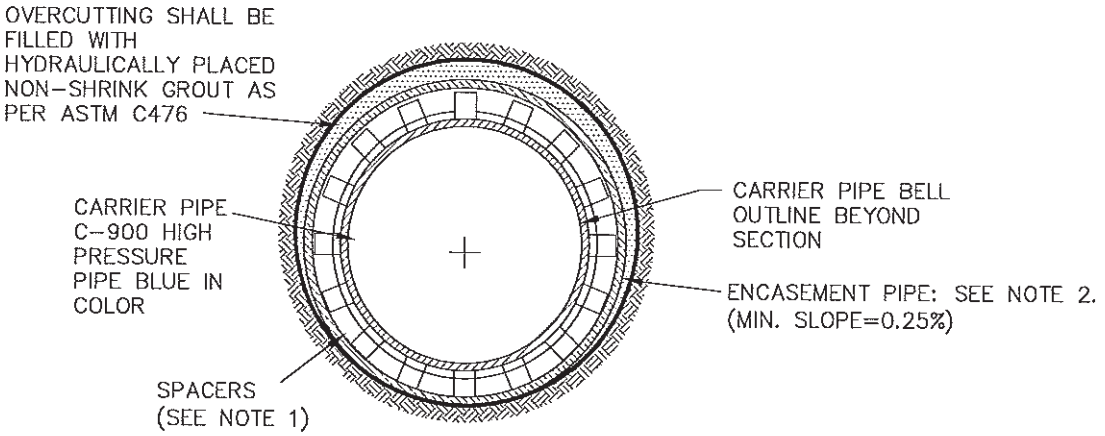
DATE: AUGUST, 2010	REV DATE: –	SHEET : SD-W02



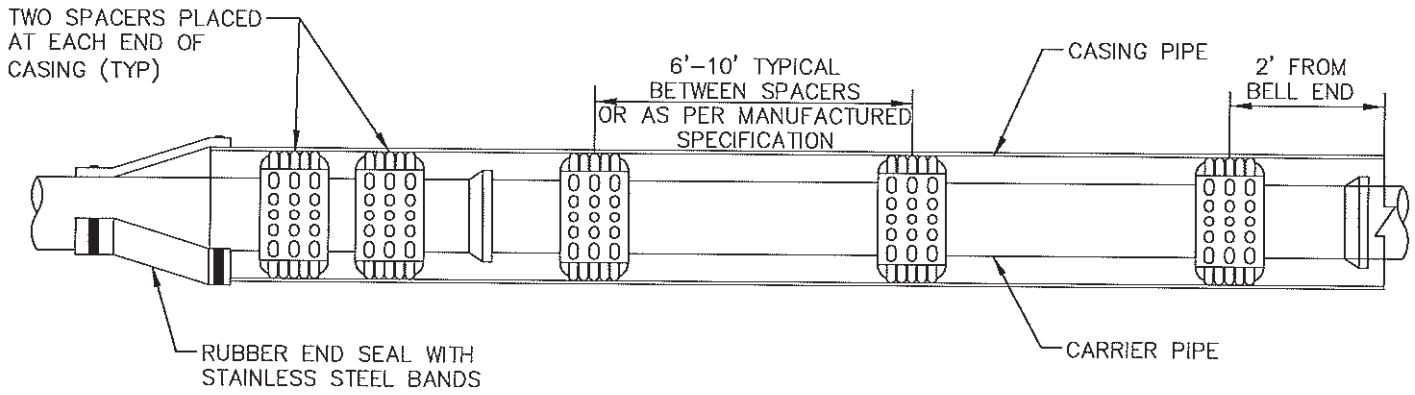
TYPICAL CASING SECTION

CARRIER PIPE SIZE (IN)	STEEL ENCASEMENT O.D. (IN)	STEEL ENCASEMENT WALL THICKNESS (IN)
6	14	1/4
8	18	1/4
12	21	1/4
18	27	3/8
21	30	3/8
24	36	3/8
27	39	1/2

FOR ALL CARRIER PIPES OVER 27": THE STEEL ENCASEMENT PIPE SHALL BE 12" LARGER THAN THE CARRIER PIPE AND THE STEEL ENCASEMENT WALL THICKNESS SHALL BE 1/2".



WATER MAIN ENCASEMENT

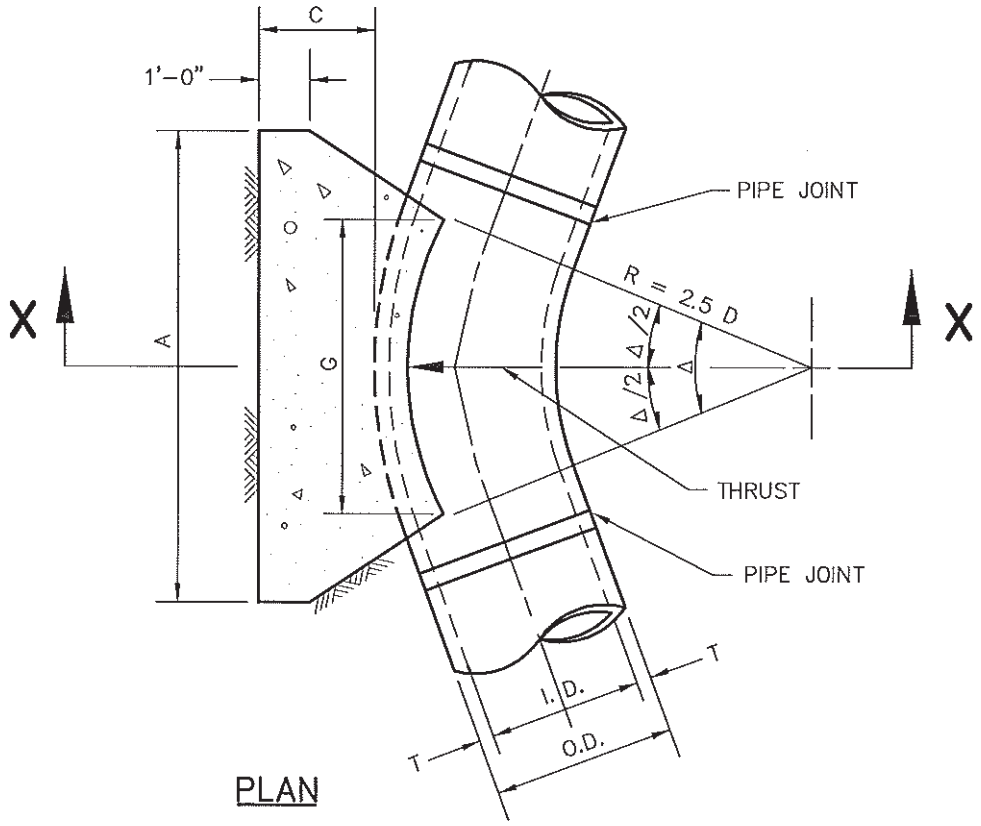


INSULATOR SPACING DETAIL

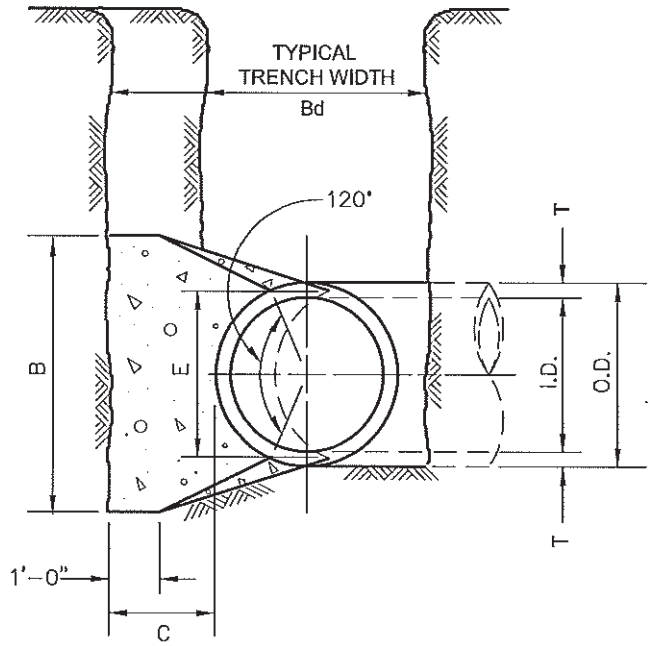
NOTES:

1. HIGH DENSITY POLYETHYLENE SPACERS, RACI OR EQUAL, SHALL BE USED. WHERE NO CASING PIPE IS REQUIRED OVERCUTTING AROUND UTILITY SHALL BE FILLED WITH HYDRAULICALLY PLACED NON-SHRINK GROUT AS PER ASTM C476.
2. ENCASEMENT PIPE SHALL BE HIGH DENSITY STEEL PIPE. ALL JOINTS TO BE WELDED 100%.

Addison!! DEPARTMENT OF PUBLIC WORKS	CASING	STANDARD CONSTRUCTION DETAILS WATER		
		DATE: AUGUST, 2010	REV DATE: –	SHEET : SD-W03



PLAN



SECTION X–X

Addison! PUBLIC WORKS DEPARTMENT	HORIZONTAL THRUST BLOCK AT PIPE BEND	STANDARD CONSTRUCTION DETAILS WATER		
		DATE: AUGUST, 2010	REV DATE: –	SHEET : SD–W04

I.D. (IN.)	T (IN.)	Δ = 11.25° (FT.)	Δ = 22.50° (FT.)	E (FT.)
4,6,8	0.4	1.5	1.5	0.9
10,12	0.5	1.5	1.5	1.2
16,18	0.6	1.5	1.5	1.6
20	0.7	1.5	1.5	1.8
24	0.9	1.5	1.5	2.1
30	2.9	1.5	1.9	2.6
36	4.5	1.5	2.3	3.3
42	5.0	1.8	2.6	3.8
48	5.5	2.0	3.0	4.3
54	6.0	2.3	3.4	4.8
60	6.5	2.5	3.8	5.3
66	6.8	2.8	4.1	5.7
72	7.5	3.0	4.5	6.3
78	7.5	3.3	4.9	6.7
84	8.0	3.5	5.3	7.2
90	8.5	3.8	5.6	7.7
96	9.0	4.0	6.0	8.2

	Δ = 11.25°									Δ = 22.50°							
			EARTH			ROCK						EARTH			ROCK		
I.D. (IN.)	G (FT.)	THRUST (TONS)	A (FT.)	B (FT.)	VOL. (C.Y.)	A (FT.)	B (FT.)	VOL. (C.Y.)	I.D. (IN.)	G (FT.)	THRUST (TONS)	A (FT.)	B (FT.)	VOL. (C.Y.)	A (FT.)	B (FT.)	VOL. (C.Y.)
4,6,8	0.4	1.0	1.0	1.5	0.1	1.0	1.0	0.1	4,6,8	0.8	2.0	1.5	1.5	0.1	1.0	1.0	0.1
10,12	0.6	2.2	1.5	1.5	0.1	1.0	1.5	0.1	10,12	1.1	4.4	2.0	2.5	0.3	1.5	1.5	0.1
16,18	0.8	5.0	2.0	2.5	0.3	1.5	2.0	0.2	16,18	1.6	9.9	3.0	3.5	0.6	2.0	2.5	0.3
20	0.9	6.2	2.0	3.5	0.4	1.5	3.0	0.3	20	1.8	12.3	3.5	3.5	0.7	2.0	3.0	0.4
24	1.1	8.9	3.0	3.5	0.5	1.5	3.0	0.3	24	2.2	17.7	4.0	4.5	1.0	3.0	3.5	0.5
30	1.4	10.4	3.0	3.5	0.6	2.0	3.5	0.4	30	2.7	20.7	5.0	4.5	1.5	3.0	4.0	0.8
36	1.7	15.0	3.5	4.5	0.9	2.0	4.0	0.5	36	3.3	29.8	5.5	5.5	2.3	4.0	4.0	1.3
42	1.9	20.4	4.5	5.0	1.5	2.5	5.0	0.8	42	3.8	40.5	7.0	6.0	3.9	4.5	5.0	2.1
48	2.2	26.6	4.5	6.0	2.0	2.5	6.0	1.1	48	4.4	52.9	8.0	7.0	5.7	4.5	6.0	2.8
54	2.5	33.7	6.0	6.0	3.0	3.0	6.0	1.4	54	4.9	67.0	9.0	8.0	8.0	6.0	6.0	4.1
60	2.7	41.6	6.0	7.0	3.8	3.0	7.0	1.8	60	5.5	82.7	9.5	9.0	10.6	6.0	7.0	5.3
66	3.0	50.3	6.5	8.0	5.1	3.5	8.0	2.7	66	6.0	100.1	10.5	10.0	14.1	6.5	8.0	7.2
72	3.3	59.9	7.5	8.0	6.3	4.0	8.0	3.3	72	6.6	119.1	11.0	11.0	17.6	7.5	8.0	9.1
78	3.6	70.2	8.0	9.0	8.1	4.0	9.0	3.9	78	7.1	139.8	12.0	12.0	22.5	8.0	9.0	11.7
84	3.8	81.5	8.5	10.0	10.3	4.5	10.0	5.3	84	7.6	162.1	13.0	12.5	27.2	8.5	10.0	14.8
90	4.1	93.5	9.5	10.0	12.2	5.0	10.0	6.3	90	8.2	186.1	14.0	13.5	33.7	9.5	10.0	17.7
96	4.4	106.4	10.0	11.0	15.0	5.0	11.0	7.4	96	8.7	211.7	15.0	14.5	41.2	10.0	11.0	21.8

TABLES OF DIMENSIONS AND QUANTITIES

Addison!
PUBLIC WORKS DEPARTMENT

HORIZONTAL THRUST BLOCK DIMENSIONS & QUANTITIES

STANDARD CONSTRUCTION DETAILS
WATER

DATE: AUGUST, 2010	REV DATE: –	SHEET : SD-W05

I.D. (IN.)	Δ = 30°								I.D. (IN.)	Δ = 45°							
	G (FT.)	THRUST (TONS)	EARTH			ROCK				G (FT.)	THRUST (TONS)	EARTH			ROCK		
			A (FT.)	B (FT.)	VOL. (C.Y.)	A (FT.)	B (FT.)	VOL. (C.Y.)				A (FT.)	B (FT.)	VOL. (C.Y.)	A (FT.)	B (FT.)	VOL. (C.Y.)
4,6,8	1.0	2.6	2.0	1.5	0.2	1.0	1.5	0.1	4,6,8	1.5	3.9	2.0	2.0	0.2	1.5	1.5	0.1
10,12	1.5	5.9	2.5	2.5	0.3	2.0	1.5	0.2	10,12	2.2	8.7	3.5	2.5	0.5	2.0	2.5	0.3
16,18	2.2	13.2	3.5	4.0	0.8	2.5	3.0	0.4	16,18	3.2	19.5	4.5	4.5	1.2	3.0	3.5	0.6
20	2.4	16.3	4.5	4.0	1.0	3.0	3.0	0.5	20	3.6	24.1	5.5	4.5	1.5	3.5	3.5	0.7
24	2.9	23.4	6.0	4.0	1.4	3.5	3.5	0.7	24	4.3	34.6	8.0	4.5	2.3	4.5	4.0	1.1
30	3.6	27.5	6.5	5.0	1.9	3.5	4.0	0.9	30	5.4	40.6	8.5	5.0	3.2	5.5	4.0	1.6
36	4.4	39.5	7.0	6.0	3.4	4.5	4.5	1.6	36	6.5	58.5	10.0	6.0	5.3	6.5	4.5	2.6
42	5.1	53.8	8.0	7.0	5.1	5.5	5.0	2.5	42	7.5	79.6	11.5	7.0	8.1	8.0	5.0	4.2
48	5.8	70.3	9.0	8.0	7.4	6.0	6.0	3.7	48	8.6	104.0	13.0	8.0	11.9	9.0	6.0	6.3
54	6.5	89.0	10.0	9.0	10.3	7.0	6.5	5.3	54	9.7	131.5	15.0	9.0	17.1	10.5	6.5	8.9
60	7.3	110.0	11.0	10.0	13.9	7.5	7.5	7.3	60	10.7	162.4	16.5	10.0	23.1	11.0	7.5	12.0
66	8.0	132.9	12.5	11.0	18.9	8.5	8.0	9.6	66	11.8	196.5	18.0	11.0	30.1	12.0	8.5	16.2
72	8.7	158.2	13.5	12.0	24.0	9.0	9.0	12.3	72	12.9	233.9	19.5	12.0	38.6	14.0	8.5	20.7
78	9.4	185.6	14.5	13.0	30.0	10.0	9.5	15.6	78	13.9	274.5	21.5	13.0	49.8	14.5	9.5	25.9
84	10.1	215.3	15.5	14.0	37.1	10.5	10.5	19.5	84	15.0	318.4	23.0	14.0	61.2	15.5	10.5	32.6
90	10.9	247.1	16.5	15.0	45.0	11.5	11.0	23.9	90	16.1	365.5	24.5	15.0	74.5	17.5	10.5	39.6
96	11.6	281.2	18.0	16.0	55.5	12.5	11.5	28.9	96	17.1	415.6	26.0	16.0	89.5	18.5	11.5	48.5

I.D. (IN.)	Δ = 67.50°								I.D. (IN.)	Δ = 90°							
	G (FT.)	THRUST (TONS)	EARTH			ROCK				G (FT.)	THRUST (TONS)	EARTH			ROCK		
			A (FT.)	B (FT.)	VOL. (C.Y.)	A (FT.)	B (FT.)	VOL. (C.Y.)				A (FT.)	B (FT.)	VOL. (C.Y.)	A (FT.)	B (FT.)	VOL. (C.Y.)
4,6,8	2.1	5.6	3.0	2.0	0.3	2.0	1.5	0.2	4,6,8	2.7	7.1	5.0	1.5	0.4	2.0	2.0	0.2
10,12	3.1	12.6	5.5	2.5	0.8	3.5	2.0	0.4	10,12	4.0	16.0	6.5	2.5	1.0	3.5	2.5	0.5
16,18	4.7	28.3	7.5	4.0	1.9	5.5	3.0	0.9	16,18	6.0	36.0	9.0	4.0	2.4	4.5	4.0	1.0
20	5.2	34.9	9.0	4.0	2.3	5.5	3.5	1.2	20	6.6	44.4	10.0	4.5	3.1	6.0	4.0	1.5
24	6.2	50.3	11.5	4.5	3.5	6.5	4.0	1.6	24	7.9	64.0	14.5	4.5	5.0	8.0	4.0	2.1
30	7.8	58.9	12.0	5.0	4.8	7.5	4.0	2.2	30	9.9	75.0	15.0	5.0	6.7	10.0	4.0	3.3
36	9.4	84.9	14.5	6.0	8.2	9.5	4.5	3.8	36	11.9	108.0	18.0	6.0	11.4	12.0	4.5	5.3
42	10.9	115.5	17.0	7.0	12.8	11.0	5.5	6.3	42	13.9	147.0	21.0	7.0	17.8	14.0	5.5	8.7
48	12.5	150.9	19.0	8.0	18.4	13.0	6.0	9.2	48	15.9	192.0	24.0	8.0	26.2	16.0	6.0	12.4
54	14.0	191.0	21.5	9.0	26.0	15.0	6.5	12.9	54	17.9	243.0	27.0	9.0	36.9	18.0	7.0	18.1
60	15.6	235.8	24.0	10.0	35.6	16.0	7.5	17.6	60	19.9	299.8	30.0	10.0	50.3	20.0	7.5	24.0
66	17.1	285.3	26.0	11.0	46.0	18.0	8.0	23.0	66	21.8	362.8	33.0	11.0	66.2	22.0	8.5	32.5
72	18.7	339.5	28.5	12.0	57.8	19.0	9.0	28.4	72	23.8	431.8	36.0	12.0	85.6	24.0	9.0	41.0
78	20.2	398.5	31.0	13.0	75.7	21.0	9.5	37.4	78	25.7	506.7	39.0	13.0	108.2	26.0	10.0	53.2
84	21.8	462.1	33.5	14.0	94.7	22.0	10.5	46.5	84	27.7	587.7	42.0	14.0	134.4	28.0	10.5	64.8
90	23.3	530.5	35.5	15.0	114.4	24.5	11.0	58.2	90	29.0	674.6	45.0	15.0	164.9	30.0	11.5	81.2
96	24.9	603.6	38.0	16.0	138.9	25.5	12.0	70.0	96	31.6	767.5	48.0	16.0	199.0	32.0	12.0	95.1

TABLES OF DIMENSIONS AND QUANTITIES

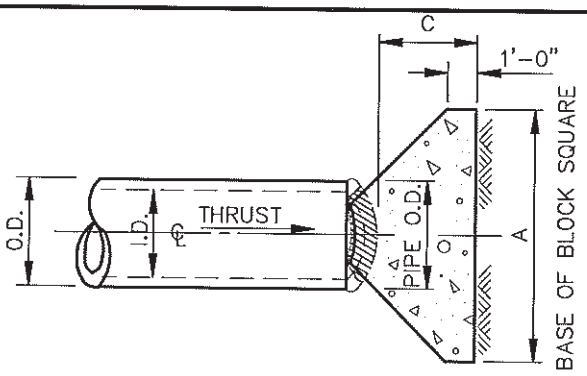
Addison!

PUBLIC WORKS DEPARTMENT

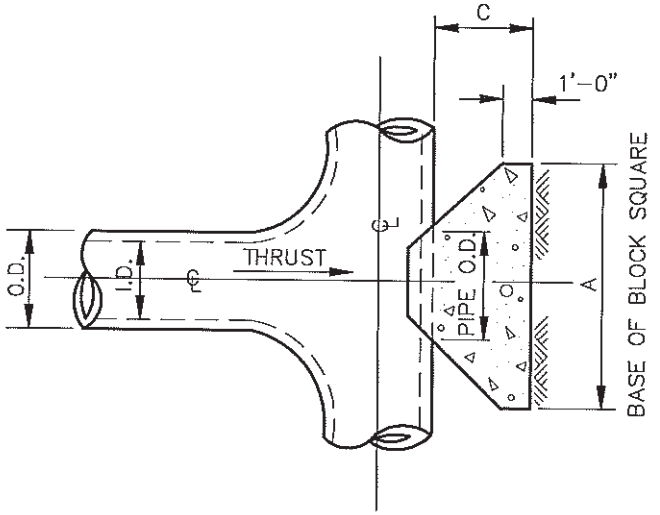
HORIZONTAL THRUST BLOCK DIMENSIONS & QUANTITIES

STANDARD CONSTRUCTION DETAILS
WATER

DATE: AUGUST, 2010	REV DATE: –	SHEET : SD-W06



PLAN OF PLUG THRUST BLOCK



PLAN OF TEE THRUST BLOCK

			EARTH		ROCK	
I.D. (IN.)	THRUST (TONS)	C (FT.)	A (FT.)	VOL. (C.Y.)	A (FT.)	VOL. (C.Y.)
4,6,8	5.1	1.5	2.5	0.3	2.0	0.2
10,12	11.3	1.5	3.5	0.6	2.5	0.3
16,18	25.5	2.0	5.5	1.6	4.0	0.9
20	31.5	2.0	6.0	1.9	4.0	0.9
24	45.2	2.5	7.0	3.1	5.0	1.7
30	53.0	3.0	7.5	4.1	5.5	2.4
36	76.3	4.0	9.0	7.3	6.5	4.2
42	104.0	4.5	10.5	11.0	7.5	6.2
48	136.0	5.0	12.0	15.6	8.5	8.7

			EARTH		ROCK	
I.D. (IN.)	THRUST (TONS)	C (FT.)	A (FT.)	VOL. (C.Y.)	A (FT.)	VOL. (C.Y.)
54	172.0	5.5	13.5	21.4	9.5	11.9
60	212.0	6.0	15.0	28.4	10.5	15.7
66	257.0	6.5	16.5	36.8	11.5	20.5
72	305.0	7.5	17.5	47.2	12.5	27.2
78	358.0	8.0	19.0	58.9	13.5	33.7
84	416.0	8.5	20.5	72.3	14.5	41.2
90	477.0	9.0	22.0	87.7	15.5	49.7
96	543.0	9.5	23.5	104.8	16.5	61.0

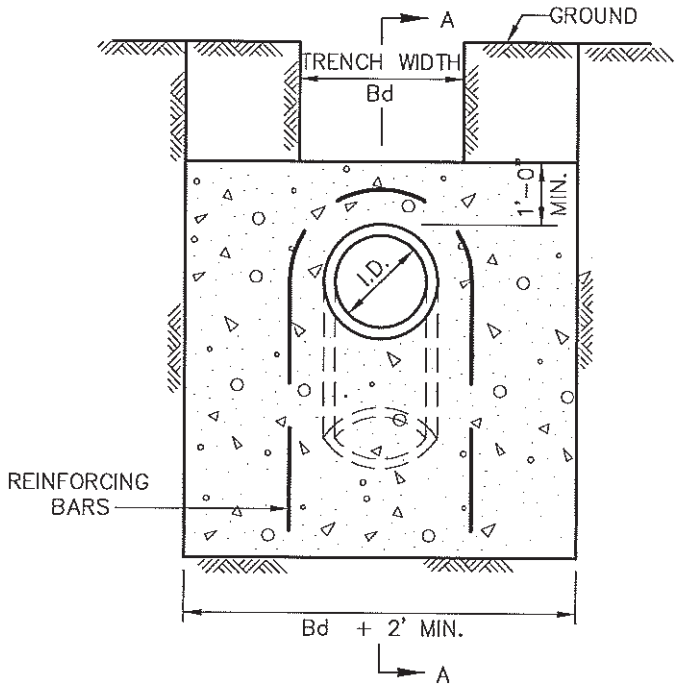
TABLES OF DIMENSIONS AND QUANTITIES

Addison!
PUBLIC WORKS DEPARTMENT

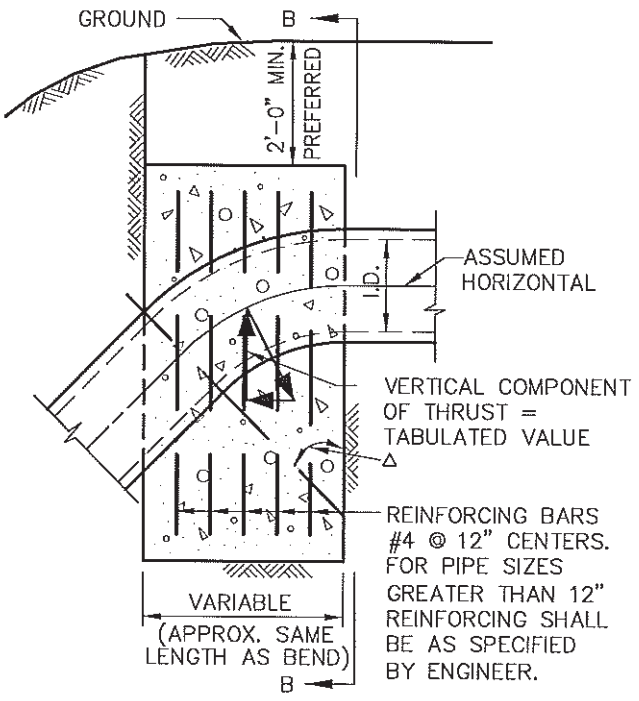
HORIZONTAL THRUST BLOCK AT TEES & PLUGS

STANDARD CONSTRUCTION DETAILS
WATER

DATE: AUGUST, 2010	REV DATE: –	SHEET : SD-W07



ELEVATION "B–B"



SECTION "A–A"

Δ →	11.25°		22.50°		30°		45°		67.50°		90°		← Δ
I.D. (IN.)	THRUST (TONS)	VOL. (C.Y.)	THRUST (TONS)	VOL. (C.Y.)	THRUST (TONS)	VOL. (C.Y.)	THRUST (TONS)	VOL. (C.Y.)	THRUST (TONS)	VOL. (C.Y.)	THRUST (TONS)	VOL. (C.Y.)	I.D. (IN.)
4,6,8	1.0	0.5	2.0	1.0	2.5	1.3	3.6	1.8	4.6	2.3	5.0	2.5	4,6,8
10,12	2.2	1.1	4.3	2.2	5.7	2.8	8.0	4.0	10.5	5.2	11.3	5.7	10,12
16,18	5.0	2.5	9.7	4.9	12.7	6.4	18.0	9.0	23.5	11.8	25.5	12.7	16,18
20	6.1	3.1	12.0	6.0	15.7	7.9	22.2	11.1	29.2	14.5	31.4	15.7	20
24	8.2	4.4	17.3	8.7	22.6	11.3	32.0	16.0	41.8	20.9	45.2	22.6	24
30	10.5	5.2	20.3	10.1	26.5	13.3	37.5	18.8	49.0	24.5	53.1	26.5	30
36	14.9	7.5	29.2	14.6	38.2	19.1	54.0	27.0	70.5	35.3	76.4	38.2	36
42	20.3	10.1	39.8	19.9	52.0	26.0	73.5	36.7	96.0	48.0	104.0	52.0	42
48	26.5	13.2	51.9	26.0	67.9	33.9	96.0	48.0	126.0	62.7	136.0	67.9	48
54	33.5	16.8	65.7	32.9	85.9	42.9	122.0	60.7	159.0	79.4	172.0	85.9	54
60	41.4	20.7	81.2	40.6	106.0	53.0	150.0	75.0	196.0	98.0	212.0	106.0	60
66	50.1	25.0	98.2	49.1	128.0	64.2	182.0	90.7	237.0	119.0	257.0	128.0	66
72	59.6	29.8	117.0	58.4	153.0	76.3	216.0	108.0	282.0	141.0	305.0	153.0	72
78	69.9	35.0	137.0	68.6	179.0	90.0	254.0	127.0	331.0	166.0	358.0	179.0	78
84	81.1	40.5	159.0	79.5	208.0	104.0	294.0	147.0	384.0	192.0	416.0	208.0	84
90	93.1	46.5	183.0	91.3	239.0	119.0	337.0	169.0	441.0	221.0	477.0	239.0	90
96	106.0	53.0	208.0	104.0	272.0	136.0	384.0	192.0	502.0	251.0	543.0	272.0	96

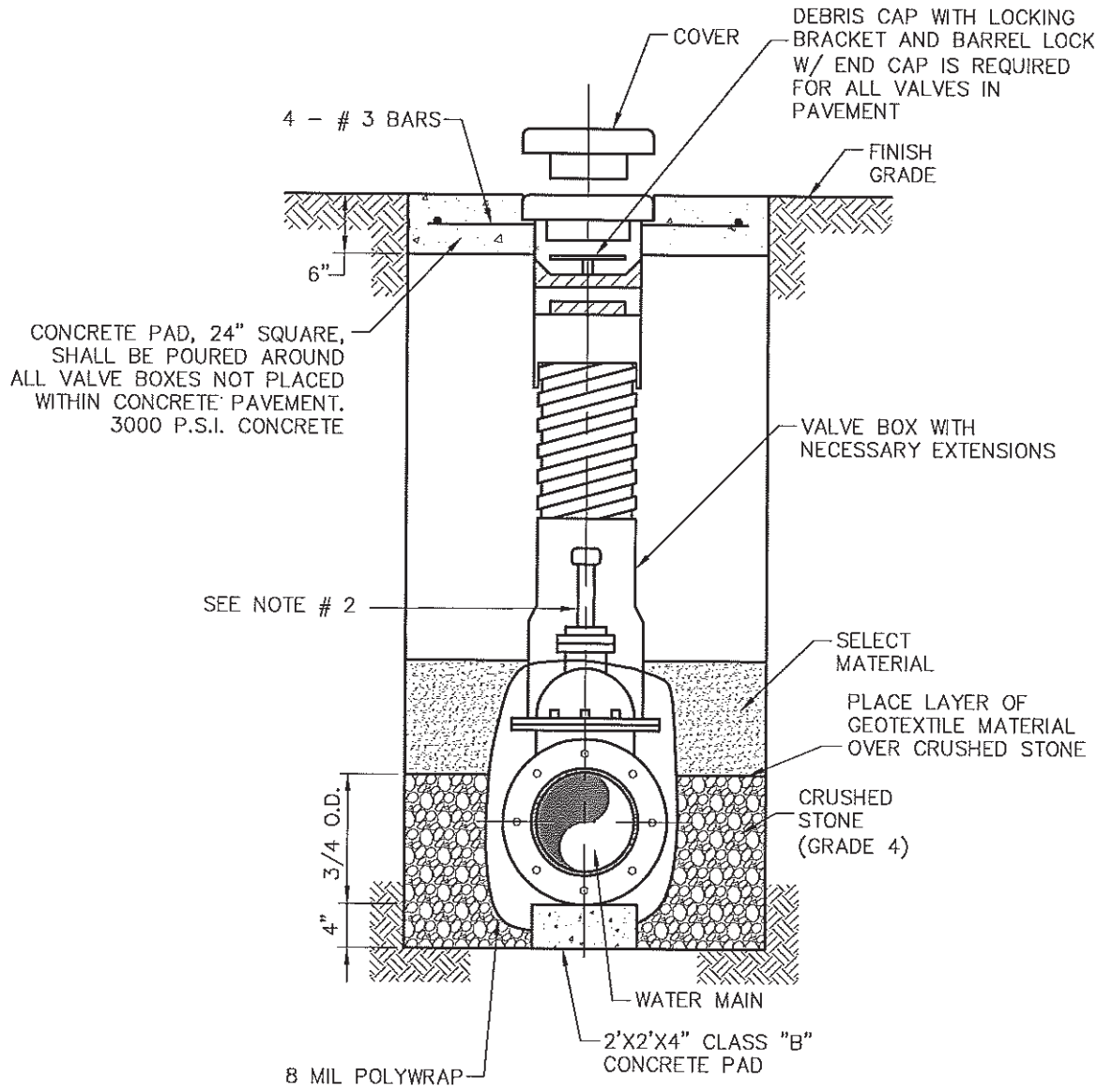
VERTICAL THRUST BLOCK

Addison!
PUBLIC WORKS DEPARTMENT

VERTICAL THRUST BLOCK AT PIPE BEND

STANDARD CONSTRUCTION DETAILS
WATER

DATE: AUGUST, 2010	REV DATE: –	SHEET : SD–W08

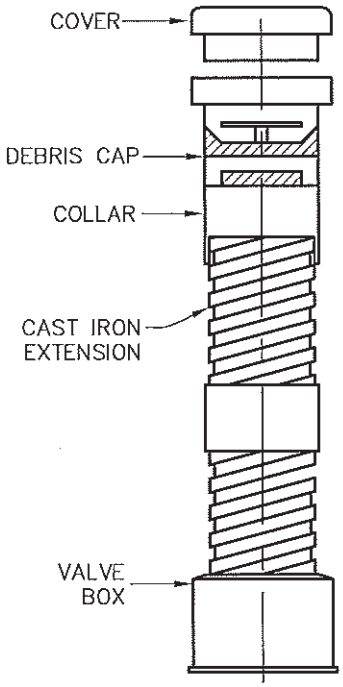


TYPICAL VALVE SETTING & BOX

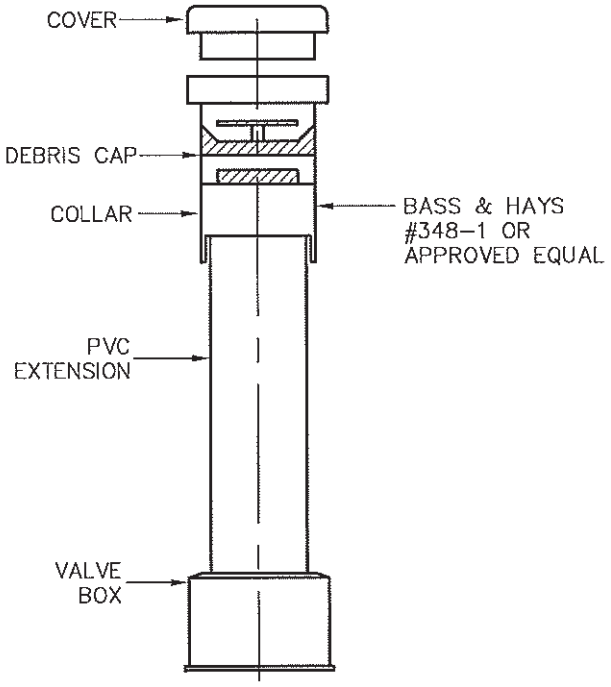
NOTE:

1. 4"–12" R.S. GATE VALVES SHALL BE IN ACCORDANCE WITH TOWN OF ADDISON WATER SYSTEM REQUIREMENTS.
2. A PERMANENTLY ATTACHED VALVE EXTENSION STEM SHALL BE REQUIRED FOR ANY VALVE WHERE THE OPERATING NUT IS LOCATED IN EXCESS OF 5 FEET BELOW THE TOP OF VALVE BOX. THIS EXTENSION SHALL BE OF SUFFICIENT LENGTH TO INSURE THAT ITS TOP IS WITHIN 5 FEET OF VALVE BOX LID.
3. BLUE "V" (3") CUT INTO FACE OF NEAREST CURB AND POINTING TOWARD THE VALVE.
4. ALL IRON MATERIALS SHALL BE DOMESTIC. (MADE IN USA)
5. CRUSHED STONE SHALL BE 3/4", PASSING #4 SIEVE.

Addison! PUBLIC WORKS DEPARTMENT	VALVE SETTING BOX	STANDARD CONSTRUCTION DETAILS WATER		
		DATE: AUGUST, 2010	REV DATE: –	SHEET : SD–W09



FOR BURY HEIGHT 5' OR LESS

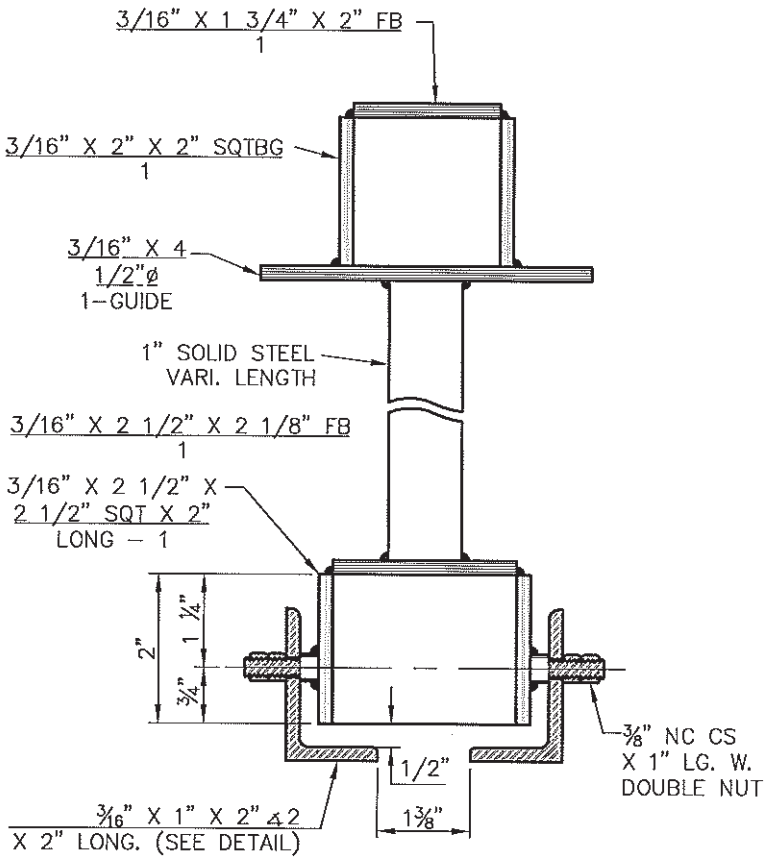


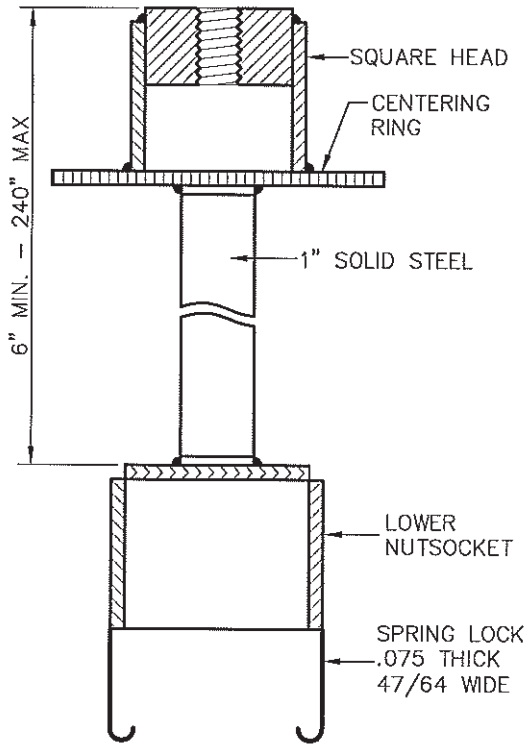
FOR BURY HEIGHT GREATER THAN 5'

NOTE

1. ALL CAST IRON FITTINGS SHALL BE DOMESTIC. (MADE IN U.S.A.)
2. VALVE BOXES SHALL BE PROVIED FOR BURIED VALVES. THESE BOXES SHALL BE THREE (3) PIECE SCREW TYPE CAST IRON OF THE EXTENSION TYPE AND SHALL BE: BASS & HAYS THREE (3) PIECE ADJUSTABLE SCREW TYPE, EAST JORDAN IRON WORKS 8560 W/ 6800 LID, MUELLER NO. H-10360 OR APPROVED EQUAL. THE THREE (3) PIECES SHALL CONSIST OF THE TOP SECTION, BOTTOM SECTION AND COVER.

Addison! PUBLIC WORKS DEPARTMENT	VALVE BOX WITH EXTENSION	STANDARD CONSTRUCTION DETAILS WATER		
		DATE: AUGUST, 2010	REV DATE: –	SHEET : SD-W10

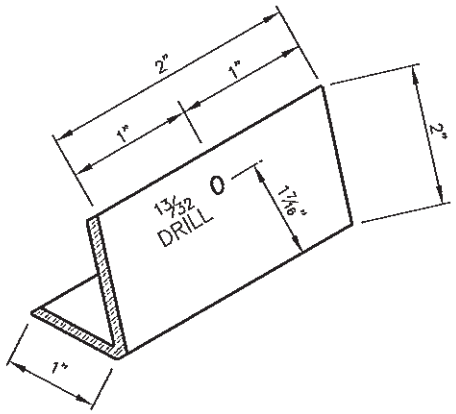




NOTE: TO BE USED ON ALL VALVES DEEPER THAN 5'-0".

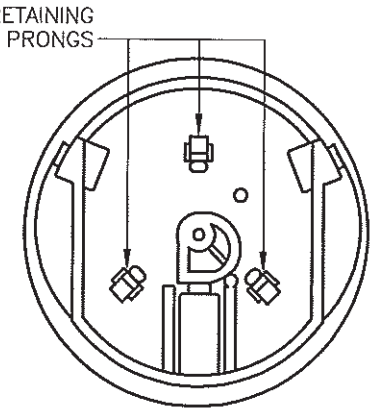
TYPE - B
VALVE EXTENSION

SPRING LOCK
VALVE EXTENSION

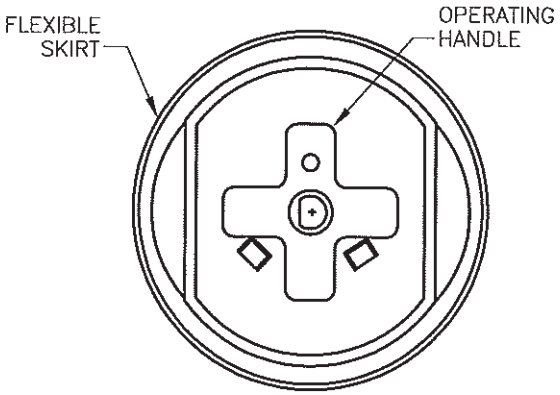


DETAIL

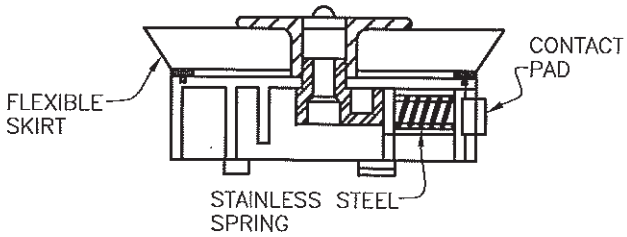
Addison! PUBLIC WORKS DEPARTMENT	VALVE EXTENSION	STANDARD CONSTRUCTION DETAILS WATER		
		DATE: AUGUST, 2010	REV DATE: -	SHEET : SD-W11



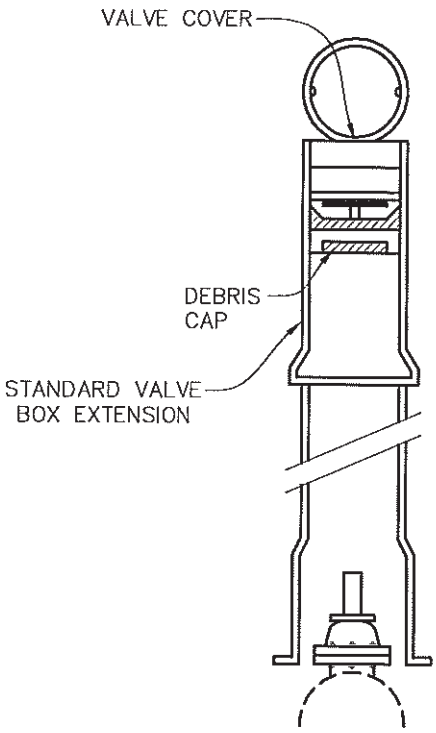
BOTTOM VIEW



TOP VIEW



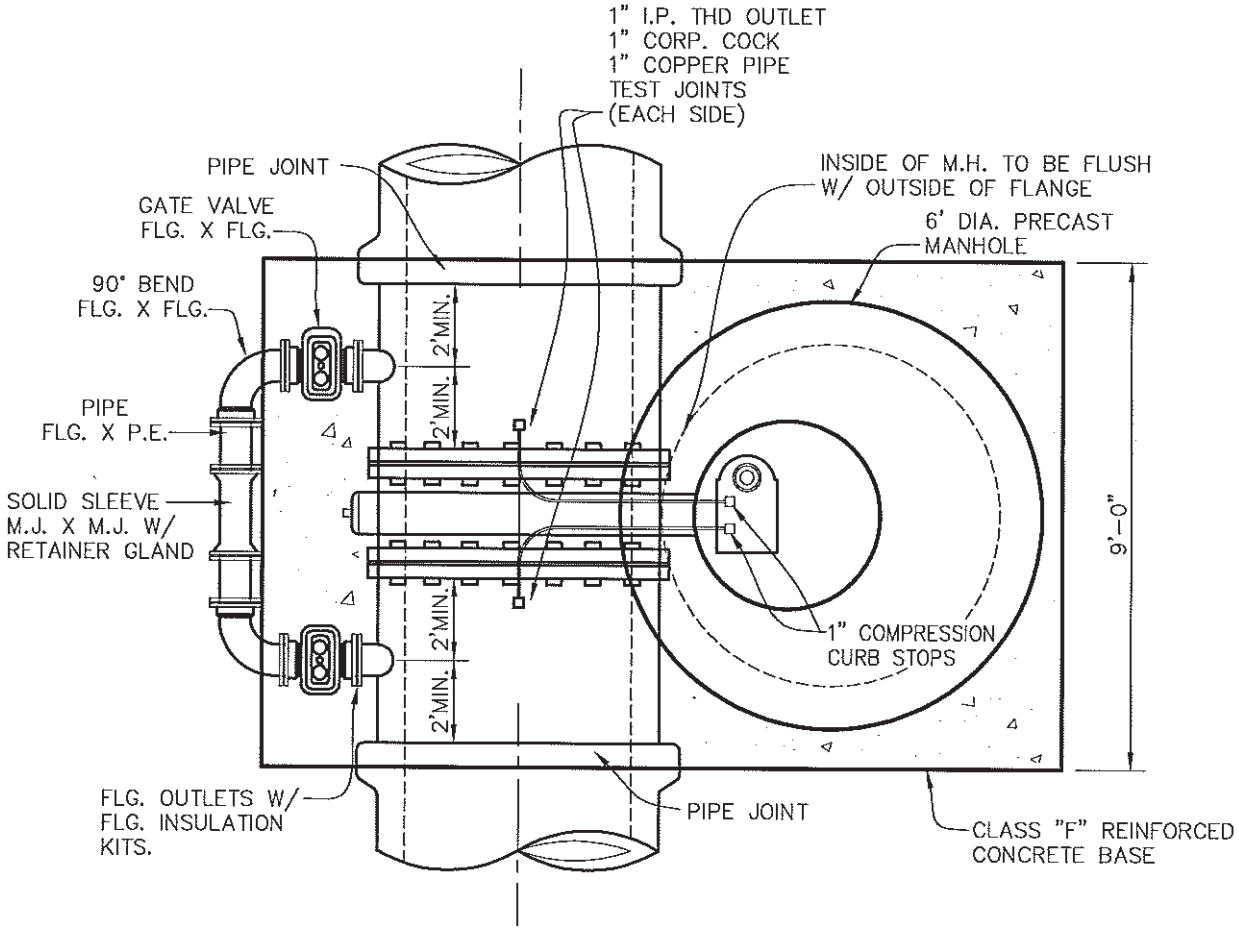
SECTION VIEW



NOTES

1. DEBRIS CAP SHALL BE INSTALLED AS CLOSE AS POSSIBLE UNDER THE CAST IRON COVER WITHOUT INTERFERING WITH COVER OPERATION.
2. FLEXIBLE SKIRT OF THE DEBRIS CAP SHALL BE TRIMMED TO PROVIDE A SMOOTH CONTACT WITH THE INTERIOR DIAMETER OF THE PIPE.
3. THE DEBRIS CAP SHALL BE MANUFACTURED BY SW SERVICES, INC., PHOENIX, ARIZONA MONDEL NO. DC 457 WITH LOCKING BRACKET MODEL NO. DCLD4 AND BARREL LOCK.
4. THE CAP SHALL BE CONSTRUCTED TO ALLOW THE DEVICE TO BE SECURED BY A LOCK. THE LOCK (PAD, BARREL, ETC.) SHALL BE SUPPLIED BY THE TOWN OF ADDISON.

Addison! PUBLIC WORKS DEPARTMENT	DEBRIS CAP	STANDARD CONSTRUCTION DETAILS WATER		
		DATE: AUGUST, 2010	REV DATE: –	SHEET : SD–W12

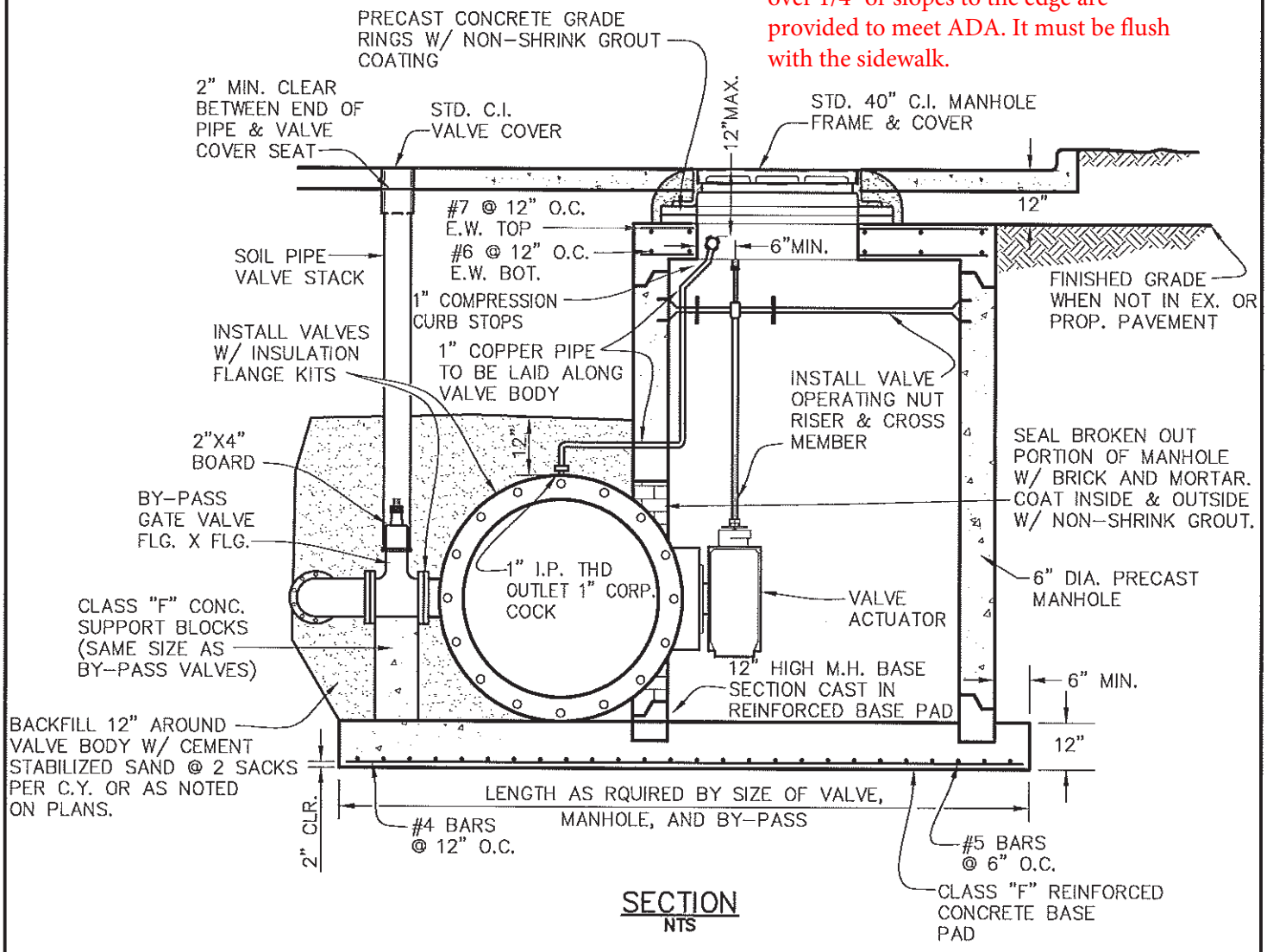


PLAN
NTS

NOTES:
1. PADS POURED ON UNDISTURBED SOIL OR 12" STABILIZED BACKFILL MATERIAL.
2. BYPASS SIZE SPECIFIED BY THE PUBLIC WORKS DEPARTMENT.

Addison! DEPARTMENT OF PUBLIC WORKS	BUTTERFLY VALVE WITH MANHOLE INSTALLATION	STANDARD CONSTRUCTION DETAILS WATER		
		DATE: AUGUST, 2010	REV DATE: –	SHEET : SD–W13

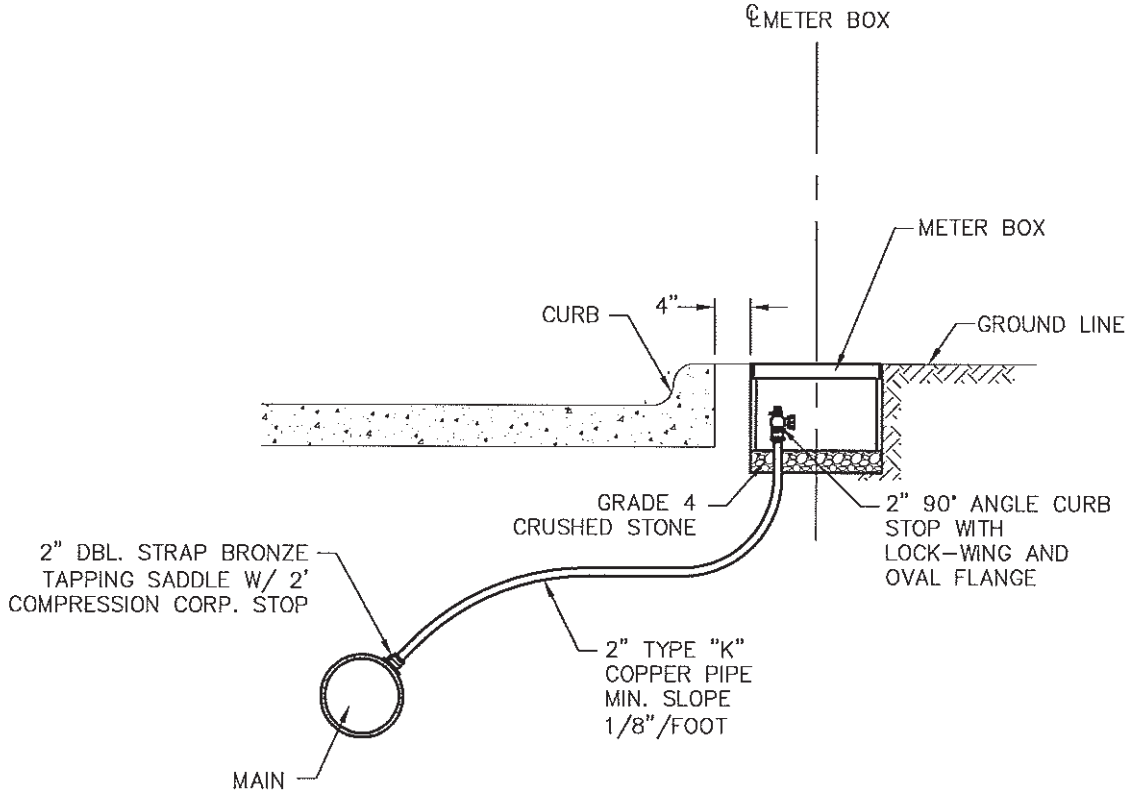
Notation should be made if manhole cover is in a sidewalk to ensure no level changes over 1/4" or slopes to the edge are provided to meet ADA. It must be flush with the sidewalk.



SECTION
NTS

NOTES:
1. PADS POURED ON UNDISTURBED SOIL OR 12" STABILIZED BACKFILL MATERIAL.
2. BYPASS SIZE SPECIFIED BY THE PUBLIC WORKS DEPARTMENT.

Addison! DEPARTMENT OF PUBLIC WORKS	BUTTERFLY VALVE WITH MANHOLE INSTALLATION	STANDARD CONSTRUCTION DETAILS WATER		
		DATE: AUGUST, 2010	REV DATE: –	SHEET : SD-W14



2" BLOW OFF

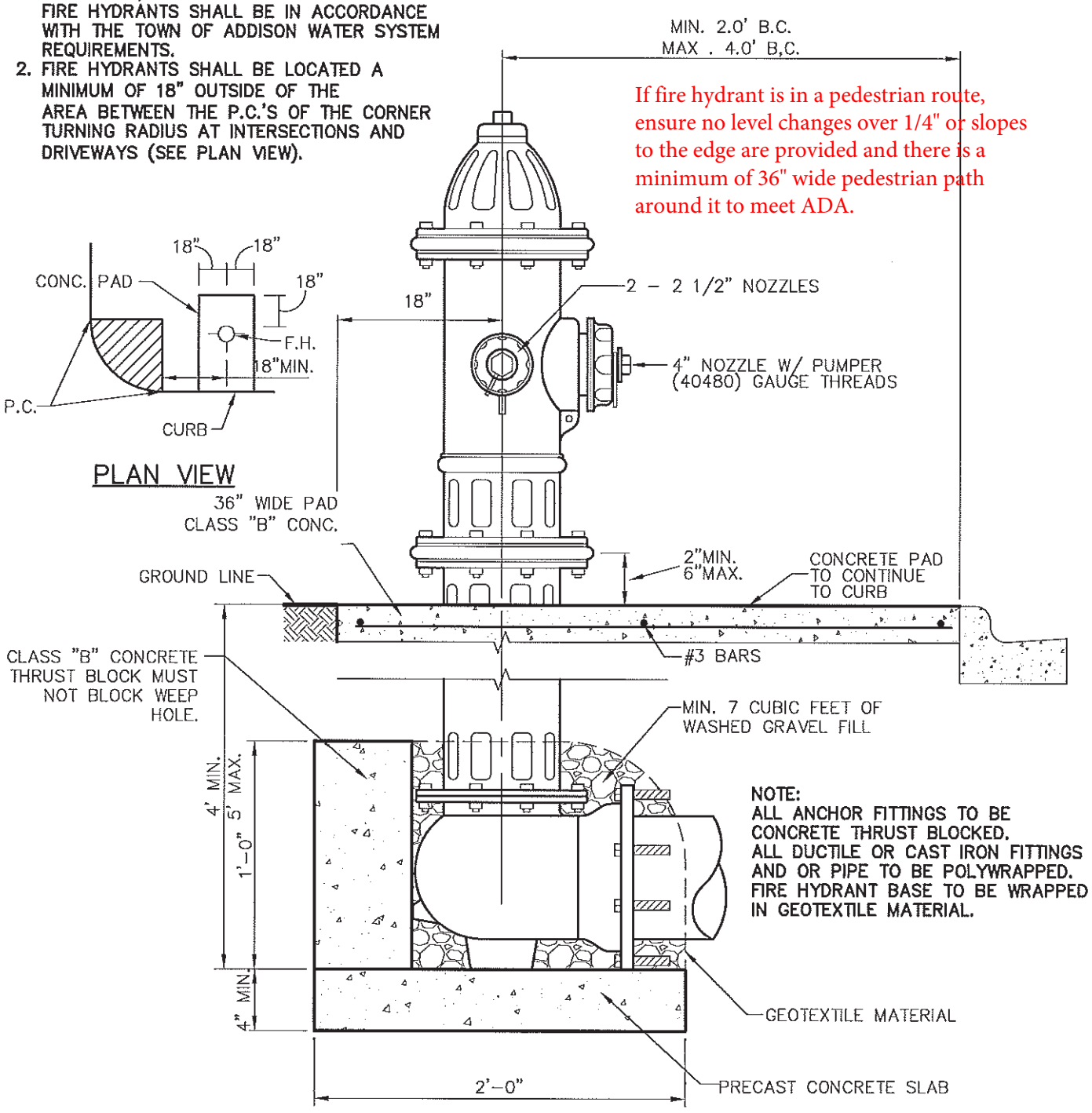
Type "K" Copper Service Pipe.	Double Strap Bronze Service Saddle with C.C. Threads	East Jordan Iron Works Galvanized Meter Box With Iron Ring & Cover				
		Min. Dia.	Covers & Rigns	Min. Ht.	Min. Can Weight	Min. Total Weight
2 Inch	2 Inch	28 Inches	20⅛ Inches	18 Inches	20 lbs.	127 lbs.

Addison! PUBLIC WORKS DEPARTMENT	2" BLOW OFF WITH METER BOX	STANDARD CONSTRUCTION DETAILS WATER		
		DATE: AUGUST, 2010	REV DATE: –	SHEET : SD–W15

NOTE:

1. DESIGN, SITE REQUIREMENTS, THE GENERAL OPERATION, PAINTING AND DELIVERY OF ALL FIRE HYDRANTS SHALL BE IN ACCORDANCE WITH THE TOWN OF ADDISON WATER SYSTEM REQUIREMENTS.
2. FIRE HYDRANTS SHALL BE LOCATED A MINIMUM OF 18" OUTSIDE OF THE AREA BETWEEN THE P.C.'S OF THE CORNER TURNING RADIUS AT INTERSECTIONS AND DRIVEWAYS (SEE PLAN VIEW).

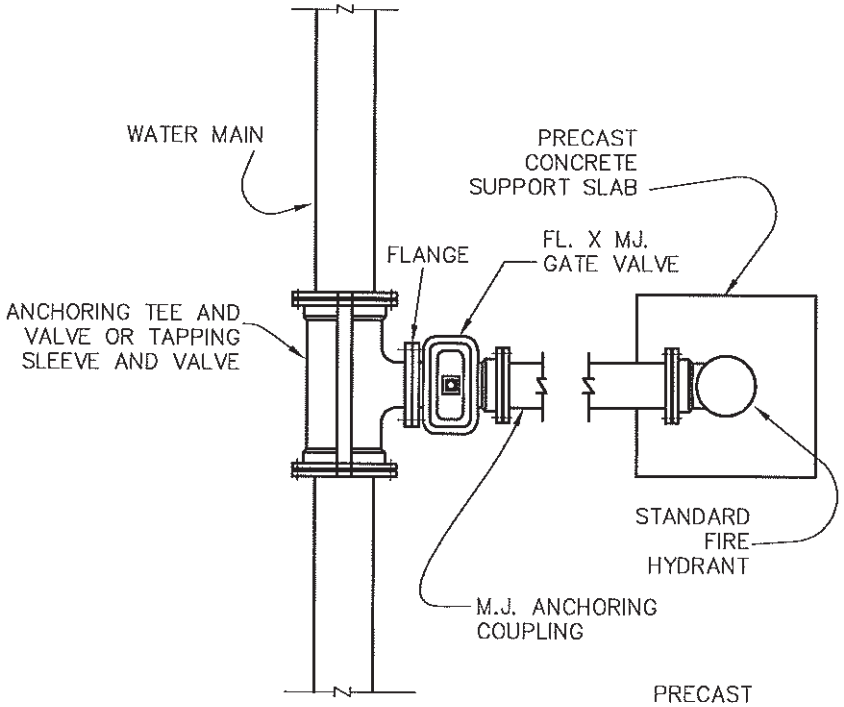
If fire hydrant is in a pedestrian route, ensure no level changes over 1/4" or slopes to the edge are provided and there is a minimum of 36" wide pedestrian path around it to meet ADA.



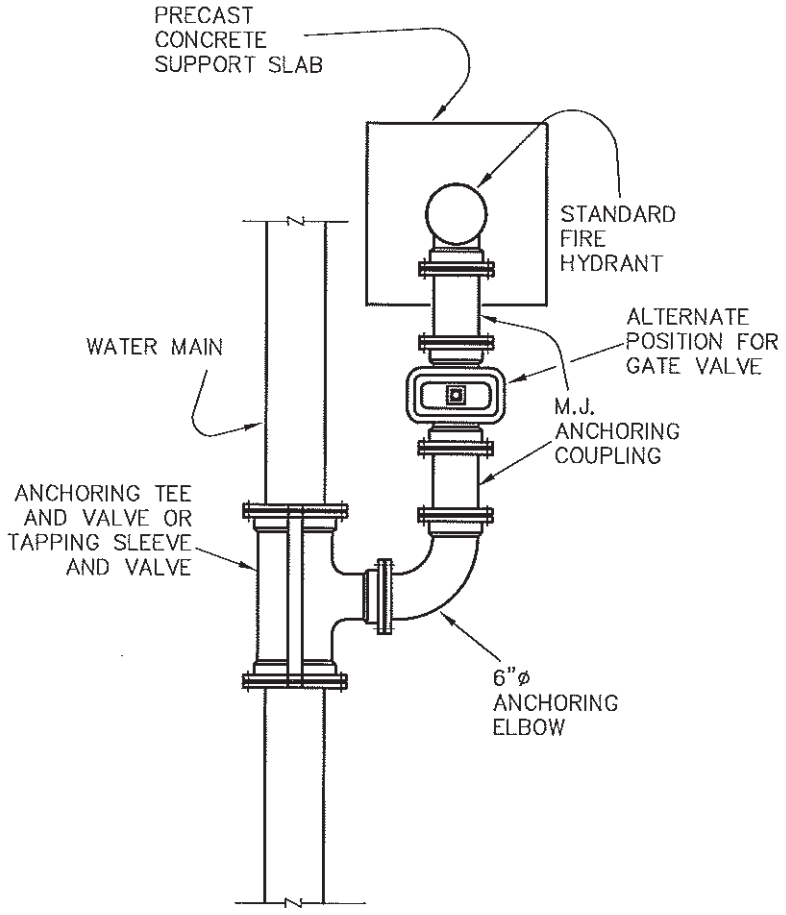
NOTE:
ALL ANCHOR FITTINGS TO BE CONCRETE THRUST BLOCKED.
ALL DUCTILE OR CAST IRON FITTINGS AND OR PIPE TO BE POLYWRAPPED.
FIRE HYDRANT BASE TO BE WRAPPED IN GEOTEXTILE MATERIAL.

TYPICAL FIRE HYDRANT INSTALLATION

Addison! PUBLIC WORKS DEPARTMENT	TYPICAL FIRE HYDRANT INSTALLATION	STANDARD CONSTRUCTION DETAILS WATER		
		DATE: AUGUST, 2010	REV DATE: -	SHEET : SD-W16



STANDARD INSTALLATION

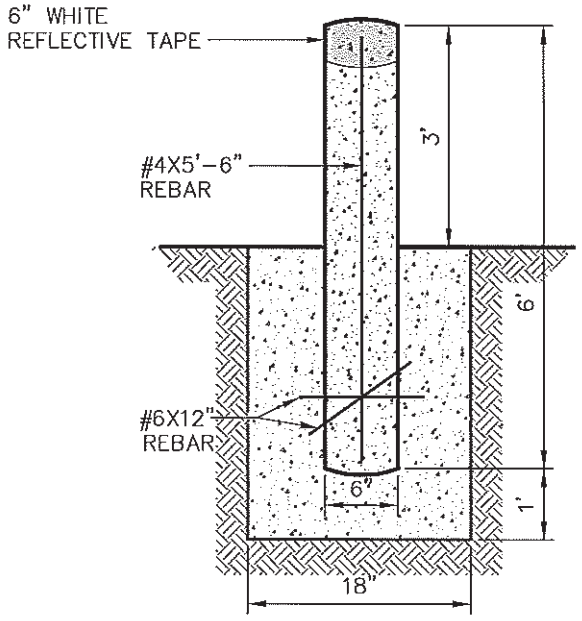


ALTERNATE INSTALLATION

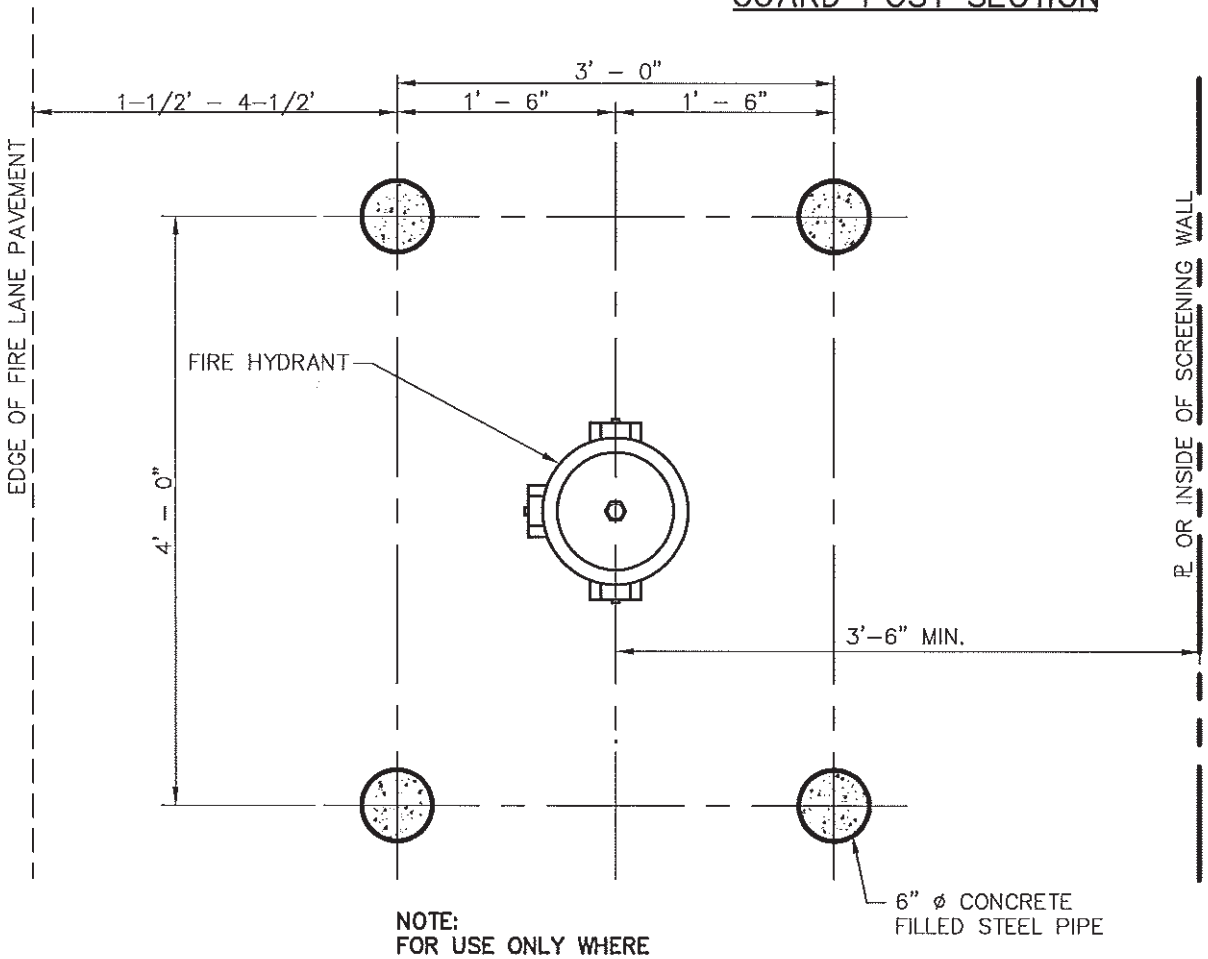
NOTE:
MEGALUGS SHALL BE USED AT ALL TEES AND BENDS.

Addison! PUBLIC WORKS DEPARTMENT	TYPICAL FIRE HYDRANT INSTALLATION	STANDARD CONSTRUCTION DETAILS WATER		
		DATE: AUGUST, 2010	REV DATE: –	SHEET : SD-W17

NOTE
6"ø STEEL PIPE W/CONCRETE FILL 6' LENGTH (3' ABOVE PAVING, 3' BELOW PAVING) WITH 1–#4X5'–6" TO BE CASED IN 18"ø PIER TO DEPTH OF 1'–0" BELOW BOTTOM OF PIPE. USE 2–#6x12" REBAR THRU PIPE INTO CONCRETE PIER. PIPES TO BE PAINTED TRAFFIC YELLOW W/ 6" WHITE RELECTOR TAPE.



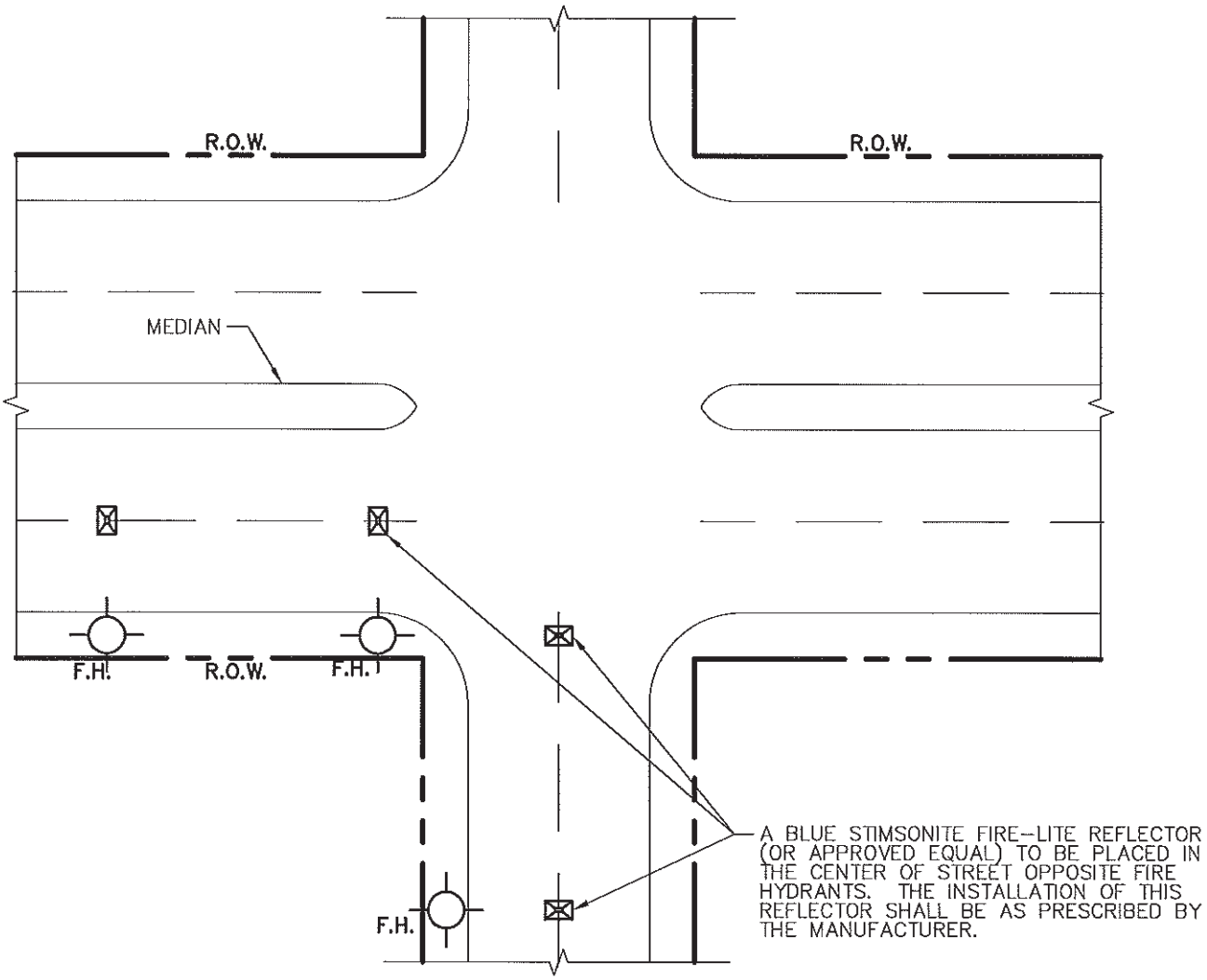
GUARD POST SECTION



NOTE:
FOR USE ONLY WHERE CURBS ARE NOT POSSIBLE.

FIRE HYDRANT GUARD POST DETAIL

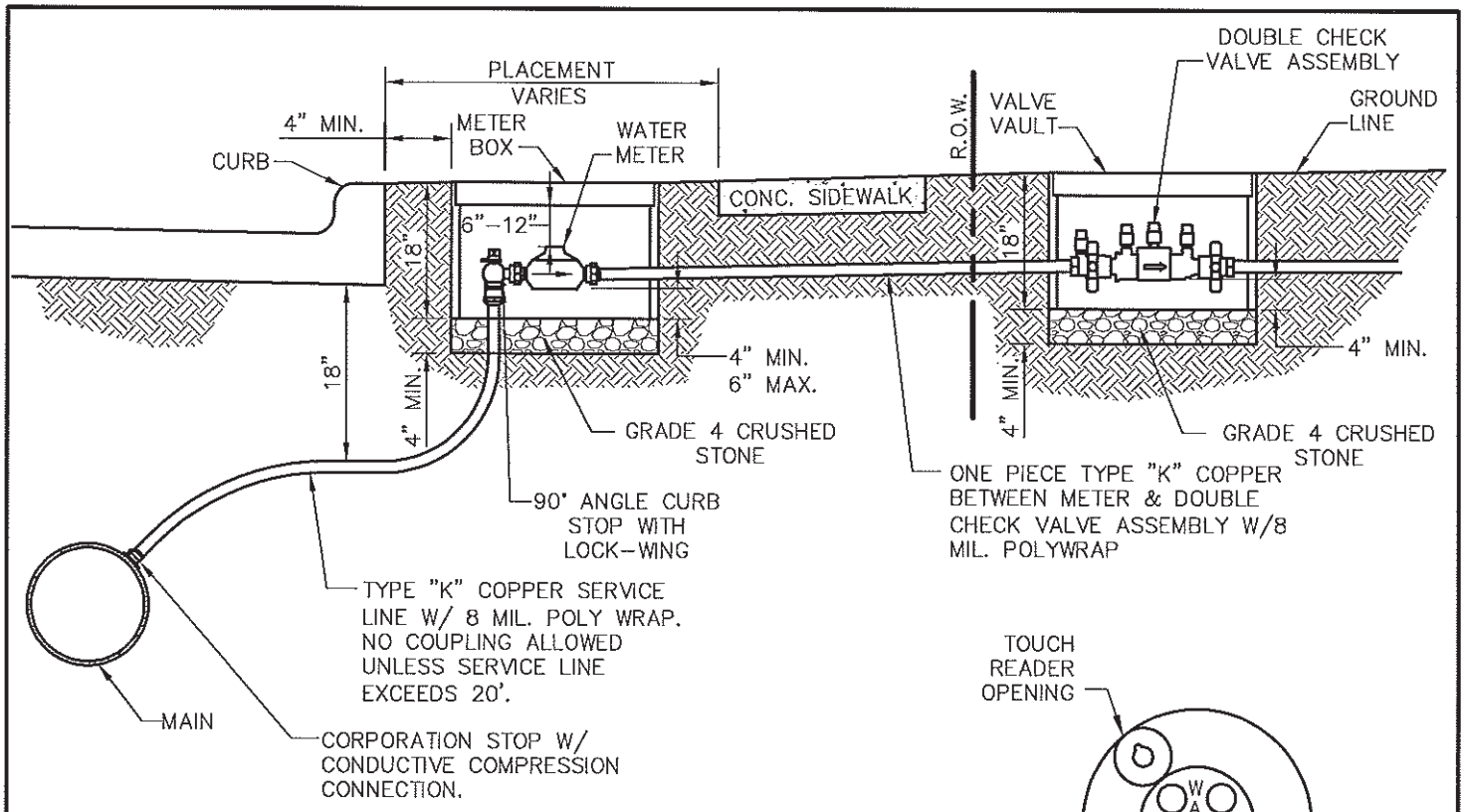
Addison! PUBLIC WORKS DEPARTMENT	FIRE HYDRANT GUARD POST	STANDARD CONSTRUCTION DETAILS WATER		
		DATE: AUGUST, 2010	REV DATE: –	SHEET : SD–W18

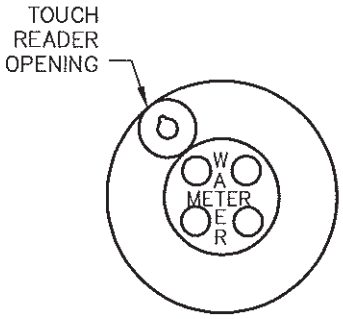


NOTE:
FIRE HYDRANT SHALL BE LOCATED OUTSIDE OF RADIUS.

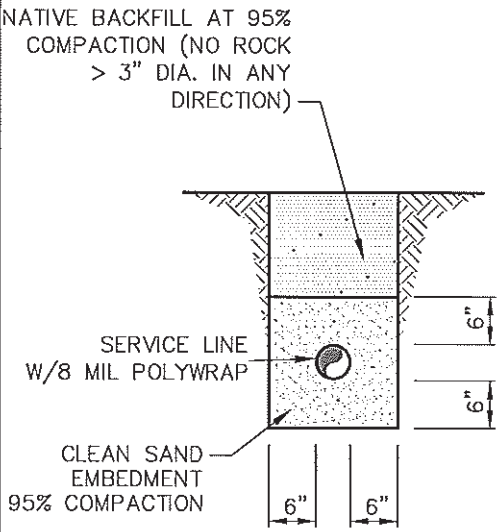
TYPICAL FIRE HYDRANT REFLECTOR INSTALLATION

Addison! PUBLIC WORKS DEPARTMENT	FIRE HYDRANT REFLECTOR INSTALLATION	STANDARD CONSTRUCTION DETAILS WATER		
		DATE: AUGUST, 2010	REV DATE: –	SHEET : SD–W19





METER TOP



GENERAL INSTALLATION NOTES:

1. WATER METER SHALL BE PLACED IN CENTER OF LOT WITH THE SANITARY SEWER SERVICE TO BE LOCATED 10' DOWNSTREAM.
2. METER AND BOX SHALL BE SET BY THE CONTRACTOR TO ADDISON STANDARDS IN ALL CASES.
3. THE METER BOX SHALL BE SET WITHIN THE R.O.W. OR A DEDICATED UTILITY EASEMENT. IN ALL CASES, THE METER BOX SHALL BE PROTECTED FROM VEHICULAR TRAFFIC.
4. WATER SERVICES SHALL NOT BE CONNECTED TO DEAD END LINES OR FIRE HYDRANT LEADS.
5. ALL MATERIALS SHALL CONFORM TO THE TOWN OF ADDISON WATER SYSTEM REQUIREMENTS.

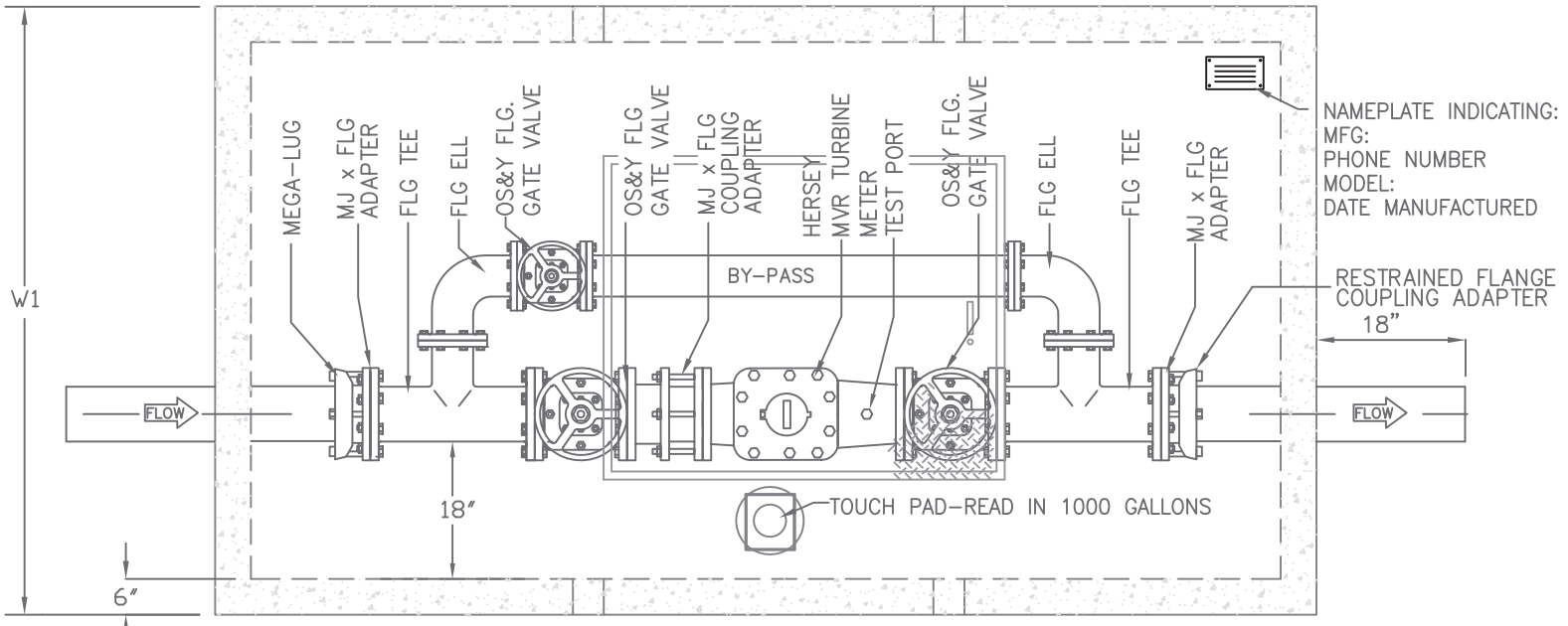
Type "K" Copper Service Pipe.	Double Strap Bronze Service Saddle with C.C. Threads	East Jordan Iron Works Galvanized Meter Box With Iron Ring & Cover				
		Min. Dia.	Covers & Rigns	Min. Ht.	Min. Can Weight	Min. Total Weight
3/4 Inch	3/4 Inch	18 Inches	12⅝ Inches	18 Inches	13 lbs.	42 lbs.
1 Inch	1 Inch	24 Inches	20⅛ Inches	18 Inches	17 lbs.	98 lbs.
1 1/2 Inch	1 1/2 Inch	28 Inches	20⅛ Inches	18 Inches	20 lbs.	127 lbs.
2 Inch	2 Inch	28 Inches	20⅛ Inches	18 Inches	20 lbs.	127 lbs.

Addison!
PUBLIC WORKS DEPARTMENT

SERVICE CONNECTION WITH METER BOX

STANDARD CONSTRUCTION DETAILS
WATER

DATE:	REV DATE:	SHEET :
AUGUST, 2010	–	SD–W20

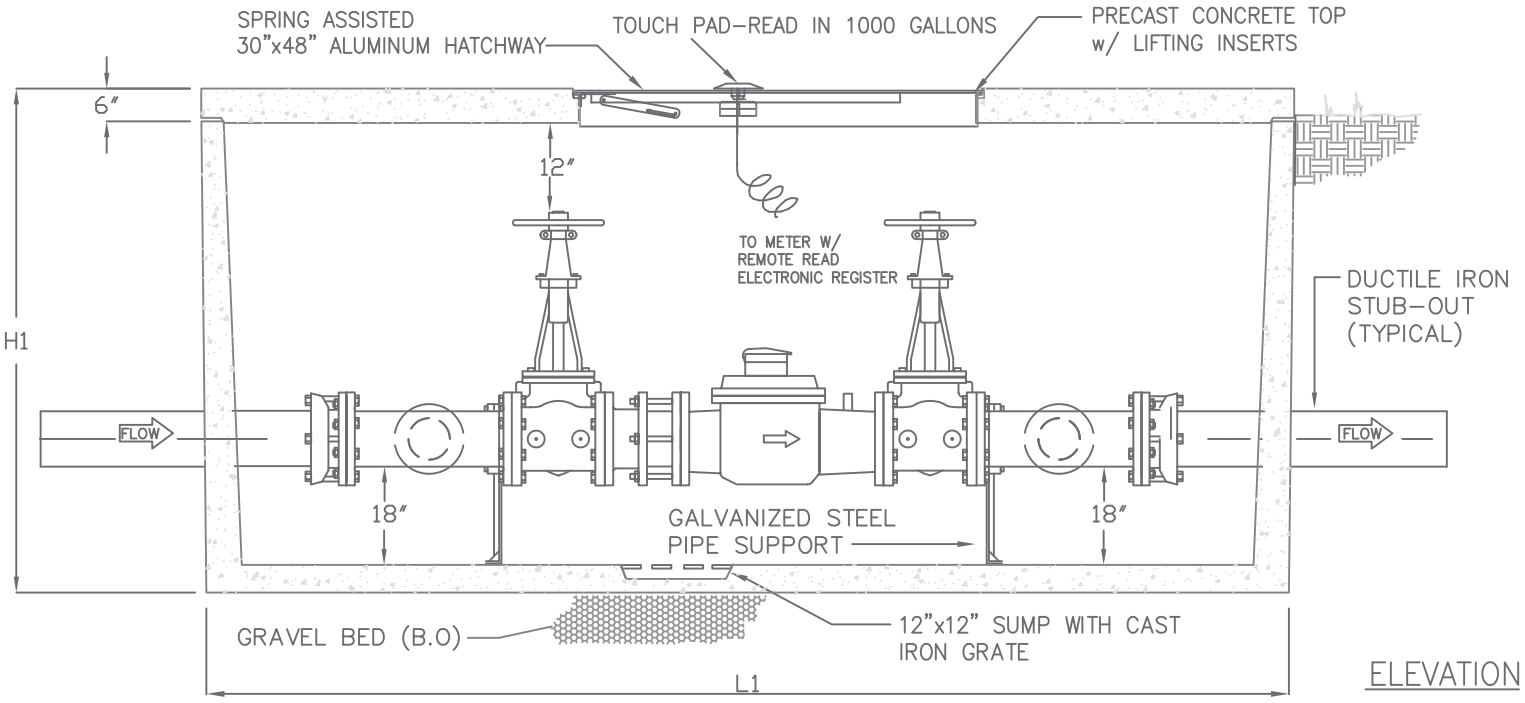


PLAN VIEW

MODEL	SIZE	L1	W1	H1	WEIGHT LBS
DMT-AD3	3"*	8'-8"	5'-0"	7'-6"	11,900
DMT-AD4	4"	8'-8"	5'-0"	7'-6"	14,500
DMT-AD6	6"	13'-0"	7'-0"	7'-6"	18,000
DMT-AD8	8"	13'-0"	7'-0"	7'-6"	24,500

*: 3" METER REQUIRES 4" PIPE WITH 4X3 REDUCER UPSTREAM OF METER.

NOTE: IF METER HAS NO INTEGRAL TEST PORT, PROVIDE X" BY 2" "TEE" OR SADDLE, 2" STAINLESS STEEL BALL VALVE WITH STAINLESS STEEL HANDLE, AND 2" BRASS PLUG BETWEEN METER AND VALVE.



ELEVATION

NOTES:

1. ALL CONCRETE SHALL BE CLASS 1 CONCRETE WITH DESIGN STRENGTH OF 4500 PSI AT 28 DAYS. UNITS ARE OF MONOLITHIC CONSTRUCTION AT FLOOR AND FIRST STAGE OF WALL WITH SECTIONAL RISER TO REQUIRED DEPTH.
2. ALL REINFORCEMENT SHALL BE GRADE 60 REINFORCED STEEL REBAR CONFORMING TO ASTM A615 ON REQUIRED CENTERS OR EQUAL.
3. ALL HATCHWAYS SHALL BE ¼" ALUMINUM DIAMOND PLATE COVER, WITH ¼" EXTRUDED ALUMINUM FRAME. HATCH TO BE FURNISHED WITH 316 STAINLESS STEEL SNAP LOCK AND HINGES.
4. THE METER ASSEMBLY SHALL BE FACTORY ASSEMBLED IN VAULT AND HYDROSTATICALLY TESTED PRIOR TO DELIVERY. PIPE, VALVES AND FITTINGS OF THE ASSEMBLY SHALL BE IN ACCORDANCE WITH THE TOWN OF ADDISON WATER SYSTEM REQUIREMENTS.

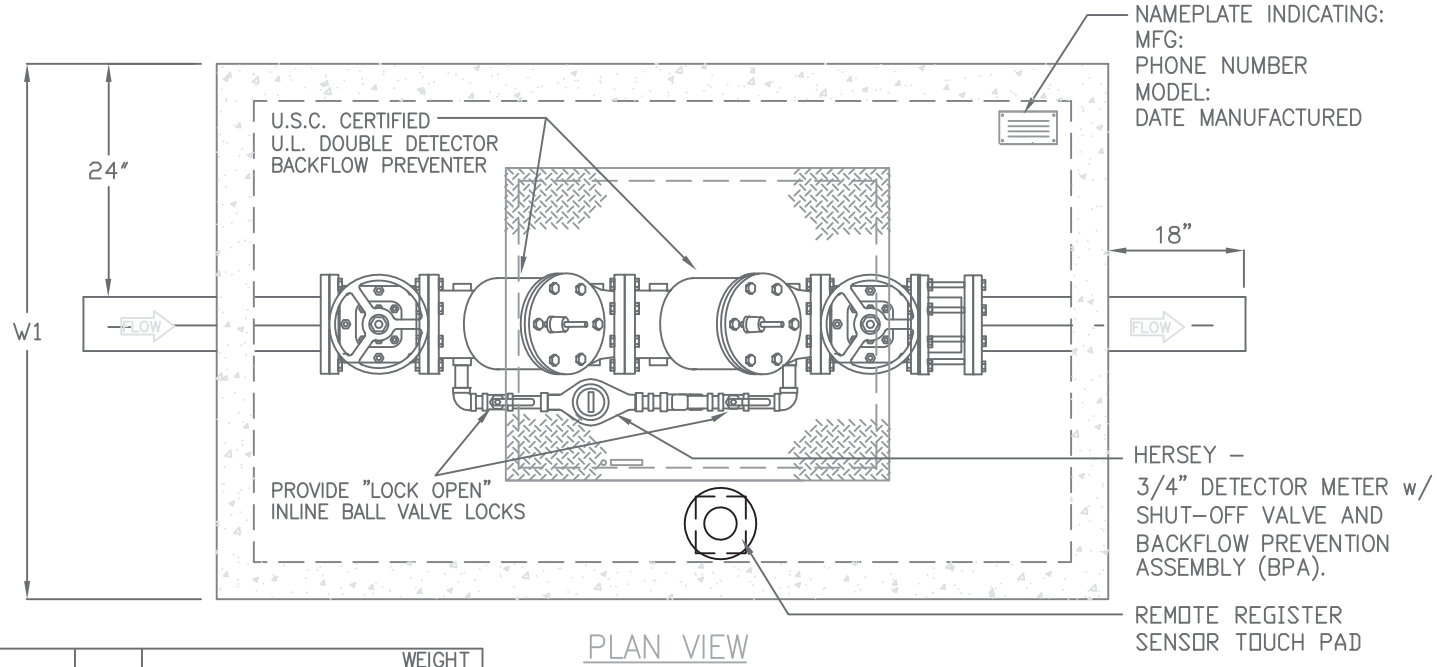
ADDISON

INFRASTRUCTURE DEPARTMENT

TURBINE WATER METER ASSEMBLY

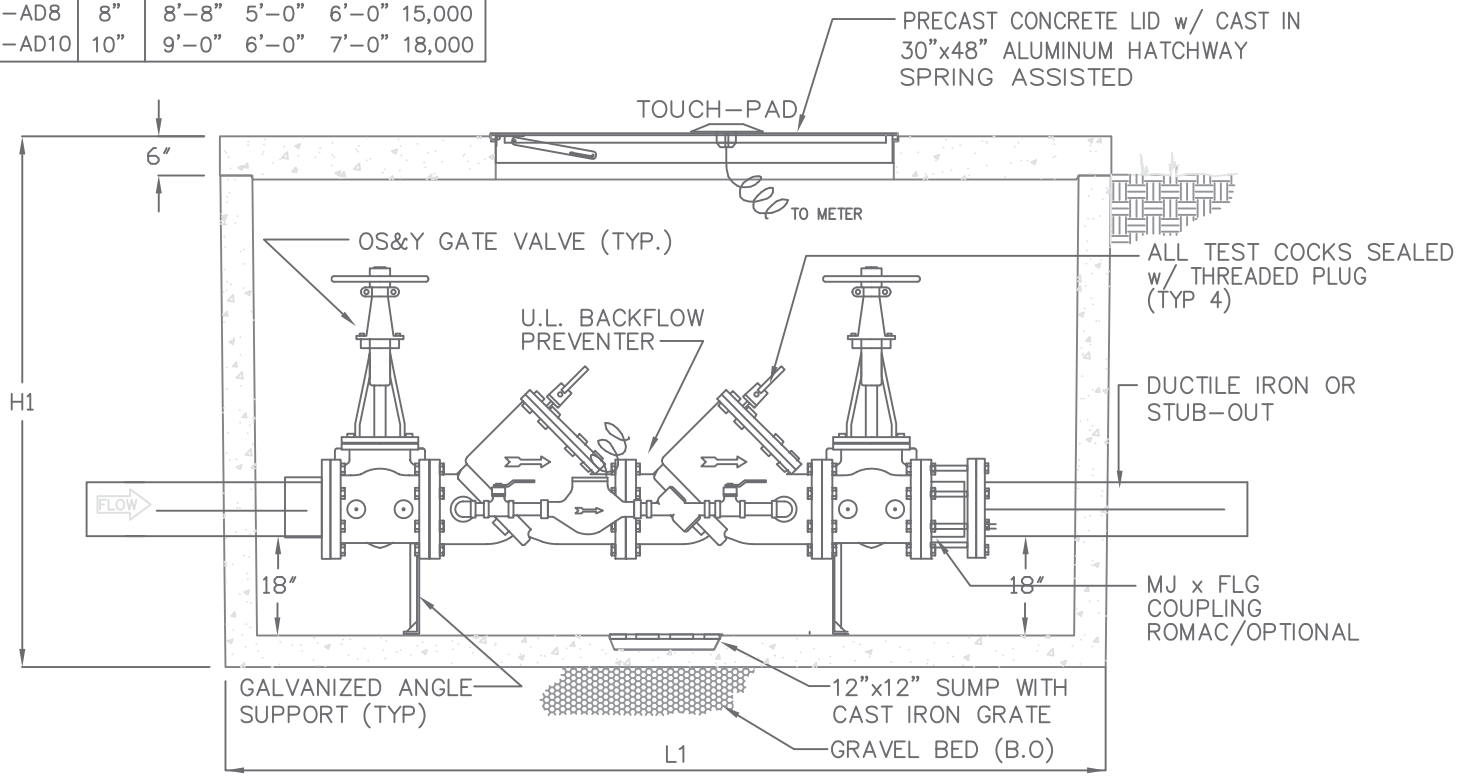
STANDARD CONSTRUCTION DETAILS
WATER

DATE: AUGUST, 2009	LAST REV DATE: MAY 2016	SHEET : SD-W21



PLAN VIEW

MODEL	SIZE	L1	W1	H1	WEIGHT LBS
DDBP-AD4	4"	7'-10"	4'-4"	6'-0"	9,000
DDBP-AD6	6"	7'-10"	4'-4"	6'-0"	9,200
DDBP-AD8	8"	8'-8"	5'-0"	6'-0"	15,000
DDBP-AD10	10"	9'-0"	6'-0"	7'-0"	18,000



ELEVATION

NOTES:

1. ALL CONCRETE SHALL BE CLASS 1 CONCRETE WITH DESIGN STRENGTH OF 4500 PSI AT 28 DAYS. UNITS ARE OF MONOLITHIC CONSTRUCTION AT FLOOR AND FIRST STAGE OF WALL WITH SECTIONAL RISER TO REQUIRED DEPTH.
2. ALL REINFORCEMENT SHALL BE GRADE 60 REINFORCED STEEL REBAR CONFORMING TO ASTM A615 ON REQUIRED CENTERS OR EQUAL.
3. ALL HATCHWAYS SHALL BE ¼" ALUMINUM DIAMOND PLATE COVER, WITH ¼" EXTRUDED ALUMINUM FRAME. HATCH TO BE FURNISHED WITH 316 STAINLESS STEEL SNAP LOCK AND HINGES.
4. THE BACKFLOW ASSEMBLY SHALL BE FACTORY ASSEMBLED IN VAULT AND HYDROSTATICALLY TESTED PRIOR TO DELIVERY. PIPE, VALVES AND FITTINGS OF THE ASSEMBLY SHALL BE IN ACCORDANCE WITH THE TOWN OF ADDISON WATER SYSTEM REQUIREMENTS.

ADDISON SM

INFRASTRUCTURE DEPARTMENT

DOUBLE CHECK DETECTOR ASSEMBLY

STANDARD CONSTRUCTION DETAILS
WATER

DATE:	LAST REV DATE:	SHEET :
AUGUST, 2009	MAY 2016	SD-W22

STANDARD CONSTRUCTION DETAILS

WASTEWATER

AUGUST 2010

ADDISON®

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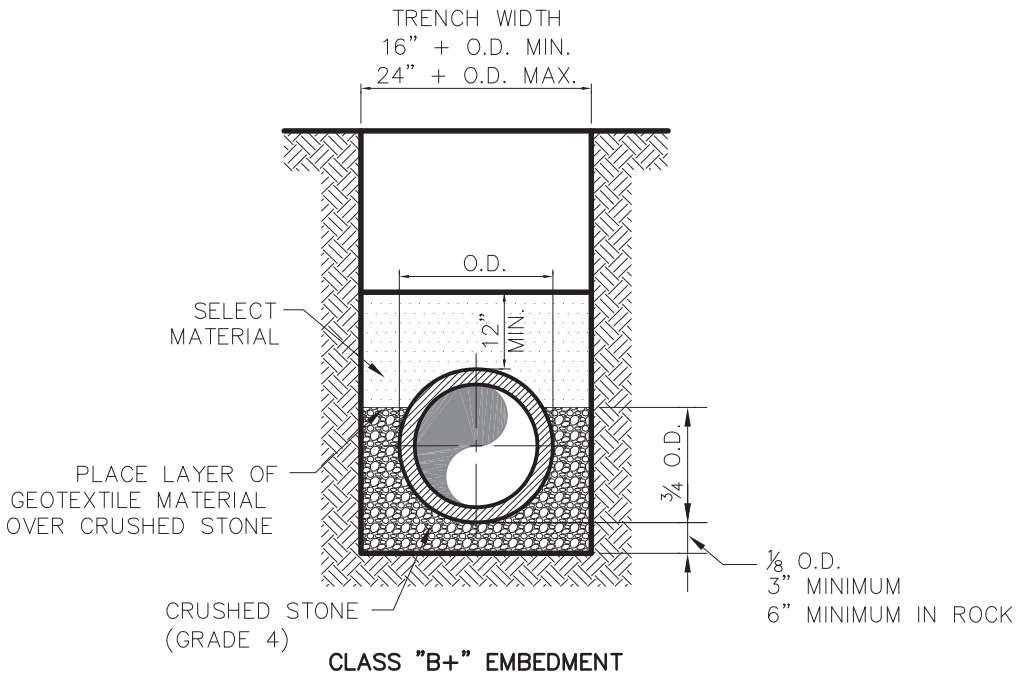
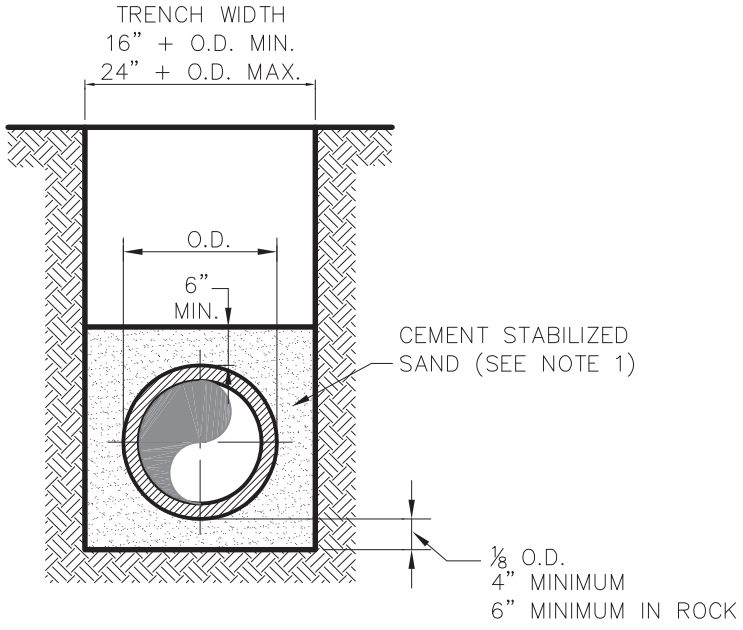


CLASS "B+" EMBEDMENT
CRUSHED STONE SHALL BE 3/4", PASSING # 4 SIEVE

TYPICAL P.V.C. WASTEWATER MAIN EMBEDMENT

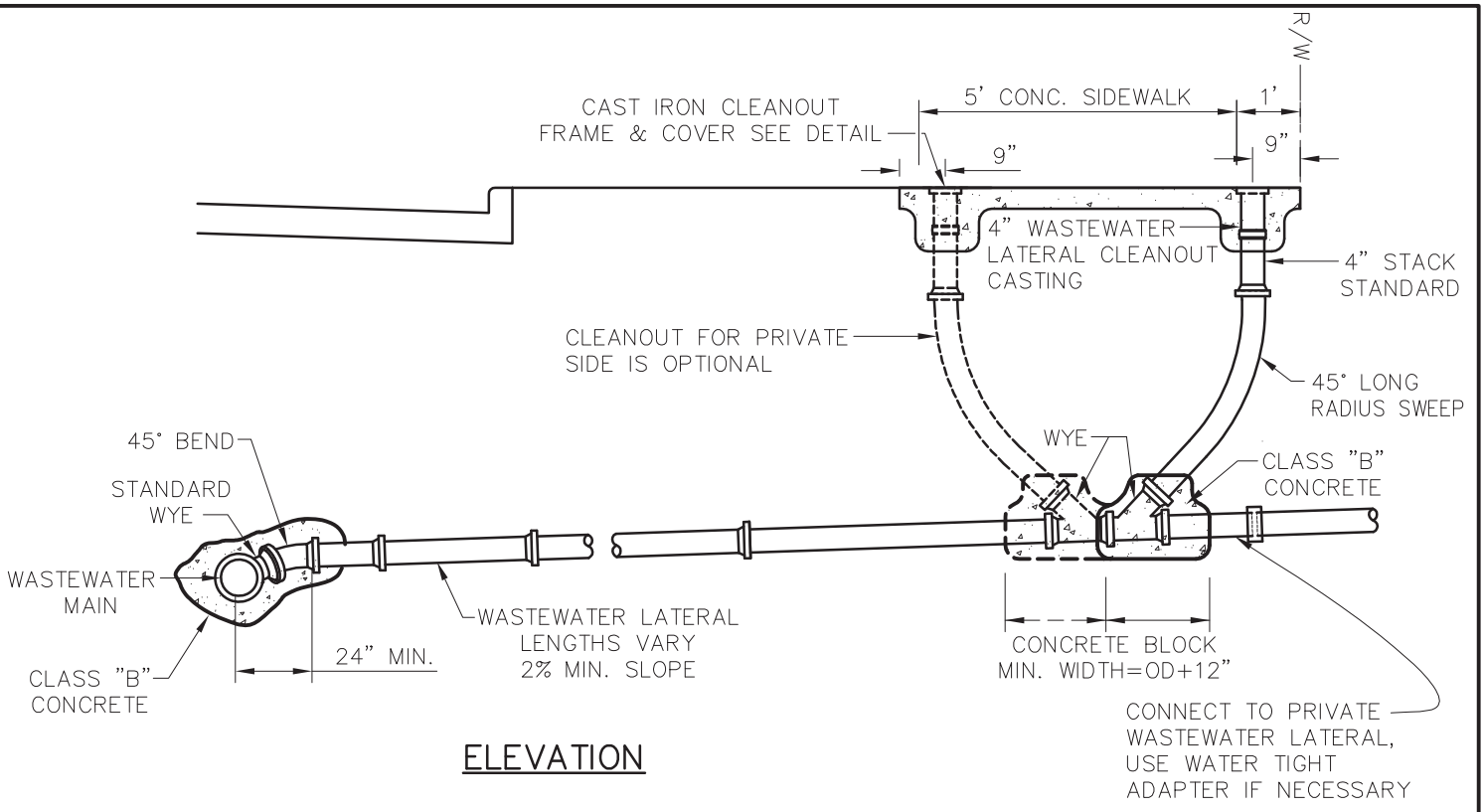


NOTE:

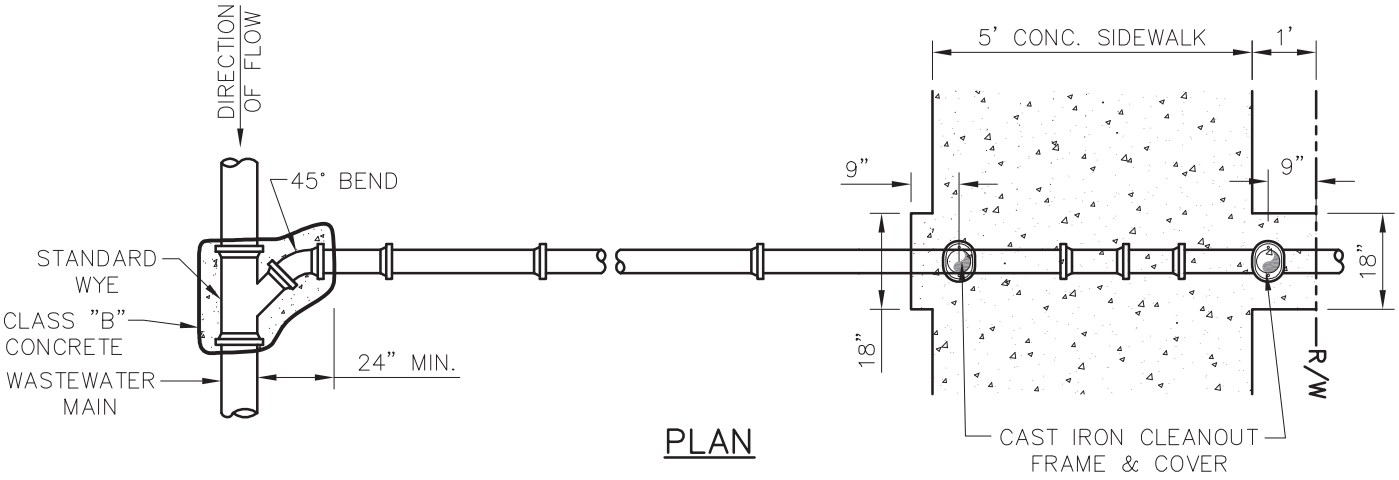
1. CEMENT STABILIZED SAND SHALL HAVE A MINIMUM OF 10% CEMENT PER CUBIC YARD OF CEMENT STABILIZED SAND MIXTURE, BASED ON LOOSE DRY WEIGHT VOLUME (AT LEAST 2.5 BAGS OF CEMENT PER CUBIC YARD OF MIXTURE). THE USE OF BROWN COLORING IN CEMENT STABILIZED SAND IS REQUIRED FOR PRESSURE RATED WASTEWATER MAIN AND LATERAL BEDDING.

P.V.C. WASTEWATER MAIN CEMENT STABILIZED SAND EMBEDMENT

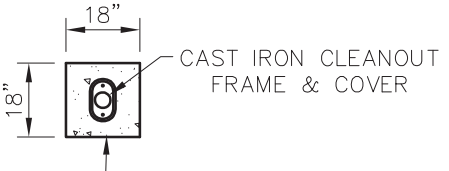
Addison! PUBLIC WORKS DEPARTMENT	P.V.C. WASTEWATER MAIN EMBEDMENT	STANDARD CONSTRUCTION DETAILS WASTEWATER		
		DATE: AUGUST, 2010	REV DATE: –	SHEET : SD–WW01



ELEVATION



PLAN



NOTES:

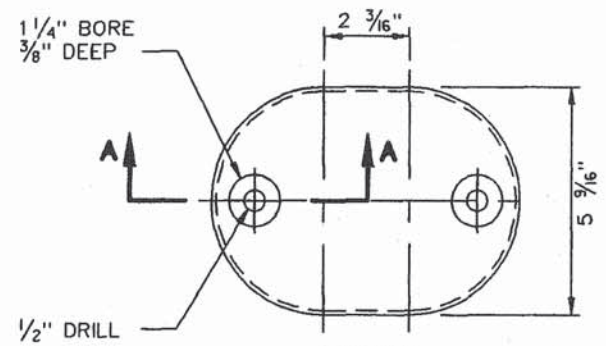
1. WASTEWATER LATERALS ARE TO BE CONSTRUCTED TO CLEAR EXISTING AND PROPOSED FACILITIES, SUCH AS STORM DRAIN MAINS, RETAINING WALLS, OTHER UTILITIES, ETC.
2. THE WASTEWATER LATERAL SHALL HAVE MINIMUM COVER OF 4'–0" BELOW THE PROPOSED CURB GRADE AT THE PROPERTY LINE, DETERMINED FROM PAVING GRADE, OR AS REQUIRED TO MAINTAIN A MINIMUM OF 2.0% GRADE, OR AS DIRECTED BY THE OWNER.

Addison!
PUBLIC WORKS DEPARTMENT

TWO–WAY CLEANOUT NEW CONSTRUCTION

STANDARD CONSTRUCTION DETAILS
WASTEWATER

DATE:	REV DATE:	SHEET :
AUGUST, 2010	–	SD–WW02



COVER
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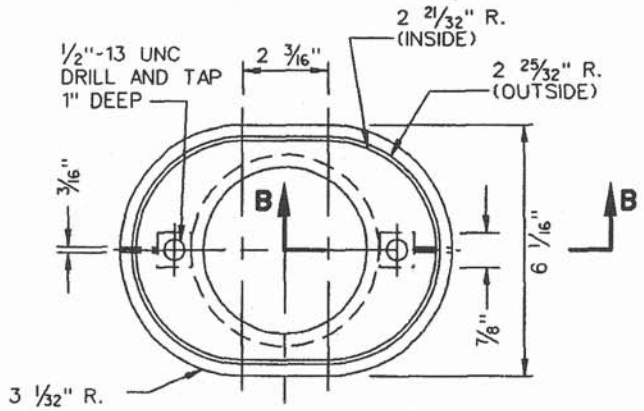
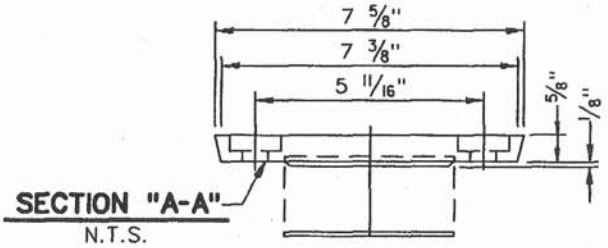


CLEANOUT FRAME TOP
N.T.S.



SECTION "A-A"
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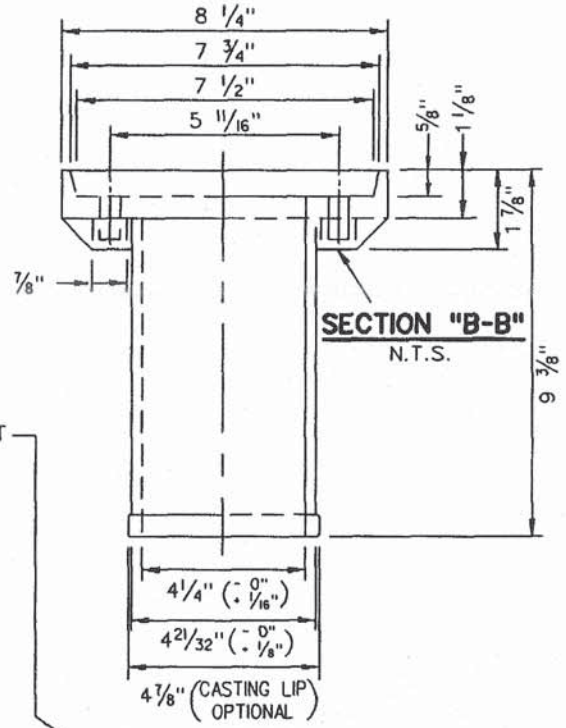

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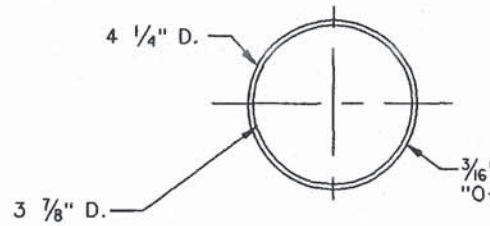

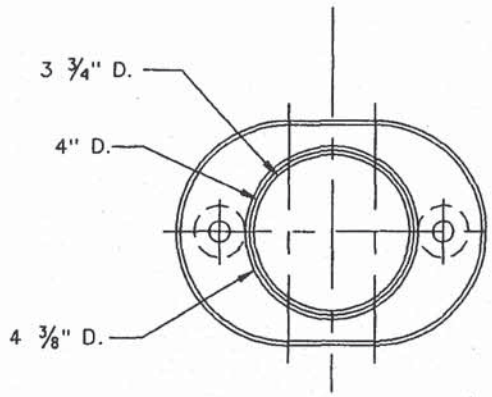

CLEANOUT FRAME BOTTOM
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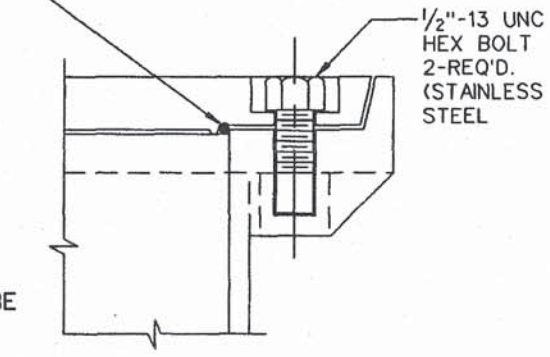
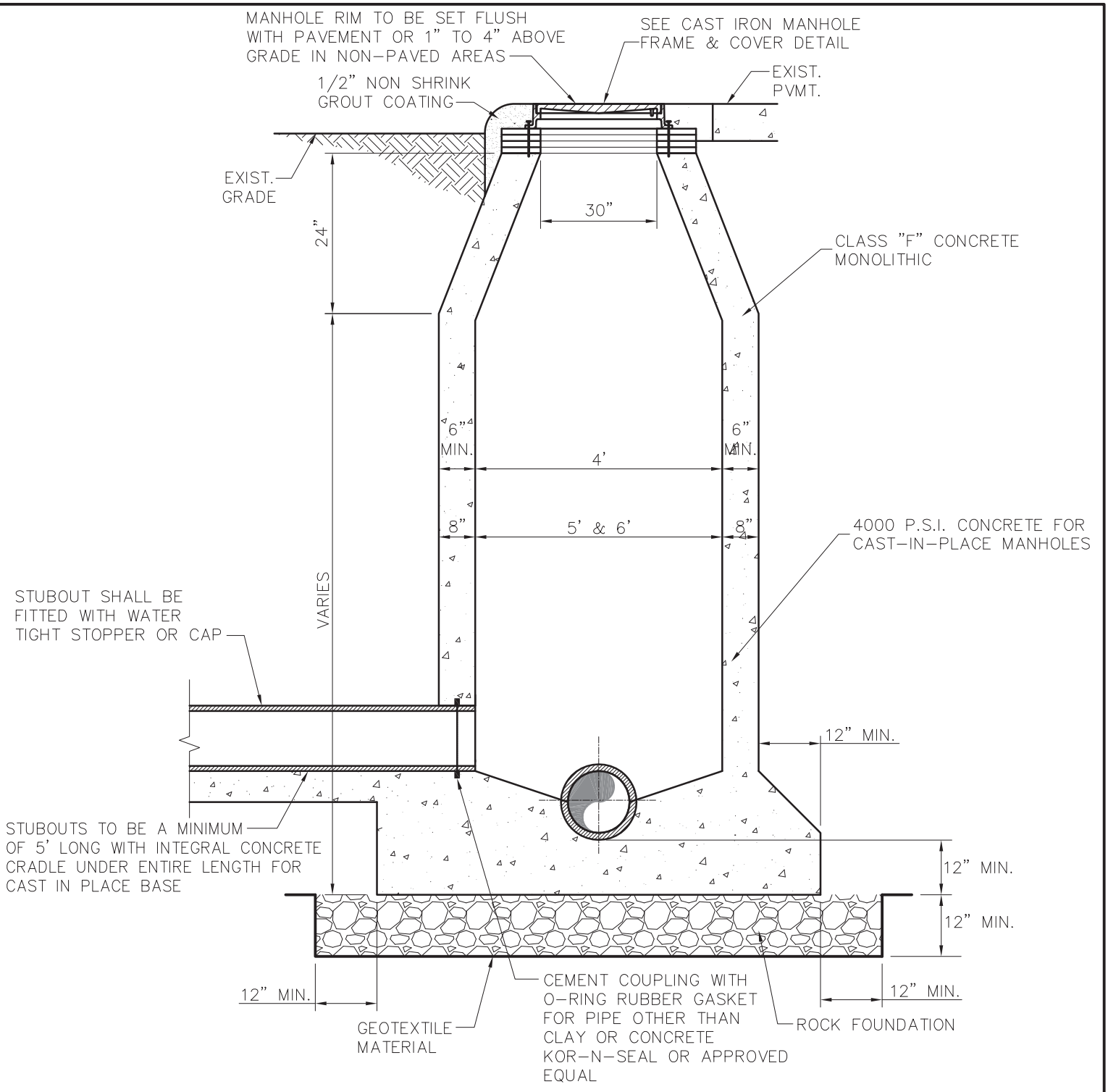


ASSEMBLY VIEW
N.T.S.

1. THE WORDS "WASTEWATER LATERAL CLEANOUT" SHALL BE CAST INTO TOP OF COVER.
2. MATERIALS TO BE CAST IRON.

Addison! PUBLIC WORKS DEPARTMENT	CAST IRON CLEANOUT FRAME & COVER	STANDARD CONSTRUCTION DETAILS WASTEWATER		
		DATE: AUGUST, 2010	REV DATE: –	SHEET : SD-WW03



NOTES:

1. IF FALSE MANHOLE BOTTOMS ARE REQUIRED, THEY SHALL BE CONSTRUCTED, INSTALLED, AND REMOVED PER WASTEWATER MANHOLE FALSE BOTTOM STD. DETAIL.
2. WHERE MANHOLE'S ARE OUTSIDE OF PAVEMENT, FRAME & COVER SHALL BE CENTERED IN 5'x5' CONCRETE PAD CLASS 'A' CONCRETE, 4" THICK
3. ALL MANHOLES SHALL PASS VACUUM TEST AS PER NCTCOG SPECIFICATIONS

CAST-IN-PLACE NOTES:

1. KEYWAYS REQUIRED FOR ALL CONSTRUCTION JOINTS.
2. P.V.C. WATER STOP REQUIRED FOR ALL JOINTS IN LOWER 4'-0" OF MANHOLES
3. CONCRETE SHALL BE 4000 P.S.I.

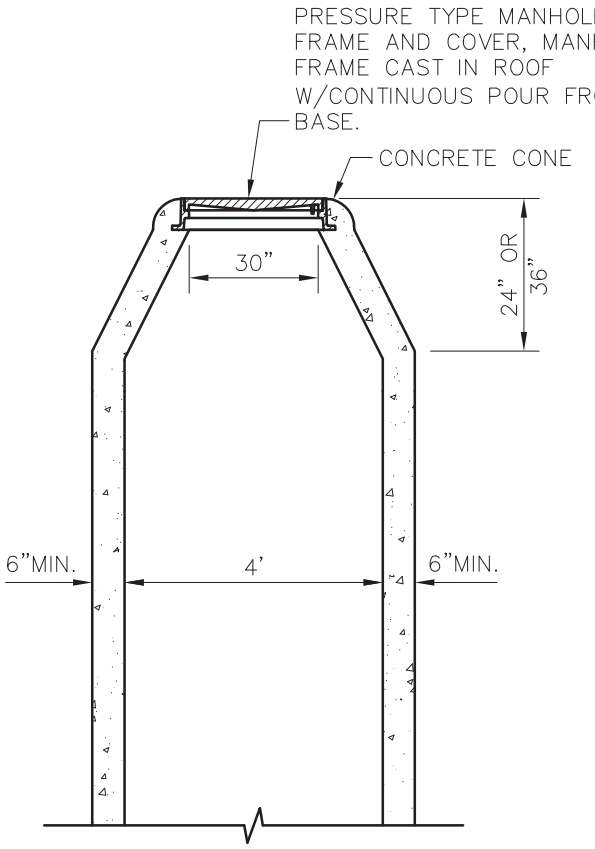
Addison!

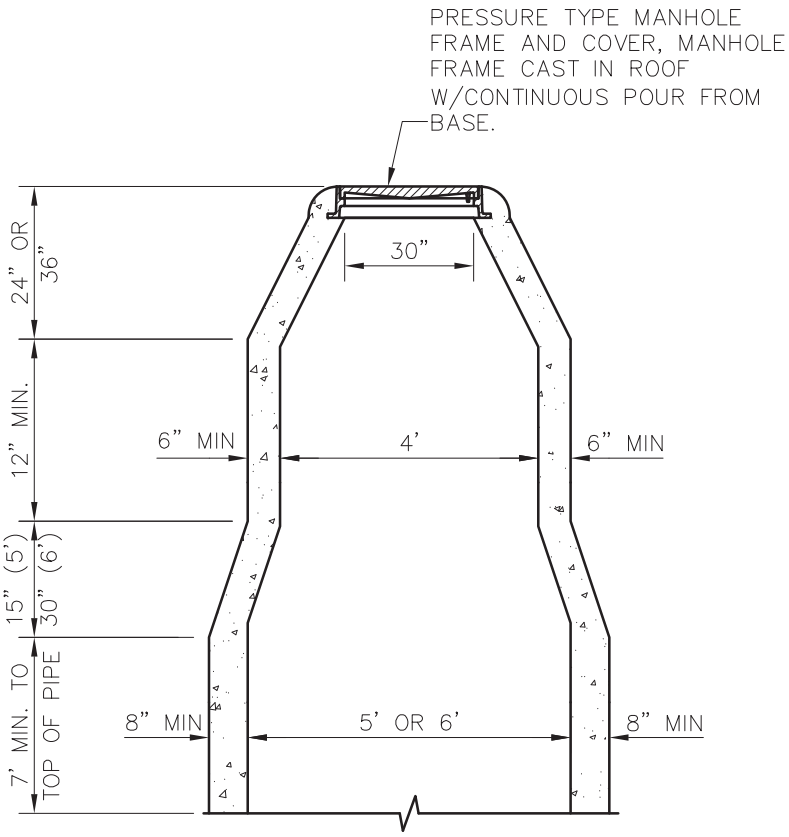
PUBLIC WORKS DEPARTMENT

CAST-IN-PLACE MANHOLE

STANDARD CONSTRUCTION DETAILS
WASTEWATER

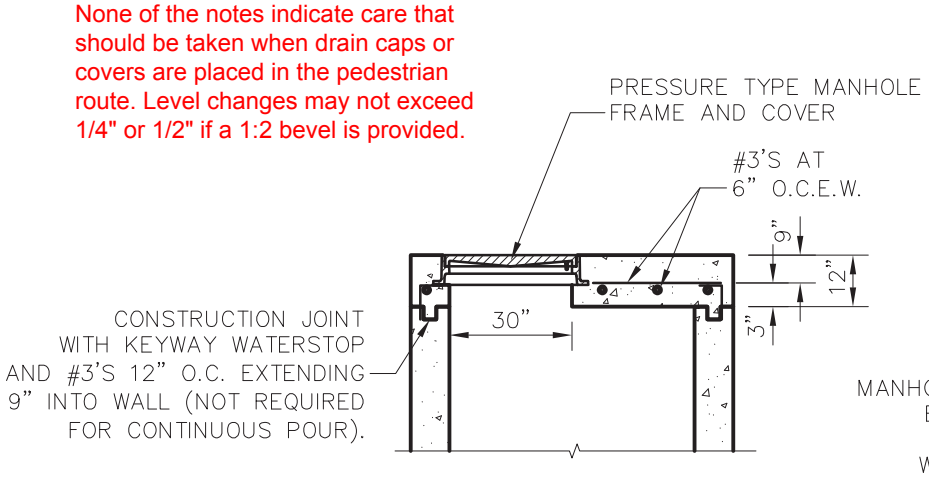
DATE:	REV DATE:	SHEET :
AUGUST, 2010	–	SD-WW04



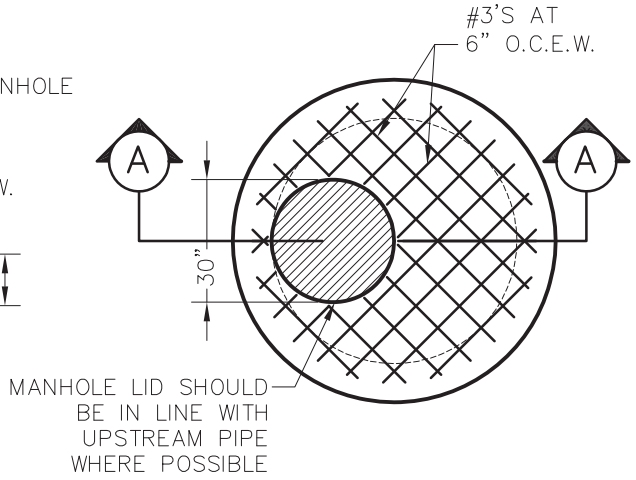


TRANSITION DETAIL FOR 5' AND 6'

None of the notes indicate care that should be taken when drain caps or covers are placed in the pedestrian route. Level changes may not exceed 1/4" or 1/2" if a 1:2 bevel is provided.



SECTION A–A



ROOF OPTIONS

NOTES:

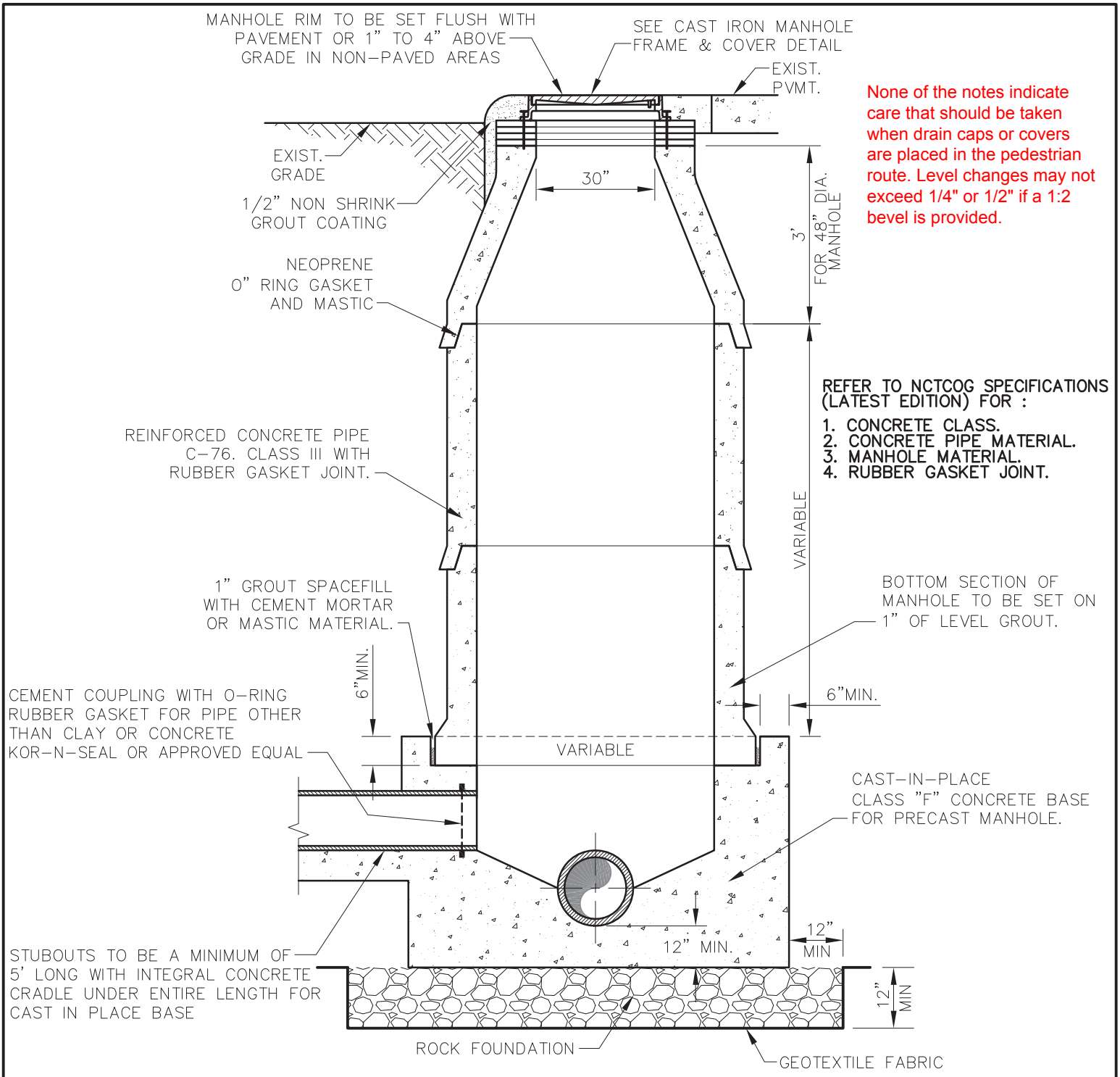
1. IF FALSE MANHOLE BOTTOMS ARE REQUIRED, THEY SHALL BE CONSTRUCTED, INSTALLED, AND REMOVED PER WASTEWATER MANHOLE FALSE BOTTOM STD. DETAIL.
2. WHERE MANHOLE'S ARE OUTSIDE OF PAVEMENT, FRAME & COVER SHALL BE CENTERED IN 5'x5' CONCRETE PAD CLASS 'A' CONCRETE, 4" THICK
3. ALL MANHOLES SHALL PASS VACUUM TEST PER NCTCOG SPECIFICATIONS
4. LID SHALL BE GASKETED, BOLT–DOWN TYPE WITH STAINLESS STEEL BOLTS.
5. SEALED MANHOLE SHALL BE EPOXY COATED TO PREVENT INTERNAL CORROSION. EPOXY COATING SHALL BE RAVEN 405, OR APPROVED EQUAL AND SHALL BE A MINIMUM 200 MILS THICKNESS AND SHALL BE INSTALLED PER MANUFACTURER'S SPECIFICATIONS.

Addison!
PUBLIC WORKS DEPARTMENT

SEALED TYPE 'S' CAST–IN–PLACE MANHOLE

STANDARD CONSTRUCTION DETAILS
WASTEWATER

DATE:	REV DATE:	SHEET :
AUGUST, 2010	–	SD–WW05



None of the notes indicate care that should be taken when drain caps or covers are placed in the pedestrian route. Level changes may not exceed 1/4" or 1/2" if a 1:2 bevel is provided.

REFER TO NCTCOG SPECIFICATIONS (LATEST EDITION) FOR :

1. CONCRETE CLASS.
2. CONCRETE PIPE MATERIAL.
3. MANHOLE MATERIAL.
4. RUBBER GASKET JOINT.

NOTES:

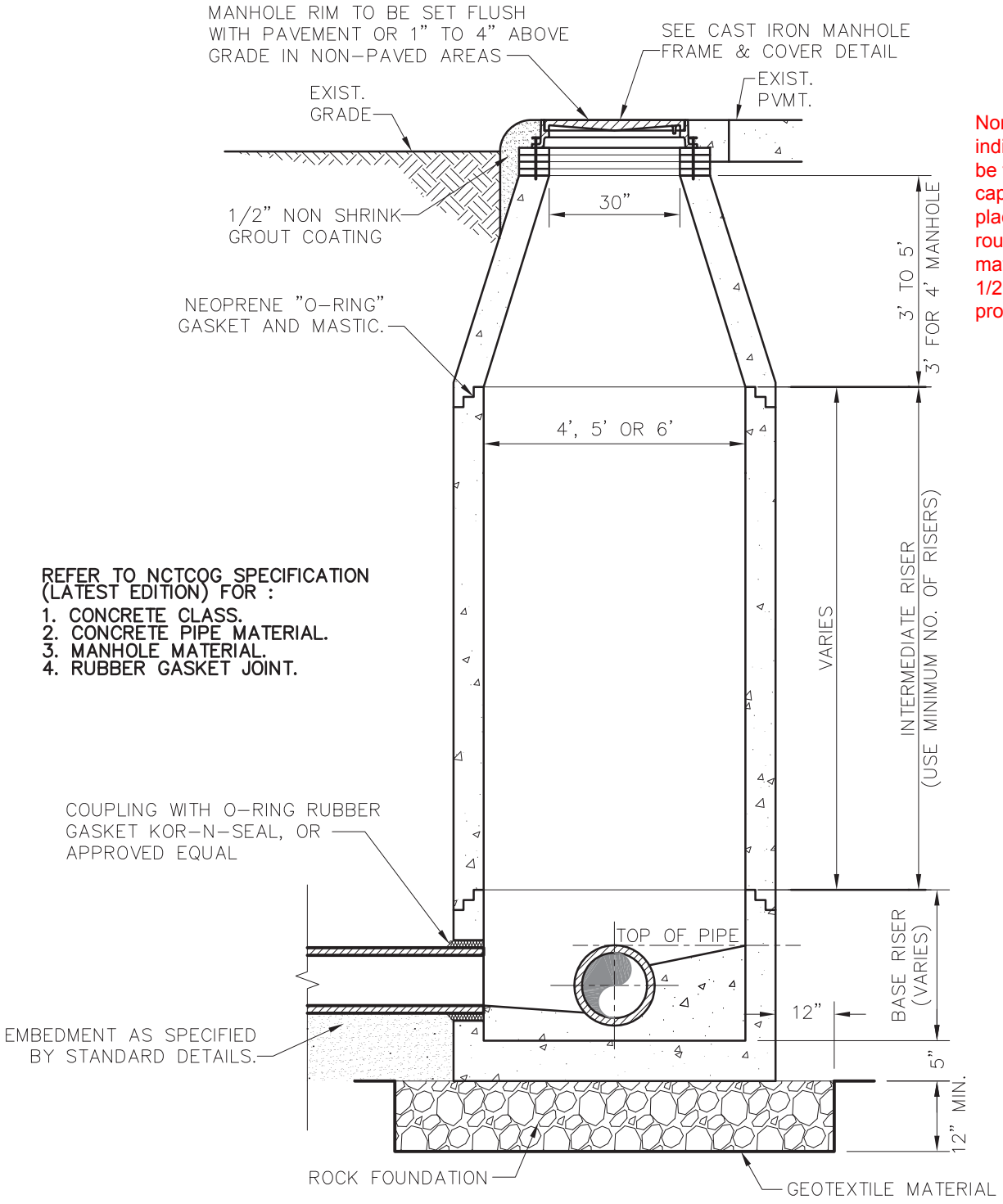
1. IF FALSE MANHOLE BOTTOMS ARE REQUIRED, THEY SHALL BE CONSTRUCTED, INSTALLED, AND REMOVED PER WASTEWATER MANHOLE FALSE BOTTOM STD. DETAIL.
2. WHERE MANHOLE'S ARE OUTSIDE OF PAVEMENT, FRAME & COVER SHALL BE CENTERED IN 5'x5' CONCRETE PAD CLASS 'A' CONCRETE, 4" THICK
3. ALL MANHOLES SHALL PASS VACUUM TEST AS PER NCTCOG SPECIFICATIONS

Addison!
PUBLIC WORKS DEPARTMENT

PRECAST CONCRETE PIPE MANHOLE ALTERNATE "A"

STANDARD CONSTRUCTION DETAILS
WASTEWATER

DATE:	REV DATE:	SHEET :
AUGUST, 2010	–	SD-WW06



None of the notes indicate care that should be taken when drain caps or covers are placed in the pedestrian route. Level changes may not exceed 1/4" or 1/2" if a 1:2 bevel is provided.

REFER TO NCTCOG SPECIFICATION (LATEST EDITION) FOR :

1. CONCRETE CLASS.
2. CONCRETE PIPE MATERIAL.
3. MANHOLE MATERIAL.
4. RUBBER GASKET JOINT.

NOTES:

1. IF FALSE MANHOLE BOTTOMS ARE REQUIRED, THEY SHALL BE CONSTRUCTED, INSTALLED, AND REMOVED PER WASTEWATER MANHOLE FALSE BOTTOM STD. DETAIL.
2. WHERE MANHOLE'S ARE OUTSIDE OF PAVEMENT, FRAME & COVER SHALL BE CENTERED IN 5'x5' CONCRETE PAD CLASS 'A' CONCRETE, 4" THICK
3. ALL MANHOLES SHALL PASS VACUUM TEST AS PER NCTCOG SPECIFICATIONS

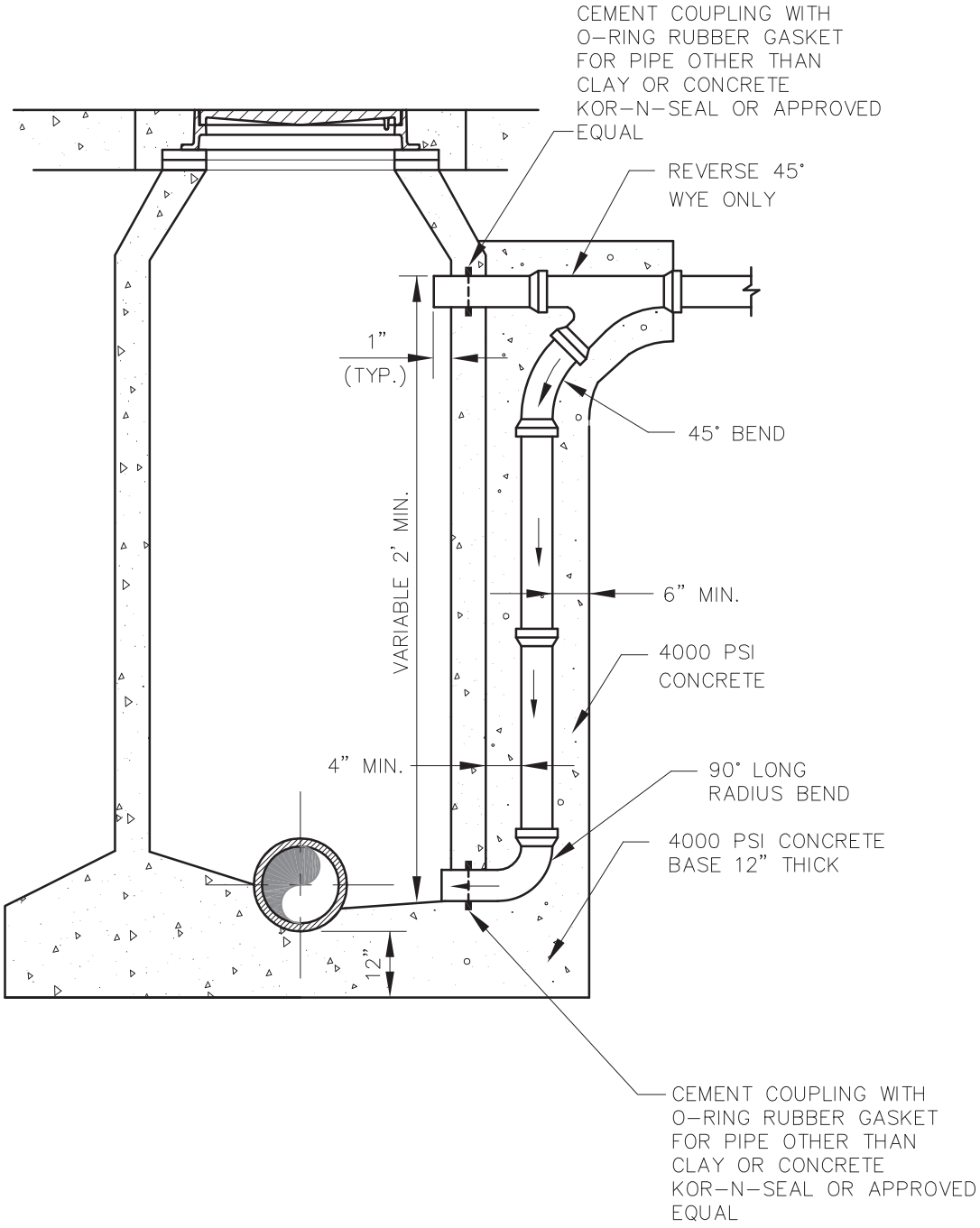
Addison!
PUBLIC WORKS DEPARTMENT

PRECAST CONCRETE PIPE MANHOLE ALTERNATE "B"

STANDARD CONSTRUCTION DETAILS
WASTEWATER

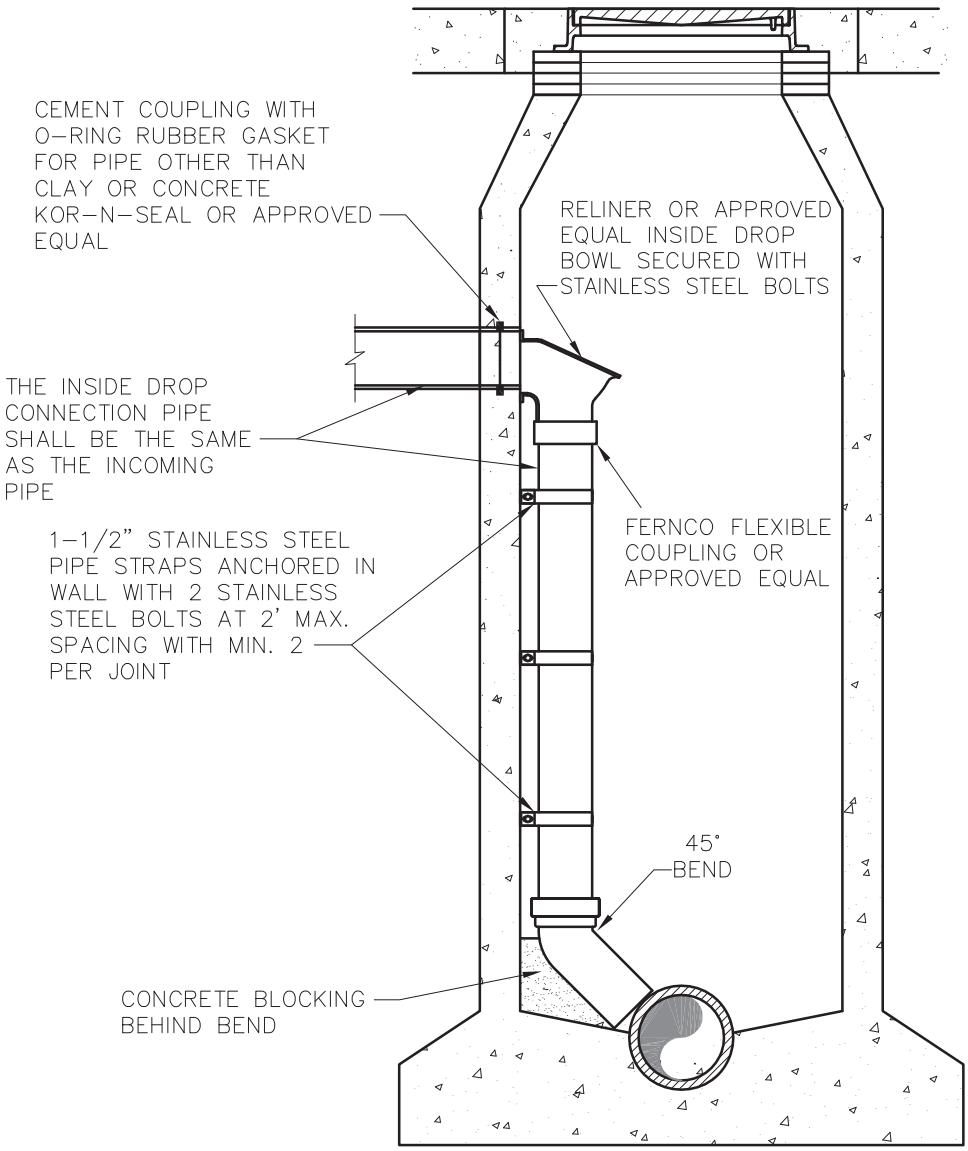
DATE:	REV DATE:	SHEET :
AUGUST, 2010	–	SD-WW07

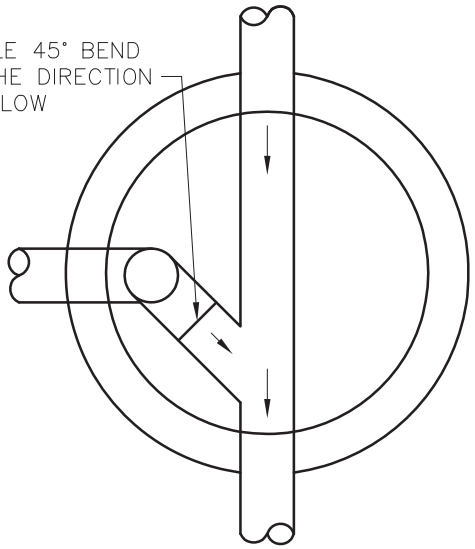
None of the notes indicate care that should be taken when drain caps or covers are placed in the pedestrian route. Level changes may not exceed 1/4" or 1/2" if a 1:2 bevel is provided.



EXTERNAL DROP MANHOLE CONNECTION

Addison! PUBLIC WORKS DEPARTMENT	EXTERNAL DROP MANHOLE CONNECTION	STANDARD CONSTRUCTION DETAILS WASTEWATER
		DATE: AUGUST, 2010 / REV DATE: – / SHEET : SD-WW08



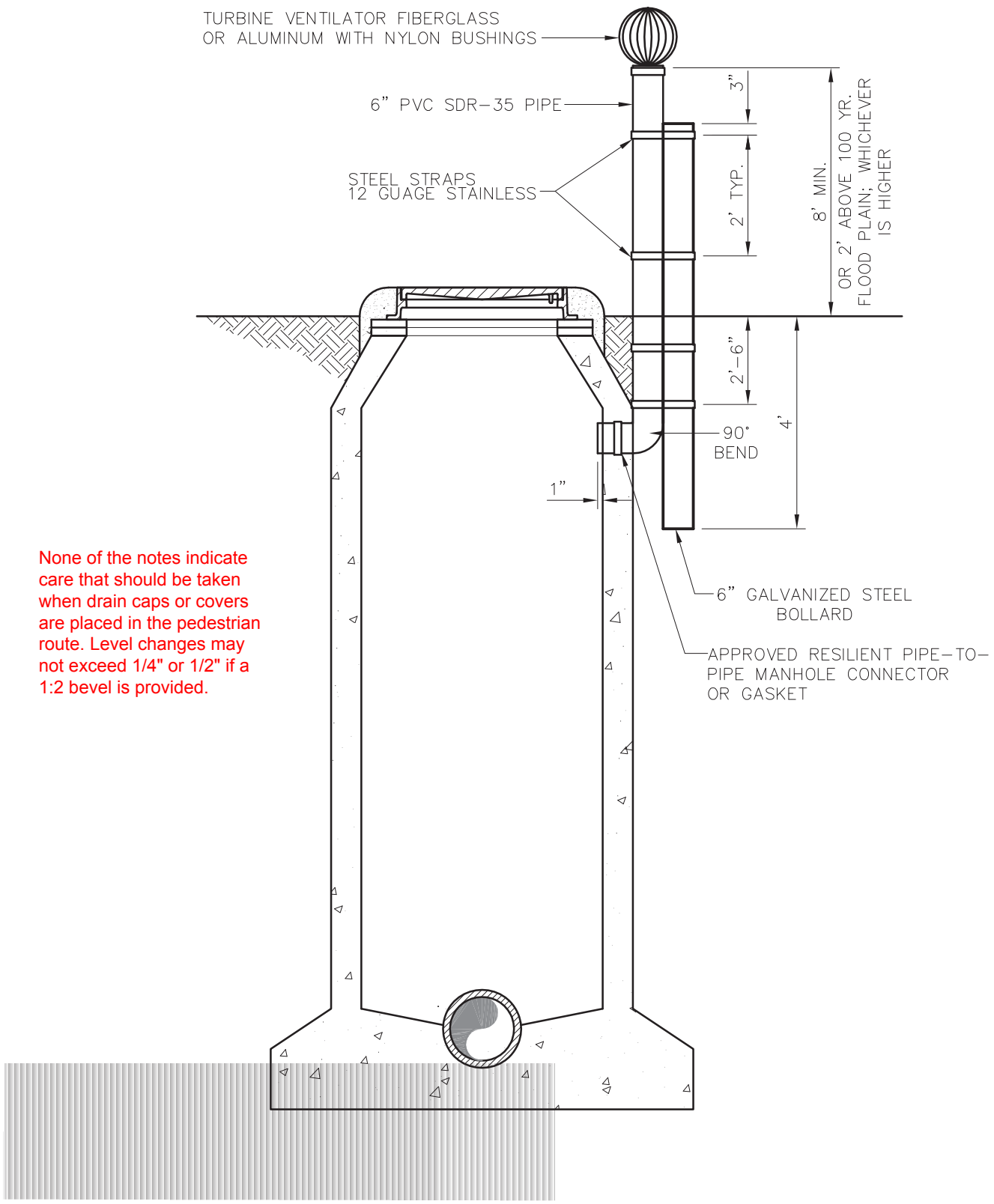


PLAN

None of the notes indicate care that should be taken when drain caps or covers are placed in the pedestrian route. Level changes may not exceed 1/4" or 1/2" if a 1:2 bevel is provided.

INTERIOR DROP MANHOLE CONNECTION

Addison! PUBLIC WORKS DEPARTMENT	INTERIOR DROP MANHOLE CONNECTION	STANDARD CONSTRUCTION DETAILS WASTEWATER		
		DATE: AUGUST, 2010	REV DATE: –	SHEET : SD-WW09



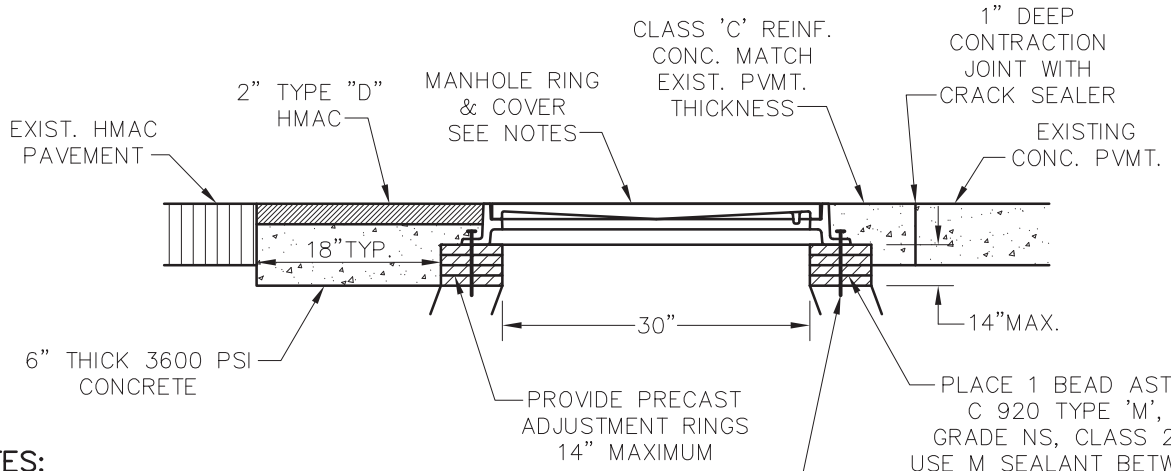
None of the notes indicate care that should be taken when drain caps or covers are placed in the pedestrian route. Level changes may not exceed 1/4" or 1/2" if a 1:2 bevel is provided.

PUBLIC WORKS DEPARTMENT

VENTED MANHOLE

STANDARD CONSTRUCTION DETAILS
WASTEWATER

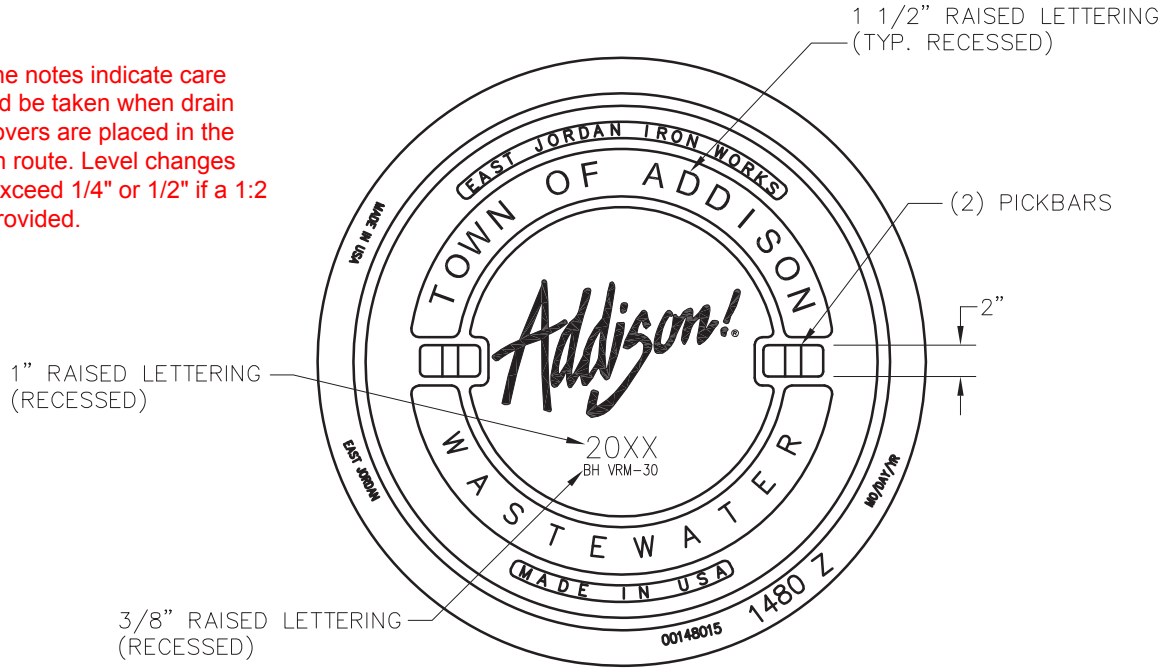
DATE:	REV DATE:	SHEET :
AUGUST, 2010	–	SD-WW10

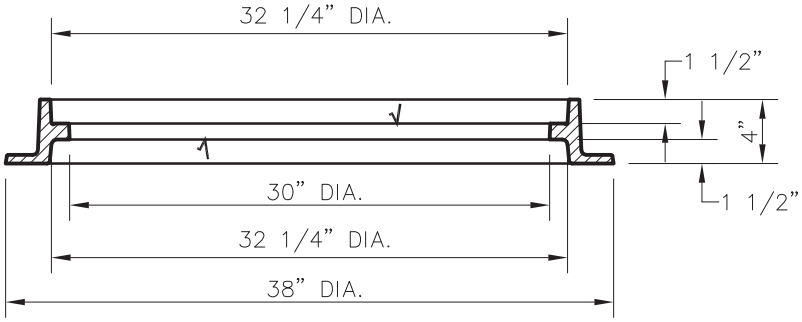


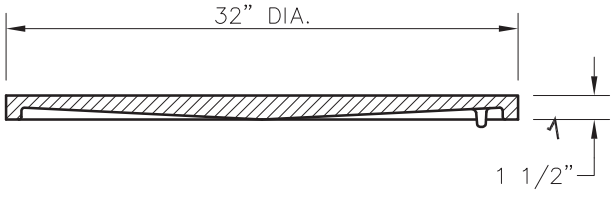
NOTES:

1. THERE SHALL BE SMOOTH TRANSITION BETWEEN THE FRAME GRADE RING, OR THE GRADE RING AND THE CONE.
2. CONCRETE EXTENSION RINGS MAY BE PRECAST OR CAST-IN-PLACE. BRICK EXTENSION RINGS WILL NOT BE ALLOWED.
3. STANDARD EXTENSIONS SHALL BE 2", 3", 4", 6", AND 12". EXTENSIONS SHALL BE SIZED TO MINIMIZE THE NUMBER REQUIRED TO RAISE THE MANHOLE. NO MORE THAN A TOTAL OF 14" OF EXTENSION WILL BE ALLOWED ON ANY MANHOLE.

None of the notes indicate care that should be taken when drain caps or covers are placed in the pedestrian route. Level changes may not exceed 1/4" or 1/2" if a 1:2 bevel is provided.

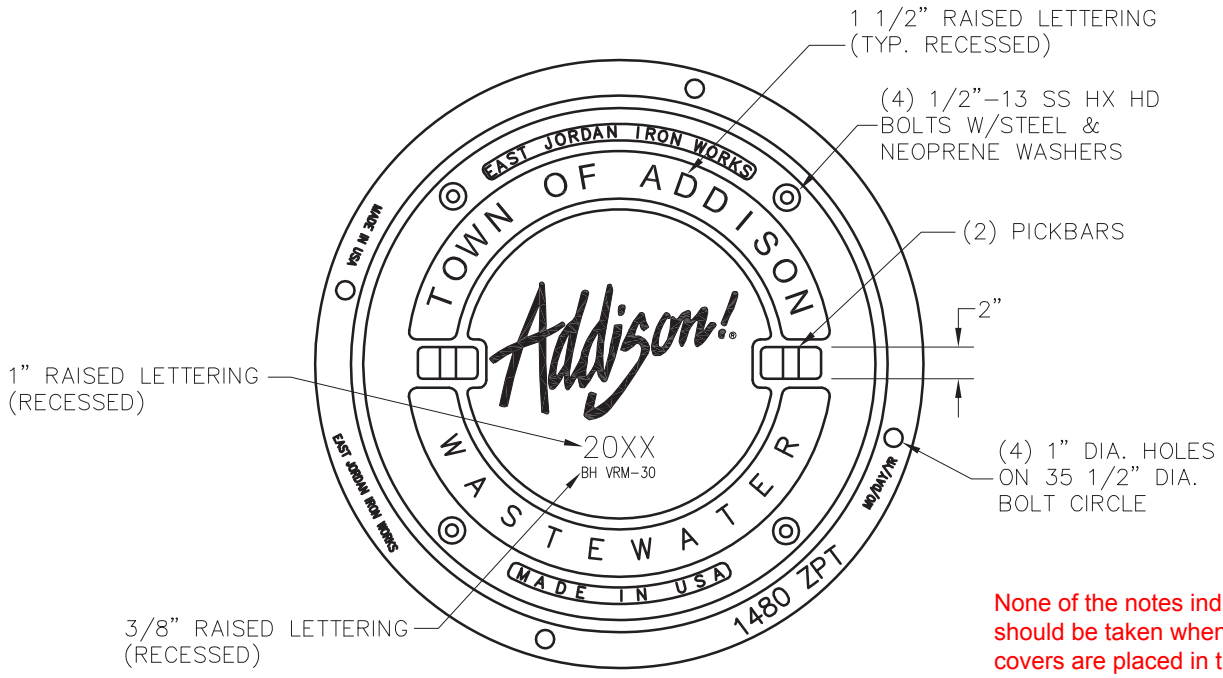




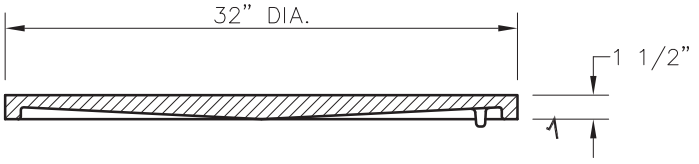


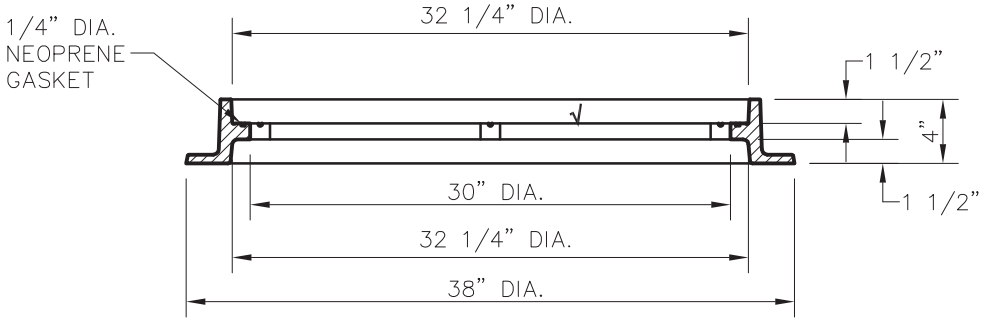
√ DESIGNATES MACHINE SURFACE

Addison! PUBLIC WORKS DEPARTMENT	CAST IRON MANHOLE FRAME AND COVER	STANDARD CONSTRUCTION DETAILS WASTEWATER
		DATE: AUGUST, 2010 / REV DATE: – / SHEET : SD-WW11



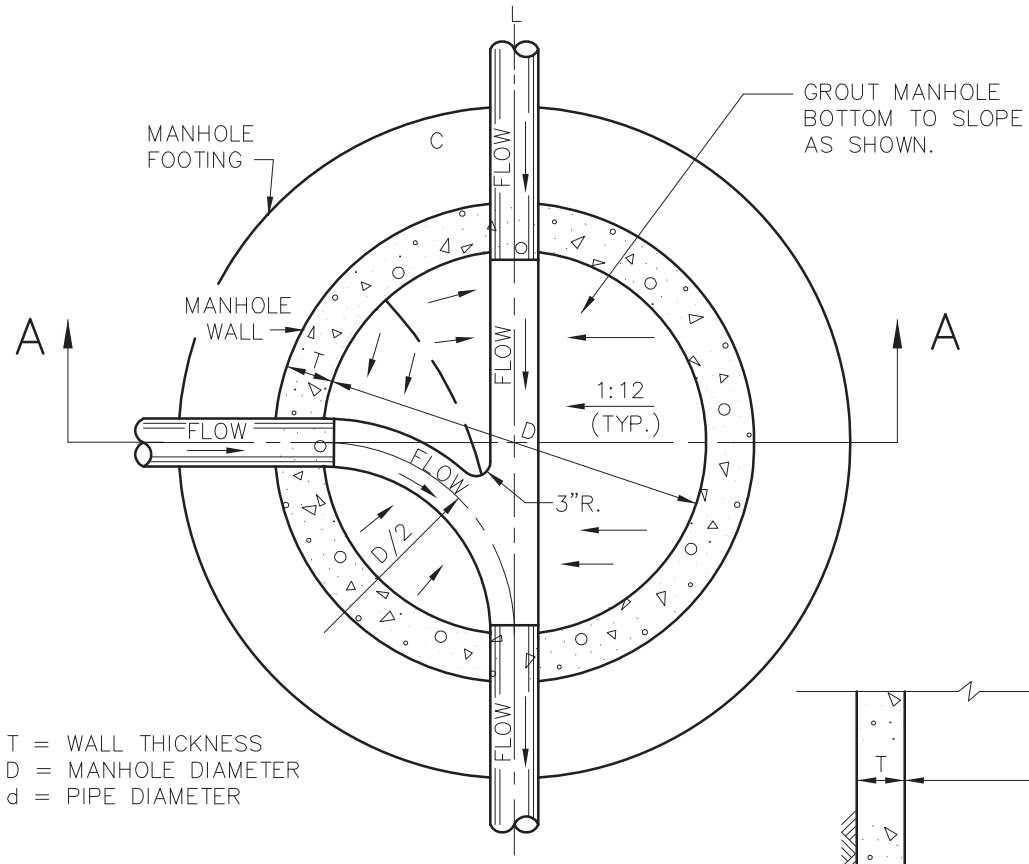
None of the notes indicate care that should be taken when drain caps or covers are placed in the pedestrian route. Level changes may not exceed 1/4" or 1/2" if a 1:2 bevel is provided.





√ DESIGNATES MACHINE SURFACE

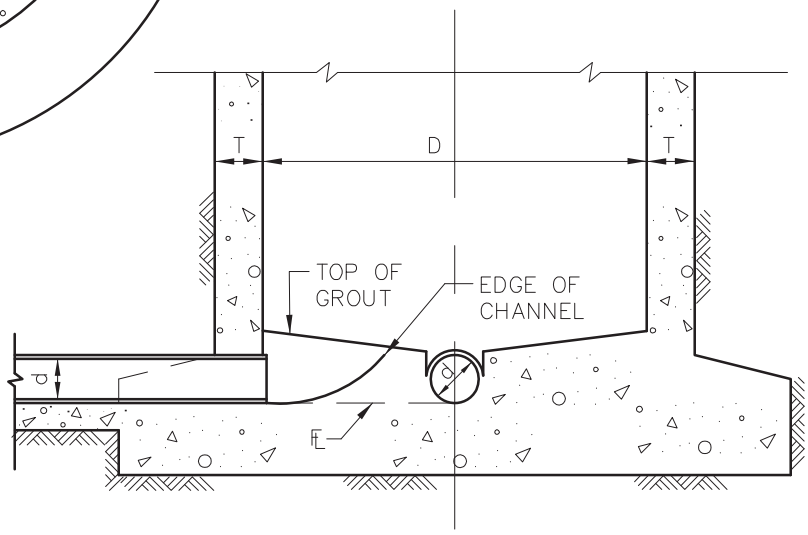
Addison! PUBLIC WORKS DEPARTMENT	PRESSURE TYPE MANHOLE FRAME AND COVER	STANDARD CONSTRUCTION DETAILS WASTEWATER		
		DATE: AUGUST, 2010	REV DATE: –	SHEET : SD–WW12



T = WALL THICKNESS
D = MANHOLE DIAMETER
d = PIPE DIAMETER

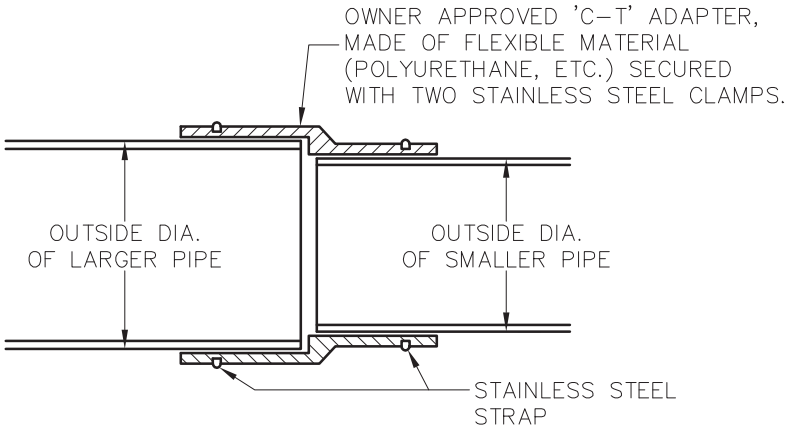
PLAN
N.T.S.

None of the notes indicate care that should be taken when drain caps or covers are placed in the pedestrian route. Level changes may not exceed 1/4" or 1/2" if a 1:2 bevel is provided.



SECTION A–A
N.T.S.

WASTEWATER MANHOLE LINE INTERSECTION



'C–T' PIPE ADAPTER

Addison!
PUBLIC WORKS DEPARTMENT

WASTEWATER MANHOLE LINE INTERSECTION & 'C–T' PIPE ADAPTER

STANDARD CONSTRUCTION DETAILS
WASTEWATER

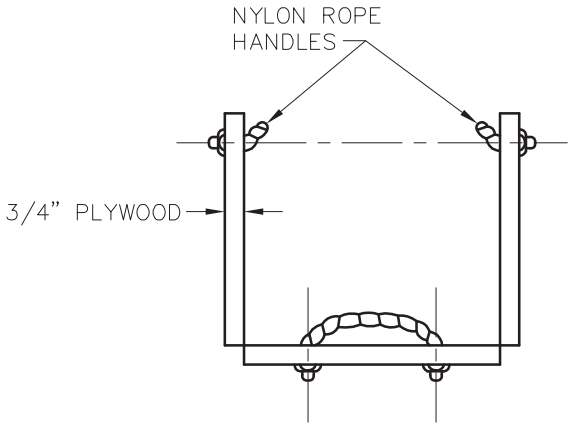
DATE:	REV DATE:	SHEET :
AUGUST, 2010	–	SD–WW13

INSTALLATION

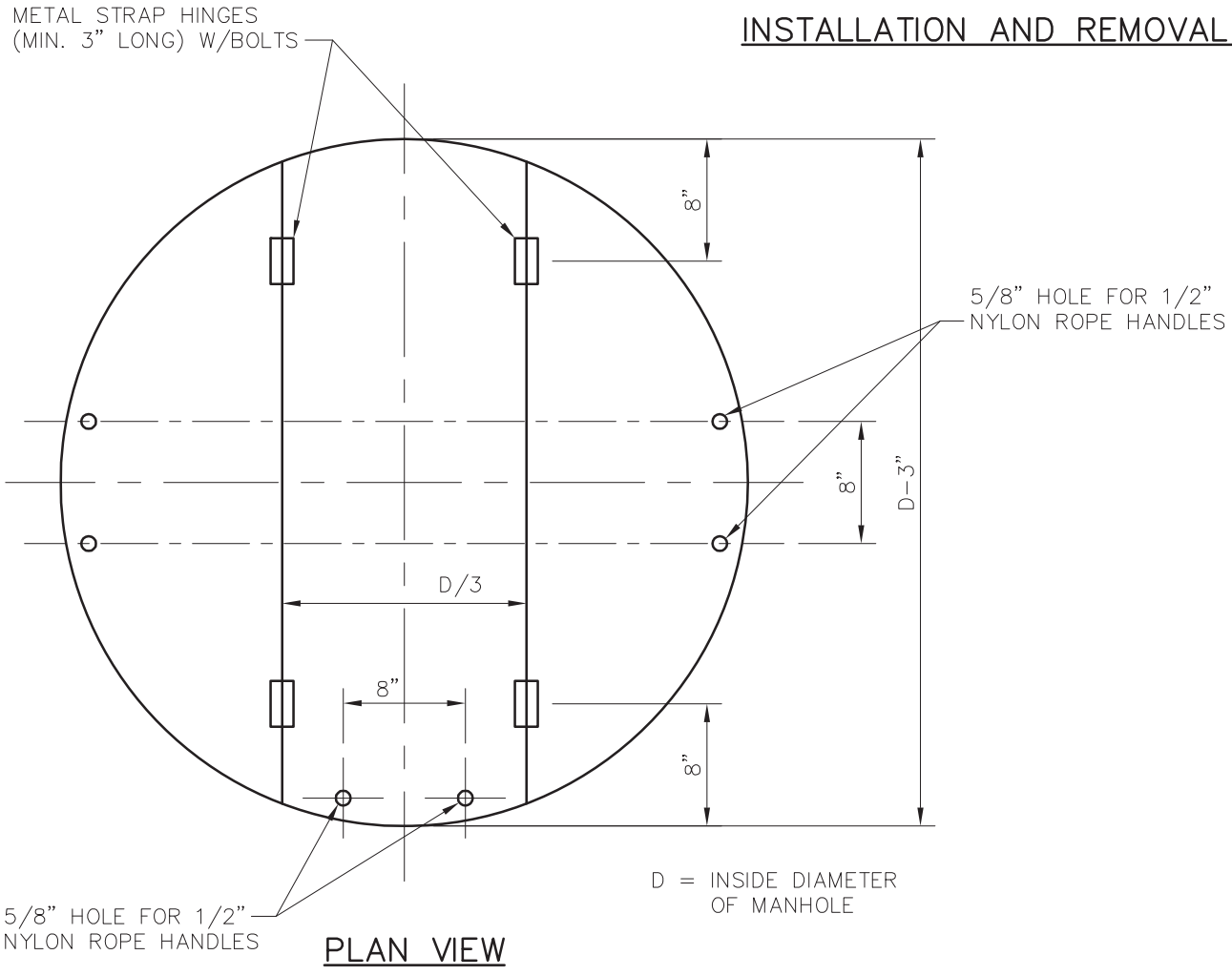
FALSE MANHOLE BOTTOM SHALL BE FURNISHED AND INSTALLED IN ALL MANHOLES CONSTRUCTED IN ADVANCE OF PAVING. THESE FALSE MANHOLE BOTTOMS WILL BE INSTALLED AT A TIME DIRECTED BY THE ENGINEER BUT WILL USUALLY BE AFTER ALL WORK IS COMPLETED ON THE WASTEWATER SYSTEM INCLUDING THE AIR TEST, BUT PRIOR TO THE FINAL INSPECTION.

REMOVAL

FALSE MANHOLE BOTTOM SHALL BE REMOVED AFTER THE FINAL APPURTENANCES ADJUSTMENT INSPECTION. THE PAVING CONTRACTOR AND OWNER'S REPRESENTATIVE WILL COORDINATE THE REMOVAL OF THE FALSE BOTTOMS.

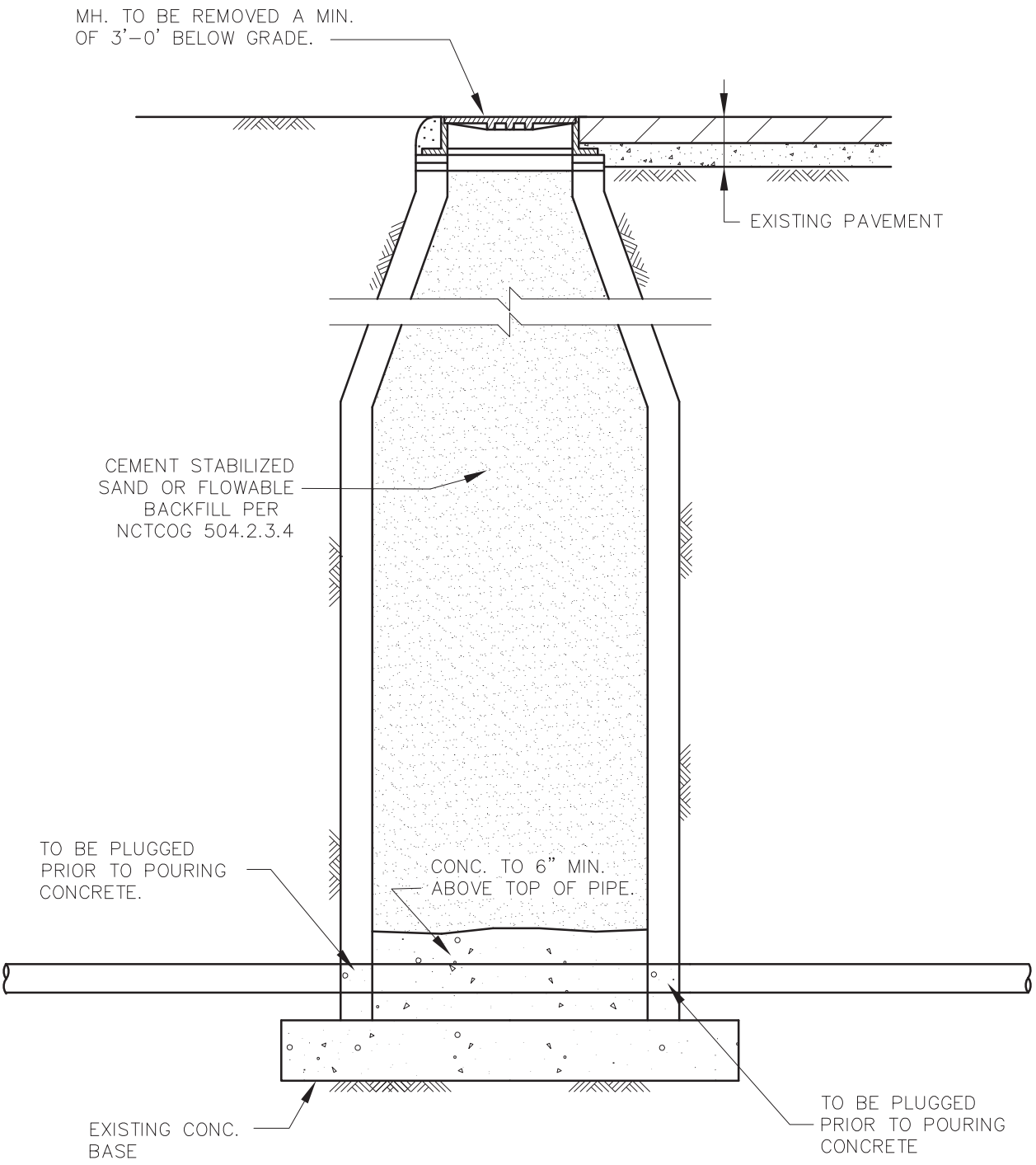


INSTALLATION AND REMOVAL POSITION



PLAN VIEW

Addison! PUBLIC WORKS DEPARTMENT	WASTEWATER MANHOLE FALSE BOTTOM	STANDARD CONSTRUCTION DETAILS WASTEWATER
		DATE: AUGUST, 2010 / REV DATE: – / SHEET : SD–WW14



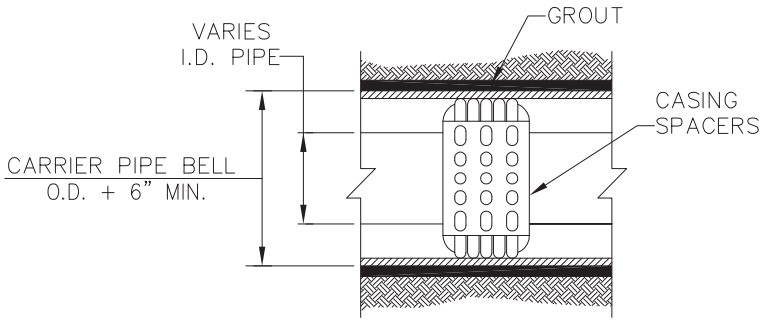
Addison!

PUBLIC WORKS DEPARTMENT

ABANDONMENT OF MANHOLE

STANDARD CONSTRUCTION DETAILS
WASTEWATER

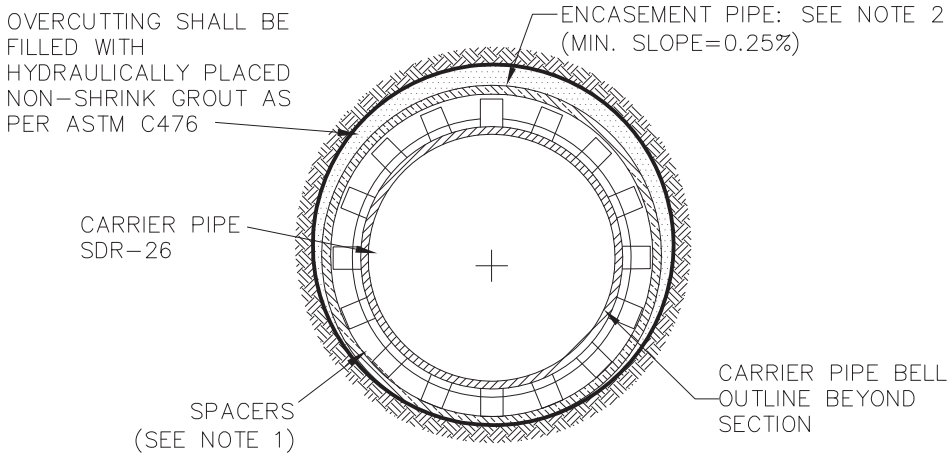
DATE:	REV DATE:	SHEET :
AUGUST, 2010	–	SD–WW15



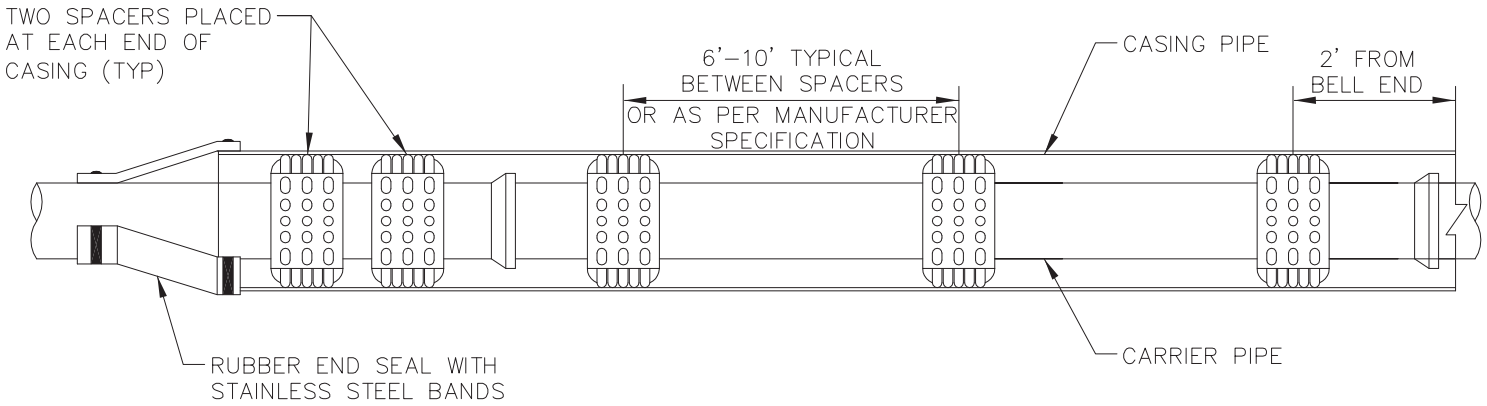
TYPICAL CASING SECTION

CARRIER PIPE SIZE (IN)	STEEL ENCASEMENT O.D. (IN)	STEEL ENCASEMENT WALL THICKNESS (IN)
6	14	1/4
8	18	1/4
12	21	1/4
18	27	3/8
21	30	3/8
24	36	3/8
27	39	1/2

FOR ALL CARRIER PIPES OVER 27": THE STEEL ENCASEMENT PIPE SHALL BE 12" LARGER THAN THE CARRIER PIPE AND THE STEEL ENCASEMENT WALL THICKNESS SHALL BE 1/2".



WASTEWATER ENCASEMENT



INSULATOR SPACING DETAIL

NOTES:

1. HIGH DENSITY POLYETHYLENE SPACERS, RACI OR EQUAL, SHALL BE USED. WHERE NO CASING PIPE IS REQUIRED OVERCUTTING AROUND UTILITY SHALL BE FILLED WITH HYDRAULICALLY PLACED NON-SHRINK GROUT AS PER ASTM C476.
2. ENCASEMENT PIPE SHALL BE HIGH DENSITY STEEL PIPE. ALL JOINTS TO BE WELDED 100%.

Addison! PUBLIC WORKS DEPARTMENT	CASING	STANDARD CONSTRUCTION DETAILS WASTEWATER		
		DATE: AUGUST, 2010	REV DATE: –	SHEET : SD-WW16

STANDARD CONSTRUCTION DETAILS

TRAFFIC

AUGUST 2010

ADDISON®

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TRAFFIC

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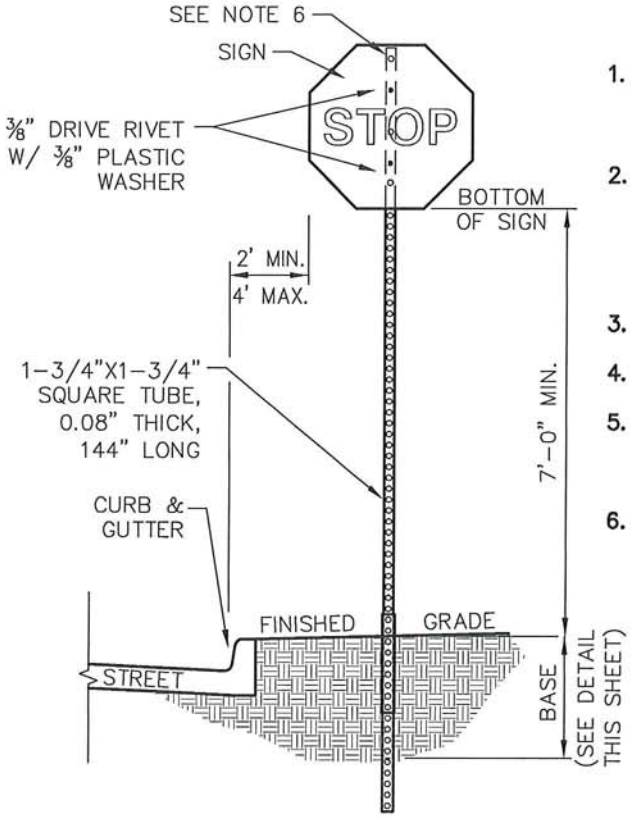
SIGN POST IN SIDEWALK DETAIL	SD-T02
STREET NAME SIGN SPECIFICATIONS	SD-T03
TYPICAL PAVEMENT MARKING LAYOUT	SD-T04
TYPICAL PAVEMENT MARKING DETAILS	SD-T05
RAILROAD CROSSING MARKINGS	SD-T06

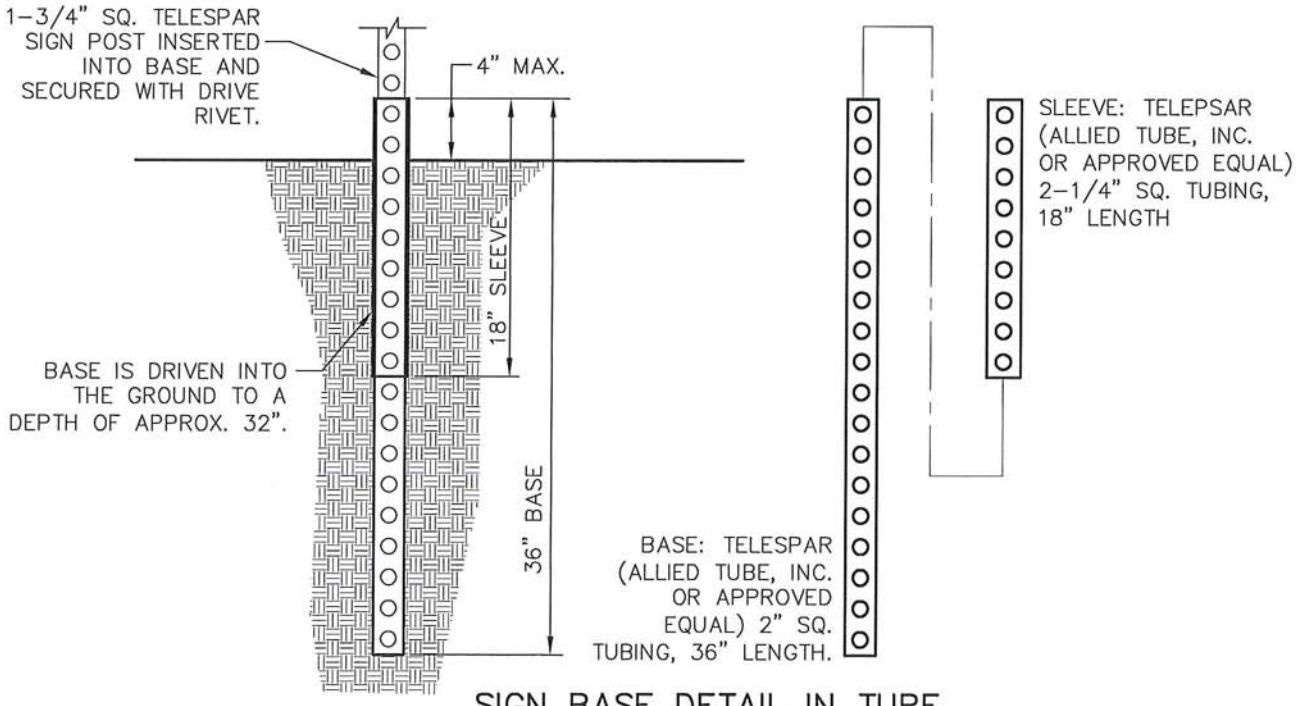


TYPICAL POST DETAIL

NTS

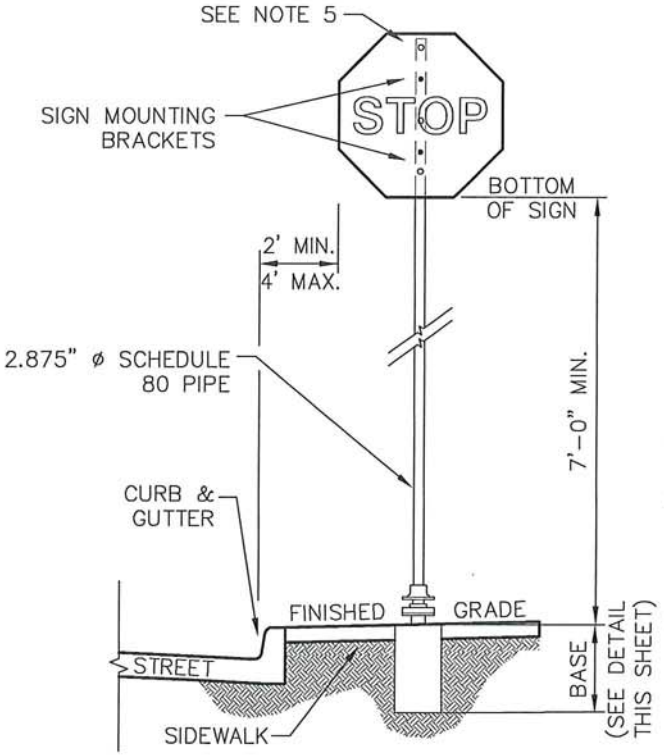
TRAFFIC CONTROL NOTES:

1. ALL SIGNAGE, BARRICADES, AND PAVEMENT MARKINGS SHALL BE IN ACCORDANCE WITH THE LATEST REVISIONS OF THE TEXAS MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (2006) AND THE STANDARD HIGHWAY SIGN DESIGNS FOR TEXAS (2010).
2. LOCATIONS SHOWN FOR SIGNAGE AND PAVEMENT MARKINGS ARE APPROXIMATE; FINAL LOCATIONS MAY CHANGE DUE TO POST CONSTRUCTION CONDITIONS AND PRESENCE OF OTHER PHYSICAL FEATURES. FINAL LOCATION OF ALL TRAFFIC CONTROL DEVICES SHALL BE FIELD VERIFIED WITH THE PUBLIC WORKS DEPARTMENT PRIOR TO INSTALLATION.
3. ALL SIGNS SHALL BE HIGH INTENSITY AND THE SIZES SHALL BE STANDARD UNLESS OTHERWISE NOTED.
4. ALL SIGNS, POSTS, AND MATERIALS SHALL BE INSTALLED PER DETAILS IN THIS MANUAL.
5. FOR STOP SIGNS THAT WILL ACCEPT FUTURE STREET SIGNS, EXTEND POST ABOVE THE STOP SIGN SO THAT 2 HOLES ARE AVAILABLE FOR MOUNTING. FOR ALL OTHERS, POST SHALL NOT EXTEND ABOVE THE SIGN.
6. CHANGES TO TYPICAL SIGN POST LOCATION MADE AT ENGINEER'S DISCRETION.



SIGN BASE DETAIL IN TURF

Addison! PUBLIC WORKS DEPARTMENT	SIGN POST IN TURF DETAIL	STANDARD CONSTRUCTION DETAILS TRAFFIC		
		DATE: AUGUST, 2010	REV DATE: -	SHEET : SD-T01



TYPICAL POST DETAIL

NTS

TRAFFIC CONTROL NOTES:

1. ALL SIGNAGE, BARRICADES, AND PAVEMENT MARKINGS SHALL BE IN ACCORDANCE WITH THE LATEST REVISIONS OF THE TEXAS MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (2006) AND THE STANDARD HIGHWAY SIGN DESIGNS FOR TEXAS (2010).
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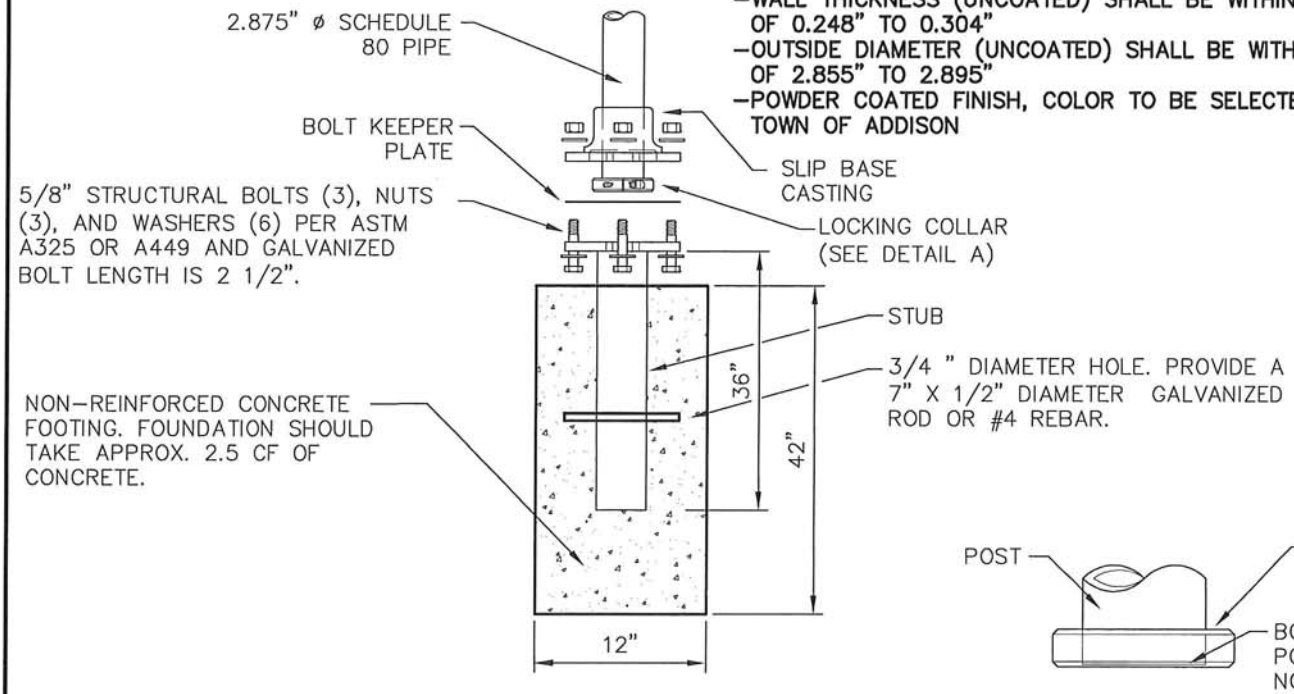
4. ALL SIGNS, POSTS, AND MATERIALS SHALL BE INSTALLED PER DETAILS IN THIS MANUAL.
5. FOR STOP SIGNS THAT WILL ACCEPT FUTURE STREET SIGNS, EXTEND POST ABOVE THE STOP SIGN SO THAT 2 HOLES ARE AVAILABLE FOR MOUNTING. FOR ALL OTHERS, POST SHALL NOT EXTEND ABOVE THE SIGN.
6. CHANGES TO TYPICAL SIGN POST LOCATION MADE AT ENGINEER'S DISCRETION.

SPECIFICATIONS FOR SCHEDULE 80 PIPE (2.875" OUTSIDE DIAMETER)

- –0.267" NOMINAL WALL THICKNESS
- –STEEL TUBING PER ASTM A500 Gr C
- –OTHER SEAMLESS OR ELECTRIC–RESISTANCE WELDED STEEL TUBING OR PIPE WITH EQUIVALENT
- –OUTSIDE DIAMETER AND WALL THICKNESS MAY BE USED IF THEY MEET THE FOLLOWING:
  - 46,000 PSI MINIMUM YIELD STRENGTH
  - 62,000 PSI MINIMUM TENSILE STRENGTH
  - 21% MINIMUM ELONGATION IN 2"
- –WALL THICKNESS (UNCOATED) SHALL BE WITHIN THE RANGE OF 0.248" TO 0.304"
- –OUTSIDE DIAMETER (UNCOATED) SHALL BE WITHIN THE RANGE OF 2.855" TO 2.895"
- –POWDER COATED FINISH, COLOR TO BE SELECTED BY THE TOWN OF ADDISON



SIGN BASE DETAIL

NTS

DETAIL A

NTS

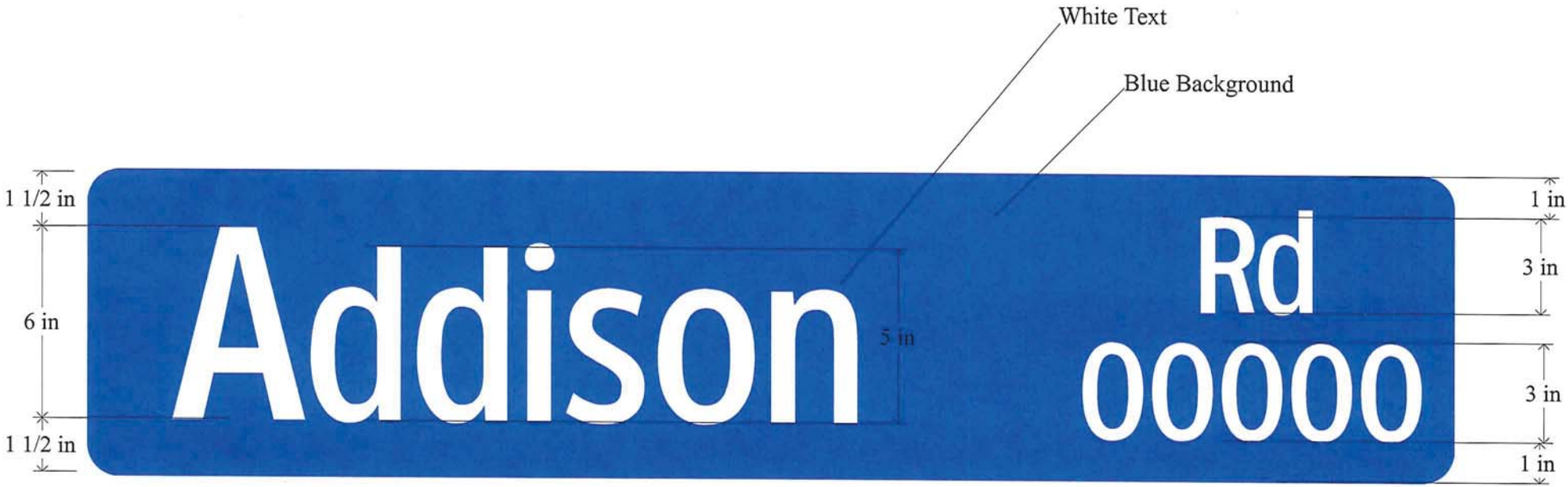
Addison!

PUBLIC WORKS DEPARTMENT

SIGN POST IN SIDEWALK DETAIL

STANDARD CONSTRUCTION DETAILS
TRAFFIC

DATE:	REV DATE:	SHEET :
AUGUST, 2010	–	SD–T02



Notes:

1. Contractor shall place signs in conformance with the 2009 "Manual on Uniform Traffic Control Devices".

2. Contractor shall submit the sign design to the Town of Addison Engineer for approval prior to sign fabrication.

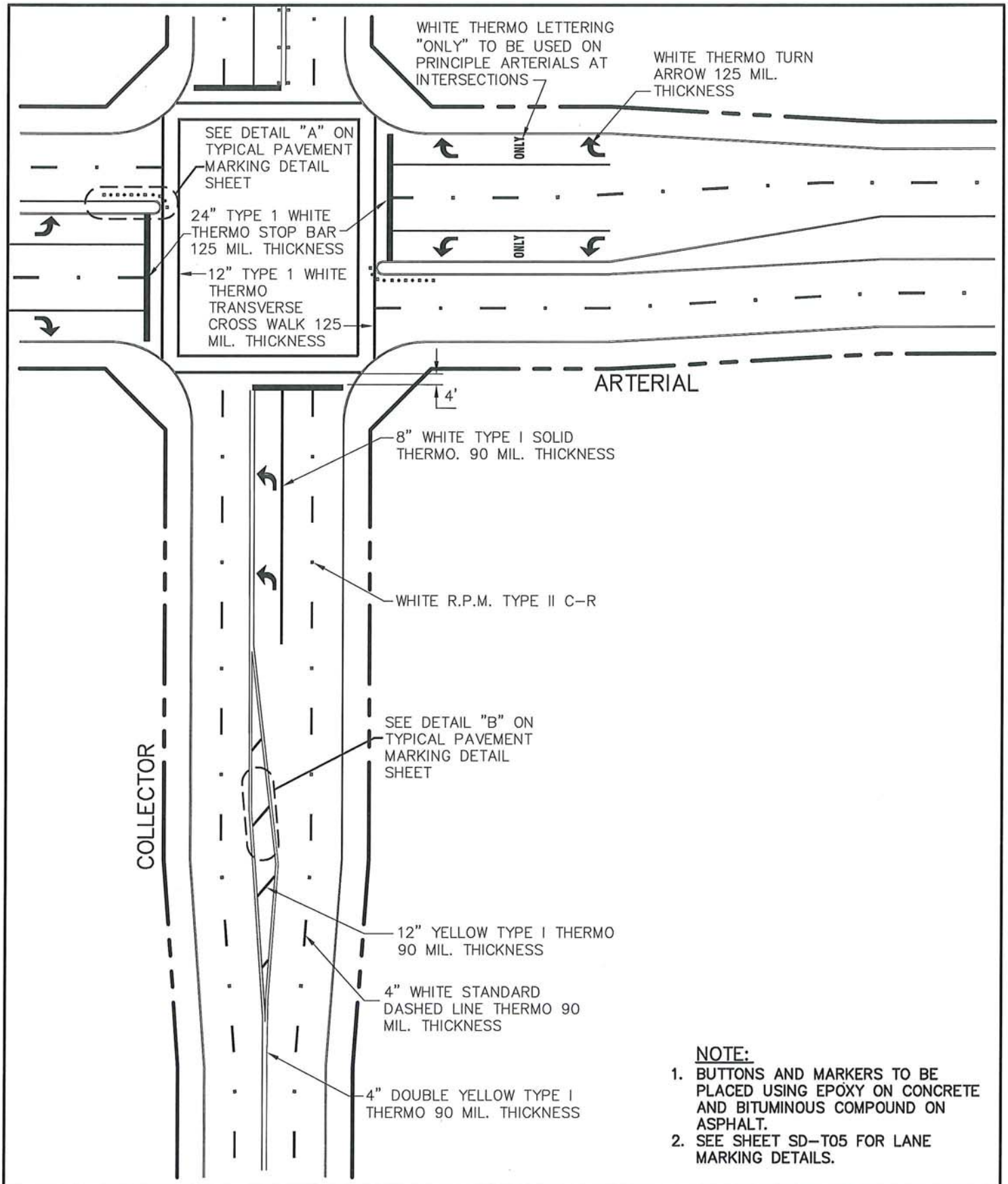
3. The general layout of the sign shall be as shown in the graphic above.

4. The sign shall be fabricated on an aluminum substrate 0.080" thick, and shall be 9" in height.
The length of the sign shall be proportionate to the street name.
The substrate shall have an appropriate radius on all four corners and shall be flat in design. (Extruded substrates are not acceptable)

5. Sign backgrounds shall be sheeted with White high Intensity Prismatic sheeting (type IV).

6. Sign legends shall be applied using EC Film overlay. Sheeting and EC Film material will be of same manufacture.

7. Street name lettering shall be 6" first letter and 5" there after. The suffix and block numbers are to be 3".
The font of all lettering and numbers shall be Clearview 2W series.



NOTE:

1. BUTTONS AND MARKERS TO BE PLACED USING EPOXY ON CONCRETE AND BITUMINOUS COMPOUND ON ASPHALT.
2. SEE SHEET SD-T05 FOR LANE MARKING DETAILS.

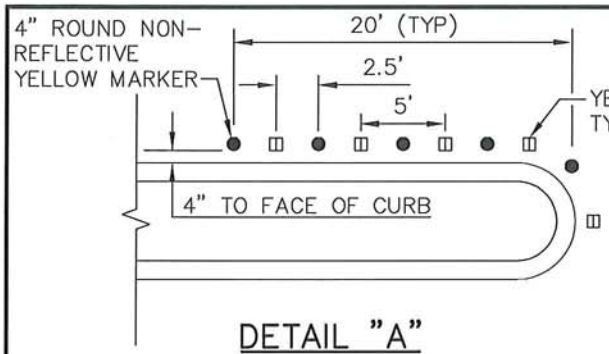
Addison!

PUBLIC WORKS DEPARTMENT

TYPICAL PAVMENT MARKING LAYOUT

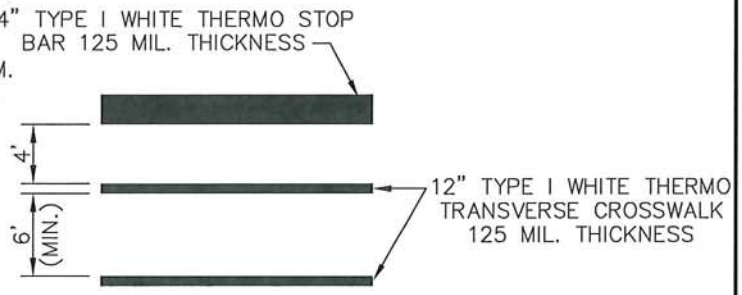
STANDARD CONSTRUCTION DETAILS
TRAFFIC

DATE:	REV DATE:	SHEET :
AUGUST, 2010	-	SD-T04



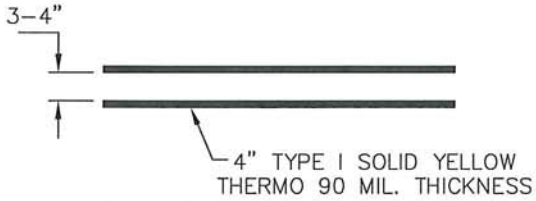
DETAIL "A"

NTS



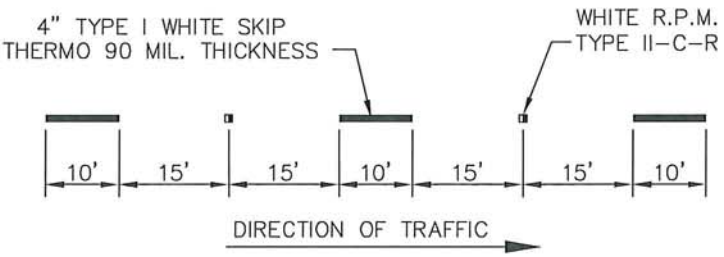
CROSSWALK STRIPING LAYOUT

NTS



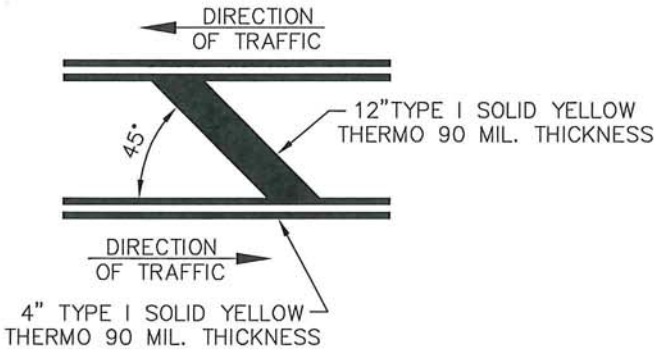
STANDARD DOUBLE YELLOW LINE

NTS



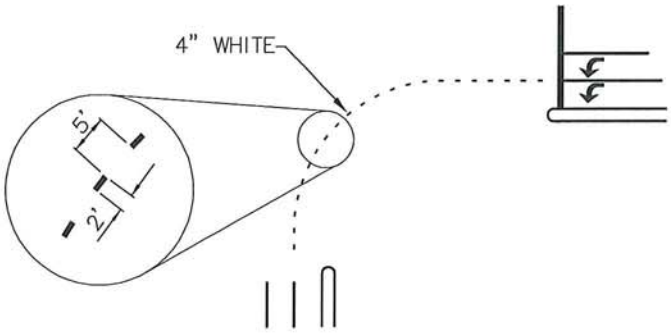
STANDARD DASHED LINE

NTS



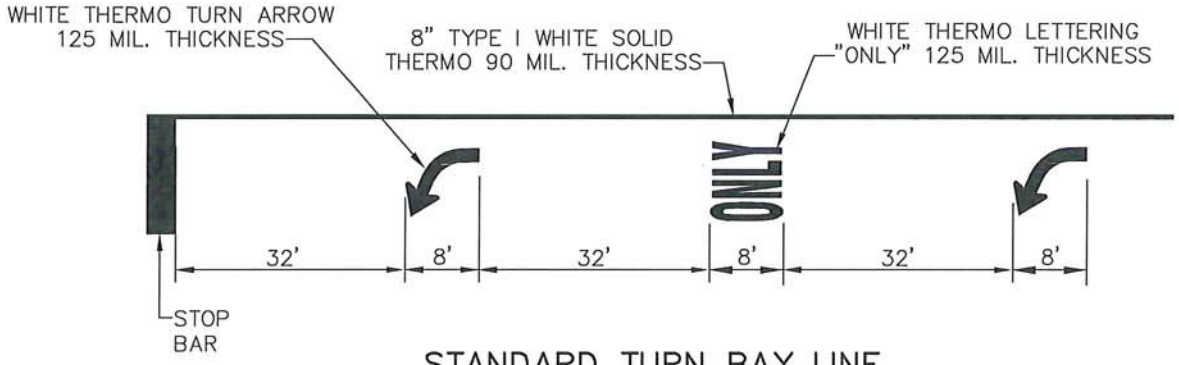
DETAIL "B"

NTS



"PUPPY TRACK" MARKING LAYOUT

NTS



STANDARD TURN BAY LINE

NTS

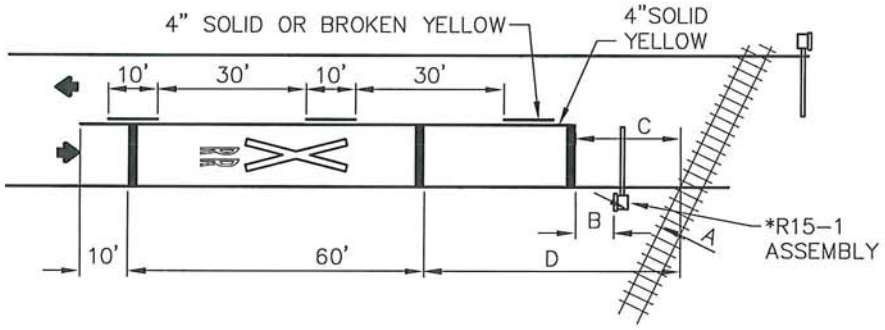
Addison!

PUBLIC WORKS DEPARTMENT

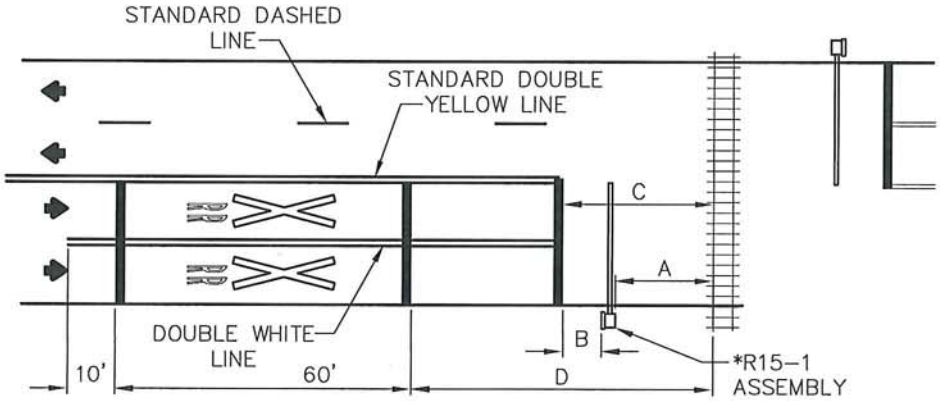
TYPICAL PAVMENT MARKING DETAILS

STANDARD CONSTRUCTION DETAILS
TRAFFIC

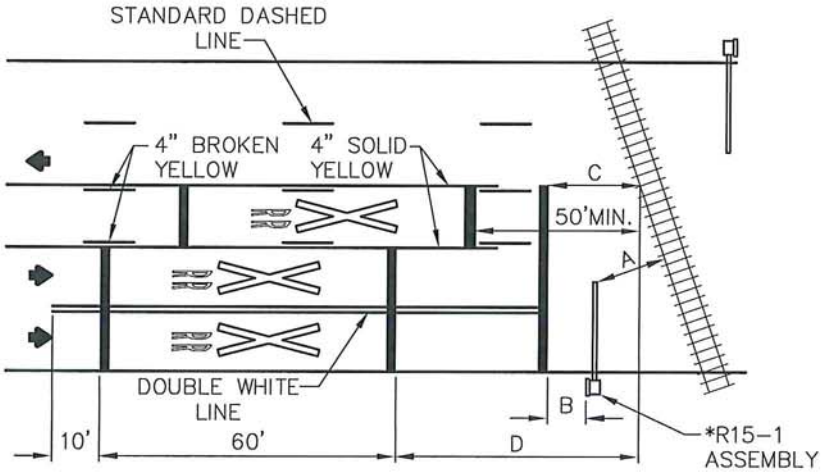
DATE: AUGUST, 2010	REV DATE: –	SHEET : SD-T05



TWO LANE, TWO-WAY



UNDIVIDED MULTILANE ROADWAY



TWO-WAY LEFT TURN LANE (TWLTL)

A = 12 FEET MIN., 15 FEET USUAL. IF AUTOMATIC GATES ARE PRESENT DISTANCE "A" SHOULD BE MEASURED FROM NEAREST EDGE OF AUTOMATIC GATES TO RAILS.

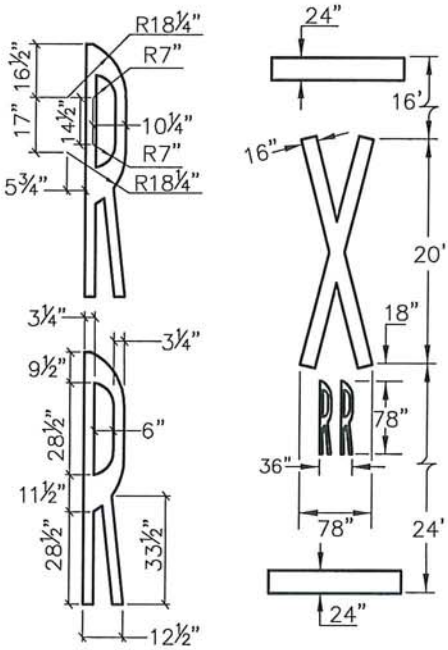
B = STOP LINES SHOULD BE PLACED ON 8 FOOT MIN. DISTANCE IN ADVANCE OF R15-1.

C = 15 FEET DESIRABLE MINIMUM. R15-1 SHOULD BE PLACED BETWEEN STOP LINE AND RAILS WITH ADEQUATE DISTANCE PROVIDED FOR "A".

D =

APPROACH SPEED (MPH)	DESIREABLE PACEMENT
	3050'(MIN)
	90' USUAL
	3570'-170'
	40150'-250'
	45235'-335'
	50315'-415'
	55400'-UP (500'USUAL)

*R15-1 ASSEMBLY MAY CONSIST OF R15-1 AND/OR R15-2, TYPE A, TYPE E OR TYPE F ASSEMBLY.



RAILROAD CROSSING MARKINGS

Addison! PUBLIC WORKS DEPARTMENT	RAILROAD CROSSING MARKINGS	STANDARD CONSTRUCTION DETAILS TRAFFIC		
		DATE: AUGUST, 2010	REV DATE: -	SHEET : SD-T06

STANDARD CONSTRUCTION DETAILS

UTILITIES TRENCHLINE & STREET RESTORATION

AUGUST 2010

ADDISON®

TABLE OF CONTENTS

STREET RESTORATION FOR UTILITIES

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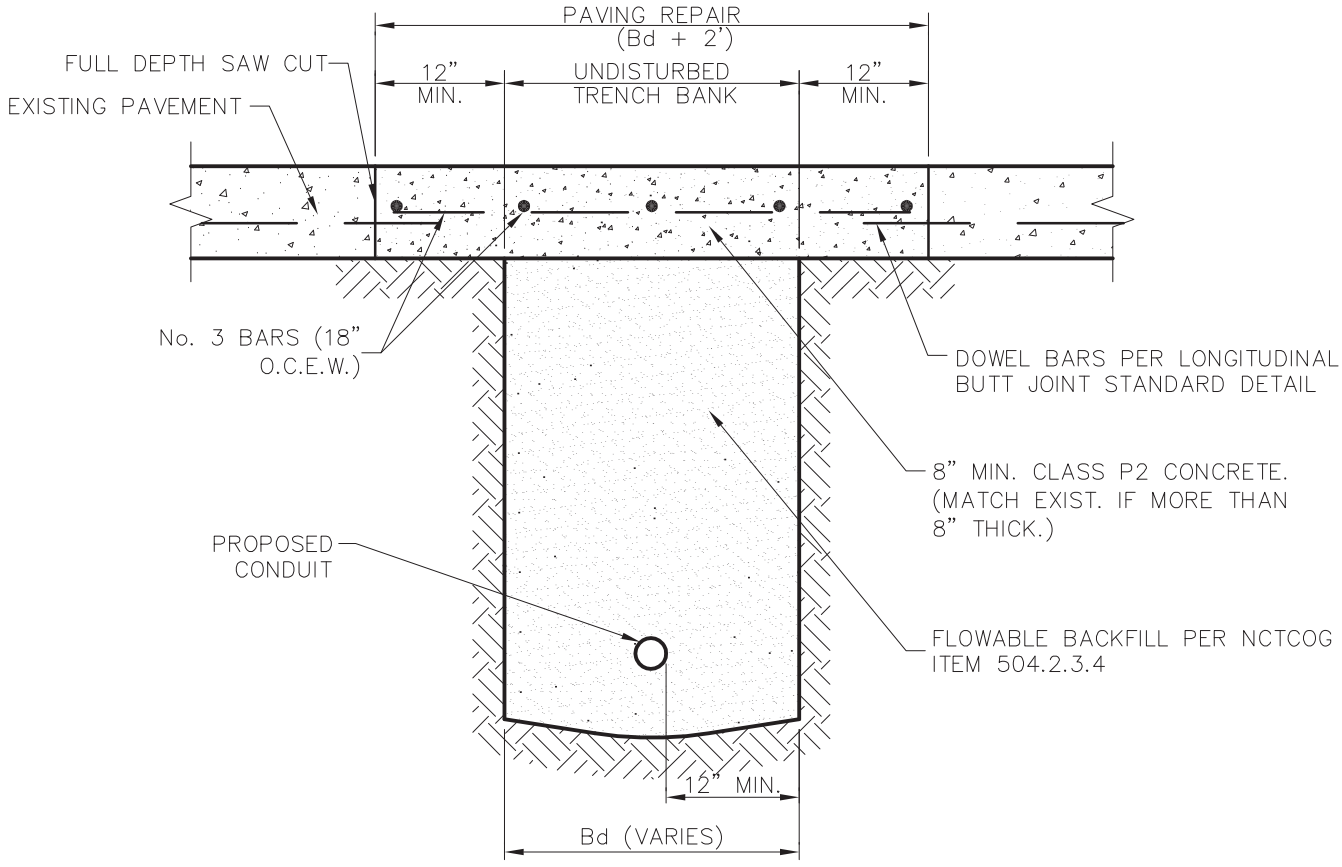
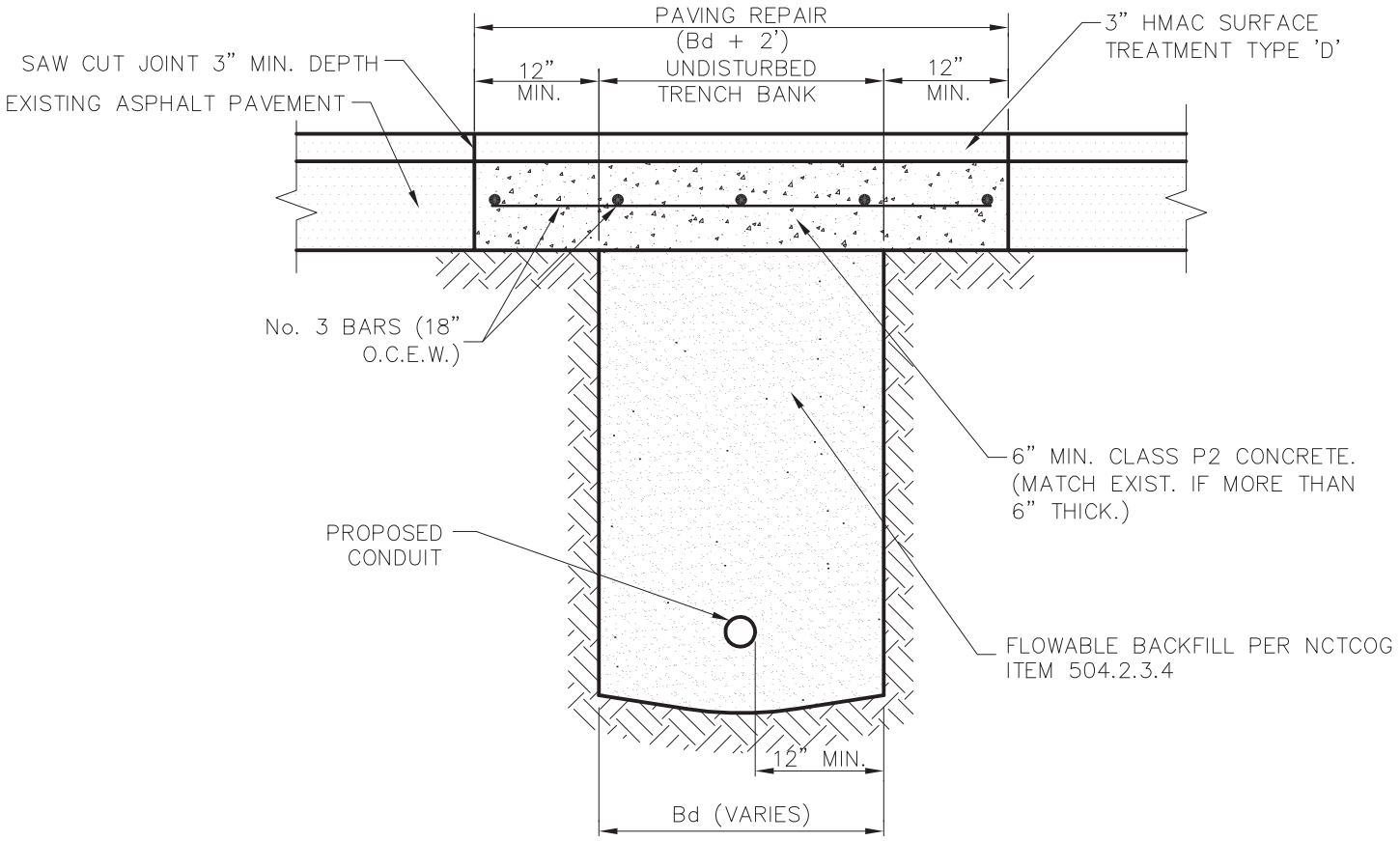
UTILITY INSTALLATION BENEATH ASPHALT ROAD SURFACE	SD-U02
UTILITY INSTALLATION BENEATH SIDEWALK	SD-U03
UTILITY INSTALLATION WITHIN TURF AREAS	SD-U04
STREET CUT REPAIRS (EXAMPLE 1)	SD-U05
STREET CUT REPAIRS (EXAMPLE 2)	SD-U06
STREET CUT REPAIRS (EXAMPLE 3)	SD-U07
STREET CUT REPAIRS (EXAMPLE 4)	SD-U08



NOTES:

1. REPAIRS SHALL EXTEND TO 1' BEYOND EACH SIDE OF TRENCH (Bd).
2. REINFORCEMENT CHAIRS OR APPROVED DEVICE SHALL BE USED.
3. REPAIRS SHALL MATCH EXISTING GRADE.

Addison! PUBLIC WORKS DEPARTMENT	UTILITY INSTALLATION BENEATH CONCRETE ROAD SURFACE	STANDARD CONSTRUCTION DETAILS UTILITIES TRENCHLINE & STREET RESTORATION		
		DATE: AUGUST, 2010	REV DATE: –	SHEET : SD–U01



NOTES:

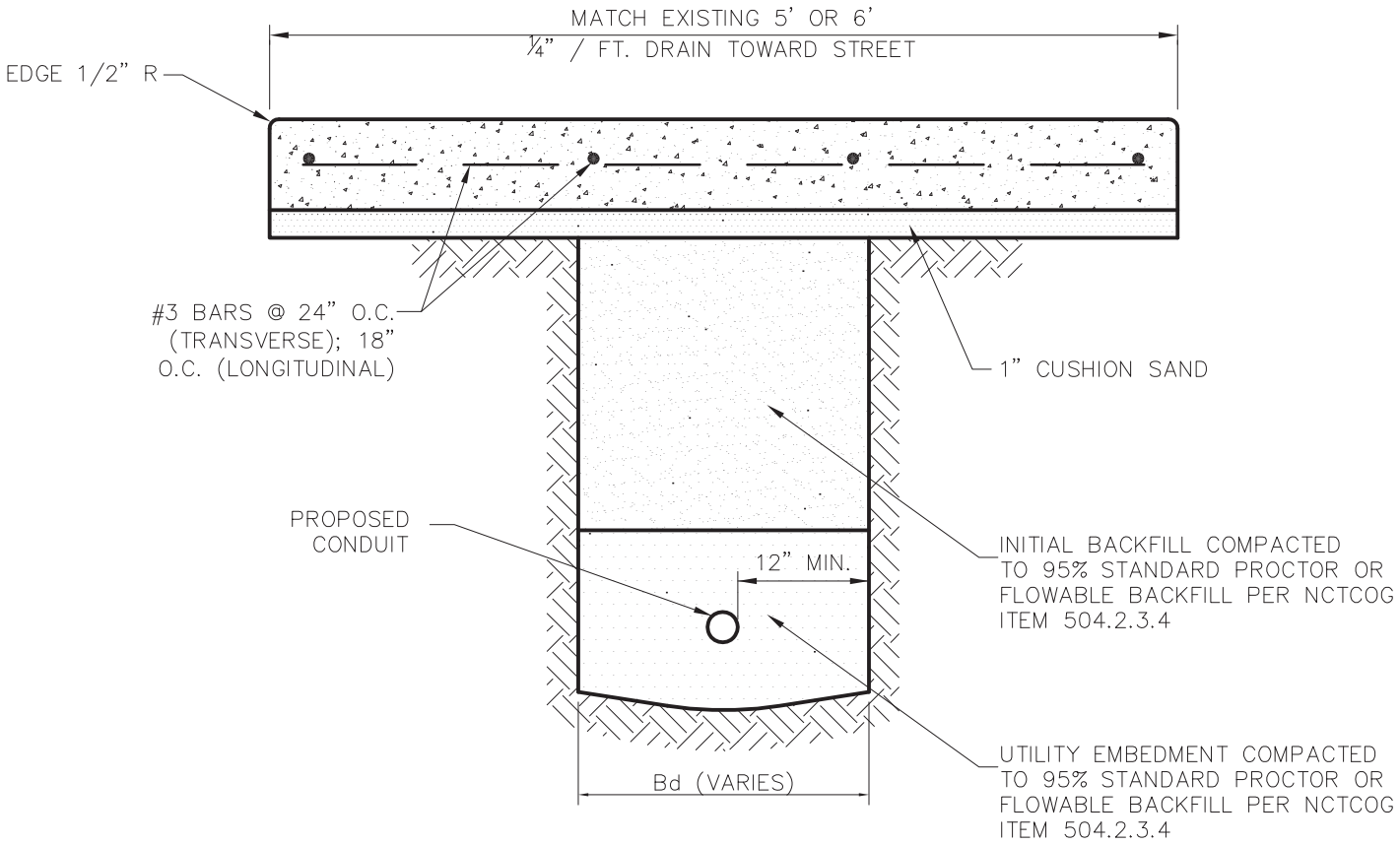
1. REPAIR SHALL EXTEND TO 1' BEYOND EACH SIDE OF TRENCH (Bd).

2. REPAIRS SHALL MATCH EXISTING GRADE.

UTILITY INSTALLATION BENEATH ASPHALT ROAD SURFACE

NTS

Addison! PUBLIC WORKS DEPARTMENT	UTILITY INSTALLATION BENEATH ASPHALT ROAD SURFACE	STANDARD CONSTRUCTION DETAILS UTILITIES TRENCHLINE & STREET RESTORATION		
		DATE: AUGUST, 2010	REV DATE: –	SHEET : SD–U02

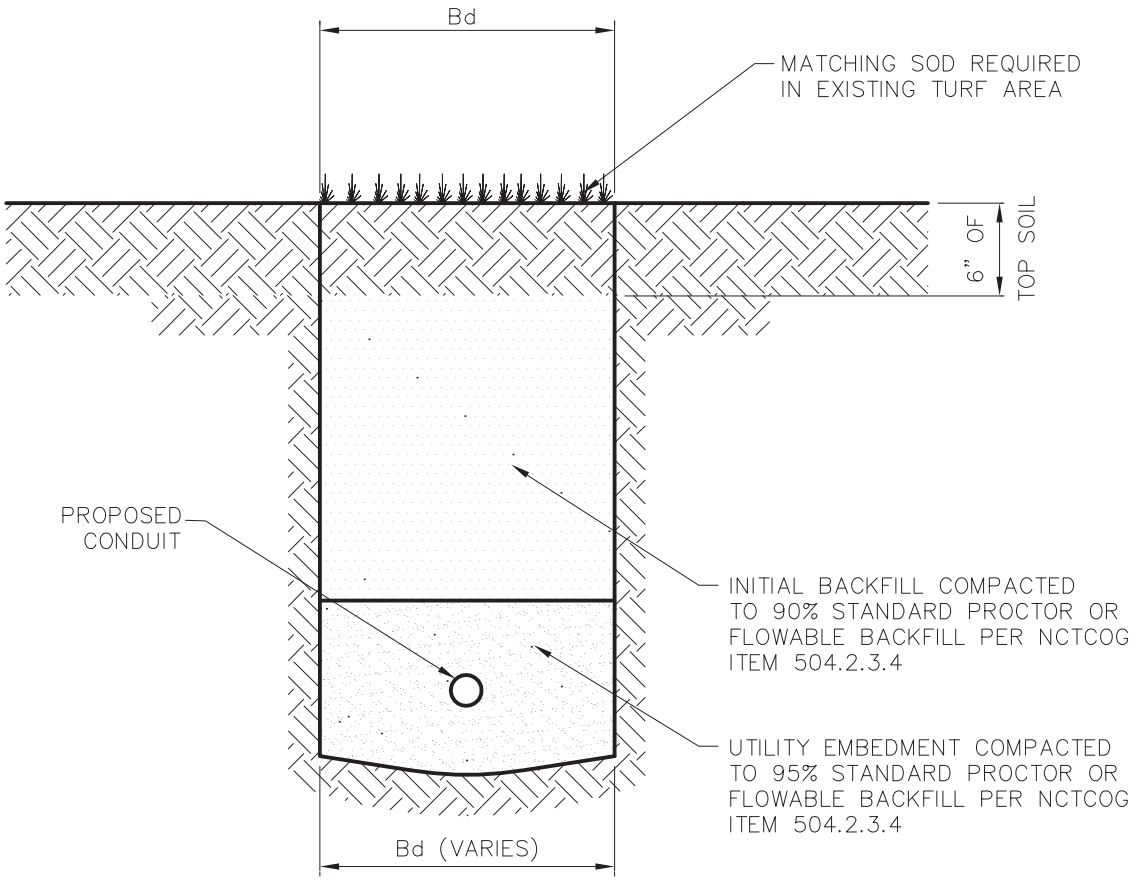


NOTES:

1. REPAIRS SHALL INCLUDE FULL PANELS FROM JOINT TO JOINT, AND ANY ADJACENT DAMAGED PANELS INDEPENDENT OF Bd.
2. REINFORCEMENT CHAIRS OR APPROVED DEVICE SHALL BE USED.
3. SEE CONCRETE SIDEWALK STANDARD DETAIL FOR SIDEWALK JOINT DETAIL.
4. ALL DISTURBED AREAS SHALL BE SODDED (UNLESS OTHERWISE APPROVED).
5. BACKFILL AND EMBEDMENT PARTICLE SIZE SHALL NOT EXCEED 3" IN ANY DIRECTION.
6. CONNECT TO EXISTING SIDEWALK WITH BARS MATCHING EXISTING INSTALLATION.

None of the notes indicate care that should be taken to ensure the disturbed sidewalk is replaced in compliance with access standards.

Addison! PUBLIC WORKS DEPARTMENT	UTILITY INSTALLATION BENEATH SIDEWALK	STANDARD CONSTRUCTION DETAILS UTILITIES TRENCHLINE & STREET RESTORATION
		DATE: AUGUST, 2010 / REV DATE: – / SHEET : SD–U03



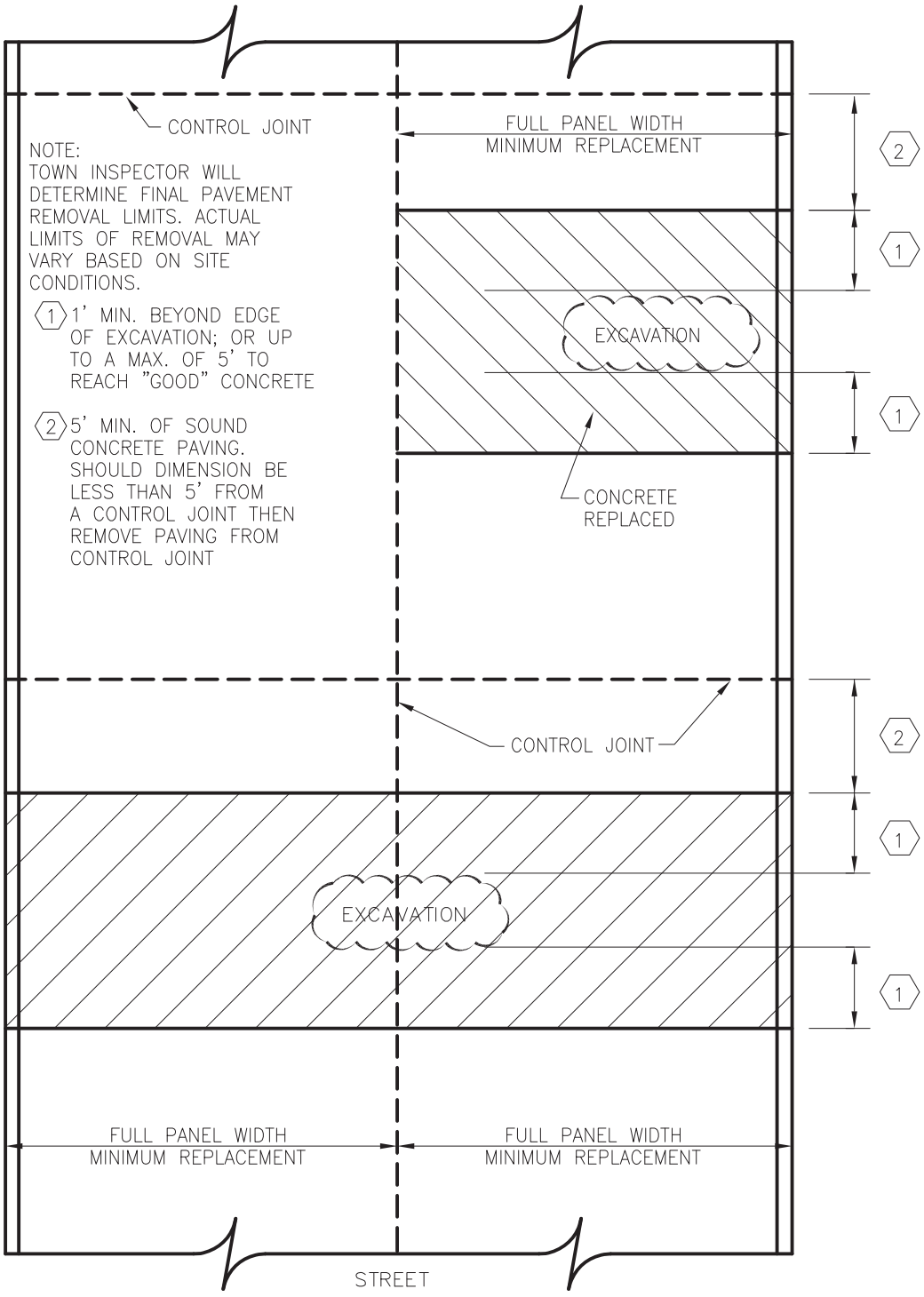
NOTES:

1. ALL DISTURBED AREAS SHALL BE SODDED (UNLESS OTHERWISE APPROVED).
2. BACKFILL AND EMBEDMENT PARTICLE SIZE SHALL NOT EXCEED 3" ANY DIRECTION.

UTILITY INSTALLATION WITHIN TURF AREAS

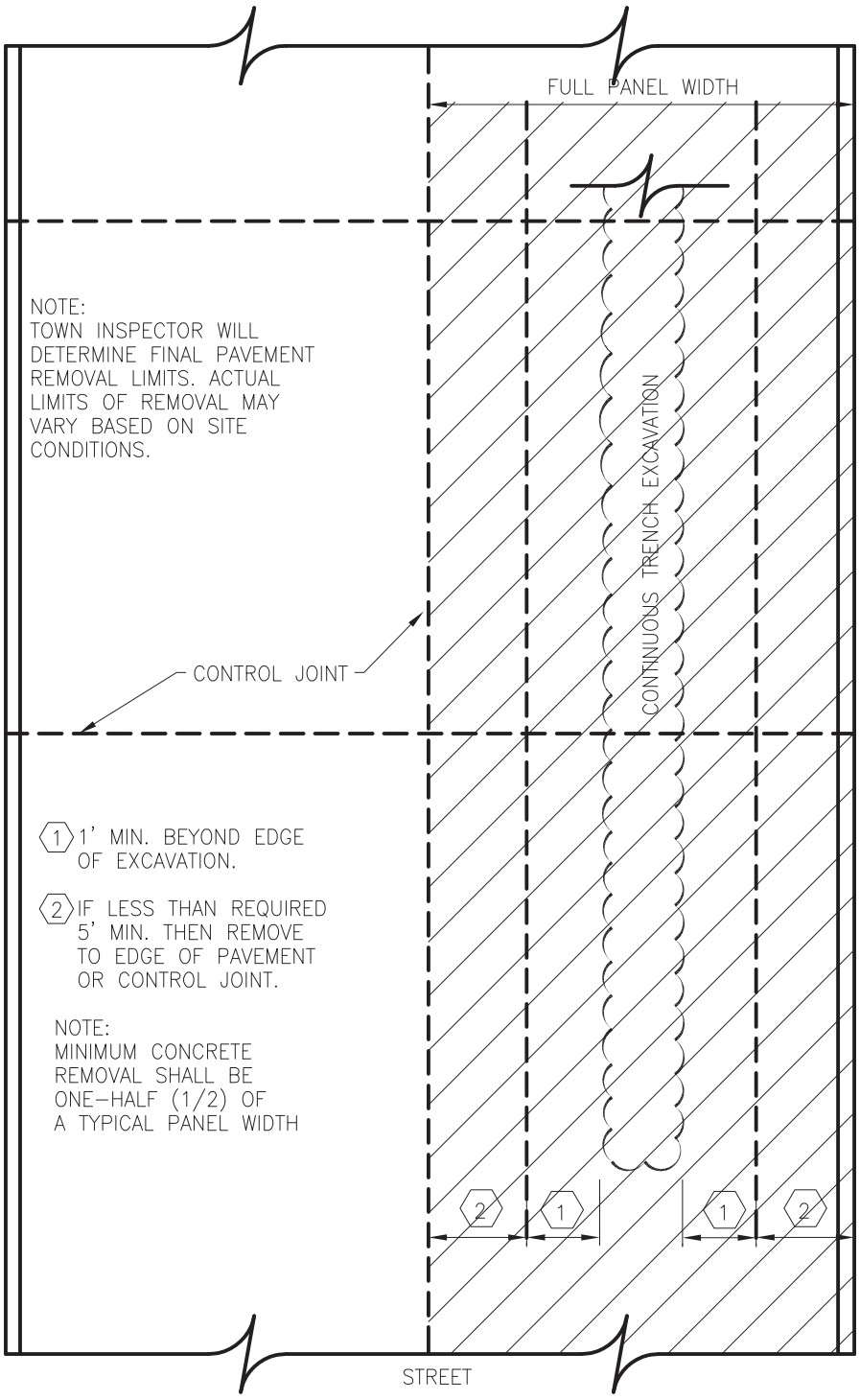
NTS

Addison! PUBLIC WORKS DEPARTMENT	UTILITY INSTALLATION WITHIN TURF AREAS	STANDARD CONSTRUCTION DETAILS UTILITIES TRENCHLINE & STREET RESTORATION		
		DATE: AUGUST, 2010	REV DATE: –	SHEET : SD–U04



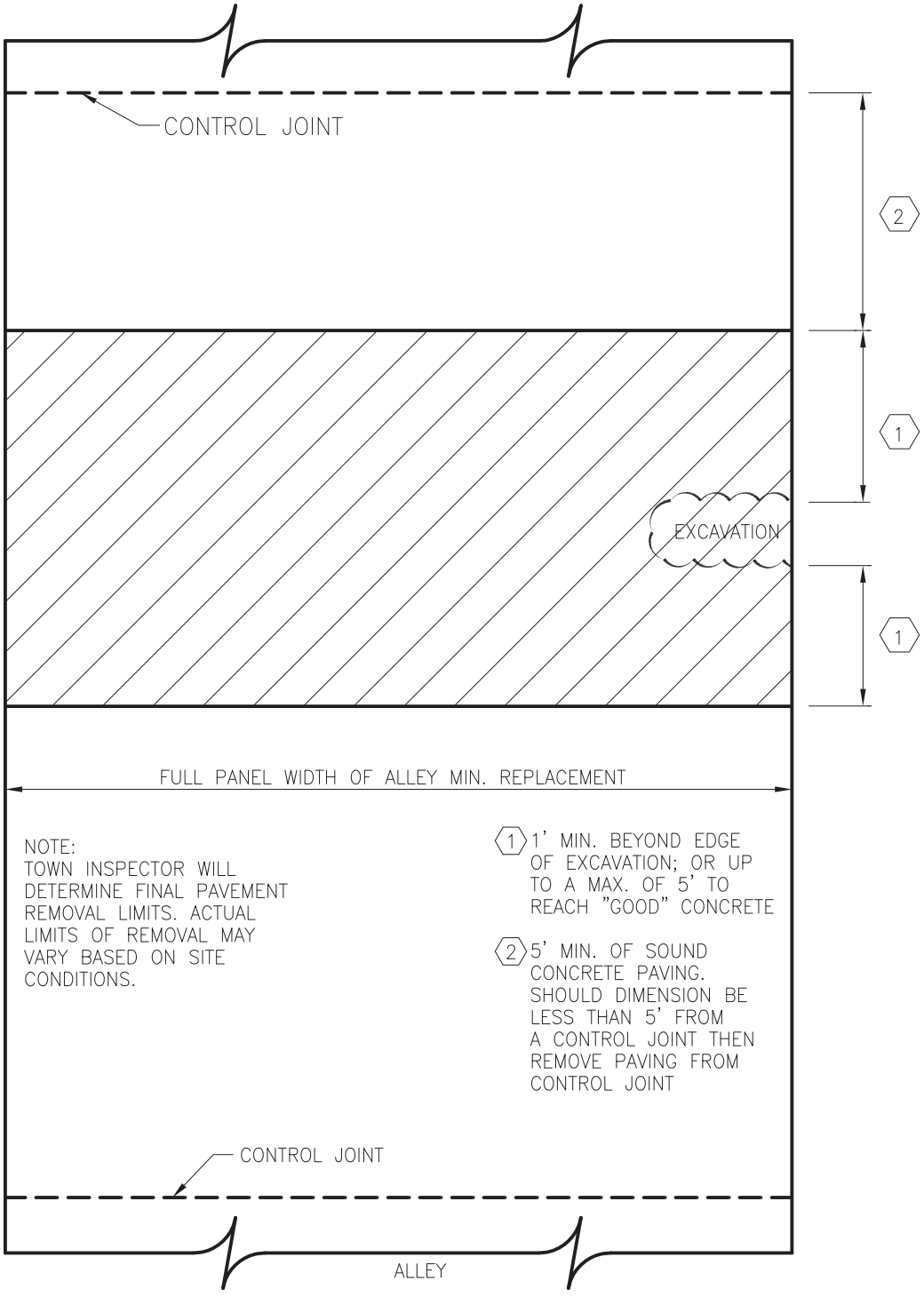
TYPICAL CONCRETE STREET REMOVAL/REPLACEMENT
EXAMPLE 1

Addison! PUBLIC WORKS DEPARTMENT	STREET CUT REPAIRS EXAMPLE 1	STANDARD CONSTRUCTION DETAILS UTILITIES TRENCHLINE & STREET RESTORATION
		DATE: AUGUST, 2010 / REV DATE: – / SHEET : SD–U05



TYPICAL CONCRETE STREET REMOVAL/REPLACEMENT
EXAMPLE 2

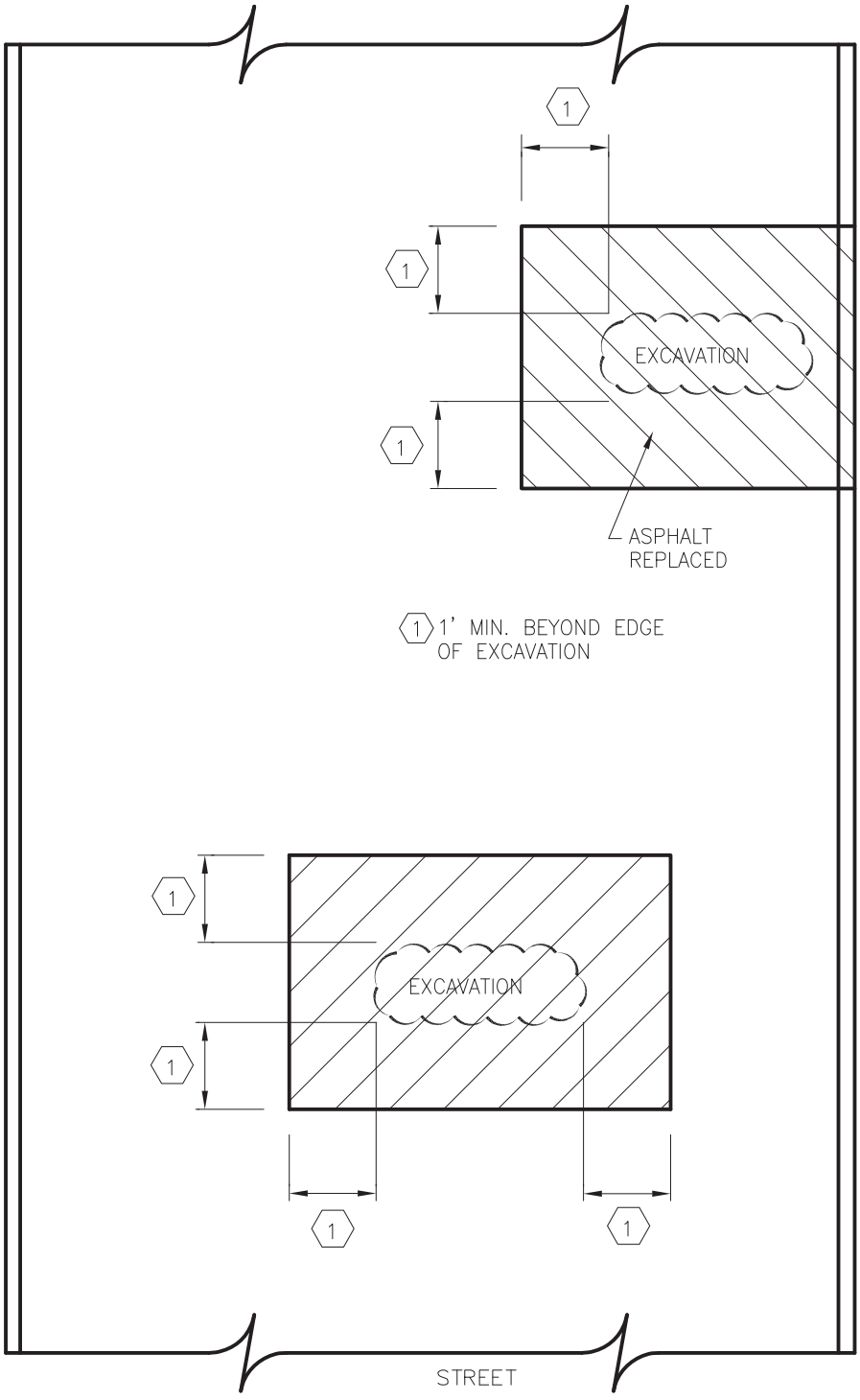
Addison! PUBLIC WORKS DEPARTMENT	STREET CUT REPAIRS EXAMPLE 2	STANDARD CONSTRUCTION DETAILS UTILITIES TRENCHLINE & STREET RESTORATION
		DATE: AUGUST, 2010 / REV DATE: – / SHEET : SD–U06



TYPICAL CONCRETE ALLEY REMOVAL/REPLACEMENT EXAMPLE 3

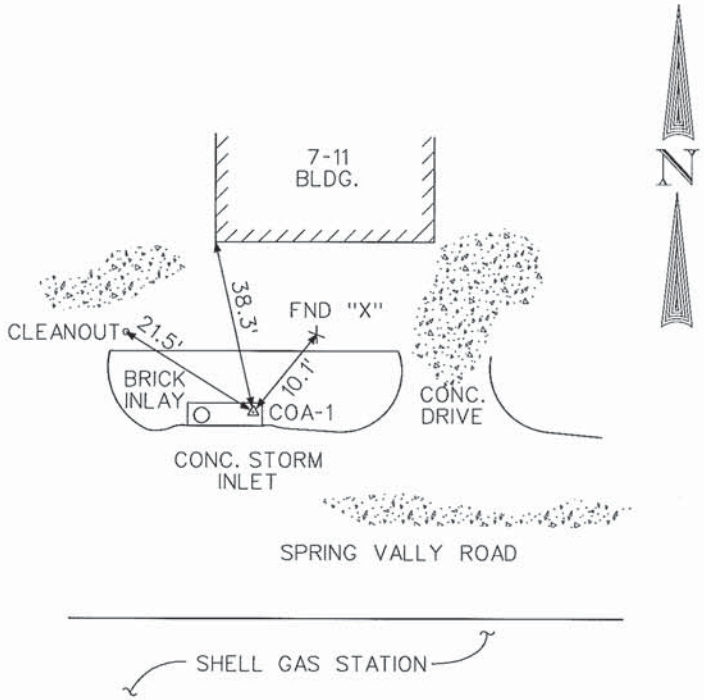
None of the notes indicate care that should be taken to ensure the disturbed pedestrian route across the alley is replaced in compliance with access standards.

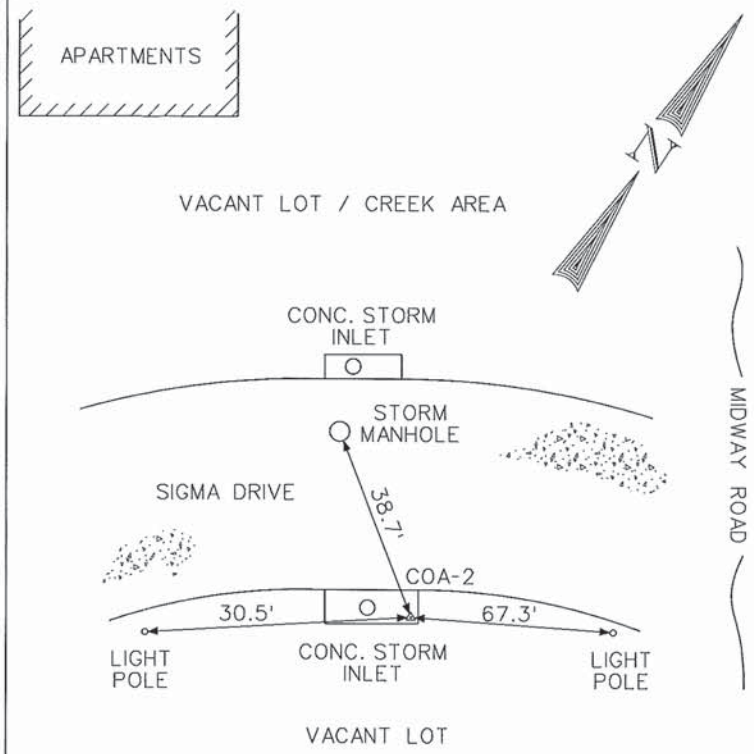
Addison! PUBLIC WORKS DEPARTMENT	STREET CUT REPAIRS EXAMPLE 3	STANDARD CONSTRUCTION DETAILS UTILITIES TRENCHLINE & STREET RESTORATION
		DATE: AUGUST, 2010 / REV DATE: – / SHEET : SD–U07



TYPICAL ASPHALT STREET REMOVAL/REPLACEMENT
EXAMPLE 4

Addison! PUBLIC WORKS DEPARTMENT	STREET CUT REPAIRS EXAMPLE 4	STANDARD CONSTRUCTION DETAILS UTILITIES TRENCHLINE & STREET RESTORATION		
		DATE: AUGUST, 2010	REV DATE: –	SHEET : SD–U08





I HERBY CERTIFY THAT THE HORIZONTAL AND VERTICAL DATA SHOWN HEREON WAS DETERMINED BY A FIELD SURVEY ON FEBRUARY 16, 2007 AND IS CORRECTLY SHOWN HEREON.

ALAN MOORE - RPLS NO. 5537

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CONTROL POINT NO. COA-1

APPROXIMATE LOCATION:

91' EAST FROM THE INTERSECTION OF MARSH LN. & SPRING VALLEY RD. THEN 21.5' FROM CLEANOUT, 38.3' FROM SOUTHWEST CORNER OF BUILDING & 10.1' FROM FOUND "X" IN CONCRETE.

US SURVEY FEET
NAVD 88 ELEVATION= 573.00
DATE SET: FEBRUARY 16, 2007
MONUMENT:2" BRASS DISK STAMPED "TXDOT COA-1 GPS"
STATE PLANE COORDINATES
NORTHING: 7028890.839
EASTING: 2473021.889
DALLAS COUNTY SCALE FACTOR:1.000136506
ELEVATIONS ARE NAVD 88 BASED UPON
TxDOT VRS NETWORK

CONTROL POINT NO. COA-2

APPROXIMATE LOCATION:

269' WEST FROM THE INTERSECTION OF MIDWAY RD. & SIGMA DR. THEN 30.5' EAST OF A LIGHT POLE, 38.7' SOUTHWEST OF STORM MANHOLE & 67.3' WEST OF A LIGHT POLE.

US SURVEY FEET
NAVD 88 ELEVATION= 578.75
DATE SET: FEBRUARY 16, 2007
MONUMENT:2" BRASS DISK STAMPED "TXDOT COA-2 GPS"
STATE PLANE COORDINATES
NORTHING: 7027648.304
EASTING: 2477729.703
DALLAS COUNTY SCALE FACTOR:1.000136506
ELEVATIONS ARE NAVD 88 BASED UPON
TxDOT VRS NETWORK

SURVEY CONTROL

SCALE: SHEET 1 OF 8

DESIGN	FED.RD. DIV.NO.	FEDERAL AID PROJECT NO.		HIGHWAY NO.
GRAPHICS	6			
CHECK	STATE	DISTRICT	COUNTY	SHEET NO.
CHECK	TEXAS	DALLAS	DALLAS	COA 1&2
	CONTROL	SECTION	JOB	

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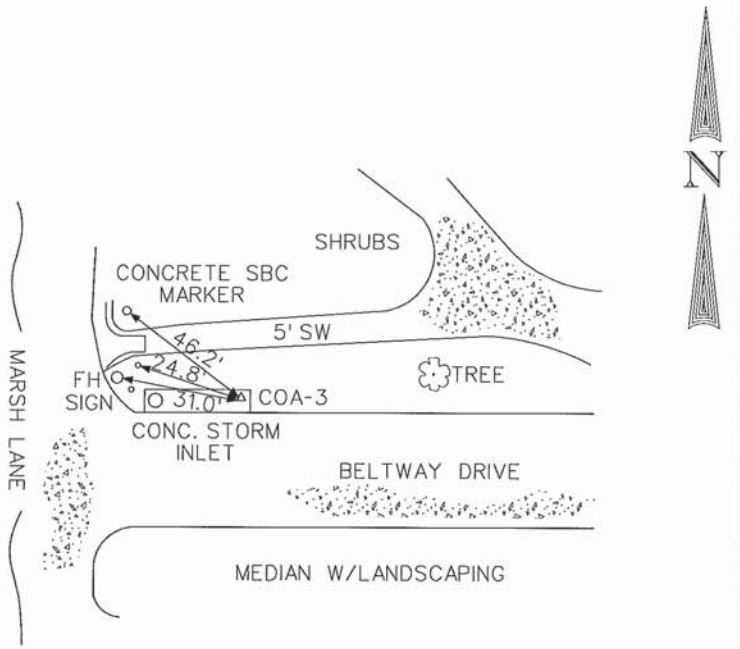
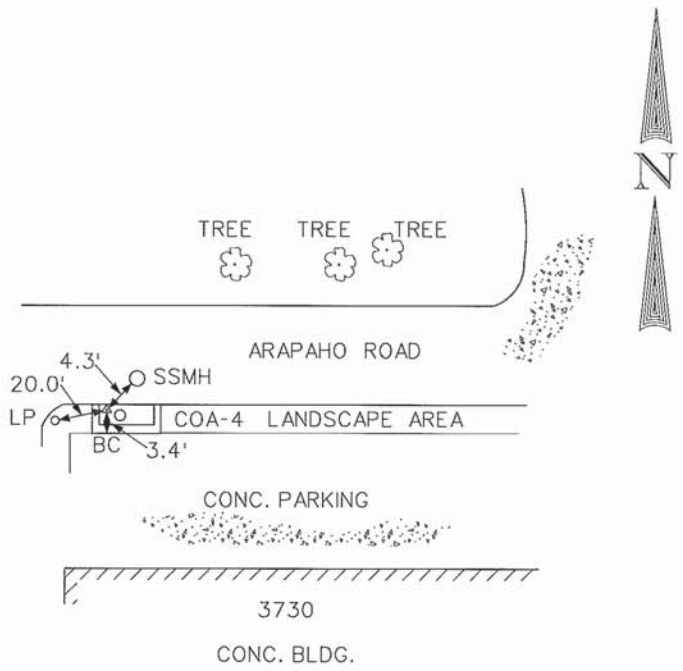


FH=FIREHYDRANT
SW=SIDEWALK



SSMH=STORM SEWER MANHOLE
LP=LIGHT POLE
BC=BACK CURB

I HERBY CERTIFY THAT THE HORIZONTAL AND VERTICAL DATA SHOWN HEREON WAS DETERMINED BY A FIELD SURVEY ON FEBRUARY 16, 2007 AND IS CORRECTLY SHOWN HEREON.

ALAN MOORE - RPLS NO. 5537

CONTROL POINT NO. COA-3

APPROXIMATE LOCATION:

45' EAST FROM THE INTERSECTION OF MARSH LN. & BELTWAY DR. THEN 31' FROM FIRE HYDRANT, 24.8' FROM SIGN & 46.2' FROM CONCRETE SBC MARKER.

US SURVEY FEET
NAVD 88 ELEVATION= 585.24
DATE SET: FEBRUARY 16, 2007
MONUMENT: 2" BRASS DISK STAMPED "TXDOT COA-3 GPS"
STATE PLANE COORDINATES
NORTHING: 7032377.297
EASTING: 2472935.192
DALLAS COUNTY SCALE FACTOR:1.000136506
ELEVATIONS ARE NAVD 88 BASED UPON
TxDOT VRS NETWORK

CONTROL POINT NO. COA-4

APPROXIMATE LOCATION:

450' EAST FROM THE INTERSECTION OF MARSH LN. & ARAPAHO RD. THEN 20' FROM LIGHT POLE, 4.3' FROM SANITARY SEWER MANHOLE & 3.4' SOUTH TO BACK OF CURB.

US SURVEY FEET
NAVD 88 ELEVATION= 583.08
DATE SET: FEBRUARY 16, 2007
MONUMENT: 2" BRASS DISK STAMPED "TXDOT COA-4 GPS"
STATE PLANE COORDINATES
NORTHING: 7034719.123
EASTING: 2473675.544
DALLAS COUNTY SCALE FACTOR:1.000136506
ELEVATIONS ARE NAVD 88 BASED UPON
TxDOT VRS NETWORK

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SURVEY CONTROL

SCALE:

DESIGN	FED.RD. DIV.NO.	FEDERAL AID PROJECT NO.		HIGHWAY NO.
GRAPHICS	6			
	STATE	DISTRICT	COUNTY	SHEET NO.
CHECK	TEXAS	DALLAS	DALLAS	COA 3&4
CHECK	CONTROL	SECTION	JOB	

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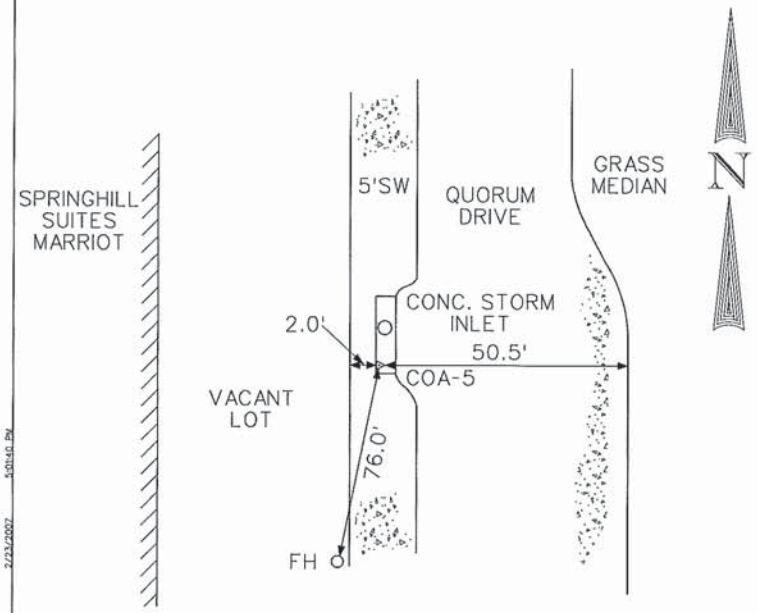
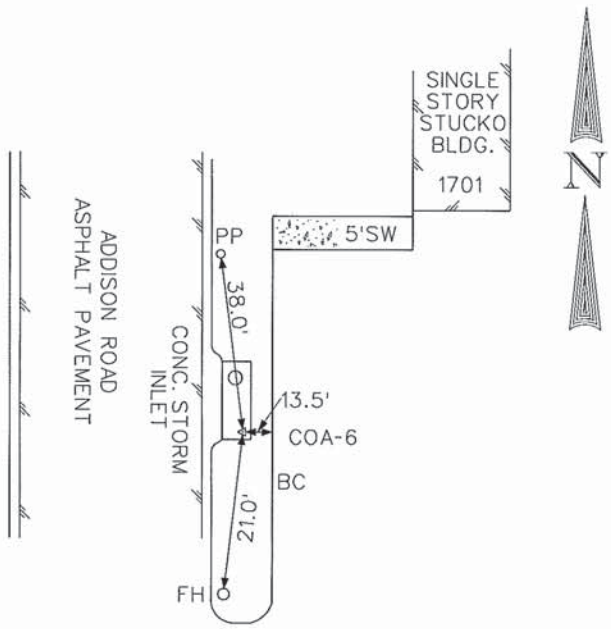


FH=FIREHYDRANT
SW=SIDEWALK



SW=SIDEWALK
PP=POWER POLE
BC=BACK CURB

I HERBY CERTIFY THAT THE HORIZONTAL AND VERTICAL DATA SHOWN HEREON WAS DETERMINED BY A FIELD SURVEY ON FEBRUARY 16, 2007 AND IS CORRECTLY SHOWN HEREON.

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CONTROL POINT NO. COA-5

190' SOUTH FROM THE INTERSECTION OF EDWIN LEWIS DR. & QUORUM DR. THEN 2' FROM WEST EDGE OF SIDEWALK, 50.5' FROM THE WEST SIDE OF MEDIAN IN QUORUM DR. & 76' FROM FIRE HYDRANT.

US SURVEY FEET
NAVD 88 ELEVATION= 630.10
DATE SET: FEBRUARY 16, 2007
MONUMENT: 2" BRASS DISK STAMPED "TXDOT COA-5 GPS"
STATE PLANE COORDINATES
NORTHING: 7035255.886
EASTING: 2481817.062
DALLAS COUNTY SCALE FACTOR:1.000136506
ELEVATIONS ARE NAVD 88 BASED UPON
TxDOT VRS NETWORK

CONTROL POINT NO. COA-6

APPROXIMATE LOCATION:

710' NORTH FROM THE INTERSECTION OF SOJOURN DR. & ADDISON RD. THEN 38' FROM POWER POLE, 13.5' WEST OF BACK OF CURB & 21' FROM FIRE HYDRANT.

US SURVEY FEET
NAVD 88 ELEVATION= 639.88
DATE SET: FEBRUARY 16, 2007
MONUMENT: 2" BRASS DISK STAMPED "TXDOT COA-6 GPS"
STATE PLANE COORDINATES
NORTHING: 7045474.518
EASTING: 2480520.776
DALLAS COUNTY SCALE FACTOR:1.000136506
ELEVATIONS ARE NAVD 88 BASED UPON
TxDOT VRS NETWORK

SURVEY CONTROL

SCALE: SHEET 3 OF 8

DESIGN	FED.RD. DIV.NO.	FEDERAL AID PROJECT NO.		HIGHWAY NO.
GRAPHICS	6			
CHECK	STATE	DISTRICT	COUNTY	SHEET NO.
	TEXAS	DALLAS	DALLAS	COA 5&6
CHECK	CONTROL	SECTION	JOB	

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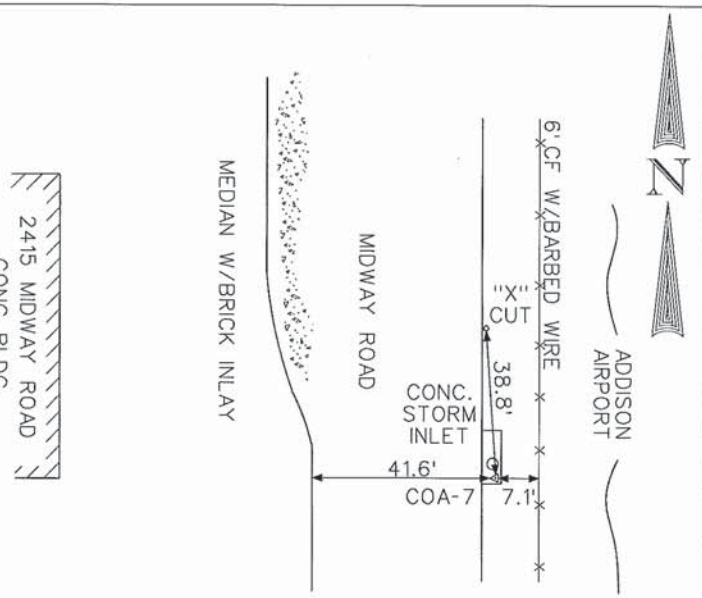
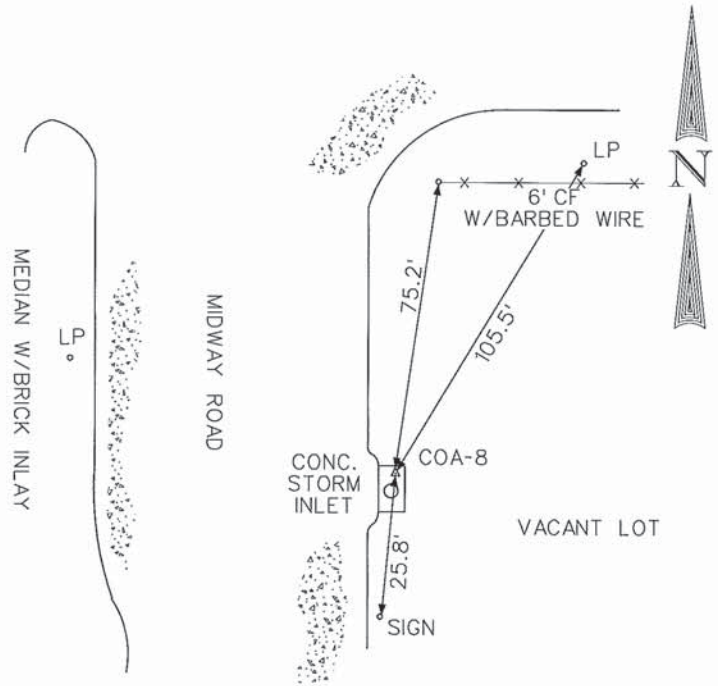


FH=FIREHYDRANT
SW=SIDEWALK



SW=SIDEWALK
PP=POWER POLE
BC=BACK CURB

I HERBY CERTIFY THAT THE HORIZONTAL AND VERTICAL DATA SHOWN HEREON WAS DETERMINED BY A FIELD SURVEY ON FEBRUARY 16, 2007 AND IS CORRECTLY SHOWN HEREON.

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CONTROL POINT NO. COA-7

APPROXIMATE LOCATION:

190' NORTH FROM THE INTERSECTION OF SKYLANE & MIDWAY RD. THEN 38.8' FROM AN "X" CUT, 7.10' WEST OF CHAINLINK FENCE, & 41.6' EAST OF MEDIAN IN MIDWAY RD.

US SURVEY FEET
NAVD 88 ELEVATION= 638.98
DATE SET: FEBRUARY 16, 2007
MONUMENT: 2" BRASS DISK STAMPED "TXDOT COA-7 GPS"
STATE PLANE COORDINATES
NORTHING: 7043174.974
EASTING: 2476627.104
DALLAS COUNTY SCALE FACTOR:1.000136506
ELEVATIONS ARE NAVD 88 BASED UPON
TxDOT VRS NETWORK

CONTROL POINT NO. COA-8

APPROXIMATE LOCATION:

200' SOUTHEAST FROM THE INTERSECTION OF KELLER SPRINGS RD. & MIDWAY RD. THEN 75.2' SOUTH OF 6' CHAINLINK FENCE, 105.5' SOUTHWEST OF LIGHT POLE & 25.8' NORTH OF STREET SIGN.

US SURVEY FEET
NAVD 88 ELEVATION= 638.75
DATE SET: FEBRUARY 16, 2007
MONUMENT: 2" BRASS DISK STAMPED "TXDOT COA-8 GPS"
STATE PLANE COORDINATES
NORTHING: 7039253.879
EASTING: 2477187.035
DALLAS COUNTY SCALE FACTOR:1.000136506
ELEVATIONS ARE NAVD 88 BASED UPON
TxDOT VRS NETWORK

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SURVEY CONTROL

SCALE:

DESIGN	FED.RD. DIV.NO.	FEDERAL AID PROJECT NO.		HIGHWAY NO.
GRAPHICS	6			
	STATE	DISTRICT	COUNTY	SHEET NO.
CHECK	TEXAS	DALLAS	DALLAS	COA 7&8
CHECK	CONTROL	SECTION	JOB	

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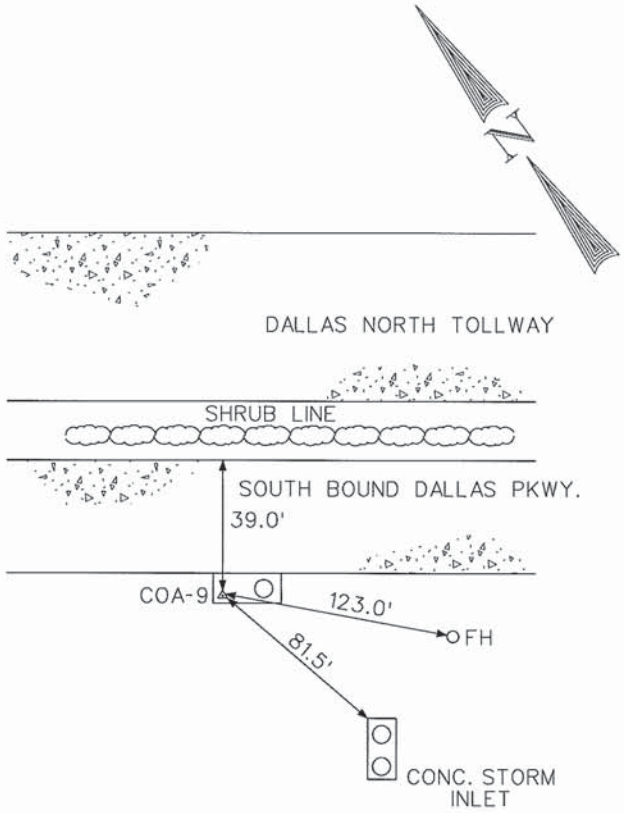

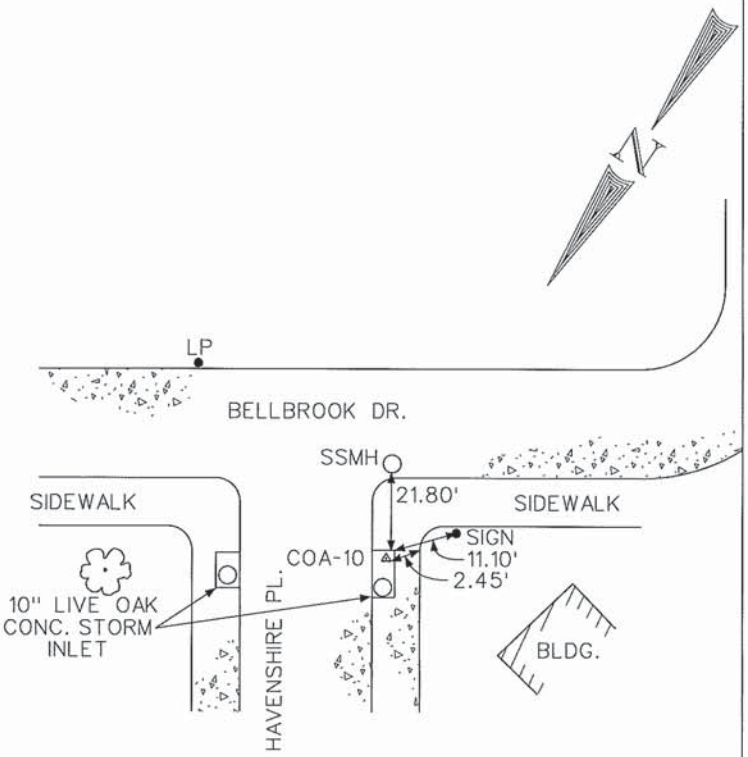

I HERBY CERTIFY THAT THE HORIZONTAL AND VERTICAL DATA SHOWN HEREON WAS DETERMINED BY A FIELD SURVEY ON FEBRUARY 16, 2007 AND IS CORRECTLY SHOWN HEREON.

ALAN MOORE - RPLS NO. 5537

CONTROL POINT NO. COA-9

APPROXIMATE LOCATION:
200' SOUTHEAST FROM THE INTERSECTION OF WESTGROVE PL. & SOUTH BOUND DALLAS PWKY. THEN 39' SOUTHWEST OF NORTHEAST SIDE OF BACK OF CURB, 123' FROM FIRE HYDRANT & 81.5' NORTH EAST CORNER OF CONCRETE STORM INLET.
US SURVEY FEET
NAVD 88 ELEVATION= 615.34
DATE SET: FEBRUARY 16, 2007
MONUMENT: 2" BRASS DISK STAMPED "TXDOT COA-9 GPS"
STATE PLANE COORDINATES
NORTHING: 7041485.799
EASTING: 2482872.368
DALLAS COUNTY SCALE FACTOR:1.000136506
ELEVATIONS ARE NAVD 88 BASED UPON
TxDOT VRS NETWORK

CONTROL POINT NO. COA-10

APPROXIMATE LOCATION:

AT THE NORTHWEST CORNER OF HAVENSHIRE PL. & BELLBROOK DR. THEN 21.80' FROM SANITARY SEWER MANHOLE, 11.10' FROM STREET SIGN & 2.45 TO PC IN SIDEWALK.

US SURVEY FEET
NAVD 88 ELEVATION= 593.89
DATE SET: FEBRUARY 16, 2007
MONUMENT: 2" BRASS DISK STAMPED "TXDOT COA-10 GPS"
STATE PLANE COORDINATES
NORTHING: 7032148.735
EASTING: 2486063.981
DALLAS COUNTY SCALE FACTOR:1.000136506
ELEVATIONS ARE NAVD 88 BASED UPON
TxDOT VRS NETWORK

Texas Department of Transportation
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SURVEY CONTROL

SCALE: SHEET 5 OF 8

DESIGN	FED.RD. DIV.NO.	FEDERAL AID PROJECT NO.		HIGHWAY NO.
GRAPHICS	6			
	STATE	DISTRICT	COUNTY	SHEET NO.
CHECK	TEXAS	DALLAS	DALLAS	COA 9&10
CHECK	CONTROL	SECTION	JOB	

P:\0701-DAL-2007_Addison_GPS\Survey\Data Sheets\Datasheets\dgn\dgn.dgn
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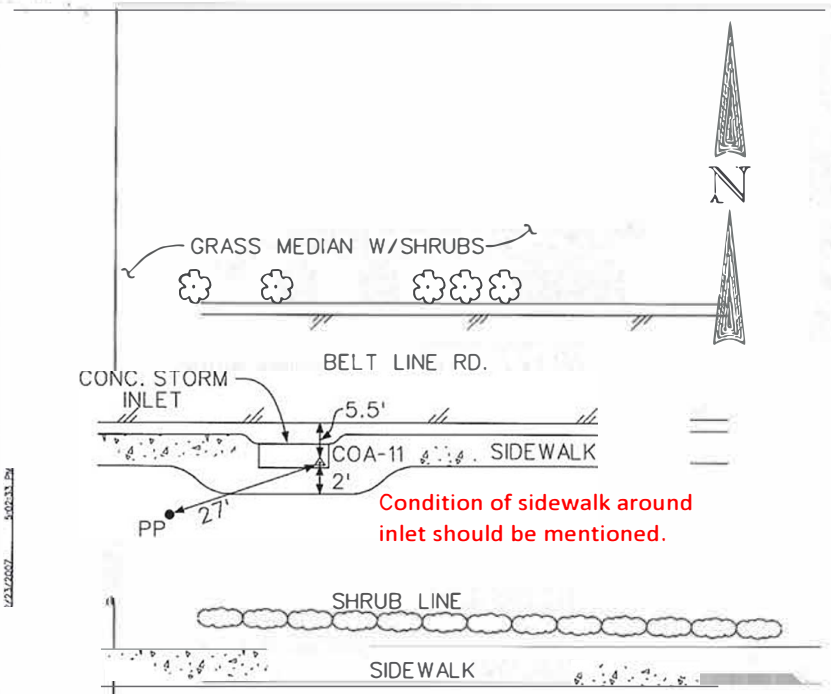

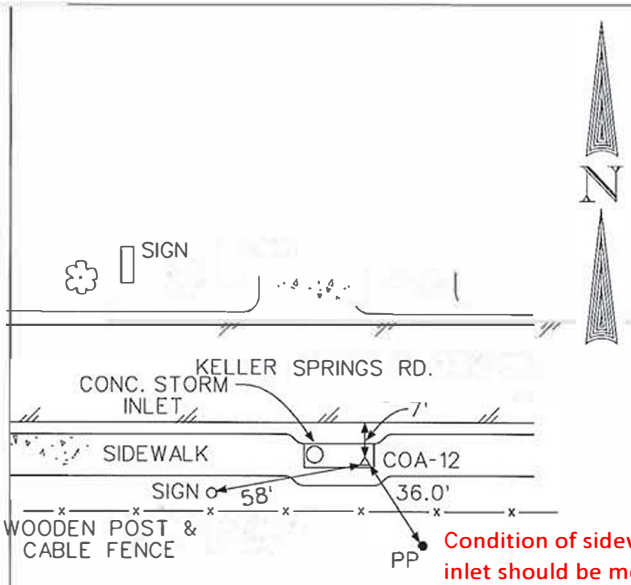

I HERBY CERTIFY THAT THE HORIZONTAL AND VERTICAL DATA SHOWN HEREON WAS DETERMINED BY A FIELD SURVEY ON FEBRUARY 16, 2007 AND IS CORRECTLY SHOWN HEREON.

CONTROL POINT NO. COA-11

APPROXIMATE LOCATION:

826' WEST FROM THE INTERSECTION OF MIDWAY RD. & BELTLINE RD. THEN 5.5' FROM THE EDGE OF ASPHALT, 2' FROM THE SOUTH EDGE OF SIDEWALK & 27' FROM POWER POLE.

US SURVEY FEET
NAVD 88 ELEVATION= 611.74
DATE SET: FEBRUARY 16, 2007
MONUMENT: 2" BRASS DISK STAMPED "TXDOT COA-11 GPS"
STATE PLANE COORDINATES
NORTHING: 7034115.989
EASTING: 2477111.917
DALLAS COUNTY SCALE FACTOR:1.000136506
ELEVATIONS ARE NAVD 88 BASED UPON
TxDOT VRS NETWORK

CONTROL POINT NO. COA-12

APPROXIMATE LOCATION:

360' EAST FROM THE INTERSECTION OF ADDISON RD. & KELLER SPRINGS RD. THEN 7' FROM THE EDGE OF ASPHALT, 36' FROM POWER POLE & 58' FROM STREET SIGN.

US SURVEY FEET
NAVD 88 ELEVATION= 637.05
DATE SET: FEBRUARY 16, 2007
MONUMENT: 2" BRASS DISK STAMPED "TXDOT COA-12 GPS"
STATE PLANE COORDINATES
NORTHING: 7039393.252
EASTING: 2481035.921
DALLAS COUNTY SCALE FACTOR:1.000136506
ELEVATIONS ARE NAVD 88 BASED UPON
TxDOT VRS NETWORK

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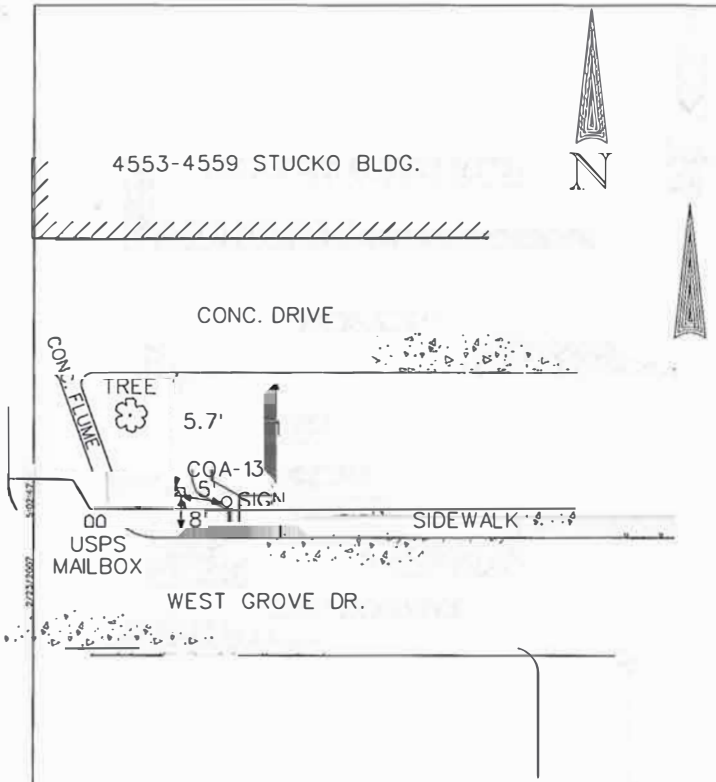
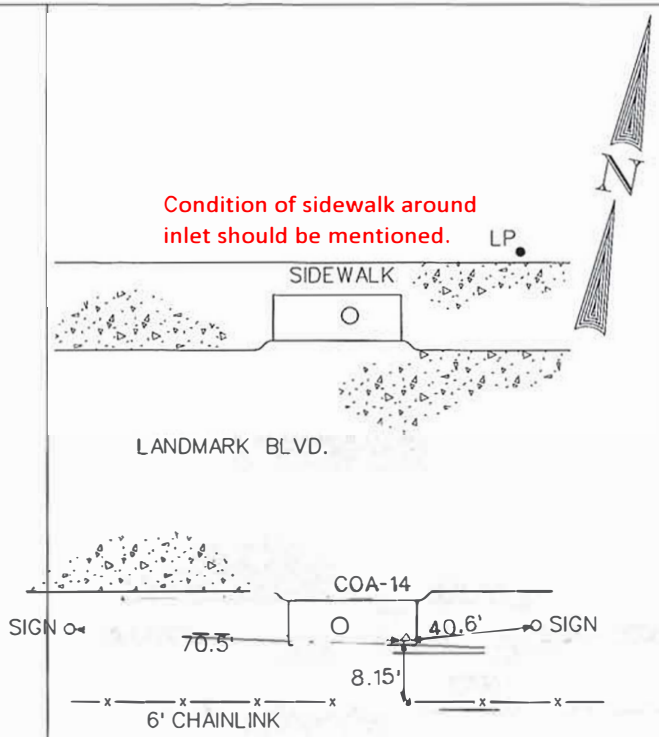
SURVEY CONTROL

SCALE: SHEET 6 OF 8

DESIGN	FED.RD. DIV.NO.	FEDERAL AID PROJECT NO.		HIGHWAY NO.
GRAPHICS	6			
CHECK	STATE	DISTRICT	COUNTY	SHEET NO.
CHECK	TEXAS	DALLAS	DALLAS	COA 11&12
	CONTROL	SECTION	JOB	





Condition of sidewalk around inlet should be mentioned.

I HERBY CERTIFY THAT THE HORIZONTAL AND VERTICAL DATA SHOWN HEREON WAS DETERMINED BY A FIELD SURVEY ON FEBRUARY 16, 2007 AND IS CORRECTLY SHOWN HEREON.

CONTROL POINT NO. COA-13

APPROXIMATE LOCATION:

630' WEST FROM THE INTERSECTION OF ADDISON RD. & WESTGROVE DR. THEN 15.7' SOUTH FROM BACK OF CURB, 5' FROM STREET SIGN & 8' SOUTH TO BACK OF CURB OF WEST GROVE RD.

US SURVEY FEET
NAVD 88 ELEVATION= 642.09
DATE SET: FEBRUARY 16, 2007
MONUMENT: 2" BRASS DISK STAMPED "TXDOT COA-13 GPS"
STATE PLANE COORDINATES
NORTHING: 7042028.880
EASTING: 2479820.516
DALLAS COUNTY SCALE FACTOR:1.000136506
ELEVATIONS ARE NAVD 88 BASED UPON
TxDOT VRS NETWORK

CONTROL POINT NO. COA-14

APPROXIMATE LOCATION:

1,730' SOUTH EAST FROM THE INTERSECTION OF LANDMARK PL. & LANDMARK BLVD. THEN 40.6' WEST OF STREET SIGN, 8.15' NORTH OF CHAINLINK FENCE & 70.5' EAST OF STREET SIGN.

US SURVEY FEET
NAVD 88 ELEVATION= 623.19
DATE SET: FEBRUARY 16, 2007
MONUMENT: 2" BRASS DISK STAMPED "TXDOT COA-14 GPS"
STATE PLANE COORDINATES
NORTHING: 7030466.478
EASTING: 2482171.600
DALLAS COUNTY SCALE FACTOR:1.000136506
ELEVATIONS ARE NAVD 88 BASED UPON
TxDOT VRS NETWORK

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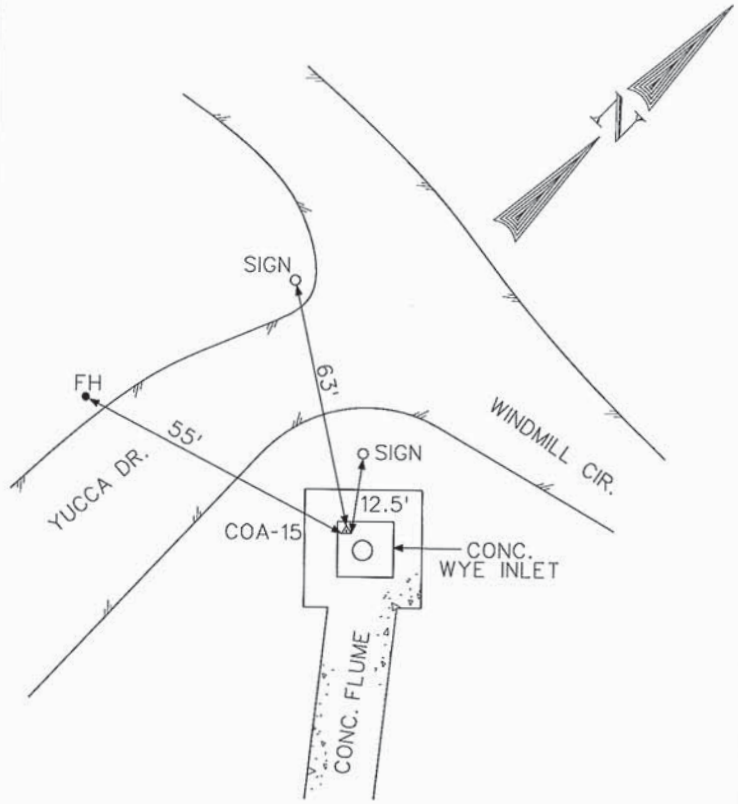
SURVEY CONTROL

SCALE:

SHEET 7 OF 8

DIVISION	FEDERAL AID PROJECT NO.			
6				
STATE	DISTRICT	COUNTY		CONT NO
TEXAS	DALLAS	DALLAS		COA
CONTROL	SECTION	JOB		13&14



CONTROL POINT NO. COA-15

APPROXIMATE LOCATION:

SOUTHEAST CORNER OF INTERSECTION OF YUCCA DR. & WINDMILL CIR. THEN 12.5' SOUTH OF STREET SIGN, 55' FROM FIRE HYDRANT & 63' SOUTH OF STREET SIGN AT SOUTHWEST CORNER OF SAID INTERSECTION.

US SURVEY FEET
NAVD 88 ELEVATION= 557.92
DATE SET: FEBRUARY 16, 2007
MONUMENT: 2" BRASS DISK STAMPED "TXDOT COA-15 GPS"
STATE PLANE COORDINATES
NORTHING: 7025498.266
EASTING: 2474398.482
DALLAS COUNTY SCALE FACTOR:1.000136506
ELEVATIONS ARE NAVD 88 BASED UPON
TxDOT VRS NETWORK

I HERBY CERTIFY THAT THE HORIZONTAL AND VERTICAL DATA SHOWN HEREON WAS DETERMINED BY A FIELD SURVEY ON FEBRUARY 16, 2007 AND IS CORRECTLY SHOWN HEREON.

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SURVEY CONTROL

SCALE:

SHEET 8 OF 8

DESIGN	FED.RD. DIV.NO.	FEDERAL AID PROJECT NO.		HIGHWAY NO.
GRAPHICS	6			
CHECK	STATE	DISTRICT	COUNTY	SHEET NO.
	TEXAS	DALLAS	DALLAS	COA 15
CHECK	CONTROL	SECTION	JOB	

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STANDARD CONSTRUCTION DETAILS

EROSION CONTROL

AUGUST 2010

TABLE OF CONTENTS

EROSION CONTROL

EROSION CONTROL & SILT FENCE NOTES	SD-EC01
SILT FENCE DETAIL	SD-EC02
TEMPORARY STONE CONSTRUCTION ENTRANCE/EXIT	SD-EC03
GRATE AND WYE INLET PROTECTION	SD-EC04
ROCK CHECK DAM	SD-EC05

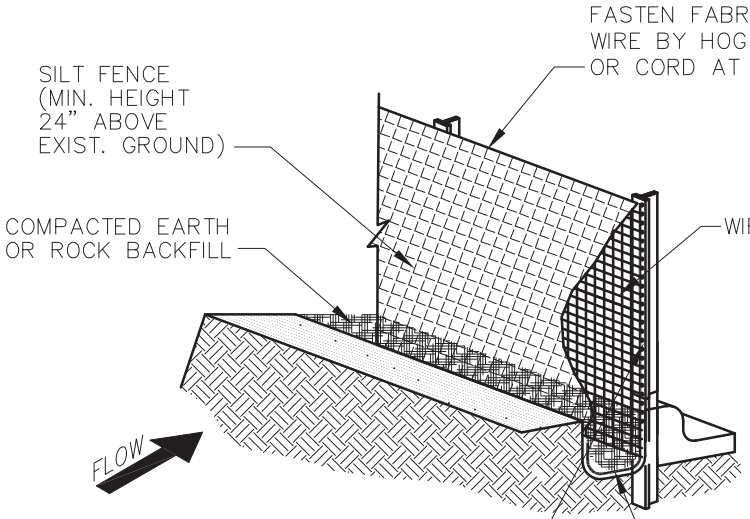
EROSION CONTROL PLAN NOTES

1. ALL OPERATORS AND/OR CONTRACTORS SHALL CONFORM TO THE TERMS AND CONDITIONS OF THE TEXAS COMMISSION ON ENVIRONMENTAL QUALITY (TCEQ), TPDES GENERAL PERMIT NO. TXR 150000 ISSUED AND DATED MARCH 5, 2003.
2. THE NOTICE OF INTENT (NOI), AS REQUIRED BY THE GENERAL PERMIT, MUST BE PROPERLY DISPLAYED ON SITE AT ALL TIMES BY EACH OPERATOR.
3. ALL RELEASES OF THE REPORTABLE QUANTITIES OF HAZARDOUS SUBSTANCES SHALL BE REPORTED IMMEDIATELY TO THE FACILITY OPERATOR, EPA AND TCEQ.
4. QUALIFIED OPERATOR PERSONNEL MUST INSPECT THE SITE AT LEAST ONCE EVERY 14 DAYS AND WITHIN 24 HOURS OF A STORM EVENT OF 0.5 INCHES OR GREATER. AS AN ALTERNATIVE, AN INSPECTION CAN BE CONDUCTED ONCE EVERY SEVEN (7) CALENDAR DAYS ON A DEFINED DAY. A DECISION ON WHICH METHOD TO USE MUST BE DECIDED BEFORE WORK BEGINS AND MUST BE FOLLOWED THROUGHOUT THE PROJECT.
5. MODIFICATIONS TO THE STORM WATER POLLUTION PREVENTION PLAN SHALL BE IMPLEMENTED AND BE IN-PLACE WITHIN A SEVEN CALENDAR DAY PERIOD.
6. IF ANY CONTRACTOR SEES A VIOLATION BY AN OPERATOR OR ANOTHER CONTRACTOR, THAT OPERATOR OR CONTRACTOR IN VIOLATION SHALL BE NOTIFIED AS WELL AS THE FACILITY OPERATOR.
7. EROSION CONTROL SHALL BE INSTALLED PRIOR TO GRADING.
8. ACCUMULATED SILT DEPOSITS SHALL BE REMOVED FROM SILT FENCES AND HAY BALE DIKES WHEN SILT DEPTH REACHES THREE INCHES OR 25%.
9. THE CONTRACTOR SHALL ADD OR DELETE EROSION PROTECTION AT THE REQUEST AND DIRECTION OF THE OPERATOR OR TOWN.
10. AFTER INSTALLATION OF PAVEMENT, FINAL LOT BENCHING AND GENERAL CLEANUP, THE CONTRACTOR SHALL ESTABLISH GRASS GROUNDCOVER IN ALL STREET PARKWAYS, LOT AND ALL OTHER DISTURBED AREAS. SODDING SHALL BE DONE AS SPECIFIED BY SECTION 202.5 AND SEEDING AS SPECIFIED BY SECTION 202.6 OF THE OCTOBER 2004 OR LATEST EDITION OF NCTCOG STANDARD SPECIFICATION.
11. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO CONTROL AND LIMIT SILT AND SEDIMENT LEAVING THE SITE. SPECIFICALLY, THE CONTRACTOR SHALL PROTECT ALL PUBLIC STREETS, ALLEYS, STREAMS AND STORM DRAINAGE SYSTEMS FROM EROSION DEPOSITS.
12. A DRAINAGE AREA MAP WILL BE INCLUDED WITH THE EROSION CONTROL PLAN.
13. CONSTRUCTION WASTE DISPOSAL CONTAINERS SHALL BE PROVIDED ON THE SITE FOR DISPOSAL OF ALL NON-HAZARDOUS CONSTRUCTION WASTE MATERIALS. THE CONTAINERS SHALL BE HAULED TO LANDFILL BY THE CONTRACTOR.
14. ALL HAZARDOUS MATERIALS SHALL BE HANDLED AND DISPOSED OF BY THE CONTRACTOR IN ACCORDANCE WITH FEDERAL, STATE AND LOCAL REGULATIONS.

SILT FENCE NOTES

1. POSTS WHICH SUPPORT THE SILT FENCE SHALL BE INSTALLED ON A SLIGHT ANGLE TOWARD THE ANTICIPATED RUNOFF SOURCE. THE POST MUST BE EMBEDDED A MINIMUM OF 18 INCHES.
2. THE TOE OF THE SILT FENCE SHALL BE TRENCHED IN WITH A SPADE OR MECHANICAL TRENCHER, SO THAT THE DOWNSLOPE FACE OF THE TRENCH IS FLAT AND PERPENDICULAR TO THE LINE OF FLOW. WHERE FENCE CANNOT BE TRENCHED IN (E.G. PAVEMENT): WEIGHT FABRIC FLAP WITH WASHED GRAVEL ON THE UPHILL SIDE TO PREVENT FLOW UNDER FENCE.
3. THE TRENCH MUST BE A MINIMUM OF 6 INCHES DEEP AND 6 INCHES WIDE TO ALLOW FOR THE SILT FENCE FABRIC TO BE LAID IN THE GROUND AND BACKFILLED WITH COMPACTED MATERIAL.
4. SILT FENCE SHALL BE SECURELY FASTENED TO EACH SUPPORT POST OR TO WOVEN WIRE, WHICH IS IN TURN ATTACHED TO THE SUPPORT POST. THERE SHALL BE A 6 INCH DOUBLE OVERLAP, SECURELY FASTENED WHERE ENDS OF FABRIC MEET.
5. INSPECTION SHALL BE MADE EVERY TWO WEEKS OR AFTER EACH RAINFALL. REPAIR OR REPLACEMENT SHALL BE PROMPTLY AS NEEDED.
6. SILT FENCE SHALL BE REMOVED WHEN THE SITE IS COMPLETELY STABILIZED SO AS NOT TO BLOCK OR IMPEDE STORM FLOW OR DRAINAGE.
7. ACCUMULATED SILT SHALL BE REMOVED WHEN IT REACHES A DEPTH OF 3 INCHES. THE SILT SHALL BE DISPOSED OF AT AN APPROVED SITE AND IN SUCH A MANNER AS TO NOT CONTRIBUTE TO ADDITIONAL SILTATION.

Addison! PUBLIC WORKS DEPARTMENT	EROSION CONTROL & SILT FENCE NOTES	STANDARD CONSTRUCTION DETAILS EROSION CONTROL
		DATE: AUGUST, 2010 / REV DATE: – / SHEET : SD-EC01



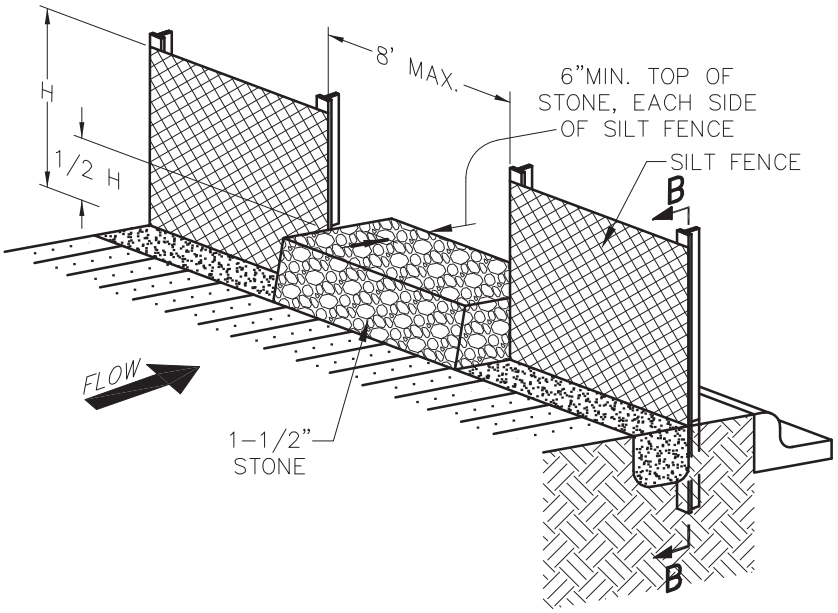
4' LENGTH MIN. STEEL OR WOOD POSTS SPACED AT 5' CENTERS. WOOD POSTS SHALL BE 3" MIN. IN DIA. OR NORMAL 2"x4".

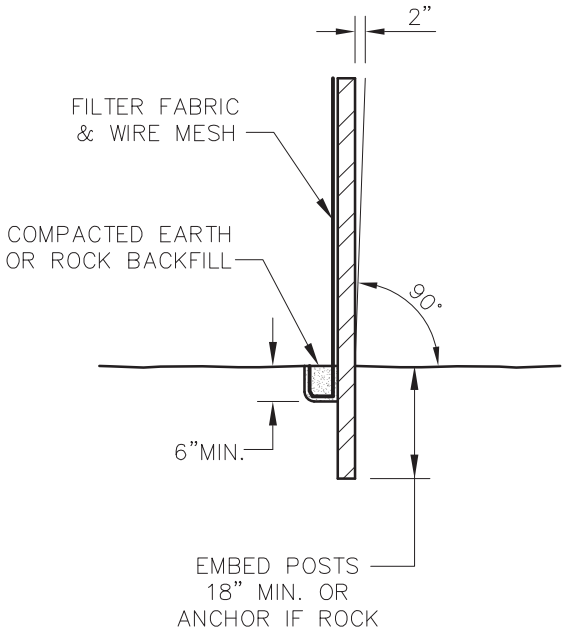
ATTACH THE WOVEN FABRIC USING EVENLY SPACED STAPLES OR LOCKING PLASTIC TIES FOR WOODEN POSTS AT A MAX. SPACING OF 6". USE LOCKING PLASTIC TIES OR SEWN VERTICAL POCKETS FOR STEEL POSTS AT SAME SPACING.

FABRIC TOE-IN UPSTREAM DIRECTION. MINIMUM TRENCH SIZE SHALL BE 6" SQUARE. BACKFILL AND HAND TAP.

ISOMETRIC PLAN VIEW

N.T.S.

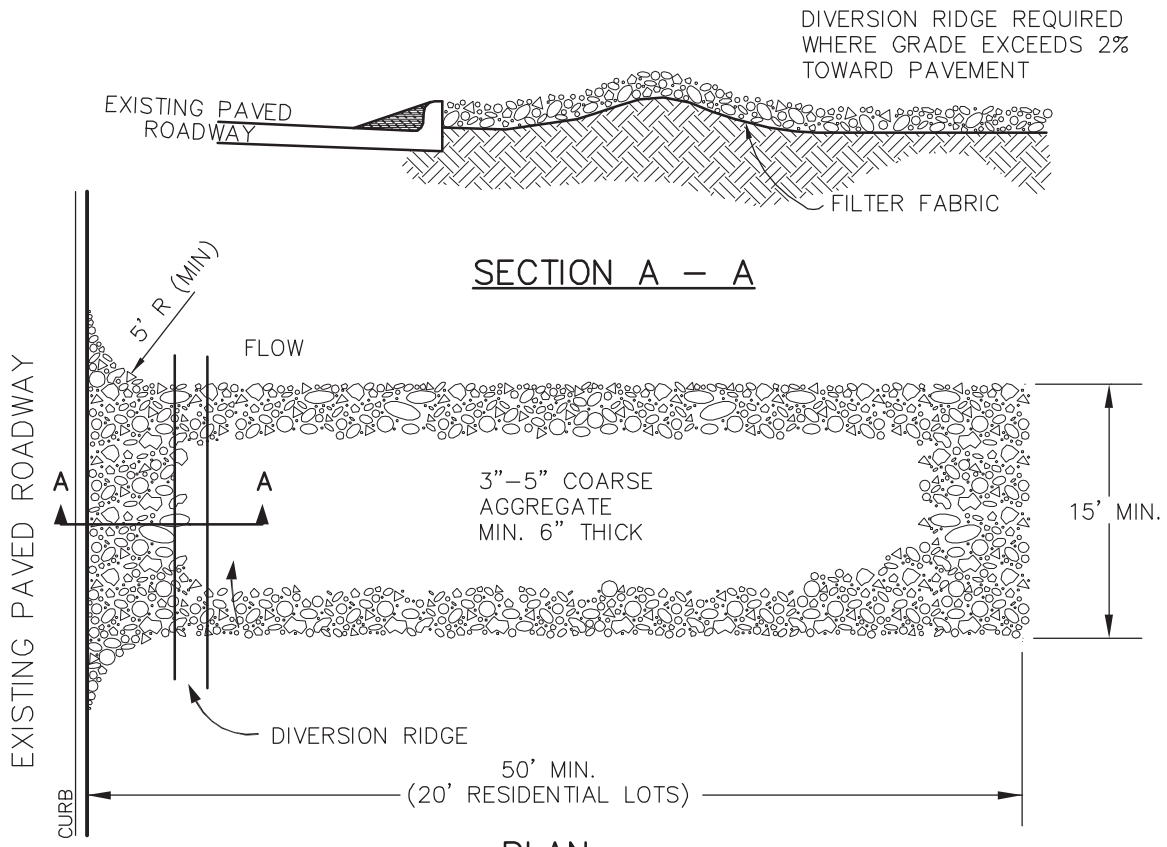




SILT FENCE STONE OVERFLOW STRUCTURE

N.T.S.

Addison! PUBLIC WORKS DEPARTMENT	SILT FENCE DETAIL	STANDARD CONSTRUCTION DETAILS EROSION CONTROL
		DATE: AUGUST, 2010 / REV DATE: – / SHEET : SD-EC02



TEMPORARY STONE CONSTRUCTION ENTRANCE/EXIT

N.T.S.

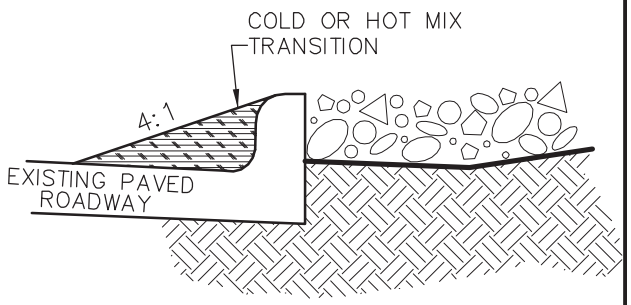
STABILIZED CONSTRUCTION ENTRANCE GENERAL NOTES:

1. WHEN NECESSARY, VEHICLES SHALL BE CLEANED TO REMOVE SEDIMENT PRIOR TO ENTRANCE ONTO A PUBLIC ROADWAY. WHEN WASHING IS REQUIRED, IT SHALL BE DONE ON AREA STABILIZED WITH CRUSHED STONE WITH DRAINAGE FLOWING AWAY FROM BOTH THE STREET AND THE STABILIZED ENTRANCE. ALL SEDIMENT SHALL BE PREVENTED FROM ENTERING ANY STORM DRAIN, DITCH OR WATERCOURSE USING APPROVED METHODS.

2. THE ENTRANCE SHALL BE MAINTAINED IN A CONDITION WHICH WILL PREVENT TRACKING OR FLOWING OF SEDIMENT ONTO PAVED SURFACES. THIS MAY REQUIRE PERIODIC TOP DRESSING WITH ADDITIONAL STONE AS CONDITIONS DEMAND. ALL SEDIMENT SPILLED, DROPPED, WASHED, OR TRACKED ONTO PAVED SURFACES MUST BE REMOVED IMMEDIATELY.

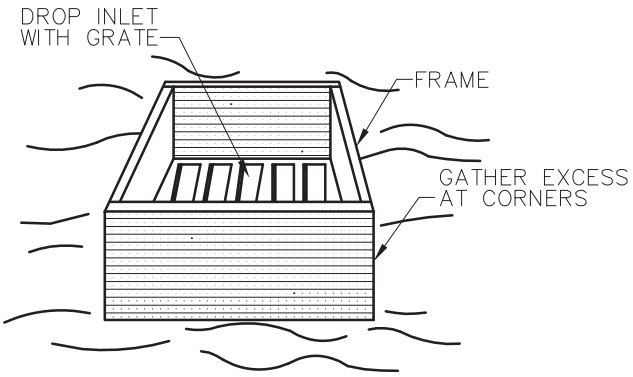
3. THE ENTRANCE MUST BE PROPERLY GRADED OR INCORPORATE A DRAINAGE SWALE TO PREVENT RUNOFF FROM LEAVING THE CONSTRUCTION SITE.

4. WHEN SEDIMENT HAS SUBSTANTIALLY CLOGGED THE VOID AREA BETWEEN THE ROCKS, THE AGGREGATE MAT MUST BE WASHED DOWN OR REPLACED. PERIODIC RE–GRADING AND TOP DRESSING WITH ADDITIONAL STONE MUST BE DONE TO KEEP THE EFFICIENCY OF THE ENTRANCE FROM DIMINISHING.

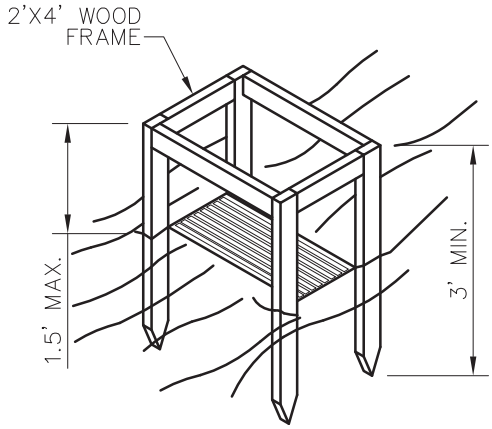


TRANSITION

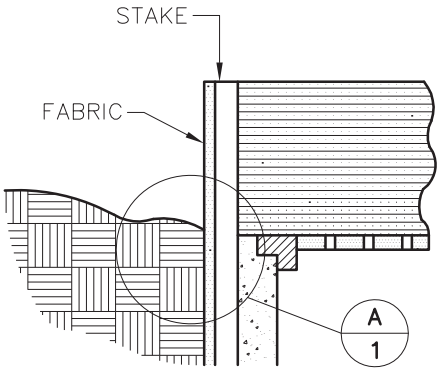
Addison! PUBLIC WORKS DEPARTMENT	TEMPORARY STONE CONSTRUCTION ENTRANCE/EXIT	STANDARD CONSTRUCTION DETAILS EROSION CONTROL		
		DATE: AUGUST, 2010	REV DATE: –	SHEET : SD–EC03



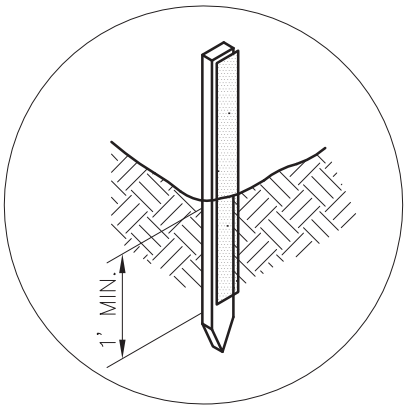
PERSPECTIVE VIEW



PERSPECTIVE VIEW



ELEVATION OR STAKE AND
FABRIC ORIENTATION



DETAIL 'A'

SPECIFIC APPLICATION

THIS METHOD OF INLET PROTECTION IS APPLICABLE WHERE THE INLET DRAINS A RELATIVELY FLAT AREA (SLOPE NO GREATER THAN 5%) WHERE THE INLET SHEET OR OVER-LAND FLOWS (NOT TO EXCEED 1 C.F.S.) ARE TYPICAL. THE METHOD SHALL NOT APPLY TO INLETS RECEIVING CONCENTRATED FLOWS SUCH AS IN STREETS OR HIGHWAY MEDIANS.

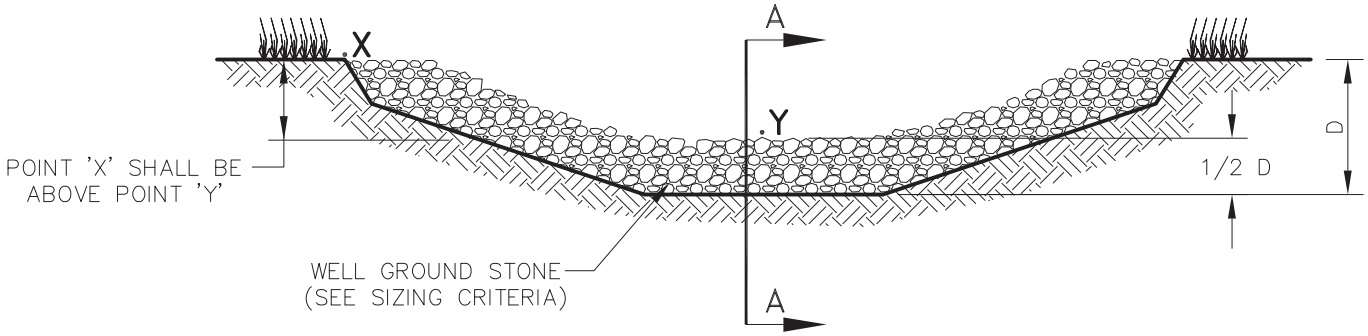
Addison!

PUBLIC WORKS DEPARTMENT

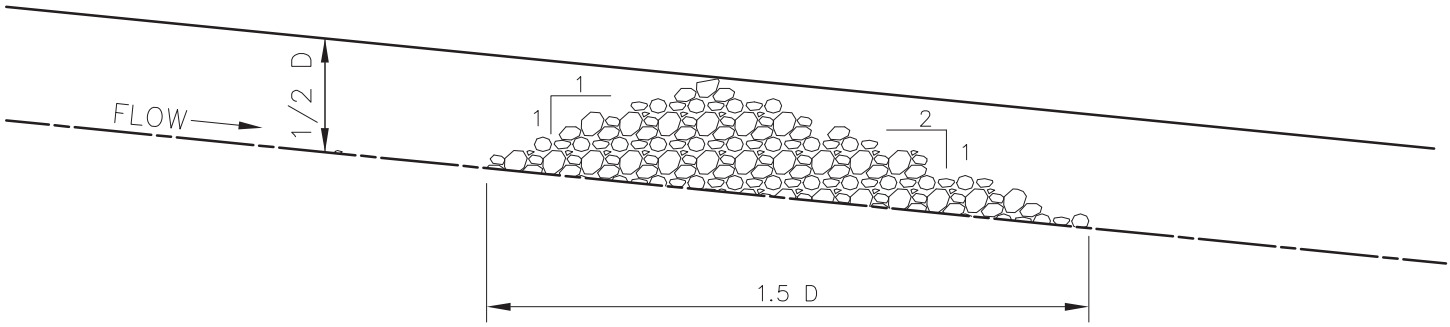
GRATE AND WYE INLET PROTECTION

STANDARD CONSTRUCTION DETAILS
EROSION CONTROL

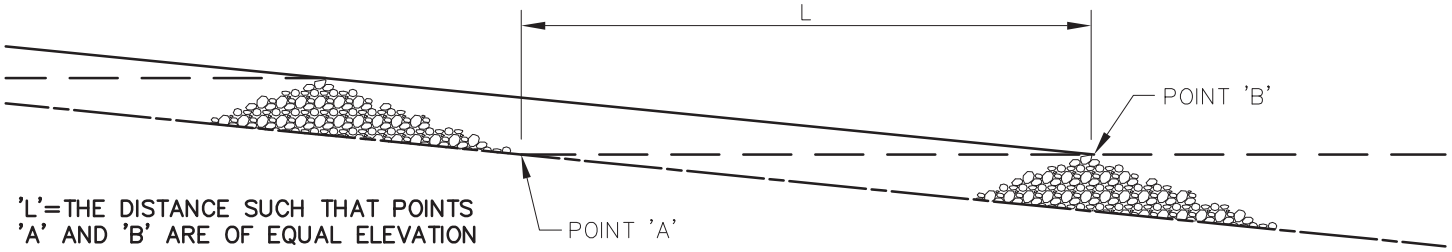
DATE:	REV DATE:	SHEET :
AUGUST, 2010	–	SD-EC04



VIEW LOOKING UPSTREAM



SECTION 'A–A'



'L'=THE DISTANCE SUCH THAT POINTS
'A' AND 'B' ARE OF EQUAL ELEVATION

SPACING BETWEEN CHECK DAMS

ROCK CHECK DAM NOTES:

1. STONE SHALL BE WELL GRADED STONE WITH SIZE RANGE FROM 1–1/2 TO 3–1/2 INCHES IN DIAMETER DEPENDING ON EXPECTED FLOWS.
2. THE CHECK DAM SHALL BE INSPECTED AS SPECIFIED IN THE SWPPP AND SHALL BE REPLACED WHEN THE STRUCTURE CEASES TO FUNCTION AS INTENDED DUE TO SILT ACCUMULATION AMONG THE ROCKS, WASHOUT, CONSTRUCTION TRAFFIC DAMAGE, ETC.
3. WHEN SILT REACHES A DEPTH EQUAL TO ONE–THIRD OF THE HEIGHT OF THE CHECK DAM OR ONE FOOT, WHICHEVER IS LESS, THE SILT SHALL BE REMOVED AND DISPOSED OF PROPERLY.
4. WHEN THE SITE HAS ACHIEVED FINAL STABILIZATION OR ANOTHER EROSION OR SEDIMENT CONTROL DEVICE IS EMPLOYED, THE CHECK DAM AND ACCUMULATED SILT SHALL BE REMOVED AND DISPOSED OF IN AN APPROVED MANNER.

Addison! PUBLIC WORKS DEPARTMENT	ROCK CHECK DAM	STANDARD CONSTRUCTION DETAILS EROSION CONTROL
		DATE: AUGUST, 2010 / REV DATE: – / SHEET : SD–EC05

Town of Addison
Traffic Specification Review

Name of Document	Page	Issue	Potential Solution
Standard Construction Details – Traffic Specifications	Page 23 of the PDF (7-24)	Spcial Specification A9003, Section 2.5 Signal Timing Plan Implementation and Monitoring, Section 2.5.7 Accommodation of Pedestrian Services Which Violate Normal Split Times.	Add note indicating the timing should be adjusted to 3.5 fps to accommodate ADA requirements.
Standard Construction Details – Traffic Specifications	Page 42 of the PDF (2 of 13)	Special Specification A9004, Section 2.0 Size and Mounting - The leading edge of the cabinet should be at or below 27" or cabinet may not protrude more than 4" into the pedestrian route from the pole it's mounted on.	Add note with protrusion requirements.

Traffic Specifications

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ITS Field Equipment Cabinet……80
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Removing Traffic Signals……105

Battery Backup System for Traffic Intersections

1 Description. Furnish an Outdoor Hardened Battery Backup System to be mounted to the side of a traffic controller cabinet or installed as a Pad Mount Stand-Alone Battery Backup System.

2 Materials. Furnish, assemble, fabricate, or install new corrosion resistant materials in accordance with specifications. Supply a "rack mounted" UPS unit, including a front panel with indicators and control switches.

3. Functional Requirements. This specification is for establishing the minimum requirements for a complete emergency battery backup system for use with Light Emitting Diode (LED) Traffic Signal Modules at intersections with NEMA, 170 or 2070 cabinets. The Battery Backup System (BBS) shall include, but not be limited to the following: Inverter/Charger, Batteries, a separate automatic and manually operated Bypass Switch and all necessary hardware and interconnect wiring. The BBS shall be capable of providing power for full run-time operation for an "LED –only" intersection (all colors: red, yellow, green and pedestrian heads) The BBS shall be designed for outdoor applications.

4. Enclosure Construction:

Enclosure. The BBS Enclosure shall be capable of being a Side Mount and Pad Mount. The enclosure will house the batteries, UPS and bypass switches. The cabinet must meet the requirements for NEMA 3R enclosures. The housing must have the dimensions so that it may easily be attached the side of a M, P or 332 Type cabinet. Dimensions of the enclosure shall not exceed 50"H x 17" W x 17" D. The UPS enclosure must not interfere with the opening of the traffic cabinet door.

A eight (8) inch Riser option shall be available for Stand-Alone Pad Mount installations.

The complete enclosure and door must be made from .125" thick aluminum. All external seams must be continuously welded. The door opening must have a double flange for weather sealing purposes.

a. **Door:** The cabinet must have a door to provide access to the complete cabinet interior. The door must include a continuous piano hinge made of 14-gauge stainless steel and a .120" diameter stainless steel hinge pin. The hinge must be attached to the enclosure and the door with close end pop rivets. The door must have a three (3) point locking mechanism with rollers at the ends for the latch rods. The key lock must be a Corbin cylinder lock with a #2 key. When the door is opened it must have stops at 90, and 130 degrees. A continuous neoprene gasket must be used to weatherproof the enclosure when the door is closed.

b. **Ventilation Fan:** A fan must be mounted in the air baffle at the top of the cabinet with an air outlet built into the overhang. The fan must be thermostatically controlled. The bottom of the door must be louvered to allow airflow. A removable dust filter must be located behind the vent.

c. **Finish:** The enclosure shall be part #26-026-053-80 and painted PFJ-407-A5 Statuary Bronze.

d. **Features:** An "On Battery" factory installed high impact red light option shall be available for the enclosure. The "On Battery" LED shall operate off of the DC voltage of the UPS to notify that the UPS is on batteries without opening of the door. The light will be wired to and controlled by the UPS power module. The enclosure shall be designed to rack mount the UPS and Fail Safe ATS transfer switch. When the UPS is mounted into the enclosure it must be mounted to accommodate straight-on horizontal viewing of the LCD screen on the UPS.

e. **Generator Connection:** An optional factory installed flush mount generator compartment with neoprene gaskets for weatherproofing shall be available for the enclosure. The generator compartment shall include a locking 30 amp plug, L5-30FI, for connecting of a portable AC generator. A manual transfer switch shall be mounted within the generator compartment to allow for transferring from utility power to generator power. The generator door will provide a cable slot to allow for closing of the door when the generator is plugged in and to lock the cable inside of the compartment. The door will include a Corbin Type 2 lock.

f. **Mounting:** The cabinet will be mounted to the traffic control cabinet with six 6 hex head bolts, ¼" x 20". All holes will be field drilled by the Contractor to accommodate the specific situation. A grommet must be supplied to protect the cable in a field drilled 1.5" to 2" hole for cable connection to the existing traffic controller. The Contractor will supply all the mounting hardware, bolts, washers, nuts, gaskets, bushings, grommets, caulking, etc., necessary to install the cabinet in a safe and weatherproof manner.
An optional eight (8) inch Riser shall be available for Pad Mount Stand-Alone Installations.

5. Battery System:

a. Individual batteries shall be:

- Voltage rating: 12V type
- Amp-hour rating: 109 amp-hour minimum
- Group size: 31 minimum
- Batteries shall be easily replaced and commercially available off the shelf.

b. Batteries used for BBS shall consist of 4 batteries. All batteries must meet their specifications out of the box immediately after the initial 24-hour top off charge. Batteries that require cycling to meet the AH rating specifications are not acceptable.

c. Batteries shall be deep discharge, sealed prismatic lead-calcium based GEL/VRLA Gelled Electrolyte/ Valve Regulated Lead Acid). Batteries designed for Cycle applications, such as Solar, are not acceptable. The battery must be designed for Standby Applications.

d. Batteries shall have a discharge operating temperature range of – 40 °C to +71 °C.

e. Batteries shall have a Manufactures Warranty of 4 Years Full Replacement plus 1 additional year when an AlphaGuard is used. The warranty shall cover any battery that does not meet 70% of its original reserve capability during the warranty period.

f. The batteries shall be provided with appropriate interconnect wiring and corrosion-resistant mounting trays, shelf's and/or brackets appropriate for the cabinet into which they will be installed.

g. Batteries shall indicate maximum recharge data and recharging cycles.

h. Battery Harness

1) Battery interconnect wiring shall be via two-part modular harness.

2) Part I shall be equipped with red (+) and black (-) 30.48 cm (12") cabling that can be permanently connected to the positive and negative posts of each battery. Each red and black pair shall be terminated into an Anderson style Power Pole connector or equivalent.

3) Part II shall be equipped with the mating Power Pole style connector for the batteries and a single, insulated Power Pole style connection to the inverter/charger unit. Harness shall be fully insulated and constructed to allow batteries to be quickly and easily connected in any order to ensure proper polarity and circuit configuration.

4) Power Pole connectors may be either one-piece or two-piece. If a two-piece connector is used, a locking pin shall be used to prevent the connectors from separating.

5) All battery interconnect harness wiring shall be UL Style 1015 CSA TEW or Welding Style Cable or equivalent, all of proper gauge with respect to design current and with sufficient strand count for flexibility and ease of handling.

6) Battery terminals shall be covered and insulated with molded boots so as to prevent accidental shorting.

i. Battery Balancer: The AlphaGuard shall be provided that automatically balances the battery charge voltage on all batteries in the string to within ±100mV between any two batteries. The AlphaGuard shall allow for any single 12V battery within the battery string to be replaced without having to replace the entire battery string.

6. BBS Operation:

a. The BBS shall provide a minimum four (4) hours of full run-time operation at 500 watts with an additional nine (9) hours of Red Flash operation at 125 watts. Typical values for a "LED-only" intersection. The inverter, when on batteries, shall operate with a minimum efficiency of 84% with a load ranging from 25% to 90% of the BBS total output rating. The BBS shall operate at 98% or higher when operating under normal condition (utility power is available).

b. The BBS, for safety and efficiency shall operate with a nominal 48 VDC buss. A DC level higher then 56 VDC shall be considered unsafe and not acceptable.

c. The maximum transfer time allowed, from disruption of normal utility line voltage to stabilized inverter line voltage from batteries, shall be 5 milliseconds. The 5 milliseconds maximum allowable transfer time shall also apply when switching from inverter line voltage to utility line voltage.

d. The BBS shall include a rack mounted Fail Safe Automatic/Manual Bypass Switch for bypassing the UPS for maintenance. The FS-ATS bypass switch will be a 3-stage configuration, UPS Normal mode, bypass UPS On and bypass UPS Off. The FS-ATS Bypass Switch shall mount in a 19" rack inside of the BBS side mount enclosure.

e. The BBS shall provide the user with 6-sets of normally open (NO) and normally closed (NC) single-pole double-throw (SPDT) individually programmable dry relay contact closures, available on a front panel-mounted terminal block, rated at a minimum 120V/1A, and labeled so as to identify each contact.

1) One set of NO and NC contact closures shall be energized whenever the unit switches to battery power. Contact shall be labeled or marked "On Batt."
2) A second and third set of NO and NC contact closures shall be energized whenever the battery approaches approximately 40% of remaining useful capacity. Contact shall be labeled or marked "Low Batt." This setting must be adjustable from 10% to 90% via the RS232 connection.
3) A fourth set of NO and NC contact closures shall be energized two hours after the unit switches to battery power. Contact shall be labeled or marked "Timer." This setting must be adjustable from 1 Min. to 8 Hours via the RS232 connection.
4) A fifth set of NO and NC contact closures shall be energized in the event that an Alarm condition occurs. Contact shall be labeled "Alarm".
5) A 48 VDC output shall be provided for operating an external fan. This output can also be factory configured as a dry contact
6) Relay contact activation shall be annunciated on the front panel via a visual indication. This can be either discreet LED, or part of LCD screen, etc.

f. The BBS shall have (2) independently programmable timers 0 to 8 hours with (2) times-of-day restrictions on each timer.

g. The BBS shall provide 3 user inputs to support Intrusion Alarm, Emergency Power Off (EPO) and external Self Test (Battery Test).

h. Operating temperature for both the inverter/charger, and manual bypass switch shall be –37 °C to +74 °C with a load of 850 watts.

i. The Fail Safe ATS Bypass Switch shall be rated at 240VAC/30 amps, minimum

j. The BBS shall use a temperature-compensated battery charging system. The charging system shall compensate over a range of 2.5 – 6.0 mV/ °C per cell. The temperature sensor shall be external to the inverter/charger unit. The temperature sensor shall come with 2 meters (6'5") of wire.

k. Batteries shall not be recharged when battery temperature exceeds 50 °C ± 3 °C.

l. BBS shall bypass the utility line power whenever the utility line voltage is outside of the following voltage range: 85VAC to 175VAC (± 2VAC). During a utility input from 85 VAC to 175 VAC the UPS shall utilize its internal double buck, double boost regulation to maintain a 108 to 131 VAC output to the controller cabinet, without the use of the batteries. The BBS shall go into Boost Mode 1 when the AC Line voltage reaches below 110 VAC, +/- 2volts. When the AC line drops below 96 VAC, +/- 2 volts the BBS shall go into Boost Mode 2. When the AC line voltage reaches 131 volts, +/- 2volts the BBS shall go into Buck Mode 1. When the AC Line voltage reaches 150 volts the BBS shall go into Buck Mode 2.

m. When utilizing battery power, the BBS output voltage shall be between 112 VAC and 128 VAC, pure sine wave output, ≤ 3% THD, 60Hz ± 3Hz.

n. BBS shall be compatible with NEMA, 170 or 2170 Controllers, and cabinet components for full time operation. All loads to the maximum rating of the BBS shall be powered through the BBS system to utilize the UPS internal Buck/Boost regulation.

o. In cases of low (below 85VAC) or absent utility line power, when the utility line power has been restored to normal for more than 3 seconds, the BBS shall transfer from the Boost Regulation Mode or the battery backed inverter mode back to utility line mode.

p. In cases of high utility line power (above 175VAC), when the utility line power has been restored to normal for more than 3 seconds, the BBS shall transfer from the Buck Regulation Mode or battery backed inverter mode back to utility line mode

q. BBS shall be equipped to prevent a malfunction feedback to the cabinet or from feeding back to the utility service. For conformation the UPS module must be UL/CSA approved and labeled. "Tested to" or "Built to" UL/CSA is not acceptable.

r. In the event of inverter/charger failure, battery failure or complete battery discharge, the Fail Safe Transfer Switch shall revert to the NC (and de-energized) state, where utility line power or generator power, if available, is connected to the cabinet.

s. Recharge time for the battery, from "protective low-cutoff" to 90% or more of full battery charge capacity, shall not exceed eight (8) hours, unless limited by the Temperature Regulated charger due to excessive battery heat that could damage the integrity of the battery string.

t. Batteries shall be Deep Discharge Gel Type Valve Regulated Lead Acid Battery and compatible with the Battery charger.

7. Maintenance, Displays, Controls and Diagnostics:

a. The BBS shall include a display and /or meter to indicate current battery charge status and conditions.
   1) The BBS shall provide voltmeter standard probe input-jacks (+) and (-) to read the exact battery voltage drop at the inverter input.

b. The BBS shall have lightning surge protection option.

c. The BBS shall be equipped with an integral system to prevent battery from destructive discharge and overcharge.

d. The BBS and batteries shall be easily replaced with all needed hardware and shall not require any special tools for installation.

e. The BBS shall display via an LCD panel to indicate the number of times the BBS was activated and the total number of hours the unit has operated on battery power. The LCD display shall show the UPS mode, Alarm status, Input and output voltages, Output current, Battery voltage, battery charger current and last event. It shall allow for programming of the battery charger from 3, 6 and 10 amp charger setting.

f. The BBS shall include a RS-232 port for local serial communications on the front panel of the UPS. An optional factory installed internal Ethernet port for SNMP/WEB communications shall be available.

g. The BBS shall include a Microsoft Windows® Graphical User Interface for programming and monitoring the BBS. This must be provided in addition to the use of Hyper Terminal and provided at not cost.

h. Manufacturer shall include a set of operator's manuals with each BBS.

i. The BBS shall provide the ability to manage daylight savings time automatically.

j. The BBS temperature reporting shall be selectable, Celsius or Fahrenheit.

k. The BBS shall have the ability to update the firmware via the Web Pages.

l. The BBS shall be capable of reporting the date in either number or text format in any order of day, month and year.

m. The BBS shall have battery runtime reporting integration based on the current rate of consumption via a selectable collection of common batteries and via generic configuration with editable Peukert's number.

n. The BBS shall display the MAC address locally and remotely.

o. The BBS shall display the unit serial number locally and remotely.

p. The BBS shall display the record the power consumed by the load. (KW)

q. The BBS shall have a user input selectable alarm. An alarm shall be sent via SNMP when activated.

r. The BBS shall have a remote shutdown / reboot via SNMP feature.

s. The BBS shall have up to 255 COM ports available on the RS-232.

8. Acceptance:

Each BBS shall be manufactured in accordance with a manufacturer Quality Assurance (QA) program. The QA program shall include two Quality Assurance procedures: (1) Design QA and (2) Production QA. The Production QA shall include statistically controlled routine tests to ensure minimum performance levels of BBS units built to meet this specification and a documented process of how problems are to be resolved. The manufacturer, or an independent testing lab hired by the manufacturer, shall perform Design Qualification Testing on new BBS system(s) offered, and when any major design change has been implemented on an existing design. A major design change is defined as any modification, either material, electrical, physical or theoretical, that changes any performance characteristics of the system, or results in a different circuit configuration.

Production Quality Control tests shall be performed on each new system prior to shipment. Failure to meet this requirement shall be cause for rejection. Each system shall be visually inspected for any exterior physical damage or assembly anomalies. Any defects shall be cause for rejection.

9. Materials Warranty:

Manufacturers shall provide a two (2) year factory-repair warranty for parts and labor on the BBS from date of acceptance but not more then 6 months from ship date. Batteries shall be warranted for full replacement for four (4) years from date of purchase with an additional 1-year added when a battery balancer is installed at time of initial installation. A battery shall be considered bad should it not deliver 70% of its original capability within the stated warranty period.

The warranty shall be included in the total bid price of the BBS.

SPECIAL SPECIFICATION

A9001

Hardened Ethernet Switch

1. **Description.** Furnish, install, and make fully operational a Hardened Ethernet Switch at designated locations as shown on the plans and as detailed in accordance with these specifications. Use the same manufacturer and model for each Hardened Ethernet Switch.

2. **Materials.** Provide a Hardened Ethernet Switch unit that meets the following requirements.

   A. **General Requirements.** Provide only equipment that is new, corrosion resistant and in strict accordance with the details shown on the plans and in the specifications.

   B. **Ethernet Port Configuration.** Provide a Hardened Ethernet Switch with four Ethernet ports that have the following features:

   - 10/100Base-TX
   - RJ-45 female connector
   - Automatic and user-selectable speed setting
   - Automatic and user-selectable half/full duplex setting
   - Non-blocking full wire-speed forwarding rate
   - Drives up to 100 m of Category 3, 4, or 5 unshielded twisted-pair (UTP) cable at 10 Mbps
   - Drives up to 100 m of Category 5 UTP cable at 100 Mbps
   - Minimum of 4K Media Access Control (MAC) addresses
   - Minimum of 2 MB buffer memory
   - MAC-based trunking
   - Port Mirroring

   C. **Protocols Supported.** Provide a Hardened Ethernet Switch that supports the following protocols:

   - Institute of Electrical and Electronic Engineers (IEEE) 802.3
   - IEEE 802.3u
   - IEEE 802.3x Flow Control
   - IEEE 802.1Q Virtual Local Area Network (VLAN) Tagging
   - IEEE 802.1D Spanning Tree Algorithm
   - IP Multicast Filtering through Internet Group Management Protocol (IGMP) version 2 snooping

D. **Management:** Provide a Hardened Ethernet Switch that provides the following management capabilities:

- Hyper Text Transport Protocol (HTTP)/Web Browser device configuration interface
- Telnet device configuration interface
- Allow multiple simultaneous management sessions or automatically terminate existing session when a new session is requested
- Simple Network Management Protocol (SNMP) version 2 device status, diagnostic, and alarm monitoring and remote configuration
- Remote Monitoring (RMON) network monitoring
- Trivial File Transfer Protocol (TFTP) remote firmware upgrades
- Request for Comments (RFC)-1213-compliant Management Information Base (MIB) files
- Standard and device specific MIB2 files
- Command Line Interface (CLI)

E. **Regulatory Approvals.** Provide a Hardened Ethernet Switch that has been certified to the following regulatory standards:

- Product Safety: Underwriters Laboratories (UL) Standard 1950 or 60950
- Electromagnetic Emissions: Federal Communications Commission (FCC) Part 15, Class A
- National Electrical Manufacturers Association (NEMA) TS-1/2

F. **Operating Power:** Provide a Hardened Ethernet Switch that is designed to operate with the following power requirements:

- 120 V AC
- 60 Hz
- 15 W maximum power consumption

G. **Environmental.** Provide a Hardened Ethernet Switch that is designed to operate in the following environmental conditions:

- -30°C to 70°C operating temperature range
- -45°C to 90°C storage temperature range
- 10% to 95% relative humidity (non-condensing)

3. **Construction Methods.**

A. **General.** Provide equipment that utilizes the latest available techniques for design and construction with a minimum number of parts, subassemblies, circuits, cards, and modules to maximize standardization and commonality.

Design the equipment for ease of maintenance. Provide component parts that are readily accessible for inspection and maintenance. Provide test points that are for checking essential voltages and waveforms.

B. Electronic Components. Provide electronic components in accordance with Special Specification, "Electronic Components".

C. Mechanical Components. Provide external screws, nuts and locking washers that are stainless steel; no self-tapping screws will be used.

Provide parts made of corrosion resistant material, such as plastic, stainless steel, anodized aluminum or brass.

Protect materials from fungus growth and moisture deterioration.

Separate dissimilar metals by an inert dielectric material.

4. **Documentation Requirements.** Provide five complete sets of operation and maintenance manuals. Include the following:

- Complete and accurate schematic diagrams.
- Complete installation procedures.
- Complete performance specifications (functional, electrical, mechanical and environmental) on the unit.
- Complete parts list including names of vendors for parts not identified by universal part number such as JEDEC, RETMA, or EIA.
- Pictorial of component layout on circuit board.
- Complete maintenance and trouble-shooting procedures.
- Complete stage-by-stage explanation of circuit theory and operation.

5. **Testing Requirements.** It is the policy of the Texas Department of Transportation to require performance testing of all materials and equipment not previously tested and approved. If technical data are not considered adequate for approval, samples may be requested for test by the Engineer. The contract period will not be extended for time loss or delays caused by testing prior to final Texas Department of Transportation approval of any items.

The equipment referenced to this specification is subject to Design Approval Tests and Factory Demonstration Tests at the equipment manufacturer's facility to determine conformance with all the specification requirements except that the Engineer may accept certification by an independent testing laboratory in lieu of the design Approval Tests, to verify that the Design Approval Tests have previously been satisfactorily completed. The Contractor must arrange for and conduct the tests in accordance with the specification requirements stated herein.

Unless otherwise specified, the Contractor is responsible for satisfying all inspection requirements prior to submission for the Texas Department of Transportation's inspection and acceptance. The Engineer reserves the right to have his/her representative witness all Design Approval Tests and Factory Demonstration Tests.

Compare the results of each test with the requirements specified herein. Failure to conform to the requirements of any test shall be counted as a defect, and equipment shall be subject to rejection by the Engineer. Rejected equipment may be offered for retest provided all non-compliances have been corrected and retested by the Contractor and evidence thereof submitted to the Engineer.

6. **Warranty.** Guarantee that equipment furnished and installed for this project will perform according to the manufacturer's published specifications. Warrant equipment against defects and/or failure in design, materials and workmanship in accordance with the manufacturer's standard warranty. Assign to the Department all manufacturers' normal warranties or guarantees on all electronic, electrical, and mechanical equipment, materials, technical data, and products furnished for and installed on the project. Repair or replace defective equipment, at the manufacturer's option, during the warranty period at no cost to the Department. Provide equipment with 95% of the manufacturer's standard warranty remaining on the date that equipment invoices are submitted by the Contractor for payment. Any equipment with less than 95% of its warranty remaining will not be accepted by the Department.

7. **Experience Requirements.** Personnel involved in the installation and testing of the "Hardened Ethernet Switch" must meet the following requirements:

   - Three years experience in the installation and testing of Ethernet Switches.
   - Two installed systems where Ethernet Switches, as described within these specifications, are installed and the systems have been in continuously satisfactory operation for at least 2 years.
   - One system with Ethernet Switches (which may be one of the two in the preceding paragraph) which the Contractor can arrange for demonstration to the Engineer and/or his representatives.

8. **Training.** Conduct a training class (minimum of 4 hours) for up to 2 representatives designated by the Town of Addison on procedures of installation, operations, testing, maintenance and repair of all equipment specified within these specifications. Submit to the Engineer for approval 10 copies of the training material at least 30 days before the training begins. Conduct training within the local area unless otherwise authorized by the Engineer.

9. **Measurement.** This Item will be measured as each unit furnished, installed, and tested.

10. **Payment.** The work performed and materials furnished in accordance with this Item and measured as provided under "Measurement" will be paid for at the unit price bid for "Hardened Ethernet Switch". This price is for equipment, cables and connectors; documentation and testing; and labor, materials, warranty, training and incidentals.

SPECIAL SPECIFICATION

6086

Preparation of Existing Conduits, Ground Boxes, or Manholes

1. **Description.** Prepare conduits, ground boxes, or manholes; replace conduits, ground boxes, or manholes, when necessary; replace conduit fittings with junction boxes; replace damaged ground box or manholes covers; adjust ground box or manholes covers; install pull lines in conduits; install cable racks in ground boxes or manholes.

2. **Materials.** Provide new materials that comply with the details shown on the plans, the requirements of this Item, and to the pertinent requirements of the following Items:

   - Item 624, "Ground Boxes,"
   - Item 465, "Manholes and Inlets,"
   - Special Specification, "Ground Box for Surveillance, Communication, and Control (SC&C)," and
   - Special Specification, "Multi-Duct Conduit System."

   When conduit replacement is required, provide conduit meeting the requirements of Item 618, "Conduit." Use conduit of same size and type of that being replaced or as directed.

   Provide 24 in. by 24 in. by 12 in. (L x W x D) minimum size NEMA 4X junction boxes with screw covers.

   Provide polyester tapes or rope pull cords with a tensile strength of at least 1200 lb.

   Provide heavy duty, non-metallic, non-corrosive cable racks that can support a minimum dead load of 300 lbs. Ensure cable racks are resistant to the affects of oils, hydrocarbons, common esters, ketones, ethers, or amides. Ensure cable racks are adjustable between 8 in. and 14 in. wide. Do not provide grounding or insulators for cable racks.

3. **Construction.** Check existing conduit and ground boxes.

   A. **Preparation of Conduit, Ground Box or Manhole.** Pull a mandrel through empty conduits. Use a mandrel with a diameter greater than 70% of the inside diameter of the conduit and 2 in. length. Repair or replace conduit runs that will not allow passage of the mandrel. Replace conduit deemed impractical to repair or remains unsuitable in accordance with Item 618, "Conduit." Clean the conduit by pulling a rubber swab slightly larger in diameter than the conduit.

   Blow compressed air through conduits that contain wires. Remove debris from the conduit by pushing a fish tape through the conduit. Do not use water to clear debris. Retest the conduit by blowing compressed air.

Install 1 pull cord in each conduit for use in installing the conductors, cables, or innerduct. Leave 1 pull cord in each conduit after the conductors, cables, or innerduct have been installed.

Remove silt and debris from ground boxes or manholes prior to installing cable.

B. Installation of Ground Box or Manhole. Furnish new ground boxes or manholes as directed. Install ground boxes or manholes as shown the plans or as directed.

Backfill disturbed surface with material equal in composition and density to the surrounding area. Replace surfacing material with similar material to an equivalent condition.

C. Installation or Adjustment of Ground Box or Manhole Covers. Remove, dispose, and install ground box or manhole covers as shown on the plans or as directed. Adjust ground box or manhole covers as shown on the plans or as directed. Adjustment may include welding, raising, or lowering.

Backfill disturbed surface with material equal in composition and density to the surrounding area. Replace surfacing material with similar material to an equivalent condition.

D. Installation of Junction Box. Locate conduit fittings in conduits carrying fiber optic cables. Replace the conduit fitting and associated section of conduit with a junction box. Install junction boxes as shown on the plans.

E. Installation of Cable Rack Assembly. Install cable racks to permit coiling of conductors or cables without violating the manufacturer's minimum bending radius. Install 2 cable rack supports and 4 adjustable levels on each support, at a minimum, on each wall of the ground box or manhole as shown on plans or as directed. Anchor the cable rack support permanently to the ground box wall with mechanical or powder actuated fasteners. Use fasteners with an ultimate pull out strength of at least 2500 lb. and ultimate shear strength of at least 3000 lb. Provide sufficient cable supports for the particular number of conductors or cables coiled or passing through the ground box or manhole as shown on the plans or as directed.

4. Measurement. This Item will be measured by the foot of conduit cleared, tested, replaced and repaired, by each cable rack, junction box, ground box, or manhole installed or prepared, and by each ground box or manhole cover replaced or adjusted.

5. Payment. The work performed and materials furnished in accordance with this Item and measured as provided under "Measurement" will be paid for at the unit price bid for "Conduit (Prepare)," "Junction Box (Install)," "Manhole (Install)," "Ground Box (Install)," "Manhole (Prepare)," "Ground Box (Prepare)," "Cover (Replace)" of the sizes specified, "Cover (Adjust)," and "Cable Rack Assembly (Install)". This price is full compensation for cleaning and testing conduit, ground boxes, and manholes; furnishing and installing pull cords, ground boxes, manholes, junction boxes, and cable racks; excavating and backfilling; adjusting ground boxes and manholes covers; disposal of unsalvageable material; and equipment, materials, labor, tools, and incidentals.

New conduits will be paid for under Item 618, "Conduit."

SPECIAL SPECIFICATION

A9005

System Support Equipment

1. **Description.** Furnish, assemble, fabricate, or install system support equipment.

2. **Materials.** Provide new materials that conform to the details shown on the plans, the requirements of this Item, and to the pertinent requirements of the parent Special Specifications.

   A. **Operational Support Equipment.** Provide operational support equipment as shown in the bid documents. Provide equipment and documentation in accordance with the pertinent requirements of the parent Special Specifications.

   B. **Test equipment.** Provide Test equipment as shown in the bid documents. Furnish probes and test leads with each unit. Furnish a carrying case with portable equipment. Furnish batteries with battery-operated equipment. Furnish a battery charger for equipment with rechargeable batteries. Provide a complete set of documentation including operations manuals with each unit of test equipment.

3. **Testing, Training, Documentation, and Warranty.** Test material in accordance with Article 2, Special Specification, "Testing, Training, Documentation, Final Acceptance, and Warranty."

   Provide training in accordance with Article 3, Special Specification, "Testing, Training, Documentation, Final Acceptance, and Warranty."

   Provide material documentation in accordance with Article 4, Special Specification, "Testing, Training, Documentation, Final Acceptance, and Warranty."

   Provide warranties in accordance with Article 6, Special Specification, "Testing, Training, Documentation, Final Acceptance, and Warranty."

4. **Measurement and Payment**

   The work performed, materials furnished and all labor, tools, equipment and incidentals necessary to complete the work under this Item, will be paid for at the lump sum price for "System Support Equipment."

SPECIAL SPECIFICATION

A9003

Traffic Control System

1.0 Description

This Item shall govern the minimum requirements for a distributed traffic signal control system consisting of all labor, supplies, equipment and services necessary to provide the operation and functions described herein. This Advanced Traffic Management System (ATMS) shall have the capability of selecting and implementing traffic signal timing plans based on real-time traffic conditions, preset time events, and operator commands. The system shall feature a "building-block" design which enables future system expansion to its maximum capacity without major modifications to the central control system.

The system configuration consists of three (3) principal elements, namely, the local controller assembly, the spread-spectrum radio communications link, and the distributed traffic control system. The local controller assembly and the spread-spectrum radio communications requirements are detailed in other special specifications. The functional requirements of the distributed traffic control system are described herein.

2.0 Required Features and Functionality

The following sections provided the minimum requirements for the new ATMS.

2.1 Graphical User Interface. The ATMS graphical user interface (GUI) software shall provide the operator with a graphical operating environment of the type commonly found on today's desktop computers. The GUI shall be easy to use while providing a fast and efficient way to control and monitor the ATMS in real time. The GUI shall allow the operator to intuitively select objects on the screen by point-and-click manipulation with the mouse, thereby minimizing typing and the need to memorize lengthy commands. The system shall also provide hot keys for commonly used functions. The GUI shall incorporate the following:

- Pop-up multiple display objects and windows;
- Menu icons and controls;
- Dialog boxes;
- Rollovers with automatic pop-ups
- Push button and other active commands;
- Visual and audio alarms; and
- Use of object characteristics such as colors, highlighting, and flashing to alert operators of status changes

The GUI interface shall be oriented around graphic tools and based on the principle of

direct manipulation. Several windows may be active at the same time and may overlap on the screen. The operator shall be able to easily switch from one window to another, such as by pointing with the mouse cursor to the uncovered part of another window. The operator shall be able to move any window on the screen, to change window size, and to collapse a window to an icon. When an exception condition (such as a device failure) exists, an inactive window shall attract the operator's attention by beeping and/or flashing its icon or title bar.

2.2 System Access

2.2.1 Multi-user Access Required

The Contractor-furnished operating system and ATMS software shall support a multi-terminal, multi-user interface and the ATMS software shall allow access to multiple levels of the system simultaneously. A minimum of six (6) users, each one of who can be assigned a specific level of access privilege, shall be able to access the system concurrently.

2.2.2 System Security

The ATMS software shall provide and maintain a security system to prevent unauthorized access to the system. This shall apply to executable files as well as text and database files. Operator privileges shall be definable on a functional level. Each operator shall have a privilege level mask defined for him/her by the system administrator. The mask shall define the specific functions that the particular operator is authorized to perform. For example, a particular operator may be given the ability to view all reports, but not to modify some or all levels of the database. This shall allow for any number of different levels of operator access capability. The system administrator level shall have full access to the system as well as the responsibility for maintaining account passwords and privilege level masks.

Before gaining access to the ATMS, the operator shall be required to enter an operator identification code. The ATMS software shall validate the code against an encrypted database of authorized operators. Successful completion of the log-in shall result in execution of a session start-up procedure. The start-up procedure shall establish the privileges, object menu options, windows, and tools the operator may utilize. Any functions that a particular operator is not authorized to access shall either not be shown or shall be grayed out so that the operator can easily distinguish the functions to which he/she has access.

LAN access shall be limited to those activities that support the ATMS. Any activity that hinders or does not directly support the operation of the ATMS shall be restricted or eliminated. Any executable files that are not needed in support of the ATMS shall be eliminated from the system or otherwise protected from access, thus minimizing any risk associated with unauthorized access. Operating system tasks that impede system response shall also be eliminated (i.e. clock, calendar manager, file manager, etc.).

Unsuccessful log-in attempts shall be logged to the system log.

2.2.3 Remote Access

The ATMS software shall have the capability of providing access to the system for remote operators. The remote access capability shall include workstations which are physically connected to the LAN as well as computers connected by dial-up telephone modem or the internet. All connected computers, including those connected remotely, shall be capable of concurrent operation.

The system administrator shall have the capability to reduce the access capabilities of operators while they are logged into the ATMS software from a remote computer. For example, someone who would normally have full access privileges while inside the TMC might be granted lesser capabilities if using a computer connected by means of dial-in modem.

2.2.4 Remote Computer Software

The Contractor shall furnish a version of ATMS software that runs on portable computers. Such software shall be capable of performing all operator-allowed command and monitoring functions available to operators within the TMC.

The ATMS shall provide dial-in security features designed to protect the system from unauthorized access by computer hackers capable of breaking sign-on password protection.

It will be acceptable for remote-access computers to have a scaled down version of the graphics capability. For example, generic intersection graphics would be acceptable at a remote computer even though a precise graphical file may be available within the ATMS graphic database. Each remote computer shall have any generic graphics files resident. All other database items shall reside only on the ATMS software. The remote computers shall be able to monitor real-time operations of a minimum of six intersections.

2.2.5 Direct-Connect Access to Local Controllers

The Contractor-furnished portable computer software shall enable a portable computer to be connected directly to the local intersection controller. Field technicians shall thereby have the ability to access and modify the local controller database without directly accessing the ATMS central software. This shall give the field technicians the ability to directly upload/download controller timing parameters and to set the time and date.

Field technicians shall also have remote access to the ATMS by means of a dial-up connection. This function shall allow the technician to:

- Download the current ATMS parameters for any controller to a controller or portable computer;
- Upload newly established local controller parameters to the ATMS.

2.2.6 Automatic Paging

The ATMS system software shall support report alarming events via pop-up user-based messages, pages, or emails to individuals or groups. Events that trigger the alarm pop-up, page, or email shall be set by the user. The pop-up or heads-up alarms are routed to a specific user, based on login of that user. To clear the heads-up alarm display, the user must acknowledge the alarm. The ATMS message system shall support individual or group paging/emailing as well as TOD control for each individual or group. The paging function shall be implemented using a dial-up line to connect to a local paging service that supports alphanumeric messaging. The emailing function shall be implemented to allow the system to send an email to a user's PDA device through a local email network server.

2.3 Time/Date Synchronization

2.3.1 Synchronization with Universal Time

The Contractor shall provide the means by which the system's central time clock is automatically synchronized with universal time, either through the WWV radio broadcast or by other approved means. Such automatic synchronization shall occur at least once per hour. The capability shall also be provided for the operator to disable and re-enable this function.

2.3.2 System-wide Clock Updates

The system shall provide for the automatic downloading of clock updates to each field clock. The frequency of such updates shall be operator-programmable within a minimum range of once per day to once per hour. Additionally, unless the feature has been disabled by the operator, the system shall transmit a clock update in conjunction with the command for implementation of a different timing plan.

2.3.3 Verification of Field Clocks

The ATMS software shall also upload, on a periodic basis selectable by the operator, the date/time from local controller and other field clock. If the time/date in the field clock has drifted beyond an operator-defined amount, then:

- The system shall automatically download the true time to the field clock; or
- The system shall report the clock drift to the operator.

In either case, the event and action taken shall be logged.

2.3.4 Accommodation of Daylight Savings Time, Leap Year, etc.

The ATMS software shall also have the ability to disable daylight savings functions and handle leap years.

2.4 Control Modes

2.4.1 General

The ATMS software shall operate in a distributed mode, fully making use of the intelligence in the local intersection controllers. The intelligent local controllers shall be programmed with timing plans, time-of-day/day-of-week (TOD/DOW) schedules, and all other parameters required to operate the local intersection. All intersection controllers shall be monitored on a real-time basis by the ATMS software. Upon system startup, the ATMS software shall establish communications with all intersection controllers and begin real-time monitoring. The ATMS software shall start to process both incoming data and operator requests. Any upload, download, or time/date requests shall take precedence over real-time monitoring. The ATMS shall be designed for unattended operation 24 hours per day, seven days a week, without requiring an operator to be logged into the system.

The ATMS shall provide system control by coordinating intersection operation on an individual, section, or system-wide basis. The software shall include at least the following control modes, which shall be operator-selectable from the GUI.

Upon system startup, the control mode shall always be local TOD/DOW. If the event scheduler is calling for traffic responsive mode at the time of system restart, the system shall transfer to traffic-responsive mode after an operator-selectable amount of time.

For commanding an intersection to a timing plan different than the TOD/DOW, either by manual override or through the traffic-responsive algorithm, the controller shall be commanded to the appropriate plan. In the event that, while in software-commanded override, a controller does not receive a valid timing plan number from the ATMS software within an operator-defined time frame, it shall revert back to its local TOD/DOW schedule. The central override shall be allowable on an intersection, section, or system-wide basis.

2.4.2 Manual Control

The operator shall be able to invoke manual override of the plan currently in effect for the entire system, for a subsection of the system, or for individual intersections. Manual selection of timing plans shall have a higher priority than all other modes of timing plan selection.

The operator shall have two options for implementing manual override:

- Setting the manual override and later releasing the override manually; and
- Setting the manual override with a specified time frame for automatic termination.

Under the second option, the manual override shall terminate automatically at the end of the specified time. When manual override is terminated, each affected controller shall revert to its previous mode of operation.

2.4.3 Time-Of-Day/Day-Of-Week Control

TOD/DOW mode shall be used for controlling traffic conditions that occur regularly. In this mode, each controller shall automatically select and implement traffic signal timing

plans in accordance with the defined schedule, locally stored, on a TOD/DOW basis. TOD/DOW plans shall be downloadable from the ATMS software to the controller in the field. The number of timing plans available in the ATMS database shall be limited only by the amount of disk space available. Any plan located at the ATMS shall be downloadable to any slot in the local controller's database. The timing plans that are being stored in the local controller shall be tagged in the ATMS database so that the ATMS software always knows which plans are stored at the controller. In order to download a timing plan to a controller, the operator shall select the plan from the ATMS database and the controller memory slot where the plan will reside. The user interface shall allow the operator to choose timing plans for all available memory slots at once. This shall enable the operator to initiate one download per controller to download all timing plans and time-of-day events.

2.4.5 Free Operation/Remote Flash Mode

In the free mode, the controller shall run uncoordinated. To initiate flashing operation remotely, the controller shall be commanded to flash from the ATMS software.

2.5 Signal Timing Plan Implementation and Monitoring

2.5.1 Control Sections (Subsystems)

The new ATMS shall enable the operator to define a minimum of 100 control sections, or subsystems, each of which shall be completely independent of the connection of any particular intersection to the communications network. The number of intersections in a particular subsystem shall be programmable from a minimum of one to a maximum of the total number of intersections in the system. It shall be possible to have intersections and detectors assigned to different sections by time of day, either by operator command or through the event scheduler.

2.5.2 Local Intersection Control and Control Modes

Local traffic signal control functions shall be provided by the local controller firmware. The intersection controller shall determine the coordination cycle synchronization point from the current time-of-day. All offset, split, and transition timings shall be determined and implemented locally.

Under normal operation, intersection control shall follow local controller TOD/DOW schedule. When operator or ATMS software determines that a different timing plan should be implemented, the system shall download timing plan, if required, and command intersection to that plan by sending plan number to the controller. If communication is lost between the intersection and the ATMS software, the intersection shall revert back to its original TOD/DOW schedule. The downloaded special plan shall not overwrite any plans that are used by the TOD/DOW schedule. The operator shall be able to select controller timing plan slots to be used as *temporary* locations and the remaining slots for TOD/DOW usage.

2.5.4 Number of Timing Plans Required

The new ATMS shall provide for a minimum of sixteen (16) timing plans for each intersection to be stored in the central database. At any one time, it shall be possible for a minimum of twelve (12) of these plans to be stored in the local controller's database and implemented upon command by the new ATMS. The number of available cycle lengths shall be at least six (6). Each timing plan shall include uniquely programmable values for cycle length and offset, a uniquely programmable phase sequence, and uniquely programmable split values. The software shall provide both the automatic calculation of permissive periods (based on splits values) and the ability for the operator to input desired values for the beginning and end of permissive periods.

The new system shall also provide the capability to handle special signal and/or timing plans to accommodate unusual traffic flow patterns during special events, parades, etc. These special event timing plans may be included within the thirty-two timing plans.

2.5.5 Accommodation of Phase Sequences

The new ATMS software shall provide for the independent control of each phase of an eight-phase, dual-ring controller. For example, in normal quad-left operation, it shall be possible to program the force-off for Phase 1 independently from the force-off for Phase 5. The new ATMS shall also provide for the control of lead-lag phase sequences. In conjunction with each timing plan, the software shall enable the independent programming of each odd numbered phase to be either leading or lagging with respect to its associated even numbered phase. (i.e.: for each timing plan, it shall be possible to program the lead-lag status of the 1-2 phase pair independently from that of the 5-6 phase pair, the 3-4 phase pair, and the 7-8 phase.)

2.5.6 Preemption

The new ATMS software shall recognize the occurrence of locally-initiated preemption (emergency vehicle or bus) and thereby not erroneously diagnose a coordination failure because the local controller has been preempted.

2.5.7 Accommodation of Pedestrian Services Which Violate Normal Split Times

At locations where the major street is wide, the cross-street split times (which are based on vehicular needs) may not be long enough to accommodate a pedestrian service. Accordingly, whenever a pedestrian actuation does occur, the intersection will get out of step. The ATMS software shall not fail the intersection as a result of a normal force-off time being exceeded to service a pedestrian call. It shall be permissible for such a pedestrian call to be treated as a preemption for the purpose of accomplishing this requirement.

Notation should be made indicating the timing should be adjusted to 3.5 fps to accommodate ADA requirements.

2.5.8 Special Functions

The ATMS shall accommodate the control and monitoring of the on/off status of a minimum of four (4) special functions to be implemented by the intelligent local controller.

2.5.9 Remotely-Requested Download of Local Database

The maintenance technician shall have the ability, from the local controller, to effect a download of the local controller database from the central database without the need for an operator to be present at the TMC.

2.5.10 Timing Plan Compliance Monitoring

The ATMS software shall monitor each intersection to ensure that its operation is within proper constraints of the timing plan that is in affect.

Through compliance monitoring, the error conditions which shall be detected include the following:

- The controller is not using the proper timing plan;
- The controller time clock is out of synchronization;
- The controller is not sequencing;
- The phase sequence is improper; and
- Phase time compliance.

The ATMS software shall automatically inhibit monitoring if feedback is not being received from the controller.

2.5.11 Intersection Measures of Effectiveness

The ATMS software shall collect and store data on intersection measures of efficiency (MOEs). The software shall process and maintain intersection MOE data on a continuous basis to be used for various timing analysis and reporting tasks. Intersection feedback shall be stored on a per-phase basis. The intersection MOEs which shall be stored include, but not be limited to, the following:

- Percent of green time used versus split;
- Percent of detector calls (relative to a threshold value);
- Number of times the phase maxes out or is forced off prior to gap-out; and
- Number of pedestrian calls.

The system software shall automatically record intersection data in the ATMS database, and periodically archive the data onto removable optical media. Up to four (4) weeks of intersection data for each intersection shall be stored on the ATMS database by the database program. If bad data or no data are received from the intersection, the data will be tagged as questionable or not available in the ATMS database.

In case of failure during a database write process, the database program shall not leave a partially written block. Any missing blocks shall be tagged as unavailable. The operator shall have the capability to enable or disable data collection on an individual intersection basis.

The time increment between writing of data to the optical disk drive and start time shall be operator-selectable with defaults of 24 hours and midnight, respectively. Data shall be automatically compressed when written to the removable optical media. Each history file shall be date and duration tagged via file naming convention. The data storage feature shall have the ability to append intersection data to the removable optical media, enabling full usage of the media. When the removable optical media does not have enough storage space left for a full time interval of intersection data, the system shall notify the operator that a new storage disk is required. The operator shall have the ability to enable and disable archiving on an individual intersection basis.

Intersection data shall be retrievable from the removable optical media for use with the relational database and traffic modeling packages. Upon retrieval, the intersection data from the optical disk shall be automatically expanded from the compressed format.

2.6 ATMS Database

2.6.1 Database Generation and Maintenance

The Contractor shall furnish and implement an Engineer-approved, off-the-shelf database package. The Contractor shall provide a database interface, which shall be integrated into the ATMS software to provide seamless operation for the operator. The resulting combination of ATMS software and database software shall provide for off-line and online database generation and maintenance.

This shall include loading, modifying, examining, copying, and retrieving the data used to operate the system. These data include traffic system configuration, timing plans, TOD/DOW schedules, operator databases, and alarm databases. Traffic system configuration shall include channel assignments, communication parameters, included intersections, etc. Any database changes shall be achievable without having to restart the ATMS software.

Data entry forms shall be designed for easy data preparation by the operators. Electronic copies of these forms shall be placed on each workstation, laptop, and personal data assistant (PDA). All tables in the database shall be printable in the proper format for use by the traffic engineers and maintenance technicians in the field. In order to alleviate repetitive data entry, the system shall allow the operator to copy data tables for use with other devices.

Database generation of traffic control operations shall include safeguards to preclude dangerous or undesirable intersection operation. These safeguards shall, as a minimum, include range-checking and timing plan verification.

2.6.2 Database Recovery

All database backup and recovery shall be through the ATMS software user interface. The operator shall be able to do the following:

- Automatically compress and back-up the database on an operator-specified time-of-

day setting or upon operator command; and

- Restore the back-up copy of the database to the ATMS database.

2.6.3 Database Reports

The operator shall be able to generate custom reports using the relational database custom report utility supplied with the database package. The ATMS shall provide a seamless interface to this utility.

2.7 Reporting Capabilities

2.7.1 General

The reporting capability and monitor screen displays shall be obtainable from the same menu options. The operator shall be able to click on a menu of report names and choose the display to be shown on the monitor screen. The operator shall be able to print any of these screens to any network printer or to a file at any time during the process by simply clicking a button on the report screen. If sending to the printer, the text shall be reformatted as necessary in order to be produce a legible printout. Unnecessary information shall not be printed. All report formats shall be approved by the TOWN.

Unless noted below, the displays/reports shall be available system-wide, by section, by channel, or by single device.

2.7.2 Types of Reports Required

As a minimum, the following displays/reports shall be available.

- System Status. This display shall be an overview of the present condition of all devices in the traffic system. This shall include intersection controllers, detectors, communication channels, and other categories of devices. The conditions shall include all possible status conditions (e.g., on-line, failed, etc.) and modes (e.g., TOD/DOW, On Flash, etc.) as described in this specification. By clicking on a particular category on the system status report, the operator shall be able to initiate the display of an associated detailed report screen. For example, by clicking on the field which indicates the number of intersections failed, the operator would initiate the display of a detailed screen listing the failed intersections and other details (e.g., time of failure).
- Real-Time Monitor. This display/report will show the request and reply to and from a single intersection. This monitor shall display the command being sent to an intersection along with the feedback data received back from the intersection. The display shall be continuous until stopped by the operator. The data shall be displayed in an easily understood format. The data displayed shall not be displayed in hex format. This display is required on an intersection basis only.
- Communication Statistics. This display/report shall show the communications throughput. The display shall include number of communication attempts, number of successes, number of failures, and percentage of successful communications per intersection, per channel, and per system.

- Intersection Operation. This display/report shall show the detailed intersection operation in real-time mode. This display shall be available on an intersection basis only.
- Detailed Intersection Failure Status. This display/report shall display the failure information for all failed intersections. This information shall include as a minimum: intersection location, reason for failure, and time of failure.
- Detailed Detector Failure Status. This display/report shall display the failure information for all failed detectors. This information shall include as a minimum: detector location, reason for failure, and time of failure.

2.7.3 Report Output Requirement

Reports and displays may be output to the ATMS operator station monitors or any network printer. Reports and displays may also be requested by remote computers, whether LAN-connected or dial-in.

2.8 System Log Requirements

2.8.1 Traffic System Log

The traffic system log shall record, in order of occurrence, all traffic-related messages. As a minimum, this shall include:

- Operational events (including occurrences of local preemption);
- Traffic device failures/repairs;
- Communication failures/repairs;
- Traffic data transfer messages;
- Manual override changes; and
- Operator log-on and log-off.

Unless printing has been suppressed by the operator, log messages shall be automatically output to a designated printer. The operator shall be able to filter which messages are logged to the printer and shall be able to suppress all log output to a printer. An on-line file of all log messages shall also be maintained with all messages logged to the on-line file. This file shall be of fixed length and circular format, overwriting at the beginning when reaching the end of the file.

2.8.2 Log of Current Operators

The ATMS software shall maintain a continuous record of the operators who are currently logged onto the system. The system shall add to this log any operator who logs onto the system and, upon log-off, shall delete the name of that operator from this log.

2.8.3 Operating System Log

The operating system log shall log all central system related events that occur in order of occurrence. As a minimum, it shall include the following:

- Internal system errors;
- System hardware failures;
- System network errors; and
- Software fatal errors.

Unless its printing has been suppressed by the operator, log messages shall be automatically output to a designated printer. An on-line file of all log messages shall also be maintained. This file shall be of fixed length and circular format, overwriting at the beginning when reaching the end of the file.

2.9 Graphic Display Subsystem (GDS)

2.9.1 General

The Graphical Display System (GDS) shall follow the same graphical user interface guidelines as the ATMS software. The interface to the GDS shall be an integrated module of the ATMS software. All commands for manipulating the GDS shall be available directly from the ATMS user interface. All graphic file generation shall occur within the ATMS. Any remotely stored graphic files shall be automatically updated by the system.

The graphic system shall have a base map that covers the entire extent of the City limits. The base map will be a TOWN-furnished CAD or GIS-generated graphic file serving as a static background map. The dynamic layers of the GDS shall be incorporated onto the base map by the Contractor. As a minimum, the base map will show the roadway centerlines of arterials and collector streets, freeway centerlines, rail lines, and major landmarks.

2.9.2 Pan/Zoom Requirements

It is desired that the dynamic mapping provided by the Contractor incorporate full pan/zoom capability. In such case, the operator shall be able to set up both dynamic and static informational layers that are displayed at different view scale levels by defining the view scale levels in a zoom level set-up configuration database table. By setting up the zoom scale range and appropriately enabled/disabled layers, the operator shall be able to control which layers display at different zoom scales. For example, at the citywide scale level the operator might enable roadway centerlines (static information) as well as a communication status indication (dynamic information) for each intersection controller across the city. When zooming in to a group of intersections (i.e. changing the view scale), the roadway centerlines would be disabled from view and the roadway curb lines would be enabled (become visible), and perhaps all phases of all the intersections in the displayed group shall become visible.

An alternative which would be considered as meeting the minimum required functionality (in lieu of full zoom capability) would be to provide a minimum of three discrete levels of displays:

- System-wide display, which shall include the entire City. This level shall include, as a minimum, centerlines of major roadways (including all which include a signal), freeway centerlines, rail lines, and major landmarks. At this level, signalized intersections, system detector stations, and other field devices shall be depicted as dynamic symbols (e.g., circles, squares, etc.). The operator shall have pan/zoom capability within the system-wide display.
- Area displays, which shall include portions of the system-wide display. (An example would be an area display of the central business district.) At this level, roadways may still be depicted as centerlines but all minor streets shall be included. At this level, it shall be possible to view the green status of the coordinated phase green. The operator shall have pan/zoom capability within each area display.
- Intersection displays, which shall depict roadway curb lines and lane lines and shall include static displays of the following (as a minimum):

  a. Street names;
  b. Intersection number;
  c. Phase numbering;
  d. Special function definition; and North arrow.

The intersection display shall also include dynamic indicators as follows (as a minimum):

a. Controller operational mode (e.g., TOD/DOW, traffic responsive, manual, free, or remote flash);
b. Controller status (e.g., in transition, preempted, conflict flash, etc.);
c. Communications status (e.g., on-line, bad communication, or no communication);
d. Timing parameters currently effect (e.g., control mode, transition status, control section assignment, timing plan number, cycle length, offset, and split values);
e. Color status of all vehicular phases and overlaps (including the circular red, yellow and green indications and all arrows);
f. Color status of all pedestrian phases (including walk, flashing don't walk, and steady don't walk);
g. Actuation status of all local detectors (vehicular and pedestrian) and all system detectors associated with the intersection;
h. Special function status;
i. Count-up of cycle clock; and
j. Countdown of the number of seconds remaining for the split of the phase in service.

Common icons shall be used as much as possible for all display levels. All colors shall be selectable by the operator. The same colors and icons shall also be used in display/report screens. A legend shall be available within the display window, defining the meaning of each icon and color.

If discrete display levels are used in lieu of full zoom capability, icons shall be provided on each level's display to select the view of the other levels.

The Contractor-furnished software shall include a library of standard intersection drawings (e.g., standard four-legged intersection, standard tee intersection, etc.).

2.9.3 Graphics Generation

As mentioned above, the system-wide base map will evolve from TOWN-furnished databases. The Contractor shall provide a user-friendly utility for import and generation of these graphic images for the GDS. Detailed intersection displays representative of AutoCAD-based and Microstation DGN design files shall also be able to be imported and generated for the GDS. From this graphic generation utility, the operator shall be able to create and revise all the maps and intersection drawings displayed by the GDS.

The actual creation of the graphic displays shall be a shared responsibility. As part of the required training:

- The Contractor shall develop the system-wide display and demonstrate how it can be edited in the future;
- The Contractor shall develop at least one area display and oversee the creation, by TOWN staff, of other area displays; and
- The Contractor shall develop approximately 20 intersection displays (encompassing a range of different intersection types) and shall oversee the creation, by TOWN staff, of approximately 20 other intersection displays.

The creation of the remaining area and intersection displays shall be the responsibility of the City. The Contractor shall, however, provide telephonic guidance and support as needed by the City. All custom and commercially available software required for operation and modification of the graphics generation utility package shall be supplied by the Contractor, who shall also supply any additional hardware required for use of the graphics generation utility package.

2.9.4 Refresh Rates

All real-time dynamic data that are to be displayed on a graphic map shall be refreshed as frequently as the feedback data are being returned from the field equipment. If feedback data are not received from the field because of higher priority communication, a message shall be displayed to the operator of the affected display.

All static graphic displays shall be designed and developed in such a way as to ensure instantaneous redraw of the graphic display. This display includes the background map and the real-time feedback data. For example, if the operator pans to the left, the entire screen needs to be redrawn. All displays shall be drawn as quickly as possible. The draw time for the largest map (system-wide) shall not take longer than two (2) seconds. All other displays shall not take longer than one (1) second.

2.10 Scratch Pad Capability. The system shall have a method to leave messages electronically on the operator stations for personal reminders or messages to other operators. The scratch pad facility shall be available in a separate window integrated with the ATMS interface.

2.11 System Installation and Failure Recovery

2.11.1 Software Installation

The installation of the ATMS software from storage media shall be completely automated. From the operating system command line, no more than two typed commands shall be required to fully install all software required onto the computers. Once the software is installed, configuration screens shall allow the system administrator to set distinct operating features of the system.

2.11.2 System Startup and Shutdown

The ability of the ATMS components to interact with each other shall not be governed by a structured start-up order. That is, if a component fails to operate or is powered down, the remainder of the system shall not have to be shut down and restarted to re-establish a working system. The unaffected components should simply wait for the missing component to be returned to the system. When returned, all components should automatically revert to normal operations.

The system shall be designed such that it will not need to be shut down. Hardware that is removed from active duty by power-down or cable-disconnect shall be reported by other components of the system to be non-responsive. When such equipment is powered up or reconnected, the system should respond by recognizing the return to normalcy and resume regular operations without operator interaction.

The Contractor-furnished documentation shall include published procedures for accomplishing, in a logical fashion, a complete, system-wide power-down (such as for purposes of moving the system).

2.11.3 System Failure and Recovery

The beginning and ending of the following system failures should be signified by paging appropriate personnel in addition to other reporting requirements detailed below.

- Power Failure. Each lifeline and non-essential component of the ATMS and central communications apparatus shall be configured with automatic shutdown software which shall, upon switch-over to UPS, initially allow for up to one minute of blackout before non-essential components begin an automatic shutdown procedure. After ten (10) minutes of blackout, the lifeline communication and ATMS components shall initiate their shutdown procedures. When power is restored, the system shall return to duty.
- Non-fatal Failure. If the ATMS software detects a non-fatal error within one or more of its processes, it shall alert the operator via an alarm and log a message to the system log. The ATMS shall continue to operate in a degraded state. The operator shall have final determination on what is considered a non-fatal failure.
- Fatal Failure. If the ATMS detects a fatal error within one or more of its processes, it shall alert the operator via an alarm on and log a message to the system log. The

ATMS shall then attempt an orderly shutdown of the system.

2.12 Software Documentation

2.12.1 General

The delivered ATMS software shall be fully documented. This documentation shall consist of pertinent technical documentation and operator documentation including the following:

- Proprietary source code escrow option;
- Database definitions and file structures;
- Variable descriptions, variable cross-references and subroutine calling sequences;
- Interface specifications;
- Requirements traceability matrix;
- Communication protocols including field device protocol;
- Security documentation;
- System backup and recovery procedures;
- System operational procedures and error handling;
- Hard copy user manual segregated into chapters (or volumes) which group topics according to whether the software is used from TMC operator stations, from remote computers, and from either of the above;
- On-line user manual or help facility;
- Warrantees on software; and
- Licenses and liens.

The Contractor may use different methods for documentation if it provides sufficient information as determined by TOWN staff. All documentation shall be submitted to the TOWN for final approval.

2.13 Testing

2.13.1 System Software Acceptance Test

All software furnished shall be subject to monitoring and testing to determine conformance with all applicable requirements and to ensure an orderly implementation of the system. The Contractor shall provide a proposed acceptance test procedure to the TOWN for approval at least thirty (30) days before the acceptance test is to begin. The test procedures shall be structured to exercise each element of the system and to verify the successful implementation of each required feature and element of functionality.

Based on the approved procedures, the TOWN shall perform an extensive test of the delivered software. The Contractor shall correct any problems which may be encountered and resolve any omissions discovered during the software acceptance tests.

2.13.2 NTCIP Verification/Testing

The test procedures shall verify conformance with all of the NTCIP standards and objects identified in this specification. Verification shall be established by two means. Each means shall be based on written test plans developed by the Contractor and approved by the TOWN, within the parameters described herein. The test plans shall provide a means of documenting each standard element and a means of indicating its proper operation.

The first means shall be the development of a test plan that incorporates the use of a third party testing suite and/or protocol analyzer to determine if a specific object is transmitted from and can be received by the central software. The test suite shall also be required to determine the value that is being passed and be capable of testing the complete range of values called for in the NTCIP standards and the PICS form completed by the Contractor and submitted as part of his/her proposal. The testing plan must test under conditions that replicate the physical plant (twisted pair copper), subnetwork, transport, application, and information level standards utilized by the central software furnished under this Project.

2.13.3 60-day Observation Period

A 60-calendar day observation period shall be required. This observation period shall commence upon successful completion of the system software acceptance test and all hardware components are operational. The observation period shall be a minimum of 60 calendar days in duration. Any major software component deficiency can (negotiable based upon type of failure) reset the calendar to day number 1.

2.14 Software and System Operational Training. The Contractor shall provide a minimum of forty (40) hours of training for TOWN personnel on the functional application and operation of the system software supplied. As a minimum this shall include the following:

- Use of operator interface;
- Use of graphical map generation and animation;
- Database use and manipulation;
- System parameter and database entry;
- Error messages and troubleshooting techniques;
- Database custom report generation;
- Overview of system structure and interfacing;
- Priority scheme setup;
- Configuration setup;
- System maintenance;
- System startup and shutdown; and
- System backup and recovery procedures.

The training shall include the creation of area and intersection graphic displays. The training shall also include integration of additional intersection/subsystems in to the ATMS. The training shall discuss integration of intersections currently connected directly by direct fiber optic communication links as well as intersections currently connected by dial-up modem communications.

The training shall consist of both formal classroom presentation and hands-on workshops.

The training shall be provided after full installation of the ATMS and publication of an approved user manual, but before the system software acceptance test procedure. Each training program shall be scheduled at the mutual convenience of the Contractor and the TOWN. All training shall be conducted during the normal TOWN business hours unless specifically noted otherwise. The TOWN shall reserve the right to videotape any and all training sessions. All training courses, lectures, and demonstrations shall be presented in person by qualified instructors. The training shall be conducted at a facility provided by the TOWN. The Contractor shall assume for budget purposes that the training will be conducted in blocks of not more than six (6) hours per day and on not more than three (3) consecutive days in any one calendar week.

2.15 Automatic Detection of Changes in Field Databases

2.15.1 Monitoring of Controller Access

Because field technicians have access to the intersection controllers, there is the opportunity for the local controller database to be changed without such change being commanded from the TMC. It is desired that the local intersection controller report four (4) feedback bits (door open, portable computers connected, front panel accessed, and power out) that communicate to the TMC when there is such activity at the controller. When the ATMS detects any of these bits, it shall automatically respond as follows.

- Power Out - Upon restoration of power, log that a power outage occurred and the time at which power was restored.
- Door Open - Log that the door is open and when the door returns to a closed position.
- Door Open and either the portable computer is connected or the front panel is accessed – The ATMS software shall log the event. After door closed signal is received, the ATMS software shall upload and compare the local controller's database with the ATMS's central database, which shall be considered to be the master database.

2.15.2 Periodic Upload of Field Databases

It is desired that the ATMS perform periodic, automatic upload of all field databases and compare such field databases with the ATMS's central database, which shall be considered to be the master database.

2.15.3 Correction of Database Discrepancies

Whenever a discrepancy is discovered between a field database and the ATMS's central database, it is desired that the ATMS software shall initiate one of two actions as defined by the operator:

- Automatically download the ATMS database, overwriting the local controller; or
- Alert the operator of discrepancy.

When comparing field and central database parameters, the ATMS software shall display

the two data sets side by side and highlight the discrepancies between the two data sets. Alternately, the new ATMS software shall highlight the discrepancies in the currently displayed database (central or field) and enable the operator to toggle to the other database. The operator shall have the option of saving the uploaded field database or downloading the central database to the field.

2.16 Generation and Display of Time-Space Diagrams. The new ATMS software shall enable the operator to generate time-space diagrams based on the timing stored in the central database and to display such time-space diagrams on-screen. The operator should then be able to perform on-screen fine-tuning, using click and drag methods to adjust the offsets, with the resulting changes in the widths of the progression bands being displayed. The operator should then be able to save to the database the resulting changes in offset for that timing plan.

To fine-tune crossing arterial progression, it is desired that the operator be able to generate and display the time-space diagram for each street in a separate window. The on-screen adjustment of the offset of the common window should result in changes in the widths of the progression bands in both windows.

2.17 Automatic Generation of Timing Plans. It is desired that the new ATMS software provide automatic generation, editing, and downloading of timing plans. Desirably, this would include the following:

- A Windows-based analysis package such as Synchro 5.0 (or later version);
- The means by which the generated timing plans can be edited on-screen in a manner similar to that described above in Subsection 2.3.4.
- The means by which an edited timing plan can be automatically downloaded to the ATMS database.

2.18 Graphical Reports. The new ATMS software shall include graphical reports. As an option, the following graphic reports should be available:

- Detector MOE Report. This graphic reports both real-time and archived measure of efficiency (MOE) data and should include the following:

  a. Present volume versus historical volume;
  b. Present occupancy versus historical occupancy; and
  c. Present speed versus historical speed.

Time frames for display should be operator-selectable.

- Intersection MOE Report. This graphic should report both real-time and archived MOE data and include the following:

  a. Percent of green time used;
  b. Percent of detector calls (relative to a threshold value);
  c. Number of max-outs (or force-offs); and

d. Number of pedestrian calls.

2.19 Detailed Graphics Displays. The system shall accommodate the following detailed graphics displays:

2.19.1 System-wide Display

The system-wide display shall be part of the static base map. At the top level, all intersections shall be displayable within one window. The operator shall be able to configure the different displayable layers along with the displayed map scale that these layers become visible. If real-time information is not available for display at certain top level displays the default condition for that layer shall be disabled.

The GDS software shall be capable of displaying system detector (or link) icons at the area wide level. When the zoom level allows for the display of system detectors, the data shall be displayed instead of the corresponding link data. Note that when traffic conditions are requested for the area-wide display, decisions shall be based upon link parameters rather than detector parameters. The operator shall be able to select the time interval to display the detector data. These data shall be displayable in either raw or smoothed form (operator-selectable).

The operator shall be able to display all detector measures of efficiency (MOEs) available at the area-wide map level. These include volume, occupancy, speed, and delay. A legend shall be displayed showing which MOE is being displayed, the time interval and the thresholds that the displayed colors are based on.

The operator shall specify which MOE is to be displayed and the time interval and thresholds that shall be used for projected averages. A minimum of four conditions shall be defined as unfavorable, intermediate, favorable, or unknown (i.e. detector failed). The condition shall be determined by comparing the stored data against the default high and low thresholds set by location and time-of-day.

The operator shall also be able to display detector status. The detector status classifications which shall be depicted include the following:

- Not failed;
- No activity;
- Erratic output;
- Maximum presence;
- Failed communication; and
- Real-time feedback preempted.

2.19.2 Detailed Intersection Display

By double clicking on the intersection icon on the overview map at any zoom level, the operator shall be able to display an individual detailed intersection in a window of the traffic display. The window size shall default to one-quarter size of the available display

screen size. The operator shall be able to change this default. The intersection display shall depict the intersection in an easy to understand display. Multiple intersection display windows shall be available for the operator, without restriction to communications channels. The number of display windows shall only be restricted to the number that can be feasibly displayed on the monitor. The operator shall be able to minimize and maximize a detailed intersection display. This shall enable the operator to have multiple displays available. The information available for intersection displays shall include all information available for that intersection.

The MOE information displayed on a detailed intersection window shall be operator-selectable. Thresholds shall be dynamically operator-changeable. A legend shall be displayed depicting what MOE is being displayed, the threshold values, and the color definition. If real-time feedback is not available because of higher priority communications, the graphic shall display an appropriate color and/or a message notifying the operator.

3.0 Documentation

3.1 General. Manuals shall be bound, and consist of minimum 8-1/2" x 11" with 11" x 17" minimum schematics. Operating instructions and maintenance manuals shall be provided for all Contractor-furnished equipment. Four (4) sets of manuals shall be provided for each item of Contractor-furnished equipment.

Four (4) copies of draft documentation shall be submitted to the TOWN for written approval no later than the delivery of the corresponding Contractor-furnished equipment. Upon written approval by the TOWN, final documentation for field hardware shall be submitted by the Contractor prior to the end of the 60-day Observation Period.

3.2 Computer/Peripheral Hardware (Contractor-furnished). The Contractor shall furnish four (4) copies of manuals detailing routine maintenance requirements, troubleshooting procedures, interface drawings and parts lists for each piece of Contractor-furnished equipment. This documentation material shall be submitted to the TOWN for review and approval a minimum of sixty (60) days prior to the beginning of the 60-day Observation Period.

3.3 Computer/LAN/Peripheral Manufacturer Supplied Software. The Contractor shall submit four (4) copies of standard documentation for the operating system and all Contractor-furnished computer/LAN/peripheral manufacturer-supplied software. This documentation shall be submitted to the TOWN a minimum of sixty (60) days prior to the start of the 60-day Observation Period.

3.4 ATMS Software. The Contractor shall provide and submit to the TOWN for written approval, full and complete documentation of the ATMS Software that has been furnished and installed by the Contractor.

New flow charts and descriptive graphics shall be prepared and furnished as necessary, indicating connection to and relationship to existing program modification, additions and changes to the base software and their programs or routines.

The Contractor shall supply four (4) copies of the traffic control applications software documentation to the TOWN 60 days before the initial applications software test. Until acceptance of the project, the Contractor shall be responsible for updating the software documentation within two (2) weeks of performing any software changes. If the software documentation does not reflect the current software operation, the TOWN may stop all work on the project until the software documentation is updated. Once initially delivered and installed, the Contractor shall maintain on-site at all times, on CD-ROM or DVD, one (1) debugged and current backup version of the software. Failure to maintain this documentation shall be grounds for the TOWN to halt the project until it is provided. The Contractor must demonstrate that source code has been properly escrowed.

Prior to acceptance of the project, the Contractor shall provide four (4) final ATMS software documentation manuals, two (2) copies of the ATMS software on CD-ROM or DVD, and two (2) copies of program listings. The Contractor shall also demonstrate to the TOWN that the backup version of the program on CD-ROM or DVD is debugged and current. This backup version shall remain after acceptance of the project.

3.5 Color Graphics Subsystem Software. The Contractor shall provide and submit to the TOWN for written approval, full and complete documentation of the color graphics subsystem software that has been furnished and installed by the Contractor.

New flow charts and descriptive graphics shall be prepared and furnished as necessary, indicating connection to and relationship to existing program modification, additions and changes to the base software and their programs or routines.

The Contractor shall prepare and supply complete and fully debugged assembled listings of all source coding provided with and used by the Contractor in the development of this system.

The Contractor shall supply two (2) copies of the current color graphics subsystem software documentation to the TOWN thirty (30) days before the central hardware is delivered on-site. From the date of initial delivery until acceptance of the project, the Contractor shall be responsible for updating the software documentation within two (2) weeks of performing any software changes. If the software documentation does not reflect the current software operation, the TOWN may stop all work on the project until the software documentation is updated. The Contractor shall maintain on-site at all times, one (1) debugged and current backup version on CD- ROM or DVD. Failure to maintain this documentation shall be grounds for the TOWN to halt the project until it is provided.

Prior to acceptance of the project, the Contractor shall supply to the TOWN three (3) final color graphics subsystem software documentation manuals and two (2) copies of program listings. The Contractor shall also demonstrate to the TOWN that the backup version of the program on CD- ROM or DVD is debugged and current. This backup version shall remain after project completion.

3.6 ATMS User's Manual. The Contractor shall submit four (4) copies of the system user's manual for review and approval by the TOWN 60 days prior to the initial acceptance test.

These manuals shall consist of two (2) volumes:

- Procedures for equipment setup, program loading, operating procedures, operational options, program monitoring, recovery procedures, and error message definition and corrections.
- Procedures for preparing, updating, and troubleshooting the database and pattern histories.

The operation of the LANs, file servers, microcomputers, workstations, and peripheral devices shall be described in detail with respect to display of program information and parameters, changing of input parameters, and operation of special keys and other equipment.

Sample output formats shall be provided. They shall be reproductions of laser printer and display outputs. The computer information required to provide such a display shall be illustrated with the appropriate output format.

A complete list of error messages associated with the software operation shall be provided for both the system operation and the database and pattern history. Each error message that could appear during system operation shall be defined as to the actual meaning, cause, and corrective action to be taken. This information shall be in addition to the basic troubleshooting and malfunction information that shall be provided.

Throughout the project, the system user's manual shall be continually updated on a monthly basis to reflect the current applications software. Failure by the Contractor to perform this task shall allow the TOWN to halt work on the project until this task is corrected and demonstrated to the satisfaction of the TOWN.

Immediately prior to the acceptance of the project, the Contractor shall submit to the TOWN four (4) final copies of the system user's manuals. These manuals shall be updated to reflect the current system operation and the TOWN's comments. The TOWN shall approve in writing these manuals before final acceptance is complete.

3.7 Training Manuals. The Contractor shall prepare a set of training manuals individually ring-bound for use during the training sessions. The manuals shall be developed for each of the training sessions and shall be specifically directed at the subject matter required to be covered. Each training manual shall specifically state the purpose of the manual. The manuals shall be revised following the training sessions as required to correct any major errors or deficiencies noted in the training effort.

Two (2) copies of each manual shall be submitted to the TOWN for review sixty (60) days prior to the preliminary scheduled start of the appropriate training session. The appropriate training session shall not start until two (2) weeks after approval by the TOWN of the training manual and the training dates. The number of manuals furnished for each training session shall be not less than the maximum number of participants for that session up to a maximum of ten (10).

The TOWN shall reserve the right to reproduce additional copies of manual(s) for future use of TOWN employees or TOWN contractors engaged in the operation and/or maintenance of the ATMS.

4.0 Warranty

The traffic control system software and all peripheral devices shall be fully warranted for parts and labor for a minimum of two (2) years from the date of acceptance.

5.0 Measurement and Payment

1.0 The work performed, materials furnished and all labor, tools, equipment and incidentals necessary to complete the work under this Item, will be paid for at the lump sum price for "Traffic Control System." This price is for installation of software and hardware, cables and connectors; documentation and testing; and labor, materials, warranty, training and incidentals necessary for operation of a complete Advanced Traffic Control System.

SPECIAL SPECIFICATION

A9004

TS2 Controller Cabinet Assembly

1.0 Controller Cabinet Assembly

1.1 These specifications set forth the minimum requirements for a TS2 Type 1 traffic control cabinet assembly. The cabinet assembly shall meet, as a minimum, all applicable sections of the NEMA Standards Publication No. TS2-1998 and all subsequent revisions to date. Where differences occur, these specifications shall govern.

1.2 The cabinet shall be constructed from Type 5052-H32 aluminum with a minimum thickness of 0.125 inches. The top, doors, and each side of the cabinet shall each be a single sheet of aluminum. Welding pieces together to form any of these surfaces shall not be permitted. The cabinet shall be provided with a front and rear door.

1.3 The welds shall be neatly formed, smooth and continuous. Spot welding of the cabinet exterior seams and sealing the remainder of the seams with sealant is not acceptable.

1.4 The cabinet exterior shall be painted **Dark Bronze** and the cabinet interior shall be painted **Semi-Gloss White.**

1.5 The top of the cabinet shall incorporate a slope from front to rear to prevent rain accumulation.

2.0 Size and Mounting

2.1 The cabinet shall be a Size 6 with the following minimum dimensions: 54" H x 44" W x 27" D.

2.2 The cabinet shall be designed for mounting on a concrete foundation or raised aluminum base using anchor bolt flanges inside the cabinet adjacent to the sidewalls. Slotted anchor bolt holes 2" long (front to back) by 1" wide shall be provided for securing the cabinet to the foundation.

2.3 The raised aluminum is to have minimum dimensions: 18" H x 44" W x 26" D.

2.4 The bolt pattern for cabinet mounting shall be 40 5/8" wide by 18 ½" deep. (These measurements are center-to-center of the anchor bolt holes.)

The leading edge of the cabinet should be at or below 27" or cabinet may not protrude more than 4" into the pedestrian route from the pole it's mounted on.

3.0 Cabinet Doors

3.1 Both cabinet door openings shall be at least 80 percent of the front and rear surface of the cabinet. A stiffener plate shall be welded across the inside of the door to prevent flexing.

3.2 A rain channel shall be incorporated into the design of the door openings of the cabinet to prevent water from entering the cabinet enclosure.

3.3 Both main doors shall be equipped with three-point latching mechanisms to firmly secure the door at the top, bottom, and center of the cabinet.

3.4 Both main doors shall be hinged on the right side of the cabinet as viewed facing the cabinet door opening. The door hinge shall be a one-piece, continuous stainless steel piano hinge, with a stainless steel pin, running the entire length of the door.

3.5 Both main doors shall include a doorstop mechanism capable of holding the door open at approximately 90, 125, and 150 degrees under windy conditions. The field technician shall not require manual placement of the mechanism. The doorstop shall be designed to minimize the accidental release of the door from any of the stop positions.

3.6 Both main doors shall be equipped with a Corbin No. 2 lock. Two keys shall be supplied.

3.7 Both main doors shall contain a weatherproof and dust-tight, closed-cell neoprene gasket seal residing in a channel mounted to the inside of the door. The gasket material shall be a minimum of 0.375 inches thick by 1.0 inches wide. The gasket shall be attached to the channel in the door using a permanent adhesive bond. The mating surfaces of the gasket shall be coated with a silicon lubricant to prevent sticking to the cabinet flange.

4.0 Police Compartment

4.1 A hinged police compartment door shall be provided on the outside face of the front main door only to permit access to a switch panel. There shall be no exposed

electrical terminals accessible from the police compartment and no dust or liquid shall be able to enter the main cabinet compartment from the police compartment. The size of the police compartment and door shall be as needed to accommodate the required switches, plug, and/or jacks and to provide for storage of the manual push button switch.

4.2 The police compartment door shall be provided with a Corbin Police lock and one key.

4.3 The police compartment door shall close against a weatherproof and dust-tight, closed-cell neoprene gasket seal. The gasket material shall be a minimum of 0.250 inches thick by 0.500 inches wide. The gaskets shall be attached to the cabinet with a permanent adhesive bond. The mating surface of the gasket shall be coated with a silicon lubricant to prevent sticking.

5.0 Ventilation and Fans

5.1 The lower section of the cabinet front door shall be equipped with a louvered air entrance. The air inlet shall be large enough to allow sufficient airflow for the rated fan capacity. Louvers must satisfy the NEMA rod entry test for 3R-ventilated enclosures.

5.2 A 14" x 25" x 1" non-corrosive, vermin and insect-proof, removable, replaceable air filter shall be secured to the air entrance and shall fit snugly against the inside of the door.

5.3 The cabinet shall be provided with two (2) individually thermostat-controlled (adjustable between 80 and 150 degrees Fahrenheit) ventilation fans in the top of the cabinet plenum. The fans shall be a ball bearing-type and each shall be rated at 100 CFM.

6.0 Shelves/Drawer

6.1 All cabinets shall be supplied with two (2) removable and adjustable shelves manufactured from 5052-H32 aluminum. The shelves shall be a minimum of 10 inches deep.

6.2 It shall be possible to position the shelves to within 20 inches of the bottom of the cabinet and to within 8 inches of the top of the cabinet.

6.3 The two shelves shall be installed prior to the cabinet delivery. In order to facilitate future equipment maintenance, the bottom shelf shall be positioned to provide at least .75 inch clearance between the top of the detector rack and cabinet power supply and the lowest point of the top shelf. The Controller Unit and the MMU will be placed on the top shelf when the cabinet is prepared for installation.

6.4 A 1.5 inch drawer shall be provided in the cabinet, mounted directly beneath the controller support shelf. The drawer shall have a hinged top cover and shall be capable of storing documents and miscellaneous equipment. This drawer shall support up to 50 pounds in mass when fully extended. The drawer shall open and close smoothly. Drawer dimensions shall make the maximum use of available depth offered by the controller shelf and be a minimum of 23.5 inches wide.

7.0 Shelf/Panel Mounting

7.1 One set of vertical "C" channels shall be mounted on each interior wall of the cabinet for the purpose of mounting the cabinet shelves. The channels shall accommodate spring-mounted nuts or studs and shall be continuously adjustable from top to bottom of mounting rails.

7.2 One additional set of vertical "C" channels shall be provided on each sidewall of the cabinet with center-to-center spacing as needed to provide secure support for panels and/or any other mounted equipment.

8.0 Back Panel Design

8.1 The back panel shall be constructed from 5052-H32 aluminum of 0.125 inches minimum thickness and formed so as to minimize flexing when plug-in components are installed.

8.2 Access to the rear of the back panel shall be via the rear door of the cabinet as defined in Section 3.0, Cabinet Doors.

8.3 The back panel shall be fully wired for the following:

1. Sixteen (16) load switch sockets
2. Six (6) flash transfer relays
3. Two (2) wired BIU rack slots
4. One (1) Type 16 MMU
5. Terminals for the Controller input-output functions
6. Terminals for field circuit connections (signal circuits, pedestrian detector circuits, OPTICOM preemption circuits, etc.)
7. Harness with connector for NEMA TS2 cabinet Power Supply
8. Four pedestrian detector test switches, toggle, 3-position (on, off, locked call)
9. Sixteen (16) vehicle detector test switches, toggle, 3-position (on, off, locked-call)
10. Four (4) EVP detector test switch, toggle, 3-position (on, off, momentary)

8.4 Rack style mounting shall be provided to accommodate the required BIUs. A dual-row, 64-pin female DIN 41612 Type B connector shall be provided for each BIU rack position. Card guides inside the BIU enclosure shall be provided for both edges of the BIU. Terminal and facilities BIU mounting shall be an integral part of the main panel.

8.5 All pedestrian pushbuttons inputs from the field to the controller shall be opto-isolated through the BIU and operate at 12 VAC.

8.6 The sixteen (16) load switch sockets shall be mounted in one horizontal row.

8.7 A bracket shall provide support for all load switches and the flasher.

9.0 Terminal Blocks

9.1 Load switch outputs shall be routed to terminals on a series of Marathon A4813-12 or equivalent terminal blocks with solder connections on the rear. These blocks shall be installed on the back panel. All vehicular and pedestrian signal field circuits shall be connected to these terminals. Compression type terminal blocks are not acceptable.

9.2 Load switches shall be assigned on a per-phase basis in the Controller Unit. All three load switch outputs shall be assigned to the same controller phase, and any unused load switch outputs shall not be reassigned to a different phase.

9.3 All Controller and Malfunction Management Unit input and output terminations on the back panel shall be permanently labeled. Cabinet prints shall identify the function for each terminal position.

10.0 Flasher/Flash Operation

10.1 The cabinet shall be wired for one (1) dual-circuit flasher unit, separate from the Controller Unit that shall permit the flashing of the field circuits.

10.2 The flasher socket shall be designed for a 15-amp dual-circuit NEMA solid-state flasher. The flasher shall be mounted to the back panel and supported by a bracket.

10.3 All field red and yellow flash color selection shall be accomplished at the field terminals with the use of a screwdriver only. It shall also be possible to select, through terminal connection, which of the two flasher circuits is connected to each phase.

10.4 The coil of the flash transfer relay shall be de-energized for flash operation.

10.5 One RC network shall be wired parallel for each flash-transfer relay and any other AC relay coils in the cabinet.

10.6 Flash Relays shall be Mid-TEX (PART NO. 1326062T3A1) or exact equivalent.

11.0 Connector Cables

11.1 All Controller Unit and Malfunction Management Unit cables shall be of sufficient length to allow the units to be placed on either shelf.

11.2 Each cabinet shall be provided with four RS-485 Port 1 SDLC communication cables to allow full capabilities of the cabinet. Each communication cable connector shall be a 15-pin metal shell "D" type subminiature type. The cable shall be a shielded cable suitable for RS-485 communications.

11.3 All wiring shall be neat in appearance. All cabinet wiring shall be continuous from point of origin to termination point. Butt-type connections/splices are not acceptable.

11.4 All wires going to the door shall be routed to protect against damage from repetitive opening and closing of the door.

12.0 Grounding

12.1 The grounding system in the cabinet shall be divided into three separate circuits (AC neutral, Earth Ground and Logic Ground).

13.0 Power Panel

13.1 The power panel shall be securely fastened to the lower right side wall of the cabinet. The power panel shall be wired to provide the necessary power to the cabinet, Controller, Malfunction Management Unit, cabinet power supply and auxiliary equipment. It shall be manufactured from 0.125 inch 5052-H32 aluminum with a removable clear plastic front cover.

13.2 The power panel shall contain the following components:

1. A 40-amp main circuit breaker. This breaker shall supply power to the Controller, MMU, signals, cabinet power supply and auxiliary panels. All circuit breakers shall be thermal type, UL listed for HACR service, with a

minimum of 10,000 amp interrupting capacity. The breakers shall be Square-D QUO-150 SERIES, or exact equivalent.

2. A 10-amp equipment circuit breaker. This breaker shall supply power to the Controller, MMU and cabinet power supply.
3. A 15-amp auxiliary circuit breaker. This breaker shall supply power to the fans, light and GFI outlet.
4. An EDCO model SHA-1250 pluggable surge arrester shall protect the Controller, MMU and cabinet power supply.
5. A 50-amp, 120 VAC radio interference line filter.
6. A 75 amp solid state power relay with a heat sink.
7. A neutral buss bar capable of connecting one #6 stranded wire in each position, minimum 15-position.
8. A ground buss bar capable of connecting one #6 stranded wire in each position, minimum 7-position.
9. A NEMA Type 5-15R GFI convenience outlet.
10. A barrier terminal block with a minimum of three (3) compression fitting terminals designed to accept up to a No. 4 AWG stranded wire shall be provided for connection of the AC power lines. The block shall be rated at 50 amperes.

14.0 Cabinet Lights

14.1 One fluorescent lighting fixture mounted in the top of the cabinet and one flex arm incandescent fixture mounted in the bottom of the cabinet, which can be adjusted and be operated from a normal power factor UL or ETL listed ballast shall be provided. They shall be mounted on the inside top near the front and rear of the cabinet. The lights shall be automatically illuminated when the cabinet door is opened but shall also be equipped with an on-off switch mounted on a fixture that shall permit the lights to be turned off when the door is in the open position.

15.0 Cabinet Plans/Document Storage

15.1 Two sets of complete and accurate cabinet drawings shall be supplied with each cabinet.

15.2 A sealable print pouch shall be mounted to the front door of the cabinet. The pouch shall be of sufficient size to accommodate one complete set of cabinet prints.

16.0 Technician Switches

16.1 A technician switch panel shall be mounted on the inside of the main door.

16.2 A test switch panel shall be provided with the following:

1. AUTO/FLASH SWITCH. When placed in the "flash" (up) position, the vehicular signal heads shall all display the programmed flashing red or amber indications generated by the flasher unit. The pedestrian indications, if any, shall be dark. Power shall not be removed from the controller. Stop time shall not be applied.
2. SIGNAL POWER. This switch shall control AC power to the signals. The "up" position is signals "on", and the down position is signals "off".
3. EQUIPMENT POWER ON/OFF SWITCH. This switch shall control the Controller, MMU, and the cabinet power supply 120 VAC power. The "up" position shall be power "on" and the "down" position shall be power off.
4. STOP TIME SWITCH.

17.0 Police Compartment Switches

17.1 The following switches shall be installed in the police compartment:

1. EMERGENCY FLASH SWITCH. When placed in the "flash" (up) position, the vehicular heads shall display the programmed flashing red or amber indications generated by the flasher unit. Pedestrian indications, if any, shall be dark. Power shall not be removed from the controller. Stop time shall be

applied. When this switch is returned to the "off" (down) position, the controller shall initiate the start-up sequence.

2. SIGNALS ON/OFF SWITCH.
3. AUTO/MANUAL SWITCH.
4. MANUAL PUSHBUTTON JACK.
5. PUSHBUTTON HAND CORD, MINIMUM TEN (10) FEET EXTENDED

18.0 Switches-General

18.1 All door mounted toggle type switches shall be heavy duty and rated at 10 amps minimum. Single, double or triple pole switches shall be provided as required.

19.0 Malfunction Management Unit

19.1 The cabinet assembly shall be wired for one Type 16 Malfunction Management Unit (MMU) as defined by the requirements of Section 4 of the NEMA TS2-1998 Standard.

19.2 The Malfunction Management Unit shall be Type 16 Model MMU-16.

20.0 Bus Interface Unit (BIU)

20.1 All BIUs shall meet the requirements of Section 8 of the NEMA TS2-1998 Standard.

21.0 Cabinet Power Supply

21.1 The cabinet power supply shall meet the requirements of Section 5.3.5 of the NEMA TS2-1998 Standard with the following exception; the 12 VDC output shall be rated at 5 amps.

22.0 Cabinet Detector Card Rack

22.1 Each cabinet shall contain a 14-position (single slots) card rack mounted to the lower shelf, and wired as follows:

1. Slots 1-2 shall be wired for one Bus Interface Unit.
2. Slots 3-10 shall be wired to accept four-4 channel TS2 card rack detectors using TS2 slot convention.
3. Slots 11-12 to be wired to accept 2-2channel cards or 1-4 channel card.
4. All card rack slots shall be labeled on the front flange.

23.0 Loop Detector Panel

23.1 The cabinet shall have a loop detector panel mounted on the lower left wall of the cabinet.

23.2 The detector panel shall provide all connections between the detector loops and the detector amplifiers.

23.3 The panel shall be constructed from 0.125 inch aluminum.

23.4 All field loop loops shall be wired to 10-32 x 5/16 inch binder head screw terminals.

23.5 Each loop pair shall be protected by an EDCO Model number SRA-6LC lightning surge suppressor. A minimum of sixteen suppressors shall be provided on the detector panel.

23.6 The panel shall be provided with the test switches described in Section 8.3, paragraphs 8, 9, and 10.

23.7 All wiring to the card rack shall be labeled and neatly run to other parts of the cabinet and detector panel. All loop inputs shall be wired with shielded twisted pair leads (Belden 9451, 2 conductor, 22 AWG w/24 AWG drain wire, shielded cable (or approved equivalent) to improve signal isolation. All grounds within the twisted pair leads shall be connected at the detector terminal panel.

23.8 A chassis ground bar bus shall be provided on the panel and connected to the cabinet by an insulated braided copper ground strap and shall be tied to the loop lead-in grounds. The strap shall be bonded to the cabinet. An additional neutral bus bar shall be provided on the panel and tied to the pedestrian commons.

23.9 Sufficient terminals shall be provided on the panel for terminating the emergency vehicle sensor inputs to the EVP modules in the card rack. These terminals shall be minimum 10-32 x 5/16 inch binder head screws.

23.10 The panel shall be provided with a plug-in four circuit pedestrian call isolation card. The module shall be a Genesis Technologies Part Number PT98121-4.

24.0 Video Detection Interface

The cabinet shall be completely wired for and provided with all the necessary ancillary equipment to allow Autoscope Solo Pro Camera/Video Processor Units (C/VPU) to be added later by simply wiring in the cables from the sensor units.

24.1 Each cabinet shall be provided with a Camera Interface Module (CIM) that plugs directly into the Card Rack. The CIM shall provide detector inputs to the Controller from up to eight C/VPU's. The communication link with the Controller shall be via a DB-15 SDLC connector on the front of the module.

24.2 Each cabinet shall be provided with one or more four sensor Communication Interface Panel(s) (CIP) depending on the number of sensors required at the intersection. The CIP shall contain terminal blocks for attaching the cable from the sensor. All communication lines between the CIP and the Solo Pro sensor in the field shall be provided with the lighting protection. This panel shall also provide an RS-232 Port with a DB-9 connector for interfacing to a Laptop Computer or remote communication via some type of modem.

24.3 Each cabinet shall be provided with a Lightning Protection Panel (LPP) containing, as a minimum; one (1) EDCO ACP-340, 1-10 amp circuit breaker, a 10 position terminal block, and a dual convenience outlet. This LPP shall be dedicated to protecting the Autoscope Solo Pro sensors in the field.

25.0 Testing

25.1 The cabinet shall be assembled and tested by the manufacturer to ensure proper component integration and operation before delivery to the Town of Addison.

25.2 Each Assembly shall be delivered with a signed document detailing the cabinet tests performed.

25.3 The supplier, or his representative, shall be available within 24 hours to assist in locating and correcting any operation problems with the cabinets during test operations.

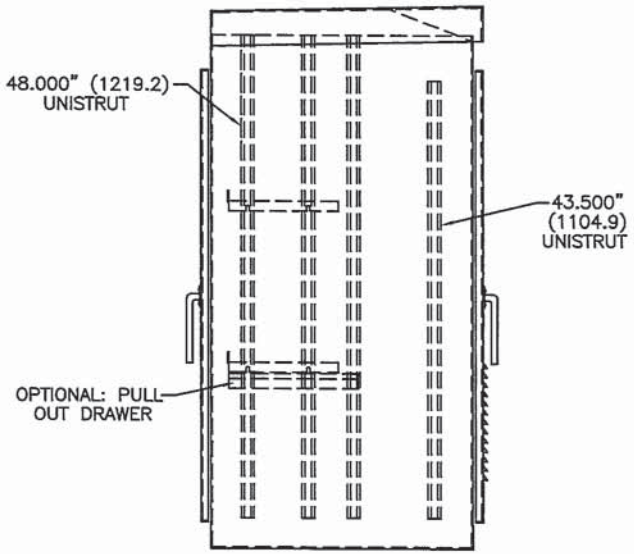
26.0 Cabinet Configuration

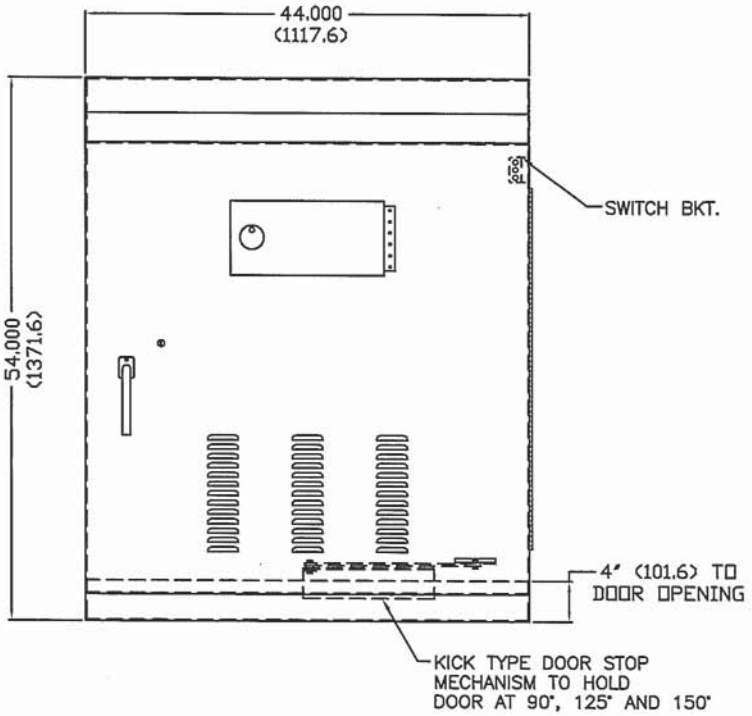
26.1 Each TS2 Type 1 cabinet shall be provided with the following components:

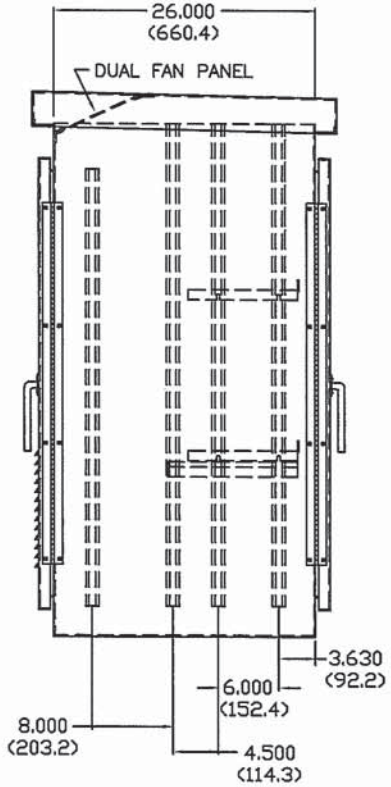
1. One each Size 6 (P-44) Cabinet with **TWO (2) doors,** sixteen (16) position back panel, one (1) 14-position detector card rack, and one (1) drawer.
2. One each NEMA TS2 Type 1 Controller Timer with removable EEPROM card and RS-232 Communication Module.
   Econolite ASC/3-1000 Controller
3. One each Type 16 Malfunction Management Unit (MMU)
   Econolite MMU16-E-BS Malfunction Management Unit.
4. Four each Bus Interface Units (BIU)
   Econolite Part Number 32860G1
5. One each TS2 card rack Camera Interface Module (CIM).
   Econolite Part Number 34905G1
6. One (or more) four camera Communication Interface Panel (CIP).
   Econolite Part Number 34930G1
7. One each video detection lighting protection panel. (LPP).
8. One each TS2 Cabinet Power Supply.
   EDI Model PS250
9. Sixteen (16) NEMA Load Switches with 3-LED's on input side and 3-LEDs on output side.
10. One each NEMA 2-Circuit Flasher.
11. Six each Flash Relays.

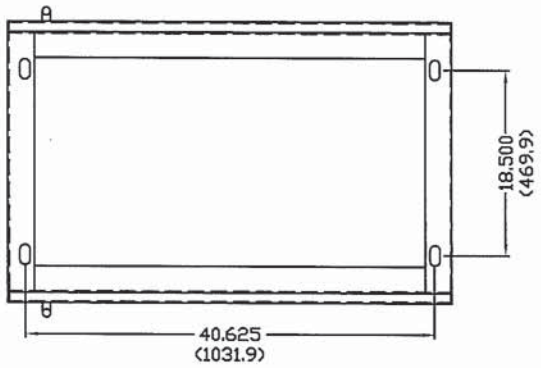
MID-TEX (Part No 136-62-T3AI) or equivalent

12. One each, Four Circuit Pedestrian Isolation Card.









NOTES:

1. MATERIAL: 0.125 (3.18) THK. 5052 ALUMINUM.
2. FULL LENGTH SST HINGE.
3. FULL PERIMETER 1/2" X 2" (12.7 X 50.8) CLOSED CELL NEOPRENE GASKET.
4. TWO 11.000" (279.4) DEEP ADJUSTABLE SHELVES TO BE PROVIDED.
5. MAIN DOOR LOCK IS A #2 CORBIN LOCK
6. POLICE DOOR LOCK IS A #1 CORBIN LOCK
7. 3-POINT LATCHING SYSTEM WITH PADLOCKABLE SST HANDLE.
8. FILTER SIZE TO BE 14" X 25" (355.6 X 635.0)
9. CONTINUOUSLY WELDED EXTERNAL SEAMS.
10. SHIPPED ON A PLYWOOD PALLET WITH 4 X 4 RUNNERS.
11. FINISH: MILL IF REQUIRED.
    PAINT IF REQUIRED: REECE SUPPLY
    (313 DARK BRONZE AKZO METAFLEX) OUTSIDE, WHITE INSIDE.
12. OPTIONAL: 13" X 24" PULL OUT DRAWER ASSEMBLY.

REV.	DESCRIPTION	BY	DATE
A	RELEASE	JCH	2/2/99
B	ADD DRAWER OPTION NOTE 12	SEG	10/14/99

THIS PRINT IS INTENDED FOR SUBMITTAL PURPOSES ONLY.

Drawn By: JCH Date: 3/2/99

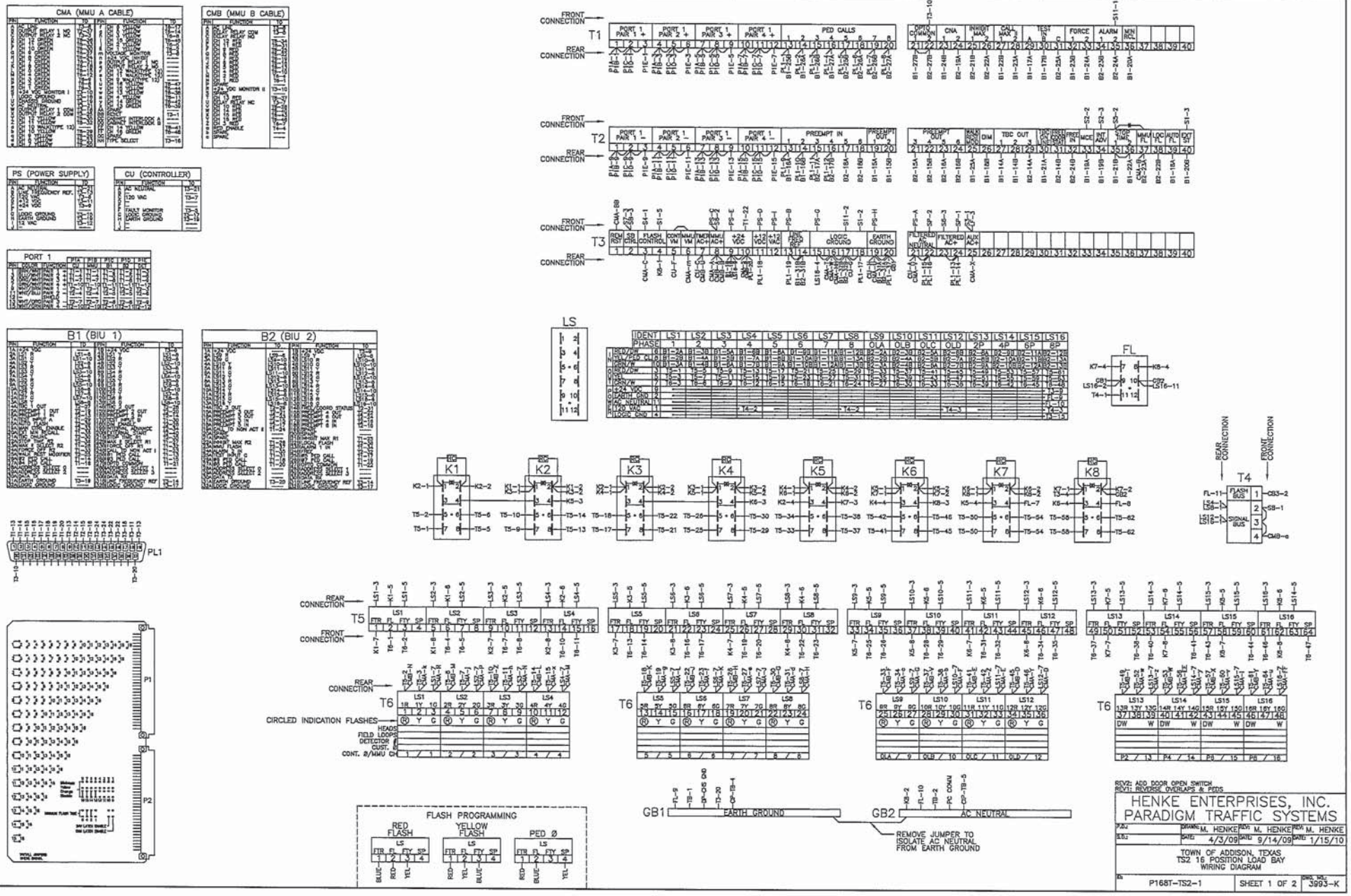
54 X 44 X 26
(1371.6 X 1117.6 X 660.4)
2 DOOR (FRONT & REAR) CAB.

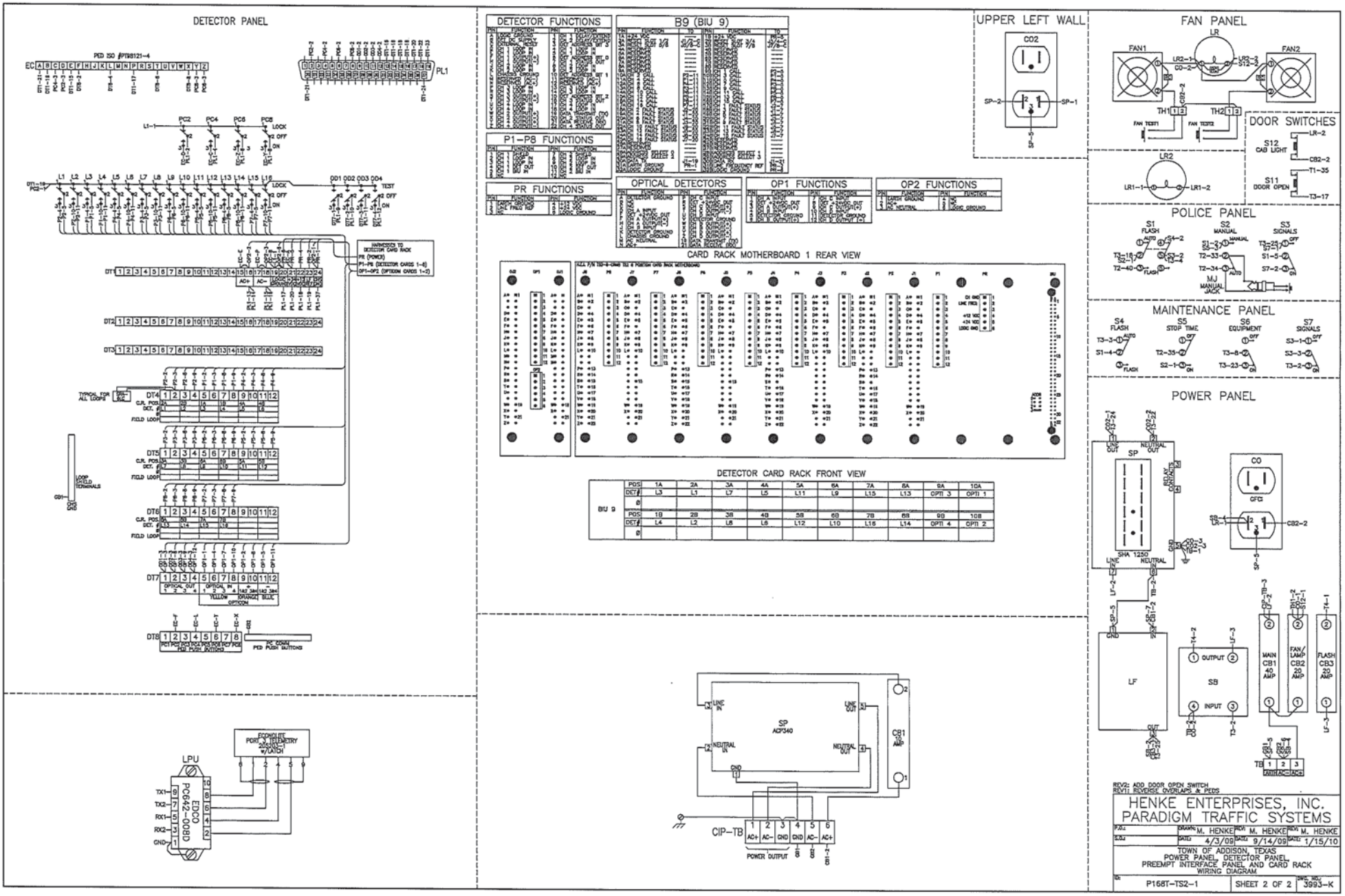
CUSTOMER: PARADIGM

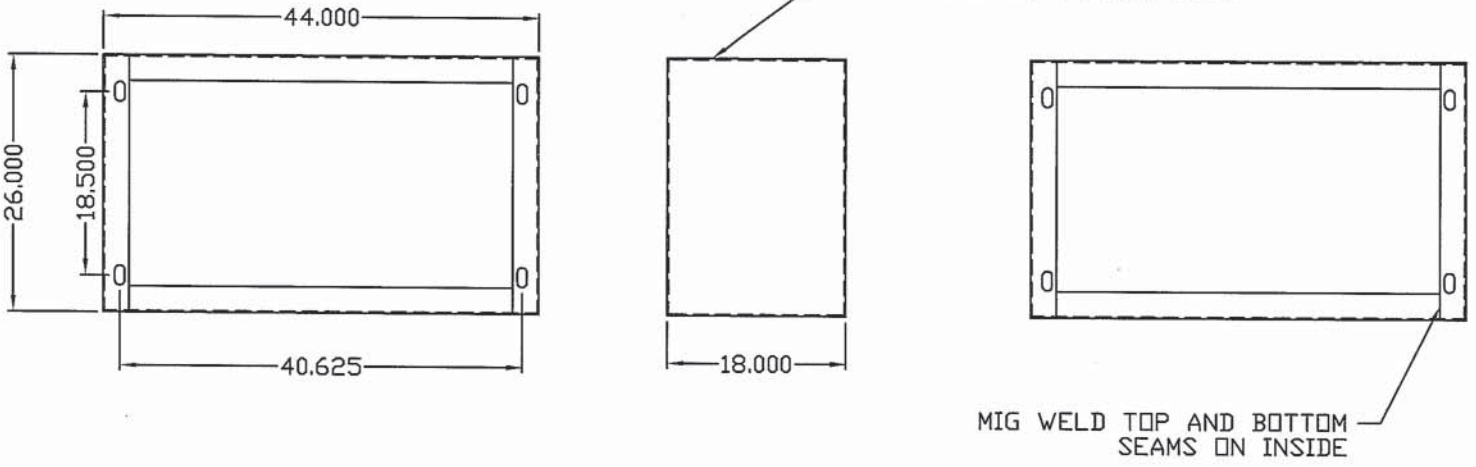
MATERIAL: SEE NOTE 1

FINISH: SEE NOTE 11

M# 001897 REV B


CMA (MMU A CABLE)
CMB (MMU B CABLE)
PS (POWER SUPPLY)
CU (CONTROLLER)
PORT 1
B1 (BIU 1)
B2 (BIU 2)
T1
T2
T3
LS
FL
K1
K2
K3
K4
K5
K6
K7
K8
T4
PL1
P1
P2
T5
T6
REAR CONNECTION
FRONT CONNECTION
CIRCLED INDICATION FLASHES
FLASH PROGRAMMING
RED FLASH
YELLOW FLASH
PED Ø
GB1
EARTH GROUND
GB2
AC NEUTRAL
REMOVE JUMPER TO ISOLATE AC NEUTRAL FROM EARTH GROUND
REV2: ADD DOOR OPEN SWITCH
REV1: REVERSE OVERLAPS 4 & PEDS
HENKE ENTERPRISES, INC.
PARADIGM TRAFFIC SYSTEMS
M. HENKE 4/3/09
M. HENKE 9/14/09
M. HENKE 1/15/10
TOWN OF ADDISON, TEXAS
TS2 16 POSITION LOAD BAY
WIRING DIAGRAM
P168T-TS2-1
SHEET 1 OF 2
3993-K


DETECTOR PANEL
DETECTOR FUNCTIONS
B9 (BIU 9)
UPPER LEFT WALL
FAN PANEL
P1-P8 FUNCTIONS
PR FUNCTIONS
OPTICAL DETECTORS
OP1 FUNCTIONS
OP2 FUNCTIONS
DOOR SWITCHES
POLICE PANEL
CARD RACK MOTHERBOARD 1 REAR VIEW
MAINTENANCE PANEL
DETECTOR CARD RACK FRONT VIEW
POWER PANEL
LPU
CIP-TB
HENKE ENTERPRISES, INC.
PARADIGM TRAFFIC SYSTEMS
TOWN OF ADDISON, TEXAS
POWER PANEL, DETECTOR PANEL,
PREEMPT INTERFACE PANEL AND CARD RACK
WIRING DIAGRAM
P168T-TS2-1
SHEET 2 OF 2
3993-K



NOTES;
1. FULL WELD CONSTRUCTION.

P/N	007782
REV.	A
DESCRIPTION:	18" P CAB RISER WELD DETAIL
CUSTOMER:	PARADIGM
MATERIAL:	.125 ALUMINUM
FINISH:	MILL

BISON ProFab engineering & fabrication ™
32227 DOBBIN HUFSMITH, MAGNOLIA, TX. 77354
Phone: 1-800-825-5805 Fax: (281) 356-0025

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THIS PRINT IS INTENDED FOR WELD PURPOSES ONLY

DRAWN BY:	DATE:
GEJ	12/02/06

REV.	DESCRIPTION	BY	DATE
A	RELEASE	GEJ	12/02/06

CHK'D BY: DATE: APP. BY: DATE:

SPECIAL SPECIFICATION

6266

Video Imaging Vehicle Detection System (Install Only)

1. **Description.** Install a Video Imaging Vehicle Detection System (VIVDS) that monitors vehicles on a roadway via processing of video images and provides detector outputs to a traffic controller or similar device.

   A VIVDS configuration for a single intersection will consist of 4 variable focal length cameras, VIVDS card rack processor system, and all associated equipment required to setup and operate in a field environment including a video monitor and/or laptop (if required), connectors and camera mounting hardware.

   The system is composed of these principal items: the camera(s), the field communications link between the camera and the VIVDS processor unit, and the VIVDS processor unit along with a PC, video monitor or associated equipment required to setup the VIVDS and central control software to communicate to the VIVDS processor.

   The VIVDS Card Rack Processor must be either NEMA TS 2 TYPE 1 or TYPE 2. TYPE 2 must have RS 485 SDLC.

2. **Definitions.**

   A. VIVDS Processor Unit. The electronic unit that converts the video image provided by the cameras, generates vehicle detections for defined zones and collects vehicular data as specified.

   B. VIVDS Processor System. One or more VIVDS processor modular units required to handle the number of camera inputs.

   C. Central Control. A remotely located control center, which communicates with the VIVDS. The VIVDS operator at the central control has the ability to monitor the operation and modify detector placement and configuration parameters. The equipment that constitutes central control is comprised of a workstation microcomputer along with the associated peripherals as described in this special specification.

   D. Field Setup Computer. A portable microcomputer used to set up and monitor the operation of the VIVDS processor unit. If required to interface with the VIVDS processor unit, the field setup computer with the associated peripherals described in this special specification and a video monitor, also described in this special specification, must be supplied as part of the VIVDS.

   E. Field Communications Link. The communications connection between the camera and the VIVDS processor unit. The primary communications link media may be coaxial cable or fiber optic cable.

F. Remote Communications Link. The communications connection between the VIVDS processor unit and the central control.

G. Camera Assembly. The complete camera or optical device assembly used to collect the visual image. The camera assembly consists of a charged coupled device (CCD) camera, environmental enclosure, sun shield, temperature control mechanism, and all necessary mounting hardware.

H. Occlusion. The phenomenon when a vehicle passes through the detection zone but the view from the sensor is obstructed by another vehicle. This type of occlusion results in the vehicle not being detected by the sensor.

Or

When a vehicle in one lane passes through the detection zone of an adjacent lane. This type of occlusion can result in the same vehicle being counted in more than one lane.

I. Detection Zone. The detection zone is a line or area selected through the VIVDS processor unit that when occupied by a vehicle, sends a vehicle detection to the traffic controller or freeway management system.

J. Detection Accuracy. The measure of the basic operation of a detection system (shows detection when a vehicle is in the detection zone and shows no detection when there is not a vehicle in the detection zone).

K. Live Video. Video being viewed or processed at 30 frames per second.

L. Lux. The measure of light intensity at which a camera may operate. A unit of illumination equal to one lumen per square meter or to the illumination of a surface uniformly one meter distant from a point source of one candle.

M. Video Monitor. As a minimum must be a 9-in. black and white monitor with BNC connectors for video in and out.

3. Functional Capabilities.

The system software must be able to detect either approaching or departing vehicles in multiple traffic lanes. A minimum of 4 detector outputs per video processor module card and each card must have a minimum of 24 detection zones. Each zone and output must be user definable through interactive graphics by placing lines and/or boxes in an image on a video or VGA monitor. The user must be able to redefine previously defined detection zones.

The VIVDS must provide real time vehicle detection (within 112 milliseconds (ms) of vehicle arrival).

The VIVDS processor unit must be capable of simultaneously processing information from various video sources, including CCTV video image sensors and video tape players. The video sources may be, but are not required to be, synchronized or line-locked. The video must be processed at a rate of 30 times per second by the VIVDS processor unit.

The system must be able to detect the presence of vehicles in a minimum of 12 detection zones within the combined field of view of all cameras (a minimum of 12 detection zones per camera input to the VIVDS processor unit).

Detection zones must be provided that are sensitive to the direction of vehicle travel. The direction to be detected by each detection zone must be user programmable.

The VIVDS processor unit must compensate for minor camera movement (up to 2% of the field of view at 400 ft.) without falsely detecting vehicles. The camera movement must be measured on the unprocessed video input to the VIVDS processor unit.

The camera must operate while directly connected to VIVDS Processor Unit.

Once the detector configuration has been downloaded or saved into the VIVDS processor unit, the video detection system must operate with the monitoring equipment (monitor and/or laptop) disconnected or on-line.

When the monitoring equipment is directly connected to the VIVDS processor unit, it must be possible to view vehicle detections in real time as they occur on the field setup computer's color VGA display or the video monitor.

4. Vehicle Detection.

A. Detection Zone Placement. The video detection system must provide flexible detection zone placement anywhere within the combined field of view of the image sensors. Preferred presence detector configurations must be lines or boxes placed across lanes of traffic or lines placed in line with lanes of traffic. A single detector must be able to replace one or more conventional detector loops. Detection zones must be able to be fully overlapped. In addition, detection zones must have the capability of implementing "AND" and "OR" logical functions including presence, extension and delay timing. These logical functions may be excluded if provisions are made to bring each detector separately into the controller and the controller can provide these functions.

B. Detection Zone Programming. Placement of detection zones must be by means of a graphical interface using the video image of the roadway. The monitor must show images of the detection zones superimposed on the video image of traffic while the VIVDS processor is running.

The detection zones must be created by using the mouse or keypad to draw detection zones on the monitor. The detection zones must be capable of being sized, shaped and overlapped to provide optimal road coverage and detection. It must be possible to upload detector configurations to the VIVDS processor unit and to retrieve the detector configuration that is currently running in the VIVDS processor unit.

The mouse or keypad must be used to edit previously defined detector configurations so as to fine tune the detection zone placement size and shape. Once a detection configuration has been created, the system must provide a graphic display of the new configuration on its monitor. While this fine-tuning is being done, the detection must continue to operate from the detector configuration that is currently called.

When a vehicle occupies a detection zone, the detection zone on the live video must indicate the presence of a vehicle, thereby verifying proper operation of the detection system. With the absence of video, the card must have an LED that will indicate proper operation of the detection zones.

Detection zones must be provided that is sensitive to the direction of vehicle travel. The direction to be detected by each detection zone must be user programmable. The vehicle detection zone should not activate if a vehicle traveling any direction other than the one specified for detection occupies the detection zone. Cross-street and wrong way traffic should not cause a detection.

C. Design Field of View. The video detection system must reliably detect vehicle presence in the design field of view. The design field of view must be defined as the sensor view when the image sensor is mounted 24 ft. or higher above the roadway, when the camera is adjacent (within 15 ft.) to the edge of the nearest vehicle travel lane, and when the length of the detection area is not greater than 10 times the mounting height of the image sensor. Within this design field of view, the VIVDS processor unit must be capable of setting up a single detection zone for point detection (equivalent to the operation of a 6 ft. by 6 ft. inductive loop). A single camera, placed at the proper mounting height with the proper lens, must be able to monitor up to and including 5 traffic lanes simultaneously.

D. Detection Performance. Detection accuracy of the video detection system must be comparable to properly operating inductive loops. Detection accuracy must include the presence of any vehicle in the defined detection zone regardless of the lane, which the vehicle is occupying. Occlusion produced by vehicles in the same or adjacent lanes must not be considered a failure of the VIVDS processor unit, but a limitation of the camera placement. Detection accuracy (a minimum of 95%) must be enforced for the entire design field of view on a lane by lane and on a time period basis. When specified in the plans, furnish up to 24 continuous hours of recorded video of all installed intersection cameras within the 30 day test period for verification of proper camera placement, field of view, focus, detection zone placement, processor setup and operation. The video from each camera must show vehicle detections for all zones.

E. Equipment failure, either camera or VIVDS processor unit, must result in constant vehicle detection on affected detection zones.

5. VIVDS Processor Unit.

A. Cabinet Mounting- The VIVDS processor unit must be rack mountable.

B. Environmental Requirements - The VIVDS processor unit must be designed to operate reliably in the adverse environment found in the typical roadside traffic cabinet. It must meet the environmental requirements set forth by the latest NEMA (National Electrical Manufacturers Association) TS1 and TS2 standards as well as the environmental requirements for Type 170, Type 179 and 2070 controllers. Operating temperature must be from -30°F to +165°F at 0% to 95% relative humidity, non condensing.

C. Electrical - The VIVDS must have a modular electrical design.

The VIVDS must operate within a range of 89 to 135 VAC, 60 Hz single phase. Power to the VIVDS must be from the transient protected side of the AC power distribution system in the traffic control cabinet in which the VIVDS is installed.

Serial communications to the field setup computer must be through an RS 232, USB or Ethernet port. This port must be able to download the real time detection information needed to show detector actuations. A connector on the front of the VIVDS processor unit must be used for serial communications.

The unit must be equipped with RS 170 (monochrome) or RS170A (color) composite video inputs video inputs, so that signals from image sensors or other synchronous or asynchronous video sources can be processed in real time. BNC connectors on the front of the VIVDS processor unit or video patch panel must be used for all video inputs.

The unit must be equipped with a single RS 170 composite video output. This output must be capable of corresponding to any one of the video inputs, as selected remotely via the field setup computer or front panel switch. Multiple video outputs requiring external cable connections to create a combined single video output must not be acceptable. A BNC or RCA connector must be used for video output on the front of the processor unit. Any other video formats used must prior approval by TxDOT TRF Signal Operation Engineer.

Software upgrades and/or changes MUST be presented to and approved by TXDOT TRF-TM division, before being used. Failure to do so will be grounds for termination of contract and probation for responsible party(s).

The unit software and the supervisor software must include diagnostic software to allow testing the VIVDS functions. This must include the capability to set and clear individual detector outputs and display the status of inputs to enable setup and troubleshooting in the field.

6. Camera Assembly.

A. Camera. The video detection system must use medium resolution, monochrome image sensors as the video source for real time vehicle detection. The cameras must be approved for use with the VIVDS processor unit by the supplier of the VIVDS. As a minimum, each camera must provide the following capabilities:

1. Images must be produced with a Charge Coupled Device (CCD) sensing element with horizontal resolution of at least 480 lines for black and white or 470 lines for color and vertical resolution of at least 350 lines for black and white or color. Images must be output as a video signal conforming to RS170.

2. Useable video and resolvable features in the video image must be produced when those features have luminance levels as low as 0.1 lux for black and white, and as low as 1.0 lux for color, for night use.

3. Useable video and resolvable features in the video image must be produced when those features have luminance levels as high as 10,000 lux during the day.

4. The camera must include an electronic shutter or auto-iris control based upon average scene luminance and must be equipped with an electronic shutter or auto-iris lens with variable focal length and variable focus that can be adjusted without opening up the camera housing to suit the site geometry. The variable focal length must be adjustable from 6 mm to 34 mm.

B. Camera and Lens Assembly. The camera and lens assembly must be housed in an environmental enclosure that provides the following capabilities:

1. The enclosure must be waterproof and dust tight to the latest NEMA 4 specifications.

2. The enclosure must allow the camera to operate satisfactorily over an ambient temperature range from -30°F to +165°F while exposed to precipitation as well as direct sunlight.

3. The enclosure must allow the camera horizon to be rotated in the field during installation.

4. The enclosure must include a provision at the rear of the enclosure for connection of power and video signal cables fabricated at the factory. Input power to the environmental enclosure must be nominally 115 VAC 60 Hz.

5. A thermostatically controlled heater must be at the front of the enclosure to prevent the formation of ice and condensation, as well as to assure proper operation of the lens's iris mechanism. The heater must not interfere with the operation of the camera electronics, and it must not cause interference with the video signal.

6. The enclosure must be light colored or unfinished and must include a sun shield to minimize solar heating. The front edge of the sunshield must protrude beyond the front edge of the environmental enclosure and must include provision to divert water flow to the sides of the sunshield. The amount of overhang of the sun shield must be adjustable to block the view of the horizon to prevent direct sunlight from entering the lens. Any plastics used in the enclosure must include ultra violet inhibitors.

7. The total weight of the image sensor in the environmental enclosure with sunshield must be less than 10 lb.

8. When operating in the environmental enclosure with power and video signal cables connected, the image sensor must meet FCC class B requirements for electromagnetic interference emissions.

The video output of the cameras must be isolated from earth ground. All video connections for the cameras to the video interface panel must also be isolated from earth ground.

Use waterproof, quick disconnect connectors to the image sensor for both video and power.

A camera interface panel capable of being mounted to sidewalls of a controller cabinet must be provided for protection of the VIVDS processor unit, camera video and power inputs/outputs. The panel must consist of, as a minimum, 4 Edco CX06 coax protectors, a

Edco ACP-340 for the cameras and VIVDS processor unit power, a 10 amp breaker, a convenience outlet protected the ACP-340 and a terminal strip with a minimum of sixteen 8-32 binder head screws. The terminal strip must be protected by a piece of 1/8 in. Plexiglas.

When the connection between the image sensor and the VIVDS processor unit is coaxial cable, the coaxial cable used must be a low loss, 75 ohm, precision video cable suited for outdoor installation, such as Belden 8281 or TxDOT approved equal.

Camera mounting hardware must allow for vertical or horizontal mounting to the camera enclosure. Pelco AS-0166-4-62 or equivalent is acceptable.

7. **Field Communication Link.** The field communications link must be a one way communications connection from the camera to the equipment cabinet. The primary communications link media may be coaxial cable or fiber optic cable accompanied by a 3 conductor minimum 18 AWG, 24 VDC or 115 VAC camera power cable, or appropriate cable as approved.

   The following requirements must govern for the various types of field communications link media described on the plans:

   A. Coaxial Cable. In locations where the plans indicate coaxial cable is required as the primary communications link, this cable must be of the RG 59 type with a nominal impedance of 75 ohms. All cable must have a polyethylene dielectric with copper braid shield having a minimum of 98 percent shield coverage and not greater than 0.78 dB attenuation per 100 ft. at 10 MHz with a minimum 18 AWG external 3 conductor power cable or approved equivalent as directed by the Engineer.

   B. Fiber Optic Cable. If specified by the plans, furnish fiber optic cable in accordance with the special specification for fiber optic cable.

   C. Twisted Wire Pairs. Must be Belden 9556 or equivalent 18 AWG TWP control cable.

   All connection cables must be continuous from the equipment cabinet to the camera. No splices of any type will be permitted.

   Install lightning and transient surge suppression devices on the processor side of the field communications link to protect the peripheral devices. The suppression devices must be all solid state. Lightning protection is not required for fiber optic communication lines. The devices must present high impedance to, and must not interfere with, the communications lines during normal operation. The suppression devices must not allow the peak voltage on any line to exceed 300% of the normal operating peak voltage at any time. The response time of the devices must not exceed 5 nanoseconds.

8. **VIVDS Set-Up System.** The minimum VIVDS set-up system, as needed for detector setup and viewing of vehicle detections, must consist of a field setup computer and Windows based interface software (if required) or a video monitor with interface software built-in to the VIVDS processor unit. Live video (30 frames per second) must be available on the field setup computer to determine proper operation of detectors. The field set-up computer as a minimum, must have an NTSC video input port or equivalent.

If a field setup computer is required for system set-up, it must be supplied by the supplier of the VIVDS.

The field setup computer must include all necessary cabling and a Windows based program to interface with the VIVDS processor unit. This software must provide an easy to use graphical user interface and support all models/versions of the supplied VIVDS.

Live video with the detection overlaid is required for field verification of the system.

9. **Temporary Use and Retesting.**

   A. Temporary Use. When shown on the plans, the VIVDS equipment must be used to provide vehicle detection on a temporary basis. When the permanent vehicle detection system and related equipment are installed and made operational, the VIVDS equipment must be carefully removed and delivered to the location shown on the plans.

   B. State Retesting and Acceptance. Prior to acceptance, all VIVDS equipment may be retested by the State, even if the system was operating properly before removal. Repair or replace any equipment damaged during removal or transport and any equipment that does not meet the various test requirements.

10. **Operation from Central Control.** The central control must transmit and receive all information needed for detector setup, monitor the vehicle detection, view the vehicle traffic flow at a rate of 2 frames per second or greater for telephone, or 5 frames a second or greater for ISDN lines (as specified by the plans), and interrogate all required stored data. The remote communications link between the VIVDS processor unit and central control may be dial-up (telephone or ISDN lines) or dedicated twisted wire pair communications cable which may be accompanied with coaxial cable or fiber-optic cable, as shown on the plans. Communications with the central control must not interfere with the on-street detection of the VIVDS processor. Quality of the video at 2 frames per second rate must be such that the view with the traffic flow is clear and in focus.

11. **Installation and Training.** The supplier of the video detection system must supervise the installation and testing of the video and computer equipment. A factory certified representative from the supplier must be on site during installation.

    In the event that the field setup computer is furnished by TxDOT, such installation and testing must be done at the time that training is conducted.

    Provide up to 2 days of training to personnel of TxDOT in the operation, setup and maintenance of the video detection system. Provide instruction and materials for a maximum of 20 persons and conduct at a location selected by TxDOT. TxDOT will be responsible for any travel and room and board expenses for its own personnel.

    Instruction personnel are required to be certified by the equipment manufacturer. The User's Guide is not an adequate substitute for practical, classroom training and formal certification by an approved agency.

    Formal levels of factory authorized training are required for installers, contractors and system operators. All training must be certified by the manufacturer.

12. **Warranty, Maintenance and Support.** The video detection system must be warranted to be free of defects in material and workmanship for a period of 5 years from date of shipment from the supplier's facility. During the warranty period, the supplier must repair with new or refurbished materials, or replace at no charge, any product containing a warranty defect provided the product is returned FOB to the supplier's factory or authorized repair site. Return product repair or replaced under warranty by the supplier with transportation prepaid. This warranty does not apply to products damaged by accident, improperly operated, abused, serviced by unauthorized personnel or unauthorized modification.

    During the warranty period, technical support must be available from the supplier via telephone within 4 hours of the time a call is made by a user, and this support must be available from factory certified personnel or factory certified installers.

    Ongoing software support by the supplier must include updates of the VIVDS processor unit and supervisor software (if a field setup computer is required for set up). Provide these updates free of charge during the warranty period. The update of the VIVDS software to be NTCIP compliant must be included.

    The supplier must maintain a program for technical support and software updates following expiration of the warranty period. Make this program available to TxDOT in the form of a separate agreement for continuing support.

    The supplier must maintain an ongoing program of technical support for the wireless camera system. This technical support must be available via telephone or personnel sent to the installation site.

    The supplier must maintain an adequate inventory of parts to support maintenance and repair of the camera system.

13. **Measurement.** The VIVDS will be measured as each major system component installed, made fully operational, and tested in accordance with this special specification or as directed by the Engineer.

    The VIVDS communication cable will be measured by the linear foot of the appropriate media type furnished, installed, made fully operational, and tested in accordance with this specification, other referenced Special Specifications or as directed by the Engineer.

    When the VIVDS is used on a temporary basis, the VIVDS must be measured as each system furnished, installed, made fully operational, including reconfiguration and removal if required by the plans, and tested in accordance with this special specification or as directed by the Engineer.

    This is a plans quantity measurement Item. The quantity to be paid is the quantity shown in the proposal unless modified by Article 9.2, "Plans Quantity Measurement." Additional measurements or calculations will be made if adjustments of quantities are required.

    When recorded video is required by the plans it will be paid for by each camera recorded.

14. **Payment**. The work performed and materials furnished in accordance with this Item and measured as provided under "Measurement" will be paid for at the unit price bid for "VIVDS Processor System", "VIVDS Camera Assembly", "VIVDS Central Control",

"VIVDS Set-up System", "VIVDS Temporary", "VIVDS Communication Cable (Coaxial)," "VIVDS Communication Cable (Fiber Optic)", "VIVDS Video Recording", and all accompanying software. These prices are full compensation for furnishing, placing, and testing all materials and equipment, and for all tools, labor, equipment, hardware, operational software package(s), supplies, support, personnel training, shop drawings, documentation, and incidentals. A 3-conductor power cable must be included with the communication cable.

These prices also include any and all interfaces required for the field and remote communications links along with any associated peripheral equipment, including cables; all associated mounting hardware and associated field equipment; required for a complete and fully functional visual image vehicle detection system component.

SPECIAL SPECIFICATION

A9002

Video Server

1. **Description.** Furnish and install Video Server field equipment in designated field locations and equipment cabinets as shown on the plans and as detailed in the Special Specifications.

2. **Materials.** Provide new, corrosive resistant materials in accordance with the details shown on the plans and this Item.

   Provide Video Server equipment including, but not limited to, the following:

   - Four channel video server (location specific).
   - Video server housing and mounting hardware.
   - Video, camera control, Ethernet and power cable harnesses, connectors.
   - Software and PTZ driver software for specified camera in use.

3. **Functional Requirements.** The video server shall allow the transmission of CIF-sized images at up to 25 fps per channel when connected to PAL devices, and up to 30 fps per channels when connected to NTSC devices, using standard Motion JPEG format and with no modification of images. When transmitting images from a single channel, the video server shall allow the transmission of up to 25 fps when connected to PAL devices, and up to 30 fps when connected to NTSC devices, this for all resolutions.

   The video server shall also provide Advanced Simple Profile (ASP) and Simple Profile (SP) MPEG-4, and shall support both unicast and multicast over RTP, controlled by RTSP. It shall also be possible to tunnel the MPEG-4 unicast stream over RTSP and HTTP. It shall be possible to configure the camera to provide ISMA-compliant MPEG-4. The video server shall provide support for simultaneous Motion JPEG and MPEG-4 streams.

A. Resolution Requirements. Video shall be available in a minimum of 5 different resolutions, each supporting a minimum of 11 different compression levels. Supported video resolutions shall include:

- QCIF
- CIF
- 2CIF
- 2CIF Expanded
- 4CIF

The video server shall be capable of providing video at bit rates of up to 8Mbit/sec per video stream.

B. Networking Requirements. The video server shall contain a built-in web server to make video and configuration available in a standard browser environment, with no need for additional software. The video server shall allow the user to view each video signal in full screen mode, in a sequence with individually definable dwell times, or to view one to four video signals simultaneously in so-called quad mode.

When accessed from a browser, the built-in web server shall provide users with online, context-sensitive help.

The video server shall support both fixed IP addresses and dynamically assigned IP addresses (provided by a DHCP server). It shall also allow automatic detection of the video server based on UPnP™, when using a PC with an operating system that supports this feature.

The video server shall provide the ability to control network traffic by limiting the maximum bandwidth to a selected value. Furthermore, it shall be possible to limit the frame rate per viewer to a selected value, as well as the duration of each viewing session.

The video server shall provide the ability to send operational and technical information using a standard SMTP mail server.

The video server shall provide embedded on-screen text in the video, with support for date & time, and a customer-specific text, video server name, of at least 32 ASCII characters. It shall also allow for the overlay of a graphical image, such as a logotype, into the image.

The video server shall provide local time & date, including support for daylight saving time. To ensure accuracy, the video server must accept external time synchronization from an NTP (Network Time Protocol) server.

The video server shall support simultaneous viewing by up to 20 clients. To avoid improper use and configuration, the video server must provide support for defining users and passwords, for a minimum of three different types of users.

The video server shall support the use of HTTPS and the ability to upload signed certificates to provide an encrypted and secure communication of both administration and video streams. It shall also provide support for restricting access to pre-defined IP addresses only, so-called IP address filtering.

To improve functionality, the video server shall allow the user to write scripts, controlling events and other user functions.

C. PTZ Control Requirements. The video server shall be able to connect to and control third party domes and Pan Tilt Zoom devices via RS-232 or RS-485. The drivers for these devices shall be possible to upload to the video server. The uploading of drivers, and the changing of the driver type shall be possible without having to replace the video server's firmware.

LED's shall indicate the video server's operational status and provide information about power, communication with receiver, the network status and the video server status.

Customer-specific settings, including the IP address, the local time & date, event functionality and video configuration, shall be stored in a non-volatile memory and shall not be lost during power cuts or soft resets.

4. Electrical and Mechanical Requirements. The video server shall provide one to four analogue video inputs, each compatible with black and white (EIA and CCIR) and colour (PAL and NTSC) composite video signals.

The video server shall deliver high speed, high quality video at resolutions up to 768x576 (PAL) / 704x480 (NTSC) pixels over IP networks, by using Motion JPEG compression. It shall be capable of simultaneously delivering up to 30 frames (CIF resolution) per second per channel. When viewing a single video source, the frame rate shall be up to 30 frames per second in all resolutions. The video server shall support both IP address filtering and HTTPS to secure transmission of video and configuration data. The video server shall not require any additional software to operate.

The video server shall also support MPEG-4 Advanced Simple Profile (ASP) and Simple Profile (SP), with simultaneous Motion JPEG support.

The video server shall be equipped with at least 1 to 4 alarm inputs and one to four outputs. It shall be capable of receiving external triggers from third party devices, as well as triggers from the built-in Video Motion Detection. In response to these triggers, the video server will be able to initiate alarms and/or image transmission. Notification will be provided over TCP, email and HTTP, while image upload will be available via FTP, email and HTTP. The video server shall connect to a network using 10baseT Ethernet or 100baseTX Fast Ethernet, via a standard RJ-45 socket.

The video server shall be equipped with 1 to 4 video inputs of BNC UG/U type. Termination of the inputs shall be independent for each input, using dip switches located on the front of the video server (standalone version) or on the Blade (blade version). The video server shall automatically detect the video format used (PAL or NTSC).

The video server shall be equipped with 2 serial ports, one RS-232 and one RS-422/485 serial port.

The video server shall be equipped with a minimum of 1 to 4 control (alarm) inputs and 1 to 4 outputs, accessible via a removable terminal. A mating connector shall be supplied with the video server. The control input shall be configurable to respond to normally open (NO) or normally closed (NC) dry contacts, or to active low or active high TTL/CMOS compatible electronic outputs. The alarm mating connector shall provide alarm outputs to TTL/CMOS compatible alarm inputs on peripheral devices, such as a device for processing alarms. These functions shall be configurable via the web interface. The video server shall also, via the same connector, provide suitable control voltage for these inputs.

The video server shall connect to a network using 10baseT Ethernet or 100baseTX Fast Ethernet via a standard RJ-45 socket, and shall support auto sensing of network speed.

The video server shall be equipped with a minimum of three LED's, capable of providing visible status information in green, red and amber.

The standalone video server shall be manufactured in a solid all-metal casing and be provided with mounting ears for wall mounting. The blade version shall be fitted with an aluminum front plate for use in suitable 19 in. Video Server Racks, supporting hot-swap of blades.

The stand alone video server shall support DC-based power supplies.

5. **Software Requirements.** The video server shall be compatible with the existing City of Allen Video Imaging Vehicle Detection equipment in the field and the new Advanced Traffic Management System.

   The video server shall use an embedded non-PC-based solution, running on an open source, non-Windows based platform. It shall incorporate TCP/IP, HTTP, HTTPS, SSL/TSL, FTP, RTP, RTSP, SMTP, NTP, ARP, DCHP, and UPnP protocol support.

   The video server shall be monitored by a Watchdog, which shall automatically re-initiate processes or restart the video server if a malfunction is detected.

   It shall be possible to update the software (firmware) over the network, using FTP or HTTP.

   The video server shall include support for Shell scripting, allowing customer-specific functions to be created.

   The video server shall support full functionality when operating in the following environment:

   Operating Systems: Windows 2000, Windows XP

   Browsers: MS Explorer 6.x and higher

   The video server shall be supported by a fully open and published API (Application Programmers Interface), providing all the necessary information required for integrating functionality into third party applications.

6. **Environmental Requirements.** The video server shall operate in a temperature range of +5° to +50°C (41° to 122° F). The video server shall operate in a humidity range of 20–80% RH (non condensing).

7. **Measurement.** This item will be measured as each unit complete in place.

8. **Payment.** The work performed and material furnished in accordance with this Item and measured as provided under "Measurement" will be paid for at the unit prices bid for each "Video Server" of the type specified. This price includes all equipment described under this Item with all documentation and testing; and will include the cost of furnishing all labor, materials, warranty, equipment and incidentals.

TOWN OF ADDISON
SPECIAL SPECIFICATION

A9007

Wireless Ethernet Radio Equipment for Traffic Signal System

1. **Description.** Install Wireless Ethernet Radio (WER) equipment for traffic signal system.

2. **Materials.** Supply complete manufacturer specifications for radios, reflectors, cables, connectors, power supply, mounting hardware, and lightning surge protector, including the exact gain of the radio.

3. **Access Point and Subscriber Unit Radios.** Install access point and subscriber unit radios on top of the water tower and in the field with the following operating minimum characteristics:

FREQUENCY	5725-5850 MHz
RANGE	124 Miles line of sight
REPEAT CAPABILITIES	Store and Forward Repeater Capabilities
ANTENNA BEAM WIDTH	3 dB Antenna Beam Width 60 degrees, Azimuth and Elevation
TYPICAL AGGREGATE USEFUL THROUGHPUT	14 Mbps to 1 Mi
EQUIVALENT ISOTROPINC RADIATING POWER (EIRP)	1W (63W with reflector)
ENVIRONMENT	Temperature -40°F to 131°F
FCC APPROVAL	No License Requirements Type acceptance under FCC Part 15.247
DATA CHARACTERISTICS	Half or Full Duplex Operation Interface 10/100 Base T Ethernet
ACCESS METHOD	Time Division Duplex / Time Division Multiple Access (TDD/TDMA)
GAIN	7 dBi
WIND RATING	118 miles/hour
REGULATED POWER SUPPLY	Voltage 24 VDC Amperage 0.3 Amp Power 7.2 W

Install the access point and subscriber unit radios as shown on the plans or as directed.

Supply radios with diagnostic software capable of testing the link between the access point radio and the subscriber unit. Provide software capable of detecting channels which are not adequate for the transmission of data and allow for the exclusion of these frequencies in the selection of frequencies to be scanned.

Mount the radio on a traffic signal pole, mast arm with extension, or a separate steel pole as directed by the plans. Ground the radio to the metal support. Do not use a wood pole or support.

If adequate signal strength cannot be attained, provide a reflector to enhance signal strength. The reflector is considered subsidiary to "Wireless Ethernet Radio".

4. **Backhaul Radio.** Install point-to-point backhaul radios with the following minimum characteristics:

FREQUENCY	5.725-5.850 GHz
RANGE	124 Miles line of sight
SINGALING RATE	60 Mpbs
CHANNEL WIDTH	12 MHz
TYPICAL AGGREGATE USEFUL THROUGHPUT	3.0 to 43 Mbps
EQUIVALENT ISOTROPINC RADIATING POWER (EIRP)	Adjustable to 12.0 W
ENVIRONMENT	Temperature -40°F to 140°F
FCC APPROVAL	No License Requirements Type acceptance under FCC Part 15.247
DATA CHARACTERISTICS	Auto MDI/MDIX switching 10/100 Base T Ethernet
ACCESS METHOD	Time Division Duplex (TDD) Time Division Multiple Access (TDMA)
ANTENNA GAIN	28 dBi
NETWORK MANAGEMENT	Web Server and SNMP
WIND RATING	150 miles/hour
REGULATED POWER SUPPLY	Voltage 36-60 VDC Amperage 0.34 Amp Power 55 W max

Mount the antenna on a separate steel pole as directed by the plans. Ground the radio to the metal support. Do not use a wood pole or support.

5. **Cluster Management Module.** Install cluster management module with the following minimum characteristics:

Furnish cluster management modules for locations with two (2) or more radio devices. Install module in accordance with manufacturer's recommendations and as shown on the plans or as directed. Any one radio shall not exceed 328 cable feet from the cluster management module. Cluster management module shall meet CE IP44 according to EN60529.2000

6. **Cable.** Install Category 5E cable that includes power over Ethernet. Cable shall be rated for outdoor application.

7. **Experience Requirements.** The Contractor or designated subcontractors involved in the installation and testing of the signal system, as a minimum, must meet the following requirements:

- Two years experience in the installation of the above specified radio equipment for the purpose of traffic signal communications.

- Two installed traffic signal communication systems where units have been in continuously satisfactory operation for at least 1 year. Submit as proof, photographs or other supporting documents, and the names, addresses and telephone numbers of the operating personnel who can be contacted regarding the system.

Provide all necessary documentation of subcontractor qualifications pursuant to contract award.

8. **Additional Equipment.** Any additional materials not specifically mentioned, but required to successfully operate the traffic signal system shall be considered subsidiary to this Item. Materials may include, but are not limited to, additional Ethernet equipment, couplers, connectors, mounting hardware, pole extensions, computers, and solar equipment.

9. **Testing, Training, and Warranty.** Provide a factory certified representative for installation and testing of the equipment. Conduct a test site survey prior to the installation of the equipment.

   Provide up to 2 days of training to personnel of the Town in the operation, setup and maintenance of the wireless broadband radio system. Provide instruction and materials for a maximum of 5 persons and at a location selected by the Town. Provide instruction personnel certified by the manufacturer. The User's Guide is not an adequate substitute for practical classroom training and formal certification.

   Provide equipment with no less than 95% of the manufacturer's standard warranty remaining when equipment invoices are submitted for payment. Any equipment with less than 95% of its warranty remaining will not be accepted.

   Provide updates of the wireless broadband radio software free of charge during the warranty period, including the update to NTCIP compliancy.

10. **Measurement.** This Item will be measured by each WER radio, cluster management module, and by the linear foot of cable installed.

11. **Payment.** The work performed and materials furnished in accordance with this Item and measured as provided under "Measurement" will be paid for at the unit price bid for "Wireless Ethernet Radio (Subscriber Unit)", "Wireless Ethernet Radio (Access Point)", "Cluster Management Module", and "CAT 5E Ethernet Cable". The price is full compensation for assembling, installing the radios, antennas, and the cable; for mounting attachments; for testing, labor, tools, equipment and incidentals.

Cable Termination Chart

20 Conductor Cable

Red	_____	Through red
Orange	_____	Through yellow
Green	_____	Through green
Red/Black tracer	_____	Left turn red ball when used as overlap
Orange/Black tracer	_____	Left turn yellow ball when used as overlap
Green/Black tracer	_____	Left turn green ball when used as overlap
White/Black tracer	_____	Spare
Blue/Black tracer	_____	Pedestrian Call
Blue/White tracer	_____	Walk
Black/White tracer	_____	Don't Walk
Black	_____	Left turn yellow arrow
Green/White tracer	_____	Walk
Red/White tracer	_____	Don't Walk
Blue	_____	Left turn green arrow
White	_____	Neutral
Black/Red tracer	_____	Pedestrian Call
White/Red tracer	_____	Spare
Orange/Red tracer	_____	Spare
Blue/Red tracer	_____	Spare
Red/Green tracer	_____	Spare

SPECIAL SPECIFICATION

6013

Electronic Components

1. **Description.** Use electronic components to manufacture electronic equipment.

2. **Materials and Construction Methods.** Use electronic components that comply with Electronic Industries Association (EIA) and Joint Electronic Device Engineering Council (JEDEC) Specifications. Provide industry standard electronic components available from several manufacturers. When special monolithic integrated circuits are necessary for cost-effective designs, waiving the multi-source requirements will be as directed.

   Design the electronic circuitry to ensure an adjustment range from normal adjustment settings of variable components. Provide a range of adjustment to compensate for composite variations in the associated circuitry due to changes in part values during the normal or specified life of the device. Ensure the range of adjustment can compensate for variations in replacement parts within the specified tolerances. Unless otherwise shown on the plans, design the components to be under operating conditions 24 hr. a day for 10 yr. Derate electronic components by 20% with regard to ambient temperature, applied voltage, and power dissipation.

   On electronic components weighing more than 2 oz., use supports other than the component's pins or electrical connectors. Solder electronic components of 2 or more leads in place. Mark the circuit reference symbol next to the component.

   Meet the above requirements and satisfy the following specific requirements for the different components:

   A. **Capacitors.** Provide industrial grade capacitors. Insulate the capacitors. Mark capacitors with their capacitance value, working voltage, and polarity.

      Provide capacitor encasements resistant to cracking, peeling, and discoloration due to humidity and changes in temperature. Provide electrolytic capacitors capable of operating at least 185°F. Do not use electrolytic capacitors of less than 1.0 microfarad.

      Use a clamp or fastener to support a capacitor to avoid damage by shock or vibration. Use a capacitor with a specific ripple or AC voltage rating, if possibly subjected to a ripple voltage in excess of 10% of the actual DC voltage across the capacitor. Use an aluminum electrolytic capacitor only when continually energized.

   B. **Diodes.** If low forward drop is required in logic circuit applications, furnish justification for use of Germanium diodes prior to incorporation in the design. Mark diodes with the JEDEC part number, using an industry approved color code or clearly legible printing. Indicate the diode polarity on the diode case by the use of the diode symbol, by the 360° band on the cathode end, or by the shape of case.

C. **Indicators.** Use solid-state (LED) indicators with a useful life at least 25,000 hr.

D. **Integrated Circuits.** Print the manufacturer's part number and any information required to install the integrated circuit assembly upon the package. Test integrated circuits with at least 1 test from each group below:

1. **Group 1**
   - Stabilization Bake
   - Temperature Cycling
   - Power Burn-in

2. **Group 2**
   - Functional test with the device at the manufacturer's maximum specified temperature
   - Static and dynamic test per manufacturer's data sheet

E. **Potentiometers and Rheostats.** Use industrial grade potentiometers. Use potentiometers with a power rating at least 100% greater than the maximum power requirements of the circuit.

F. **Printed Circuit Boards.**

1. **Design, Fabrication and Mounting.** Use NEMA Grade G-10 glass epoxy or equivalent for printed circuit boards (refer to NEMA Publications No. L1 1-1982, Industrial Laminated Thermosetting Products). Provide a nominal thickness of 1/32 in. for circuit boards not exceeding 2 in. in any dimension. Provide a nominal thickness of 1/16 in. for circuit boards exceeding 2 in. in any dimension.

   Coat the printed circuit board assembly with a protective coating to combat mildew, moisture, and fungus. Plate the through holes that carry electrical connections from one side of the board to the other. Use 1 oz./sq. ft. of copper to plate through holes. Use non-corrosive material for electrical mating surfaces.

   Design and fabricate printed circuit boards and the mounting of parts and assemblies in accordance with MIL-STD-275 (latest revision) except as follows:
   - Mount semiconductor devices on spacers or transipads if the device dissipates more than 250 mW. or if the case temperature will rise 20°F above ambient.
   - Remove residual flux from the printed circuit board.
   - Provide a resistance between any 2 isolated, independent conductor paths of at least 100 megohms when a 500 VDC potential is applied.

   Mark operating circuit components mounted on the circuit boards. Reference the identifying characters to their respective components in the schematic diagram and in the parts list.

2. **Soldering.** Hand solder in accordance with MIL-STD-55110. Use of automatic flow soldering is acceptable.

G. **Relays.** Install diodes across the coils for transient suppression in DC relays. Provide replaceable relays that do not require special tools for replacement.

H. **Resistors.** Use fixed composition insulated resistors in accordance with the performance requirements of MIL-R-11. Provide industrial grade resistors with a 15 yr. design life. Mark with their resistance value, using EIA color codes or industry approved marking technique.

Use resistors with a 10% tolerance or better and a resistance variation of no more than 5% over the temperature range 0°F to 165°F. Do not use resistors with a power rating greater than 2 w., unless special ventilation or heat sinking is provided. Insulate these resistors from the printed circuit board.

I. **Transistors.** Use JEDEC registered transistors. Mark the JEDEC part number on the case. Designate the emitter or collector by use of an industry approved marking technique.

J. **Transformers.** Mark transformers with the manufacturer's part number on the case or frame, using a Radio-Electronics-Television Manufacturers Association (RETMA) color code or numbered in a manner to facilitate proper installation.

K. **Switches.** Derate switch contacts 50% from their maximum current ratings.

3. **Measurement and Payment.** The work performed, materials furnished, equipment, labor, tools, and incidentals will not be measured or paid for directly, but will be subsidiary to the bid items of the Contract.

Special Specification
6016
ITS Field Equipment Cabinet

1. **Description.** Furnish, install, and test equipment cabinets.

2. **Materials.** Furnish new, corrosion resistant materials. Furnish, assemble, fabricate and install materials as shown on the plans, the requirements of this Item, and with the pertinent requirements of the following:

   - Special Specification, "CCTV Field Equipment,"
   - Special Specification, "Local Control Units,"
   - Special Specification, "Lane Control Signal Head," and
   - Special Specification, "Digital Card Rack Detector Assembly."

   Provide cabinets of identical size, shape, and quality for the same type of cabinet. Equip cabinets internally as specified herein. Provide materials that meet NEMA Standards and the requirements of ASTM designation B209 for 5052-H32 aluminum sheet.

   A. **Functional Requirements.** House the field equipment inside cabinets as shown on the plans or as directed. Provide cabinets with fully wired equipment panels, terminal blocks, wiring, harnesses, connectors, and attachment hardware for each cabinet.

      Provide waterproofed fused and unfused breakaway connectors on the power service conductors. Use a fused breakaway connector for the ungrounded (line) wire. Use an unfused breakaway connector for the grounded (neutral) wire. Install the breakaway connectors prior to the main power panel of the cabinet.

      Supply each field cabinet with the following:

      - Fan and Thermostat
      - Power Distribution Panel
      - Adjustable Shelves, as Required
      - Cabinet Light
      - Surge Protection
      - Terminal Blocks
      - Conductor Guides
      - Interconnect Harnesses with Connectors
      - "Door Open" Connection to Equipment Panel
      - All Necessary Installation and Mounting Hardware

Furnish additional panels as required by the specific field cabinet type shown on the plans and with the pertinent requirements of the parent special specification.

B. Electrical Requirements.

1. **Primary Input Power Interruption.** Use material that meets the requirements of Section 2.1.4 "Power Interruption" of the NEMA Standard TS 2, latest revision.

2. **Power Service Transients.** Use material that meets the requirements of Section 2.1.6 "Transients, Power Service" of the NEMA Standard TS 2, latest revision.

3. **Power Service Protection.** Use readily accessible and either manually resettable or replaceable circuit protection devices (such as circuit breakers or fuses) for equipment and power source protection.

4. **Uninterruptible Power Supply.** Use uninterruptible power supplies as required in Special Specification, "Uninterruptible Power Supply."

5. **Fail Safe.** Design the material so that the failure of the equipment will not cause the failure of any other unit of equipment.

6. **Power Distribution Panel.** Furnish cabinets with a 115 VAC power distribution panel. Provide the following components on the panel:

   a. **Duplex Service Outlets.** Provide 115 VAC service outlets with integral ground fault interrupt and protected by a circuit breaker. Provide NEMA Type 5-15R duplex receptacles or as required to match connecting electrical equipment as shown in the plans and specifications.

      Locate receptacles to minimize electrical hazards to service personnel. Provide at least one outlet for use of service equipment. Other equipment in the cabinet must obtain power from other approved sources.

   b. **Circuit Breakers.** Provide Underwriters Laboratories (UL) listed circuit breakers. Enclose operating mechanisms and mark the switches to indicate whether closed or open. Provide silver alloy contacts and enclose in an arc-quenching chamber.

      Provide main circuit breakers as shown on the plans. Provide a single pole 20 A. circuit breaker in each cabinet to protect the lamp, vent, fan, and duplex outlets.

      Provide properly rated equipment circuit breakers for the configuration of equipment in each cabinet. Provide circuit breakers capable of operating in accordance with Section 2, "Environmental Standards and Test Procedures" of NEMA TS 2, latest revision. Provide circuit breakers with an interrupt capacity of 5,000 A. and insulation resistance of 100 Megohms at 500 VDC.

      Furnish breakers, which are in addition to any auxiliary fuses, with the electronic equipment to protect component parts. Provide an EDCO Model

SHP-300-10S or equivalent 3 terminal lightning arrestor to protect the load side of all circuit breakers. Connect the arrestor into the circuit with No. 8 AWG or larger stranded copper conductors. Connect arrestor to the line filter as recommended by the manufacturer.

c. **Radio Interference Suppressor.** Equip cabinets with a UL and EIA listed radio interference suppressor on the load side of the circuit breaker. Provide suppressors in series with the incoming AC power line before it is distributed to any equipment in the cabinet. Provide a suppressor with a minimum attenuation of 50 dB. over a frequency range of 200 kilocycles to 75 megacycles. Hermetically seal the suppressor in a substantial metal case, filled with a suitable insulation compound.

Suppressor terminals must be nickel plated brass studs of sufficient external length to provide space for connection of two appropriately sized conductors and must be mounted so that the terminals cannot be turned in the case. Provide suppressors that operate on 120 V, 60 Hz, at the current rating shown on the plans.

d. **Power Line Surge Protection.** Provide and install power line surge protectors as described below:

(1) Provide one 3 electrode gas tube type surge protector with the following ratings:

- Impulse breakdown: Less than 1,000 V in less than 0.1 microseconds at 10 kV per microsecond.
- Standby current: Less than 1 mA.
- Striking voltage: Limit any voltage greater than 212 VDC.
- Capable of withstanding 15 pulses of peak current, each of which must rise in 8 microseconds and fall in 20 microseconds to one half the peak voltage, at 3 min. intervals. Peak current rating must be 20,000 A.

(2) Use both metal oxide varistors and silicon avalanche diodes in surge protectors to protect against transients having a single surge energy level up to 70 joules, voltage transients up to 6 kV, and current transients up to 6 kA. Provide protection for line to neutral, line to ground, and neutral to ground terminals

Provide protectors with the following ratings:

- Recurrent peak voltage 212 V.
- Energy rating minimum 120 joule.
- Power Dissipation - average 0.85 W.
- Peak Current for pulses for less than 6 microseconds 20,000 A.
- Standby current less than 1 mA.

e. **Power Cable Input Junction Terminals.** Provide power distribution blocks suitable for use as a power feed and junction points for 2 and 3 wire circuits. Provide terminals capable of handling 2 size 1/0 AWG conductors.

Electrically isolate the AC neutral and equipment ground wiring from the line wiring by an insulation resistance of at least 10 megohms when measured at the AC neutral. Color code the AC neutral and equipment grounding wiring as white and green respectively.

7. **Wiring.** Identify cabinet wiring where connected to terminal strips, flashers, relays, switches, radio interference suppressors, etc., by the use of preprinted labels of insulated, heat shrinkable, white, polyolefin, sleeving slipped over the wire before attachment of the lug or making the connection.

Print labels using a mechanical device specifically designed for this purpose. Provide labels and a printing device capable of recording and printing at least 15 characters. Print labels using black ink. Provide a legend for labels.

Cut wires to the proper length before assembly. Do not double back wires to take up slack. Cover harnesses to connectors with "Chinese Finger" woven braid. Secure cables with nylon cable clamps. Rack wire runs in conductor guides.

Provide service loops to facilitate removal and replacement of assemblies, panels, and modules. Use insulated parts and wire rated for a minimum of 600 V. Color code harnesses and wiring. Hot-stamp wires every 4 in. indicating the pin number of the connector and terminal number. Do not hot-stamp individual conductors in detector harnesses.

Label harnesses with connectors and pins identified by letters with numbers that correspond to the alphabetic sequence of the pins. Cross-reference each harness to a wiring diagram. Enclose each harness in PVC sheathing, woven braid or braided. Do not use tie wraps, tape, or other cable ties.

Provide sufficient clearance between each terminal and the cabinet to prevent a leakage path or physical contact under stress for electrical connections in the cabinet, including relays, flashers, terminal blocks, etc. Provide barriers for insufficient clearances.

Run equipment grounds directly and independently to the ground bus. Provide sufficient length of cable to reach the electronic equipment on the shelves.

Route and bundle or shield low voltage wiring from AC line voltage wiring. Cover conductors and live terminals or parts with suitable insulating material.

Size AC service lines in accordance with the N.E.C. Use white insulated conductors for AC common. Use green insulated conductors for equipment ground. Use any color different from the foregoing on other conductors. For equipment that requires grounding, use grounding conductors, do not use conduit for grounding. Size the ground conductor in accordance with the N.E.C.

Use No. 22 AWG or larger with a minimum of 19 strands conductors for cabinet wiring. Provide conductors conforming to MIL SPEC MIL-W-168780, Type B or D. Provide insulation with a minimum thickness of 10 mils. Use No. 14 AWG or larger conductors for line voltage wiring. Attach lugs or other approved terminal fittings to wires that attach to binding posts, except when wires are soldered to the post.

Assign the color scheme adopted by Western Electric Telephone standards to all termination points for the 12, 25, or 50 pair cables to insure uniformity within the cabinet.

8. **Terminal Blocks.** Locate terminal blocks on the panels to minimize interference between connecting wires and the cabinet electronic equipment. Locate all terminal blocks below the shelves. Identify terminals by legends permanently marked on the terminal blocks. Bring no more than 3 conductors to any 1 terminal screw. Protect electrically energized components or connectors by a barrier.

   Use No. 10-32 nickel or cadmium plated brass binder head screw terminals for field connections. Use No. 5-32 nickel plated brass binder head screw terminals for interwiring connections. Terminate all connections to and from the electronic equipment to an interwiring type block.

9. **Cabinet Internal Grounding.** Provide at least 1 ground bus bar permanently affixed to the cabinet and connected to the grounding electrode for the cabinet internal ground. Use bare stranded No. 6 AWG copper wire between the bus bar and grounding electrode. Provide 20 connector points on each ground bus bar, each capable of securing at least one No. 10 AWG conductor. Use these bus bars for AC neutral and equipment ground wiring.

10. **Transient Suppression.** Provide diodes across the coils for transient suppression in DC relays, solenoids, and holding coils. Provide snubbers in AC contactors.

11. **Communication Interface Panel.** Provide a fully wired communication interface panel as shown on the plans or as directed. Design panels as one integral unit. Provide a 2 conductor, RJ11 phone jack on the panel. Insulate the jack electrically from the panel. Connect phone jack for cabinet pair assignment as shown in Table 1. Connect phone jack for voice pair assignment as shown in Table 2. Connect the phone jack for local limited distance modem assignment as shown in Table 3. Connect phone jack for voice jack assignment as shown in Table 4.

    Include the following components on the panel:

    a. **Power Distribution.** Obtain 115 VAC power from the power distribution panel.

    b. **Surge Protection**. Mount surge protection for incoming communication pairs on a distribution panel.

Table 1
Cabinet Pair Assignment

2 Pair to RJ11 Adapter Slot	RJ11 Pin Number	Insulation Color	Input to Surge Protector Terminal Number
1	2	Black	1
2	3	Red	2
3	4	Green	3
4	5	Yellow	4

Table 2
Voice Pair Assignment

2 Pair to RJ11 Adapter Slot	RJ11 Pin Number	Insulation Color	Input to Surge Protector Terminal Number
1	3	Black	5
2	4	Red	6

Table 3
Limited Distance Modem Assignment

Insulation Color	Output from Surge Protector Terminal Number	Modem Connection
Black	1	LCU received data
Red	2	LCU received data
Green	3	LCU transmit data
Yellow	4	LCU transmit data

Table 4
Voice Jack Assignment

Insulation Color	Output from Surge Protector Terminal Number	Modem Connection
Red	5	Voice Jack
Green	6	Voice Jack

C. Mechanical Requirements.

1. Size and Construction. Design cabinets with dimensions shown in Table 5.

Table 5
Minimum Cabinet Internal Dimensions

	Depth (in.)	Width (in.)	Height (in.)
CCTV	15	20	36
ISDN Compressed Video	24	36	44
Surveillance	26	59	75
DMS	24	30	36
Ramp Meter	27	44	55
LCU TY 3	16 ¾	30	47 ¾
LCU TY 5	26	38 ½	75
LCU TY P	26	54	54
Intermediate Amplifier	16	25	51
Detector Amplifier	15	20	36

Determine the suitability of the listed cabinet for the equipment complement shown at each field location on the plans. Furnish and install a larger size cabinet, if required, at no additional cost. Other than size, the selected cabinet must fully meet the requirements of this Item.

Provide four 1 in. diameter holes centered in the bottom for cabinet mounts on a concrete foundation or as shown on the plans. Provide attachment hardware for cabinets mounted on a pole.

2. **Ventilation.** Do not install openings on the sides or roof of the cabinet. Provide a 16 in. wide by 12 in. high intake vent openings on the lower portion of the cabinet door. Use a filtered intake, a fan, and a screened exhaust for cabinet ventilation.

   Provide a thermostatically controlled fan. Provide a thermostat that is adjustable with an adjustment range of 70°F to 110°F. Provide a press-to-test switch to test the operation of the fan. Provide a fan with a capacity of at least 100 cu. ft./min.

   Filter the intake with a 16 in. wide by 12 in. high by 1 in. thick air conditioning filter. Securely mount the filter to ensure air enters the cabinet through the filter. Screen the exhaust vent to prevent entry of insects. Use screens with openings no larger than 0.0125 sq. in. Provide total free air openings large enough to prevent excessive back-pressure on the fan.

3. **Lighting.** Mount a fluorescent light above the door inside the cabinet. Position the light in order to provide illumination to the face of the equipment in the cabinet and not into a technician's eyes. Install 2 momentary, pin type door switches in the cabinet or on the door. Wire 1 switch to turn on the cabinet lights when the door is open and off when the door is closed. Wire the other in parallel to a terminal block to detect a cabinet intrusion condition.

4. **Exterior Finish.** Smooth the aluminum and leave the exterior in its unpainted natural color.

5. **Serial Number.** Provide cabinets with a 5 digit serial number unique to the manufacturer. Place a 2 letter manufacturer's code prior to the serial number. Permanently affix the serial number to the upper right hand cabinet sidewall either by a metal plate riveted to the cabinet, by stamping it directly on the cabinet, or by engraving it on a metalized Mylar plate.

6. **Shelves.** Provide adjustable shelves in each cabinet as shown on the plans to support the appropriate equipment. Provide 2 in. intervals for shelf adjustment. Position shelves from the top of the cabinet in accordance with the actual equipment complement of the particular cabinet.

   Provide a minimum of 1 in. between the rear and front edge of the shelf and the back inside wall and door of the cabinet.

7. **Mounting Hardware.** Furnish cabinets with the appropriate mounting plates, anchor bolts, and any other necessary hardware to mount the cabinet.

8. **Equipment Panels.** Construct panels of 0.125 in. aluminum. Provide a 3 in. horizontal slot in each corner of the panel for a 0.25 in. mounting bolt. Provide clamps or straps to hold cables on the panel. Mount panels in the cabinet on mounting studs. It must not be necessary to remove a panel to replace any mounted equipment. Panels must support the following when the panels are mounted on the studs:

   - Terminal Blocks
   - Load Switches
   - Relays
   - Switches
   - Miscellaneous Equipment - All Necessary Mounting Hardware

9. **Modular Design.** Design the material to be modular for ease of replacement. Mechanically key modules of unlike function in order to prevent insertion into the wrong socket or connector. Identify modules and assemblies with name, model number, serial number and any other pertinent information to facilitate equipment maintenance.

10. **Connectors and Harness.** Make all external connections by means of connectors. Key connectors to preclude improper hookups. Color code or appropriately mark all wires to and from the connectors in accordance with this Item.

D. Surge Protection.

1. **Protector and Cabinet Configuration.** Provide surge protectors for all ungrounded conductor wires entering or leaving an equipment cabinet. Keep the conductor leads and the surge protector leads as short as possible with all conductor bends formed to the maximum possible radius. Locate the protector units 6 in. from the entry or exit point, and as far as possible from any electrical equipment. Connect the protector ground lead directly to the ground bus.

   Surge protector utilized for AC power must not dissipate any energy and must not provide any series impedance during standby operation. Unit must return to its non-shunting mode after the passage of any surge and must not allow the shunting of AC power.

2. **Power Line Surge Protector.** Install a power line surge protector in each cabinet between both line conductors and equipment ground.

3. **Signal Head Lamp Wires.** Provide surge protectors for signal lamp interconnect conductors at the equipment cabinet. Surge protector must have the same characteristics as specified for power lines.

4. **Detector Loop Lead-In.** Provide surge protection for each detector lead-in cable. Connect drain wire of the lead-in cable to the cabinet ground bus.

5. **Communication Cable.** Provide lightning arrestor for each pair of connectors for the 6, 12, 18, 25, or 50 pairs.

6. **Signal Wires.** Provide two-stage surge protection for signal wires entering or leaving the cabinet with the following characteristics:
    - Input, output and ground connections;
    - Peak surge handling capability: 4,000 A., 8 X 20 microsecond waveform;
    - Protector life: Must withstand a minimum of fifty 2,000 A., 8 X 20 waveform surges.
    - Response time: Calculated element speed of 1 X 10-12 sec., measured speed of less than 20 nsec.
    - Protector clamp voltage: Specified by the Contractor to be consistent with the equipment being protected and submitted for approval.

E. **Environmental Design Requirements.** Provide cabinets that meet the functional requirements of this item during and after subjection to any combination of the following requirements:
- Ambient temperature range of -30°F to 165°F.
- Temperature shock not to exceed 30°F per hr., during which the relative humidity shall not exceed 95%.
- Relative humidity range not to exceed 95% over the temperature range of 40°F to 110°F.
- Moisture condensation on all surfaces caused by temperature changes.

F. **Vibration.** Material used must show no degradation of mechanical structure, soldered components, plug in components or satisfactory operation in accordance with the manufacturer's equipment specifications after being subjected to the vibration test as described in Section 2.2.5 "Vibration Test" of the NEMA standard TS 2, or the latest revision.

3. **Construction Methods.**

A. **General.** Utilize the latest available techniques to minimize the number of different parts, subassemblies, circuits, cards, and modules to maximize standardization and commonality.

Design equipment for ease of maintenance. Component parts must be readily accessible for inspection and maintenance. Tools and test instruments required for maintenance by maintenance personnel must be simple hand held tools, basic meters and oscilloscopes.

B. **Fabrication.** Fabricate and weld in accordance with Item 441, "Steel Structures". Continuously weld all exterior seams for cabinet and doors. Fill edges to a radius of 0.03125 in. minimum. Smooth exterior welds.

Weld aluminum cabinets using the gas metal arc (MIG) or gas tungsten arc (TIG) process using bare aluminum welding electrodes. Use electrodes conforming to the requirements of the American Welding Society (AWS) A5.10 for ER5356 aluminum alloy bare welding electrodes.

Use qualified procedures, welding machines and operators for welding on aluminum in accordance with the requirements of AWS B3.0, "Welding Procedures, and Performance Qualification" and to the practices recommended in AWS C5.6.

1. **Cabinet.** Construct all cabinets of welded sheet aluminum with a minimum thickness of 0.125 in., unless otherwise shown on the plans. Do not use wood, wood fiber product, or flammable products in the cabinet. Seal cabinet structure to prevent the entry of rain, dust, and dirt. Permanently attach aluminum lifting eyes, ears, or build them into the cabinet to permit lifting the cabinet with a sling. Provide an unused space of 12 in. in height, 15 in. in width, and 14 in. in depth for future expansion.

2. **Door.** Provide sturdy and torsionally rigid cabinet doors that substantially cover the full area of the front of the cabinet. Attach cabinet door by a minimum of 2 heavy duty hinges.

   Fabricate the doors and hinges to withstand a 100 lb. per vertical ft. force applied to the outer edge of the door when open without permanent deformation or impairment of the door or cabinet body when the load is removed.

   Equip cabinets equal to or greater than 48 in. in width with 2 doors in front and 2 doors in back to provide access to the cabinet. Provide each door with 5 hinges, or a full length stainless steel piano hinge, with stainless steel pins spot welded at the top. Mount the hinges so that it is not possible to remove them from the doors or cabinet without first opening the doors. Place a removable center support in the middle of each set of doors to ensure cabinet rigidity.

   Fit the cabinet doors with Number 2 Corbin lock and aluminum or chrome plated handle with a minimum 3/8 in. drive pin and a 3 point latch. Design the lock and latch so that the handle cannot be released until the lock is released. Provide a locking ring for a padlock. Provide 2 keys for each cabinet. Locate the lock clear of the arc of the handle. Keys must be removable in the locked position only. Mount locks with 2 stainless steel machine screws. Provide cabinet doors with a catch mechanism to hold the door open at 2 positions – 90° and 180°.

   Fabricate the door and door stop mechanism to withstand a simulated wind load of 5 lb./sq. ft. applied to both inside and outside surfaces without failure, permanent deformation, or compromising of door position.

   Provide an auxiliary police door on the cabinet when shown on the plans. Provide a lock on the auxiliary police door. Provide 1 brass key for each police door lock. Provide a gasket around the doors to prevent entry of moisture or dust. Use a non-absorbent gasket material that is resilient to the outdoor environment Provide a gasket with a minimum thickness of 0.375 in. Locate the gasket in a channel or an "L" bracket on either the cabinet or door.

C. **Shop Drawings.** Submit details of the cabinet design prior to fabrication. Submit a cabinet layout for each cabinet, including site location plan and detailed panel layouts. Submit drawings for only 1 cabinet for cabinets of identical design and dimension.

D. **Electronic Components.** Provide electronic components in accordance with Special Specification, "Electronic Components."

E. **Mechanical Components.** Provide stainless steel external screws, nuts, and locking washers. Do not use self tapping screws unless approved. Provide corrosion resistant materials and materials resistant to fungus growth and moisture deterioration. Separate dissimilar metals with an inert dielectric material.

F. **Installation.** Install cabinet foundations in accordance with Item 656, "Foundations for Traffic Control Devices."

Install pedestal pole assemblies in accordance with Item 687, "Pedestal Pole Assemblies." Install conduits as shown on the plans and in accordance with Item 618, "Conduit." Place wiring in a neat and orderly manner and grouped together with nylon tie-downs.

Install the cabinet as shown on the plans or as directed. Install a 0.625 in. diameter x 8 ft. long copper clad steel ground rod with the cabinet. Ground the cabinet to the ground rod.

1. **Connection of Lead-In Cable.** Connect the detector lead-in cable to the detector terminal blocks in the following manner:
   - Dress each cable into position in accordance with the approved lead-in cable position on the panel (bundle cables together and broken out by their position on the terminal boards).
   - Place cable as close to the terminal points as possible and left floating.
   - Ground the cable shield after testing and in accordance with the detector manufacturers' specifications.

2. **Connection of Miscellaneous Cables.** Terminate connection of signal wires, sign control wires and any other wires required to complete connections for an operational system on terminal blocks.

4. **Documentation.** Provide cabinet documentation in accordance with Article 4, Special Specification, "Testing, Training, Documentation, Final Acceptance, and Warranty."

Include the connector pin letter or number, the wire number, the terminal number and the function of the wire on the wiring diagram. Place 1 copy of the wiring diagram in the cabinet.

5. **Testing.** Test cabinets in accordance with Article 2, Special Specification, "Testing, Training, Documentation, Final Acceptance, and Warranty."

6. **Measurement**. This Item will be measured by each cabinet furnished, installed, and tested.

7. **Payment**. The work performed and materials furnished in accordance with this Item and measured as provided under "Measurement", will be paid for at the unit prices bid for "Equipment Cabinet" of the type specified and installation method specified as applicable. This prices is full compensation for cabinets installation; cables and connectors; documentation, and testing; and for labor, equipment, materials, training, and incidentals.

PROJECT NUMBER: **CM 2004(205)** SHEET: **1**

COUNTY: **DALLAS** CONTROL: **0918-45-667**

HIGHWAY: **LOCAL ROADWAYS**

GOVERNING SPECIFICATIONS AND SPECIAL PROVISIONS

ALL SPECIFICATIONS AND SPECIAL PROVISIONS APPLICABLE TO THIS PROJECT ARE IDENTIFIED AS FOLLOWS:

STANDARD SPECIFICATIONS: ADOPTED BY THE TEXAS DEPARTMENT OF TRANSPORTATION JUNE 1, 2004. STANDARD SPECIFICATIONS ARE INCORPORATED INTO THE CONTRACT BY REFERENCE.

ITEM 416 DRILL SHAFT (36 IN) (420)(421)(440)(448)
ITEM 500 MOBILIZATION
ITEM 502 BARRICADES, SIGNS AND TRAFFIC HANDLING
ITEM 506 TEMPORARY EROSION, SEDIMENTATION, AND ENVIRONMENTAL CONTROLS (432) (556)
ITEM 618 CONDUIT (400)(445)(476)(622)
ITEM 620 ELECTRICAL CONDUCTORS
ITEM 624 GROUND BOXES (421) (440)
ITEM 628 ELECTRICAL SERVICES (441)(445)(449)(618)(620)(627)(656)
ITEM 680 INSTALLATION OF TRAFFIC SIGNALS (610)(625)(627)(634)(636) (656)
ITEM 682 VEHICLE AND PEDESTRIAN SIGNAL HEADS
ITEM 684 TRAFFIC SIGNAL CABLES
ITEM 686 TRAFFIC SIGNAL POLE ASSEMBLIES (STEEL) (416) (421) (441) (442) (445) (449)

SPECIAL PROVISIONS: SPECIAL PROVISIONS WILL GOVERN AND TAKE PRECEDENCE OVER THE SPECIFICATIONS ENUMERATED HEREON WHEREVER IN CONFLICT THEREWITH.

SPECIAL PROVISION "PARTNERING" (000---002)
SPECIAL PROVISION "NOTICE TO ALL BIDDERS" (000---003)
SPECIAL PROVISION "NOTICE OF REQUIREMENT FOR AFFIRMATIVE ACTION TO ENSURE EQUAL EMPLOYMENT OPPORTUNITY" (000---004)
SPECIAL PROVISION "STANDARD FEDERAL EQUAL EMPLOYMENT OPPORTUNITY CONSTRUCTION CONTRACT SPECIFICATIONS" (000---006)
SPECIAL PROVISION "CERTIFICATION OF NON-DISCRIMINATION IN EMPLOYMENT" (000---009)
SPECIAL PROVISION "DISADVANTAGED BUSINESS ENTERPRISE IN FEDERAL-AID CONSTRUCTION" (000---461)
SPECIAL PROVISION "ON-THE-JOB TRAINING PROGRAM" (000---807)

SPECIAL PROVISION TO ITEM 001 (001---005)
SPECIAL PROVISION TO ITEM 005 (005---004)
SPECIAL PROVISION TO ITEM 007 (007---213,445)
SPECIAL PROVISION TO ITEM 009 (009---009)
SPECIAL PROVISION TO ITEM 416 (416---001)
SPECIAL PROVISION TO ITEM 420 (420---002)

SPECIAL PROVISION TO ITEM 421 (421---031)
SPECIAL PROVISION TO ITEM 440 (440---001)
SPECIAL PROVISION TO ITEM 441 (441---002)
SPECIAL PROVISION TO ITEM 500 (500---005)
SPECIAL PROVISION TO ITEM 502 (502---033)
SPECIAL PROVISION TO ITEM 620 (620---001)
SPECIAL PROVISION TO ITEM 682 (682---001)

REQUIRED CONTRACT SPECIAL PROVISIONS:

FORM FHWA 1273, DECEMBER, 1993 (FEDERAL-AID CONSTRUCTION CONTRACTS)
CHILD SUPPORT STATEMENT
JOB CLASSIFICATION AND WAGE RATES
DISCLOSURE OF LOBBYING ACTIVITIES
WORKERS COMPENSATION INSURANCE

SPECIAL SPECIFICATIONS:

6007 REMOVING TRAFFIC SIGNALS
6011 TESTING, TRAINING, DOCUMENTATION, FINAL ACCEPTANCE, AND WARRANTY
6013 ELECTRONIC COMPONENTS
6016 ITS FIELD EQUIPMENT CABINET
6086 PREPARATION OF EXISTING CONDUITS, GROUND BOXES, OR MANHOLES
6266 VIDEO IMAGING VEHICLE DETECTION SYSTEM (VIVDS) (INSTALL ONLY)
A9001 HARDENED ETHERNET SWITCH
A9002 VIDEO SERVER
A9003 TRAFFIC CONTROL SYSTEM
A9004 TRAFFIC SIGNAL CONTROLLER ASSEMBLY (TS-2)
A9005 SYSTEM SUPPORT EQUIPMENT
A9006 SERIAL PORT SERVER
A9007 WIRELESS ETHERNET RADIO

THE ABOVE-LISTED SPECIFICATION ITEMS ARE THOSE UNDER WHICH PAYMENT IS TO BE MADE OR THAT GOVERN PERTINENT WORK ELEMENTS THAT ARE SUBSIDIARY TO OTHER PAY ITEMS. THESE, TOGETHER WITH SUCH OTHER PERTINENT ITEMS, IF ANY, AS MAY BE REFERRED TO IN THE ABOVE-LISTED SPECIFICATION ITEMS, CONSTITUTE THE COMPLETE SPECIFICATIONS FOR THIS PROJECT. SPECIAL SPECIFICATION A9001 THROUGH A9007 ARE SPECIFIC TO THE TOWN OF ADDISON.

BACKGROUND:

THE TOWN OF ADDISON IS PROCURING THE EQUIPMENT AND SERVICES NECESSARY TO CONSTRUCT AN ADVANCED TRAFFIC MANAGEMENT SYSTEM (ATMS) THAT WILL BE USED TO MONITOR AND CONTROL 34 INTERSECTIONS AND ALL VIVDS CAMERAS EXISTING AND

PROPOSED TO BE INSTALLED AS PART OF THIS PROJECT. SOME EQUIPMENT WILL BE PROCURED UNDER A PROPRIETARY PURCHASE AGREEMENT AND INSTALLED BY A LICENSED CONTRACTOR, WHILE OTHER EQUIPMENT WILL BE FURNISHED AND INSTALLED BY THE SAME OR SEPARATE CONTRACTOR. WORK PACKAGES HAVE BEEN IDENTIFIED FOR THE PURPOSES OF ESTABLISHING CLEAR AREAS OF RESPONSIBILITIES OF THE DIFFERENT PARTIES.

THE TOWN OF ADDISON WILL PROCURE SEPARATELY THE FOLLOWING EQUIPMENT AND THE CONTRACTOR OF THIS PROJECT WILL INSTALL AND MAKE OPERATIONAL:

a. VIDEO IMAGING VEHICLE DETECTION SYSTEM (VIVDS)
b. TRAFFIC SIGNAL CONTROLLER ASSEMBLY (TS-2)
c. WIRELESS ETHERNET RADIO SYSTEM

THE TOWN OF ADDISON WILL PROCURE THE COMPLETE SERVICES FOR THE FOLLOWING EQUIPMENT TO BE PROVIDED BY OTHERS:

a. TRAFFIC CONTROL SYSTEM (ADVANCED TRAFFIC CONTROL SOFTWARE)

SCOPE OF WORK:

UNDER THIS CONTRACT, THE CONTRACTOR'S WORK WILL CONSIST OF THE FOLLOWING PRINCIPAL ITEMS;

1) INSTALLING, INTEGRATING, AND/OR TESTING WIRELESS ETHERNET RADIO SYSTEM. THE CONTRACTOR MUST BE CERTIFIED BY THE MANUFACTUER TO INSTALL THE WIRELESS ETHERNET RADIO SYSTEM AND PROVIDE DOCUMENTATION TO THE TOWN FOR VERIFICATION.

2) INSTALLING AND TESTING OF TRAFFIC SIGNAL CONTROLLERS (NEMA TS2 TYPE 1), TRAFFIC CABINET ASSEMBLIES, INCLUDING RAISED ALUMINUM BASE.

3) REMOVING AND SALVAGING TRAFFIC SIGNAL HARDWARE AND CONTROL EQUIPMENT.

4) VERIFYING THE USABILITY OF THE EXISTING CONDUIT INFRASTRUCTURE.

5) FURNISHING AND INSTALLING GROUND BOXES AND CONDUIT AT LOCATIONS SHOWN IN THE PLANS.

6) FURNISHING AND INSTALLING NEW TRAFFIC SIGNAL CABLE AT LOCATIONS SHOWN IN THE PLANS.

7) PROVIDING ALL REQUIRED CONSTRUCTION WORK ZONE TRAFFIC CONTROL.

8) FURNISHING AND INSTALLING ALL CONCRETE AND REINFORCING STEEL FOR TRAFFIC SIGNAL CONTROLLER CABINET AND POLE FOUNDATIONS.

9) INSTALLING VIDEO VEHICLE DETECTION HARDWARE AND SOFTWARE AT VARIOUS

LOCATIONS.

10) FURNISHING, INSTALLING, INTEGRATING, AND/OR TESTING HARDENED ETHERNET SWITCHES, VIDEO SERVERS, AND SERIAL PORT SERVERS NECESSARY FOR COMMUNICATION TO TRAFFIC SIGNAL CABINETS FROM THE ADVANCED TRAFFIC CONTROL SOFTWARE THROUGH THE WIRELESS ETHERNET RADIO SYSTEM.

11) FURNISHING AND INSTALLING ALL OTHER MISCELLANEOUS ITEMS ESSENTIAL FOR A COMPLETE AND FULLY OPERATIONAL TRAFFIC SIGNAL CONTROL SYSTEM.

GENERAL:

THE CONSTRUCTION, OPERATION AND MAINTENANCE OF THIS PROPOSED PROJECT WILL BE CONSISTENT WITH THE STATE IMPLEMENTATION PLAN AS PREPARED BY THE TEXAS AIR CONTROL BOARD.

THE CONTRACTOR'S REPRESENTATIVE WHO WILL BE DIRECTLY RESPONSIBLE FOR CONSTRUCTION OF THIS PROJECT WILL NEED TO ATTEND THE PRE-CONSTRUCTION CONFERENCE.

THE CONTRACTOR WILL ONLY BE ALLOWED TO WORK ON THIS PROJECT DURING DAYLIGHT HOURS (DAWN TO DUSK).

UNLESS DIRECTED BY THE ENGINEER, THE SIGNAL SHALL BE PLACED IN OPERATION BETWEEN 9:00 A.M. - 12:00 (NOON) WEEKDAYS.

FOR THE PURPOSE OF CLARIFICATION, ANY REFERENCE TO TXDOT AND/OR DEPARTMENT WITHIN THE SPECIAL PROVISIONS OR SPECIAL SPECIFICATIONS SHALL MEAN THE TOWN OF ADDISON.

TEST PERIOD FOR SIGNALS:
ONCE THE SIGNALS HAVE BEEN INSTALLED AND PLACED IN OPERATION, THEY SHALL OPERATE CONTINUOUSLY FOR A MINIMUM OF 30 CALENDAR DAYS IN A SATISFACTORY MANNER. EQUIPMENT FAILURES DURING THIS 30 DAYS WILL CAUSE THE TEST PERIOD TO START OVER.

PHASES OF SIGNAL OPERATION:
ALL CONTROLLER/MMU PROGRAMMING, SETTINGS, TIME INTERVALS, AND TIME-BASE COORDINATION PARAMETERS SHALL BE ADJUSTED AND SET BY THE CONTRACTOR AS DIRECTED BY THE ENGINEER.

WIRING:
EXTRA CABLE LENGTH SHALL BE INCLUDED IN EACH RUN TO PROVIDE ADEQUATE SLACK, AS DETERMINED BY THE ENGINEER, AT EACH GROUND BOX OR FOUNDATION.

UTILITIES:
THE CONTRACTOR IS RESPONSIBLE FOR VERIFYING THE LOCATION OF ALL

UTILITIES AND UNDERGROUND STRUCTURES BEFORE MAKING ANY EXCAVATIONS. THE CONTRACTOR SHALL TAKE EXTREME CARE WHEN EXCAVATING OR DRILLING IN THE VICINITY OF UTILITIES. THE CONTRACTOR MAY BE REQUIRED TO PROBE OR EXPOSE THESE FACILITIES. THE CONTRACTOR WILL BE RESPONSIBLE FOR DAMAGES TO UTILITIES.

ITEM 416, DRILL SHAFTS:

THE CONTRACTOR SHALL COORDINATE WITH THE TOWN OF ADDISON WHEN PLACING CONCRETE FOR NEW FOUNDATIONS TO ENSURE THE PROPER CABINET ORIENTATION AND ANCHOR BOLT PLACEMENT MATCH TOWN REQUIREMENTS.

THE TOP 2 IN. OF THE DRILL SHAFTS SHALL BE FORMED TO PROVIDE A SMOOTH FINISH SATISFACTORY TO THE ENGINEER. THE COST OF THE WORK SHALL BE INCLUDED IN THE UNIT BID PRICE FOR THIS ITEM.

A 3/4 IN. CHAMFER SHALL BE FORMED ON THE TOP EDGE OF EACH TRAFFIC SIGNAL FOUNDATION.

THE CONTRACTOR SHALL PROBE BEFORE DRILLING FOUNDATIONS TO DETERMINE THE LOCATION OF UTILITIES AND STRUCTURES. FOUNDATIONS SHALL BE PAID FOR ONCE REGARDLESS OF EXTRA WORK CAUSED BY OBSTRUCTIONS.

THE CONTRACTOR IS RESPONSIBLE FOR VERIFYING THE BOLT PATTERNS OF EXISTING FOUNDATIONS TO BE REUSED AND FOR FURNISHING THE HARDWARE TO FIT THESE FOUNDATIONS. SOME OF THESE BOLT PATTERNS ARE SHOWN IN THE PLANS.

THE CONTRACTOR IS RESPONSIBLE FOR VERIFYING THE DIMENSIONS OF POLE ASSEMBLIES AND FINALIZING THE TOP ELEVATION OF POLE FOUNDATIONS TO ENSURE THAT THE TRAFFIC SIGNAL HEAD MEETS THE DESIRED HEIGHT ABOVE THE ROADWAY.

ITEM 502, BARRICADES, SIGNS AND TRAFFIC HANDLING:

THE TRAFFIC CONTROL PLANS (TCP) FOR THIS PROJECT SHALL BE AS DETAILED ON TRAFFIC CONTROL PLAN SHEETS, WZ(BTS-1),(2)-99, AND AS DIRECTED BY THE ENGINEER.

THE CONTRACTOR IS FULLY RESPONSIBLE FOR THE TRAFFIC CONTROL AND WILL BE RESPONSIBLE FOR FURNISHING ALL THE NECESSARY SIGNS, CONES, AND BARRICADES.

THE CONTRACTOR IS FULLY RESPONSIBLE FOR CONTROLLING TRAFFIC (INCLUDING POLICE IF NEEDED), TEMPORARY STOP SIGNS, IF IT SHOULD BECOME NECESSARY FOR A SIGNAL TO BECOME INOPERATIVE DUE TO THE NATURE OF THE WORK INVOLVED. IF AT ANY TIME THE EXISTING TRAFFIC SIGNALS BECOME INOPERABLE, THE CONTRACTOR SHALL PROVIDE PORTABLE STOP SIGNS WITH TWO

ORANGE FLAGS, AS APPROVED BY THE ENGINEER, TO BE USED FOR TRAFFIC CONTROL.

FLAGGERS, WHEN USED, SHALL BE EQUIPPED WITH AN APPROVED FLAGGING VEST AND HARD HAT. THEY SHALL USE A "SLOW-STOP" PADDLE.

THE CONTRACTOR SHALL PLAN HIS WORK SEQUENCE IN A MANNER THAT WILL CAUSE THE MINIMUM INTERFERENCE WITH TRAFFIC DURING CONSTRUCTION OPERATIONS. BEFORE BEGINNING WORK ON THIS PROJECT, THE CONTRACTOR SHALL SUBMIT, FOR APPROVAL BY THE ENGINEER, A PLAN OF CONSTRUCTION OPERATIONS OUTLINING IN DETAIL A SEQUENCE OF WORK TO BE FOLLOWED, SETTING OUT THE METHOD OF HANDLING TRAFFIC ALONG, ACROSS, AND ADJACENT TO THE WORK.

BARRICADES AND SIGNS SHALL BE PLACED IN SUCH A MANNER AS TO NOT INTERFERE WITH THE SIGHT DISTANCE OF DRIVERS ENTERING THE HIGHWAY FROM DRIVEWAYS OR SIDE STREETS.

THE CONTRACTOR SHALL PROVIDE AND MAINTAIN FLAGGERS AT SUCH POINTS AND FOR SUCH PERIODS OF TIME AS MAY BE REQUIRED TO PROVIDE FOR THE SAFETY AND CONVENIENCE OF PUBLIC TRAVEL AND CONTRACTOR'S PERSONNEL, AND AS SHOWN ON THE PLANS, OR AS DIRECTED BY THE ENGINEER.

THE CONTRACTOR WILL NOT BE PERMITTED TO COMMENCE WORK ON THE ROAD BEFORE SUNRISE AND SHALL ARRANGE HIS/HER WORK SO THAT NO MACHINERY OR EQUIPMENT SHALL BE CLOSER THAN 30 FT. TO THE TRAVELLED ROADWAY AFTER SUNSET, EXCEPT AS AUTHORIZED BY THE ENGINEER.

THE CONTRACTOR SHALL KEEP TRAVELLED SURFACES USED IN HIS/HER HAULING OPERATION CLEAR AND FREE OF DIRT OR OTHER MATERIAL.

THE USE OF RUBBER-TIRED EQUIPMENT WILL BE REQUIRED FOR MOVING DIRT AND OTHER MATERIALS ALONG OR ACROSS PAVED SURFACES.

NO LANE CLOSURES WILL BE ALLOWED PRIOR TO 8:30 A.M. OR AFTER 4:00 P.M., MONDAY THRU FRIDAY UNLESS OTHERWISE DIRECTED BY THE ENGINEER.

ITEM 506, TEMPORARY EROSION, SEDIMENTATION, AND ENVIRONMENTAL CONTROLS:

THROUHOUT THE PROJECT LIMITS, EROSION CONTOL EMELENTS CONSISTING OF SAND BAGS AND SEDIMENT FENCES WILL BE USED TO MITIGATE RUNOFF OF PROJECT MATERIALS INTO STORM INLETS OR RECEIVING WATERS. DUE TO THE MINIMAL DISTRURBANCE OF SOIL AS PART OF THIS PROJECT, THE CONTRACTOR WILL BE ALLOWED TO RELOCATE EROSION CONTROL ELEMENTS AS NEEDED. THE NEED AND PLACEMENT OF EROSION CONTROL ELEMENTS WILL BE THE RESPONSIBILITY OF THE CONTRACTOR. EROSION CONTROL ELEMENTS MUST REMAIN IN PLACE AT INTERSECTIONS UNTIL WORK IS FINISHED PRIOR TO REMOVAL.

QUANTITIES FOR SAND BAGS AND SEDIMENT FENCES ARE NOT SHOWN WITHIN THE LAYOUT SHEETS BUT HAVE BEEN INCLUDED WITHIN THE QUANTITY SUMMARY DUE TO THE CONTRACTORS DISCRETION AS TO PLACEMENT AS NEEDED.

ITEM 618, CONDUIT:

THE LOCATION OF CONDUCTOR, CONDUIT AND GROUND BOXES ARE DIAGRAMMATIC ONLY AND MAY BE SHIFTED BY THE ENGINEER TO ACCOMMODATE FIELD CONDITIONS.

CONDUIT SHALL BE PLACED UNDER EXISTING PAVEMENT BY AN APPROVED JACKING OR BORING METHOD UNLESS OTHERWISE DIRECTED BY THE ENGINEER. PITS FOR JACKING OR BORING SHALL NOT BE CLOSER THAN 2 FT. FROM THE EDGE OF THE PAVEMENT UNLESS OTHERWISE DIRECTED BY THE ENGINEER. WATER JETTING WILL NOT BE PERMITTED.

WHEN BORING IS USED FOR UNDER PAVEMENT CONDUIT INSTALLATIONS, THE MAXIMUM ALLOWABLE OVERCUT SHALL BE 1 IN. IN DIAMETER.

WHEN CONDUITS ARE BORED, THE VERTICAL AND HORIZONTAL TOLERANCES SHALL NOT EXCEED 18 IN. AS MEASURED FROM THE INTENDED TARGET POINT.

THE USE OF A PNEUMATICALLY DRIVEN DEVICE FOR PUNCHING HOLES BENEATH THE PAVEMENT (COMMONLY KNOWN AS A "MISSILE") WILL NOT BE PERMITTED ON THIS PROJECT.

THE CONTRACTOR SHALL INSTALL A PULL ROPE IN CONDUIT RUNS IN EXCESS OF 50 FT.

A CLEANER-PRIMER SHALL BE USED ON ALL PVC TO PVC JOINTS BEFORE APPLICATION OF PVC CEMENT.

CONDUIT INSTALLED FOR FUTURE USE SHALL HAVE NON-METALLIC PULL ROPES INSTALLED AND SHALL BE CAPPED USING STANDARD WEATHER TIGHT CONDUIT CAPS, AS APPROVED BY THE ENGINEER. THIS WORK SHALL NOT BE PAID FOR DIRECTLY BUT SHALL BE CONSIDERED SUBSIDIARY TO THIS ITEM.

HIGH-DENSITY POLYETHYLENE (HDPE) PIPE MAY BE THREADED AND USED WITH THREADED PVC CONNECTORS OR COUPLINGS.

PVC CONDUIT SYSTEMS THAT SNAP OR LOCK TOGETHER WITHOUT GLUE THAT ARE DESIGNED AND UL LISTED TO BE USED FOR BORED PVC ELECTRICAL CONDUIT APPLICATIONS WILL BE ALLOWED FOR BORED PVC SCHEDULE 40 OR SCHEDULE 80, WHEN APPROVED BY THE ENGINEER.

NO ADDITIONAL COMPENSATION WILL BE PAID TO THE CONTRACTOR WHEN THESE SPECIFIC PURPOSE CONDUIT SYSTEMS ARE SUBSTITUTED FOR THIS PURPOSE.

ALL CONDUIT ELBOWS AND RIGID METAL EXTENSIONS REQUIRED TO BE INSTALLED ON PVC CONDUIT SYSTEMS WILL NOT BE PAID FOR SEPARATELY, BUT WILL BE

CONSIDERED SUBSIDIARY TO VARIOUS BID ITEMS.

THE CONTRACTOR'S ATTENTION IS CALLED TO THE FACT THAT CERTAIN EXISTING CONDUIT IS PROPOSED FOR REUSE. IF THE EXISTING CONDUIT CANNOT BE USED THE CONTRACTOR WILL BE REQUIRED TO REPAIR AND/OR REPLACE THIS CONDUIT AS DIRECTED BY THE ENGINEER. REPAIR OF THIS CONDUIT WILL BE PAID FOR AS "EXTRA WORK" ON A "FORCE ACCOUNT BASIS". THE CONTRACTOR SHALL PROBE THE EXISTING CONDUIT WHEN LOCATING DRILL SHAFTS SO THAT ITS CONDITION WILL BE KNOWN BEFORE IT IS NEEDED. UP TO TEN PERCENT OF THE UNUSABLE CONDUITS WILL BE RANDOMLY SELECTED BY THE ENGINEER FOR RETESTING.

ITEM 620, ELECTRICAL CONDUCTORS:

A CONTINUOUS BARE OR GREEN INSULATED COPPER WIRE NO. 8 AWG OR LARGER SHALL BE INSTALLED IN EVERY CONDUIT THROUGHOUT THE ELECTRICAL SYSTEM, AS DETAILED IN THE PLANS, IN ACCORDANCE WITH ITEM 620, THE ELECTRICAL DETAIL SHEETS, AND THE LATEST EDITION OF THE NATIONAL ELECTRICAL CODE.

GROUNDING CONDUCTORS THAT SHARE THE SAME CONDUIT, JUNCTION BOX, GROUND BOX OR STRUCTURE SHALL BE BONDED TOGETHER AT EVERY ACCESSIBLE POINT IN ACCORDANCE WITH THE NATIONAL ELECTRICAL CODE.

ITEM 624, GROUND BOX:

ALL GROUND BOXES USED FOR SIGNALS SHALL HAVE "DANGER HIGH VOLTAGE" AND "TRAFFIC SIGNALS" IMPRINTED ON THE COVER.

ITEM 680, INSTALLATION OF HIGHWAY TRAFFIC SIGNALS:

THIS PROJECT SHALL CONSIST OF FURNISHING, INSTALLING, INTEGRATING, AND TESTING ALL MATERIALS AND EQUIPMENT NECESSARY FOR A COMPLETE AND FULLY FUNCTIONAL TRAFFIC SIGNAL SYSTEM. IN ADDITION TO THESE ITEMS, UNDER ITEM 680 THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE FOLLOWING:

1. SUBMITTAL LITERATURE SHALL BE PROVIDED FOR ALL NEW TRAFFIC SIGNAL AND COMMUNICATIONS EQUIPMENT FURNISHED BY THE CONTRACTOR PRIOR TO INSTALLATION.

2. DURING THE THIRTY DAY TEST PERIOD, THE CONTRACTOR SHALL UTILIZE QUALIFIED PERSONNEL TO RESPOND TO ALL TROUBLE CALLS AND TO REPAIR ANY MALFUNCTIONS TO NEW CONTROL EQUIPMENT. A LOCAL TELEPHONE NUMBER (NOT SUBJECT TO FREQUENT CHANGES) WHERE TROUBLE CALLS ARE TO BE RECEIVED ON A 24-HOUR BASIS SHALL BE PROVIDED TO THE ENGINEER BY THE CONTRACTOR. THE CONTRACTOR'S RESPONSE TO REPORTED CALLS SHALL BE WITHIN A REASONABLE TRAVEL TIME, BUT NOT MORE THAN TWO (2) HOURS MAXIMUM. APPROPRIATE REPAIRS SHALL BE MADE WITHIN 24 HOURS. THE CONTRACTOR SHALL PLACE A PERMANENT LOG BOOK IN

EACH CONTROLLER CABINET AND KEEP A RECORD OF EACH TROUBLE CALL REPORTED. THE CONTRACTOR SHALL NOTIFY THE ENGINEER OF EACH TROUBLE CALL. THE ERROR LOGIN IN THE CONFLICT MONITOR SHALL NOT BE CLEARED DURING THE THIRTY DAY TEST PERIOD WITHOUT THE APPROVAL OF THE ENGINEER.

3. THE CONTRACTOR SHALL PLACE DUCT SEAL AT THE ENDS OF ALL CONDUITS AFTER CABLES HAVE BEEN INSTALLED.

4. WHERE WORK REQUIRES THE REMOVAL OF POWER FROM THE CONTROLLER AND CABINET ASSEMBLY, THE CONTRACTOR SHALL ERECT TEMPORARY STOP SIGN PANELS, AS DIRECTED BY THE ENGINEER. THE STOP SIGN PANELS SHALL BE REMOVED AFTER THE TRAFFIC SIGNALS ARE IN OPERATION.

5. THE CONTRACTOR SHALL INSTALL THE TRAFFIC SIGNAL CONTROLLER AND CABINET ASSEMBLY AS PER SPECIAL SPECIFICATION ITEM A9004. THE CONTRACTOR SHALL NOT ACTIVATE TRAFFIC SIGNALS WITHOUT PRIOR APPROVAL FROM THE ENGINEER IN THE FIELD. THE CONTRACTOR WILL SCHEDULE HIS/HER WORK SO THAT THE EXISTING SIGNALIZED INTERSECTIONS WILL BE OUT OF SERVICE FOR NO MORE THAN EIGHT HOURS.

6. ALL ELECTRICAL CONDUCTORS REMOVED BY THE CONTRACTOR SHALL BECOME THE PROPERTY OF THE CONTRACTOR AND REMOVED FROM THE PROJECT SITE.

7. THE CONTRACTOR SHALL FURNISH AND INSTALL ALUMINUM SUB BASE (RAISED BASE) FOR ALL NEW TRAFFIC SIGNAL CABINET INSTALLATIONS. THIS RAISED BASE WILL REPLACE THE FIBERGLASS BASE AS SPECIFIED UNDER TxDOT'S TRAFFIC SIGNAL CONTROLLER CABINET BASE AND PAD (TS-CF-04) STANDARD. THE ALUMINUM BASE SHALL BE CONSTRUCTED OF .125 BRUSHED ALUMINUM SHEET. ALL CORNERS, EDGES, AND CUTOUTS SHALL HAVE ALL SHARP EDGES GROUND SMOOTH TO PREVENT HAND INJURIES. THE UNIT SHALL HAVE ALL SLAG AND WELDING FLASH REMOVED AND SHALL BE RINSED WITH ETCHING SOLUTION, PROVIDING A SMOOTH UNITFORM FINISH. SILVER SPRAY PAINT IS NOT AN ACCEPTABLE FINISH. THE UNIT SHALL BE CONSTRUCTED WITH A FIVE (5") FLANGE ON THE TOP AND BOTTOM.

8. THE TRAFFIC SIGNAL CABINET, RAISED BASE, AND NECESSARY HARDWARE INSTALLED ON THIS PROJECT WILL BE PAINTED TO MATCH EXISTING SIGNAL HARDWARE WITHIN THE TOWN OF ADDISON. CONTRACTOR TO COORDINATE WITH THE TOWN OF ADDISON FOR EXACT COLOR.

ITEM 682, VEHICLE AND PEDESTRIAN SIGNAL HEADS:

ALL SIGNAL HEADS FURNISHED BY THE CONTRACTOR SHALL BE OF THE SAME MANUFACTURER.

ALL SIGNAL HEAD ATTACHMENTS ON NEW TRAFFIC SIGNAL MAST ARM ASSEMBLIES THAT ARE FURNISHED BY THE CONTRACTOR SHALL BE DESIGNED SUCH THAT THE WIRING TO EACH SIGNAL HEAD SHALL PASS FROM THE MAST ARM THROUGH THE SIGNAL HEAD

BRACING OR ATTACHMENT HARDWARE TO THE SIGNAL HEAD. NO EXPOSED CABLE OR WIRING WILL BE PERMITTED.

THE SIGNAL-TO-MAST ARM CONNECTION MUST ALLOW FOR ADJUSTMENT ABOUT THE HORIZONTAL AND VERTICAL AXIS. SIGNAL HEADS MOUNTED ON POLES AND MAST ARMS SHALL BE LEVEL AND PLUMB.

ALL NEWLY INSTALLED BACK PLATES SHALL BE FURNISHED WITH LOUVERS.

ALL NEWLY INSTALLED PEDESTRIAN AND VEHICLE SIGNAL HEADS WILL BE PAINTED TO MATCH EXISTING SIGNAL HARDWARE WITHIN THE TOWN OF ADDISON. CONTRACTOR TO COORDINATE WITH THE TOWN OF ADDISON FOR EXACT COLOR.

ITEM 684, TRAFFIC SIGNAL CABLE:

THE CONDUCTORS IN THE TRAFFIC SIGNAL CABLE SHALL BE STRANDED FOR THIS PROJECT. INDIVIDUAL CONDUCTORS SHALL BE NO. 12 AWG.

THE MULTICONDUCTOR SIGNAL CABLE SHOWN ON THE PLANS SHALL BE TERMINATED ON THE TERMINAL STRIP LOCATED IN THE ACCESS COMPARTMENT OF THE MAST ARM SIGNAL POLE. SPLICES IN THE CONDUCTORS FROM THE TERMINAL STRIP AT THE HAND HOLE TO THE SIGNAL HEADS WILL NOT BE PERMITTED IN THE POLE SHAFT OR IN THE MAST ARM.

A SEPARATE MULTICONDUCTOR CABLE (NO. 12 AWG) SHALL BE USED INSIDE MAST ARM SIGNAL AND PEDESTAL POLES FROM THE TERMINAL STRIP TO EACH SIGNAL HEAD AS FOLLOWS:

HEAD TYPE:	CONDUCTOR SIZE:
H3/V3	5 CNDR
H5LT	7 CNDR
143C	5 CNDR (EA)
152A	5 CNDR

EACH CABLE SHALL BE IDENTIFIED WITH PERMANENT MARKING LABELS (PANDUIT TYPE PLM STANDARD SINGLE MARKER TIE, THOMAS & BETTS TYPE 548M OR EQUIVALENT) AT EACH GROUND BOX, POLE BASE AND CONTROLLER.

A MINIMUM LENGTH OF 5 FEET FOR EACH CABLE SHALL BE LEFT IN EACH GROUND BOX AND EACH METAL POLE BASE. FOR EACH CONDUCTOR TERMINATING IN THE CONTROLLER CABINET, A MINIMUM OF 10 FEET LENGTH SHALL BE PROVIDED. ALL CONDUCTORS ARE TO BE CONTINUOUS WITHOUT SPLICE FROM TERMINAL POINT TO TERMINAL POINT, OR AS OTHERWISE APPROVED BY THE ENGINEER. NO ALUMINUM CONDUCTORS WILL BE PERMITTED ON THIS PROJECT. TRAFFIC SIGNAL CABLES SHALL BE RATED FOR 600VOLT OPERATION.

ITEM 686, TRAFFIC SIGNAL POLE ASSEMBLY (STEEL):

ALL POLE SHAFTS FOR THIS PROJECT SHALL BE MARKED WITH THE IDENTIFICATION NUMBERS FROM THE SIGNAL LAYOUT SHEETS (POLE T-1, ETC.) TO FACILITATE ASSEMBLY OF THESE ITEMS IN THE FIELD. THE IDENTIFICATION NUMBERS SHALL BE MARKED ON THE POLE SHAFTS PRIOR TO THE SHIPMENT FROM THE FABRICATOR. THE POLE SHAFTS SHALL ALSO BE IDENTIFIED BY INTERSECTION.

POLES WILL REQUIRE NUTS ON THE TOP AND BOTTOM (DOUBLE NUTS) OF THE SHAFT BASE PLATE. ANCHOR BOLTS SHALL BE SET SO THAT TWO ARE IN TENSION AND TWO ARE IN COMPRESSION.

THE TRAFFIC SIGNAL POLE HEIGHTS AND LENGTHS SHOWN IN THE PLANS AND IN THE MATERIAL SUMMARY ARE TO BE USED FOR BIDDING PURPOSES ONLY.

ON EXISTING SIGNAL POLE ASSEMBLIES, THE CONTRACTOR WILL BE REQUIRED TO INSTALL NEW CONDUCTORS FROM THE TERMINAL STRIP OR TRANSFORMER BASE INSIDE THE POLE TO THE SIGNAL HEADS.

THE TRAFFIC SIGNAL STRAIN POLE AND NECESSARY HARDWARE INSTALLED ON THIS PROJECT WILL BE PAINTED TO MATCH EXISTING SIGNAL HARDWARE WITHIN THE TOWN OF ADDISON. CONTRACTOR TO COORDINATE WITH THE TOWN OF ADDISON FOR EXACT COLOR.

ITEM 6007, REMOVING TRAFFIC SIGNALS

ONLY REMOVE ITEMS IDENTIFIED IN THE PLANS. ALL REMOVED EQUIPMENT, WITH EXCEPTION TO GROUND BOXES, ELECTRICAL CONDUCTORS, AND TRAFFIC SIGNAL CABLE WILL BE SALVAGED AND DELIVERED TO THE TOWN OF ADDISON SERVICE CENTER. ITEMS INVOLVED IN THIS SPECIFICATION INCLUDE BUT NOT LIMITED TO PEDESTRIAN SIGNAL HEADS, VEHICLE SIGNAL HEADS, TRAFFIC SIGNAL CONTROLLERS, AND TRAFFIC SIGNAL CABINETS.

ITEM 6266, VIDEO IMAGING VEHICLE DETECTION SYSTEM

THE CONTRACTOR SHALL INSTALL AND MAKE FULLY OPERATIONAL THE VIDEO IMAGING VEHICLE DETECTION SYSTEM AND INTEGRATE INTO THE PROPOSED TRAFFIC CONTROL SYSTEM TO PROVIDE REMOTE CONFIGURATION OF THE SYSTEM. REMOTE CONFIGURATION WILL INCLUDE, AT A MINIMUM, COMMUNICATION WITH THE VIVDS SYSTEM IN ORDER TO CHANGE DETECTION ZONES, PROVIDE ALARMS WHEN THE SYSTEM FAILS, AND PROVIDE GENERAL MAINTENANCE FUNCTIONALITY. ANY SOFTWARE PACKAGES NEEDED TO PROVIDE REMOTE CONFIGURATION WILL BE FURNISHED AND INSTALLED ON THE TRAFFIC CONTROL SYSTEM SERVER/WORKSTATION. THE VIDEO IMAGING VEHICLE DETECTION SYSTEM WILL BE PROCURED BY THE TOWN OF ADDISON.

ITEM A9002, VIDEO SERVER

CONTRACTOR TO FURNISH A VIDEO SERVER MEETING THE REQUIREMENTS UNDER

SPECIFICATION A9002. THIS VIDEO SERVER, AT A MINIMUM, MUST BE CAPABLE OF SENDING ALL VIDEO IMAGES FROM EACH VIVDS APPROACH CAMERA AT THE INTERSECTION BACK TO THE TRAFFIC CONTROL SYSTEM. THIS VIDEO SERVER MUST BE COMPATIBLE WITH THE TOWN'S EXISTING VIVDS SYSTEMS AS WELL AS THE SYSTEM BEING PROVIDED BY THE TOWN AS PART OF THIS PROJECT.

ITEM A9004, TRAFFIC SIGNAL CONTROLLER ASSEMBLY (TS-2)

THE TOWN OF ADDISON WILL FURNISH TRAFFIC SIGNAL CONTROLLERS AND TRAFFIC SIGNAL CABINETS TO THE CONTRACTOR FOR INSTALLATION AND TESTING. THE CONTRACTOR IS RESONSIBLE FOR INSTALLING AND TESTING ALL EQUIPMENT LOCATED WITIN THE TRAFFIC SIGNAL CABINET AND ANY EQUIPMENT AT THE INTERSECTION.

THE TRAFFIC SIGNAL CABINET AND NECESSARY HARDWARE INSTALLED ON THIS PROJECT WILL BE PAINTED TO MATCH EXISTING SIGNAL HARDWARE WITHIN THE TOWN OF ADDISON. CONTRACTOR TO COORDINATE WITH THE TOWN OF ADDISON FOR EXACT COLOR.

ITEM A9005, SYSTEM SUPPORT EQUIPMENT

FURNISH THE FOLLOWING ITEMS, MEETING THE SPECIFICATIONS IN THIS CONTRACT:

DESCRIPTION	QUANTITY
HARDENED ETHERNET SWITCH	2
VIDEO SERVER	2
SERIAL PORT SERVER	1
ATSI CONFLICT MONITOR TESTER MODEL #PCMT 2500	1
ATSI NEMA TS2 TYPE 1 CONTROLLER TEST BOX MODEL #920	1
ATSI DETECTOR TESTER MODEL #QC 330	1
ATSI BIU TESTER MODEL #BIUT800	1

THE FOLLOWING ITEMS WILL BE INCLUDED WITHIN THE TOWN OF ADDISON'S PROPRIETY PURCHASE AGREEMENT AND WILL BE FURNISHED BY THE TOWN OF ADDISON:

DESCRIPTION	QUANTITY
WIRELESS ETHERNET RADIO (AP)	2
WIRELESS ETHERNET RADIO (SU)	4
CLUSTER MANAGEMENT MODULE	1
VIVDS PROCESSOR SYSTEM	1
VIVDS CAMERA ASSEMBLY	4
VIVDS SET-UP SYSTEM	1
TRAFFIC SIGNAL CONTROLLER ASSEMBLY (TS-2)	3
GROUND MOUNTED CABINET (SIZE 6)(CONF. 3)	1
ALUMINUM RAISED CABINET BASE	1

COMPUTER EQUIPMENT (LISTED UN DMS 10101) 1

ITEM A9006, SERIAL PORT SERVER

CONTRACTOR TO INSTALL, INTEGRATE, AND/OR TEST SERIAL PORT SERVERS AT LOCATIONS WHERE A SERIAL TO ETHERNET CONNECTION IS NEEDED FOR EXISTING TRAFFIC SIGNAL CONTROLLER ASSEMBLIES.

ITEM A9007, WIRELESS ETHERNET RADIO EQUIPMENT FOR TRAFFIC SIGNAL SYSTEM

THE TOWN WILL FURNISH WIRELESS ETHERNET RADIO EQUIPMENT, UNDER A SEPARATE CONTRACT AND PROVIDE TO THAT CONTRACTOR TO INSTALL AND MAKE FULLY OPERATIONAL TO SUPPORT THE PROPOSED TRAFFIC CONTROL SYSTEM. THE WIRELESS EHTERNET RADIO EQUIPMENT WILL BE FURNISHED BY THE TOWN OF ADDISON AND INSTALLED BY THE CONTRACTOR. THE CONTRACTOR CONDUCTING THE INSTALLATION WILL BE REQUIRED TO BE CERTIFIED BY THE MANUFACTURER AND PROVIDE CERTIFICATION DOCUMENTS TO THE TOWN FOR VERIFICATION. THE CONTRACTOR WILL INTEGRATE THE COMMUNICATIONS SYSTEM WITH THE TRAFFIC CONTROL SYSTEM SOFTWARE AND HARDWARE AS WELL AS THE LOCAL CONTROLLERS.

SUBMITTAL LITERATURE WILL BE PROVIDED FOR ALL NEW TRAFFIC SIGNAL AND COMMUNICATIONS EQUIPMENT FURNISHED BY THE CONTRACTOR PRIOR TO INSTALLATION.

THE CONTRACTOR WILL BE ADVISED OF A PRELIMINARY INVESTIGATION THAT HAS BEEN CONDUCTED AND THAT THE LINE-OF-SIGHT SHOULD EXIST BETWEEN THE MASTER RADIO LOCATION (ACCESS POINTS) AND THE OTHER INTERSECTIONS WITH SUBSCIRBER UNIT RADIOS. THE CONTRACTOR WILL CONDUCT THEIR OWN INVESTIGATION TO DETERMINE WHETHER ADDITIONAL APPARATUS, SUCH AS LONGER THAN STANDARD ANTENNA MASTS, REFLECTOR DISHES, OR REPEATER SUBSCRIBER UNIT RADIOS WILL BE REQUIRED AND SHALL INCLUDE THE COST OF FURNISHING AND INSTALLING ANY SUCH APPARATUS AS MAY BE REQUIRED TO PROVIDE A PROPERLY FUNCTIONING SYSTEM.

SUBSCRIBER UNIT RADIOS SHALL BE MOUNTED ON BY ANTENNA MASTS TO EXISTING SIGNAL POLES OR ON SIGNAL MAST ARMS. ANTENNA MASTS SHALL BE ATTACHED TO THE POLE USING PELCO "ASTRO-BRAC", OR EQUIVALENT TYPE ASSEMBLY. THE CONTRACTOR SHALL MAKE HIS INVESTIGATION TO DETERMINE THE APPROPRIATE LENGTH OF THE ANTENNA MAST.

THE MASTER COMMUNICATIONS ANTENNA (ACCESS POINTS) AS SHOWN IN THE PLANS SHALL BE LOCATED AT PRESTIGE CIRCLE ELEVATED TANK. THE ORIENTATION OF THE ACCESS POINTS WILL BE ESTABLISHED BY THE CONTRACTOR IN ORDER TO DISTRIBUTE BANDWIDTH EQUALLY ACROSS THE SYSTEM IN ORDER TO MAXIMIZE

SYSTEM THROUGHPUT. ACCESS POINT RADIOS MAY OVERLAP IN COVERAGE TO DISTRIBUTE BANDWIDTH AND THROUGHPUT NEEDS IN ORDER TO MAXIMIZE EFFICIENCY OF THE SYSTEM.

THE CONTRACTOR SHALL PROVIDE SEPARATE LIGHTNING PROTECTION (POLYPHASER IS-50NX-C2 OR EQUAL) FOR ALL WIRELESS BROADBAND RADIO EQUIPMENT, INCLUDING THE EQUIPMENT AT THE SERVICE CENTER. THIS SHALL NOT BE PAID FOR DIRECTLY, BUT CONSIDERED SUBSIDIARY TO THE TOWN SPECIAL SPECIFICATION, "WIRELESS EQUIPMENT FOR TRAFFIC SIGNAL SYSTEM".

ALL CATEGORY 5E ETHERNET CABLES SHALL BE SHEILDED AND RATED FOR OUTDOOR USE AND CARRY POWER OVER ETHERNET TO WIRELESS EQUIPMENT. CATEGORY 5E CABLES WILL BE BELDEN 1300A OR EQUIVALENT.

SPECIAL SPECIFICATION

6007

Removing Traffic Signals

1. **Description**. Remove, store, and salvage traffic signals.

2. **Construction.** Traffic signals must remain in operation during construction until their removal as directed. The Contractor will not be responsible for maintenance of the signals during this period of operation.

   Remove existing electrical services, pedestal poles, strain poles, mast arm pole assemblies, luminaires, signal heads, controllers, cables, and other accessories. Remove materials so that damage does not occur. Remove and store items designated for reuse or salvage at locations shown on the plans or as directed.

   Remove abandoned concrete foundations to a point 2 ft. below final grade. Backfill hole with material equal in composition and density to the surrounding area. Replace surfacing material with similar material to an equivalent condition.

   Accept ownership of unsalvageable materials and dispose of in accordance with federal, state, and local regulations.

3. **Measurement.** This Item will be measured as each signalized intersection salvaged. A signalized intersection is a group of signals operated by a single controller.

4. **Payment.** The work performed and materials furnished in accordance with this Item and measured as provided under "Measurement" will be paid for at the unit price bid for "Removing Traffic Signals." This price is full compensation for removing the various traffic signal components; removing the foundations; disposal of unsalvageable material; hauling; and equipment, labor, tools, and incidentals.

SPECIAL SPECIFICATION

6011

Testing, Training, Documentation, Final Acceptance, and Warranty

1. **Description.** Perform or furnish testing, training, documentation, final acceptance, and warranty on the applicable equipment or systems.

2. **Testing.** Unless otherwise shown on the plans, perform the following tests on the applicable equipment or systems.

   A. **Test Procedures Documentation.** Provide 5 copies of the test procedures and blank data forms 60 days prior to testing for each test required on this project. Include the sequence of the tests in the procedures. The Engineer will approve test procedures prior to submission of equipment for tests. Conduct all tests in accordance with the approved test procedures.

   Record test data on the data forms, as well as quantitative results. Ensure the data forms are signed by an authorized representative (company official) of the equipment manufacturer. Submit 1 copy of the completed and signed data forms for acceptance or rejection of the test or equipment.

   B. **Design Approval Test.** Conduct a Design Approval Test on randomly selected units from the prototype design manufacturing run. If only 1 design prototype is manufactured, perform this test on that unit. If supplying multiple types of the equipment, provide and test a sample of each type.

   Certification from an independent testing laboratory of a successfully completed Design Approval Test is acceptable. Ensure that the testing by this laboratory is performed in accordance with the requirements of this specification. Failure of independent tests to comply with the requirements of this specification will be grounds for rejection of any certification.

   Notify the Engineer 10 working days before conducting this testing. The Department may witness all the tests. Perform the following tests:

   1. **Power Service Transients.** The equipment shall meet the performance requirements, specified in the parent specification, when subjected to the power service transients as specified in Section 2.2.7.2, "Transient Tests (Power Service)" of the NEMA TS 2 standard, latest edition.

   2. **Temperature and Condensation.** The equipment shall meet the performance requirements, specified in the parent specification, when subjected to the following conditions in the order specified below:

- Stabilize the equipment at -30°F and test as specified in Sections 2.2.7.3, "Low-Temperature Low-Voltage Tests" and 2.2.7.4, "Low-Temperature High-Voltage Tests" of the NEMA TS 2 standard, latest edition.
- Allow the equipment to warm up to room temperature in an atmosphere having relative humidity of at least 40%. Operate the equipment for 2 hr., while wet, without degradation or failure.
- Stabilize the equipment at 165°F and test as specified in Sections 2.2.7.5, "High-Temperature High Voltage Tests" and 2.2.7.6, "High-Temperature Low-Voltage Tests" of the NEMA TS 2 standard, latest edition.

3. **Relative Humidity.** The equipment shall meet the performance requirements, specified in the parent specification, within 30 min. of being subjected to a temperature of 165°F and a relative humidity of 18% for 48 hr.

4. **Vibration.** The equipment shall show no degradation of mechanical structure, soldered components, or plug-in components and shall operate in accordance with the manufacturer's equipment specifications after being subjected to the vibration tests as described in Section 2.2.8, "Vibration Test" of the NEMA TS 2 standard, latest edition.

5. **Power Interruption.** The equipment shall meet the performance requirements, specified in the parent specification, when subjected to nominal input voltage variations as specified in Section 2.2.10 "Power Interruption Test" of the NEMA TS 2 standard, latest edition.

C. **Demonstration Test.** Conduct a Demonstration Test on applicable equipment at an approved Contractor facility. Notify the Engineer 10 working days before conducting this testing. The Department may witness all the tests. Perform the following tests:

1. **Examination of Product.** Examine each unit carefully to verify that the materials, design, construction, markings and workmanship comply with the requirements of the parent specification.

2. **Continuity Tests.** Check the wiring to determine conformance with the requirements of the appropriate paragraphs in the parent specification.

3. **Operational Test.** Operate each unit for at least 15 min. to permit equipment temperature stabilization and an adequate number of performance characteristics to ensure compliance with the requirements of the parent specification.

D. **Stand-Alone Tests.** Conduct a Stand-Alone Test for each unit after installation. The test shall exercise all stand-alone (non-network) functional operations. Notify the Engineer 5 working days before conducting this test. The Department may witness all the tests.

E. **System Integration Test.** Conduct a System Integration Test on the complete functional system. Demonstrate all control and monitor functions for each system component for 72 hr. Supply 2 copies of the System Operations manual before the

System Integration Test. Notify the Engineer 10 working days before conducting this testing. The Department may witness all the tests.

F. **Final Acceptance Test.** Conduct a Final Acceptance Test on the complete functional system. Demonstrate all control, monitor, and communication requirements for 90 days. The Engineer will furnish a Letter of Approval stating the first day of the Final Acceptance Test. The completion of the Final Acceptance Test occurs when system downtime due to mechanical, electrical, or other malfunctions to equipment furnished or installed does not exceed 72 hr. and any individual points of failure identified during the test period have operated free of defects as required in Article 2.G.5.

G. **Consequences of Test Failure.** If a unit fails a test, submit a report describing the nature of the failure and the actions taken to remedy the situation prior to modification or replacement of the unit. If a unit requires modification, correct the fault and then repeat the test until successfully completed. Correct minor discrepancies within 30 days of written notice to the Engineer. If a unit requires replacement, provide a new unit and then repeat the test until successfully completed. Major discrepancies that will substantially delay receipt and acceptance of the unit will be sufficient cause for rejection of the unit.

If a failure pattern develops in similar units within the system, implement corrective measures, including modification or replacement of units, to all similar units within the system as directed. Perform the corrective measures without additional cost or extension of the contract period.

1. **Consequences of Design Approval Test Failure.** If the equipment fails the Design Approval Test, correct the fault and then repeat the Design Approval Test until successfully completed.

2. **Consequences of Demonstration Test Failure.** If the equipment fails the Demonstration Test, correct the fault and then repeat the Demonstration Test until successfully completed.

3. **Consequences of Stand-Alone Test Failure.** If the equipment fails the Stand-Alone Test, correct the fault and then repeat the Demonstration Test until successfully completed.

4. **Consequence of System Integration Test Failure.** If the equipment fails the System Integration Test, correct the fault and then repeat the Systems Integration Test until successfully completed.

5. **Consequences of Final Acceptance Test Failure.** If a defect within the system is detected during the Final Acceptance Test, document and correct the source of failure. Once corrective measures are taken, monitor the point of failure until a consecutive 30 day period free of defects is achieved.

   If after completion of the initial test period, the system downtime exceeds 72 hr. or individual points of failure have not operated for 30 consecutive days free of defects, extend the test period by an amount of time equal to the greater of the

downtime in excess of 72 hr. or the number of days required to complete the performance requirement of the individual point of failure.

3. **Training.** When required on the plans, provide a minimum of 24 hr. of instruction to 10 designated personnel in the operation and maintenance procedures of equipment or systems installed. Provide the training during installation, testing, and integration. Provide the training through practical demonstrations, seminars, and other related technical procedures.

   Furnish a training session agenda, a complete set of training material (manuals and schematics), and the names and qualifications of proposed instructors for approval 60 days before the training. Provide a training location. Provide 1 copy of the course material for each person. Provide training in the following areas of interest and as shown on the plans:

   - The "Hands-on" operation for each type of equipment.
   - Explanation of all system commands, their function and usage.
   - Required preventative maintenance procedures.
   - All equipment servicing procedures.
   - System "troubleshooting"/problem identification procedures.

4. **Documentation.** Provide "as-built" documentation for the entire system and all of its individual components. Supply 1 mylar reproducible copy of the wiring diagrams. Supply 3 copies of the following in a manual for each equipment component:

   - Complete and accurate schematic diagrams.
   - Complete and accurate cabinet, enclosure, and building wiring diagrams.
   - Complete installation procedures.
   - Complete performance specifications (functional, electrical, mechanical and environmental) on the unit.
   - Complete parts list including names of vendors for parts not identified by universal part numbers such as JEDEC, RETMA, or EIA.
   - Pictorial of component layout on circuit board.
   - Complete maintenance and trouble-shooting procedures.
   - Complete stage-by-stage explanation of circuit theory and operation.
   - Complete and detailed system operations manuals.

   Furnish additional information as shown on the plans.

5. **Final Acceptance.** Final acceptance is made when all work is complete, the system has successfully completed all test requirements, and the Engineer, in writing, accepts all work for the work locations in the Contract in accordance with Item 5, Article 8, "Final Acceptance." Final acceptance relieves the Contractor from further Contract responsibilities.

6. **Warranty.** Guarantee equipment furnished and installed to perform according to the manufacturer's published specifications. Warrant equipment against defects or failure in design, materials, and workmanship in accordance with the manufacturer's standard warranty. Supply equipment with no less than 95% of the manufacturer's warranty

remaining on the date that equipment invoices are submitted for final payment. Any equipment with less than 95% warranty remaining will be rejected.

The Contractor shall warrant or guarantee all such electronic, electrical, and mechanical equipment, materials, technical data, and products furnished and installed for a period of 1 year after final acceptance of the project by the Department. The Contractor's warranty or guarantee shall provide for the "on-site" repair or replacement, at the Contractor's option, within 2 working days and at no cost to the Department.

Once the Contractor's warranty or guarantee expires, assign to the Department any manufacturer's standard warranty or guarantee coverage still remaining on all such electronic, electrical, and mechanical equipment, materials, technical data, and products furnished for and installed on the project. Repair or replace defective equipment, at the manufacturer's option, at no cost to the Department.

7. **Measurement and Payment.** The work performed, materials furnished, equipment, labor, tools, and incidentals will not be measured or paid for directly, but will be considered subsidiary to bid items of the Contract.

Appendix F: Facility Maps

Buildings

Parks

Airport Facilities

Signalized Intersections

Sidewalk Corridors

ID	Building
1	Addison Circle Park Pavilion
2	Athletic Club
3	Central Fire Station
4, 11, 12	Conference Centre, Theatre Centre, and Stone Cottage
5	Finance Building
6	Fire Station 2
7	Police and Courts
8	Police Substation Addison Circle (leased)
9	Police Substation Vitruvian (leased)
10	Service Center
13	Town Hall
14	TreeHouse (leased)

Sojourn Dr
Westgrove Dr
Keller Springs Rd
Airport Pkwy
Addison Rd
Arapaho Rd
Quorum Dr
Dallas North Tollway
Belt Line Rd
Inwood Rd
Midway Rd
Montfort Dr
Spring Valley Rd
Vitruvian Way

Legend

- Buildings
- Building Sidewalks
- Town Limits

Town of Addison ADA Transition Plan Building Map

November 2017

N W E S

0 0.1 0.2 0.4 Miles

ADDISON

Kimley»Horn

ACCESSOLOGY

ID	Park
1	Addison Circle Park
2	Addison Town Park
3	Beckert Park
4	Les Lacs Park
5	Redding Trail Dog Park
6	Spruill Park
7	Vitruvian Park

Sojourn Dr
Westgrove Dr
Keller Springs Rd
Airport Pkwy
Addison Rd
Quorum Dr
Dallas North Tollway
Arapaho Rd
Belt Line Rd
Inwood Rd
Midway Rd
Marsh Ln
Montfort Dr
Spring Valley Rd
Vitruvian Way

Town of Addison ADA Transition Plan Parks Map

November 2017

N W E S

0 0.125 0.25 0.5 Miles

Legend

- Parks
- Park Sidewalk
- Town Limits

ADDISON

Kimley»Horn

ACCESSOLOGY

Town of Addison
ADA Transition Plan
Addison Airport
November 2017

N
W E
S

0 0.05 0.1 0.2 Miles

ADDISON

Kimley»Horn

ACCESSOLOGY

ID	Airport Facility
1	Cavanaugh Flight Museum – Hangar 1
2	Cavanaugh Flight Museum –Hangar 2
3	Cavanaugh Flight Museum – Hangar 3
4	Cavanaugh Flight Museum – Hangar 4
5	4700 Airport Pkwy.
6	4736 Airport Pkwy.
7	4726 George Haddaway Dr.
8	4730 George Haddaway Dr.
9	4400 Glenn Curtiss Dr.
10	4540 Glenn Curtiss Dr.
11	4551 Glenn Curtiss Dr.
12	4553 Glenn Curtiss Dr.
13	4555 Glenn Curtiss Dr.
14	4666 Glenn Curtiss Dr.
15	4680 Glenn Curtiss Dr.
16	4553 Jimmy Doolittle Dr.
17	4660 Jimmy Doolittle Dr.
18	4666 Jimmy Doolittle Dr.
19	Pilot Lounge North
20	Pilot Lounge West
21	Terminal Building
22	Wiley Post Office Building

Legend

- Airport Boundaries
- Addison Airport Facilities
- Town Limits

ID	INTERSECTION
1	Addison Rd and Sojourn Dr
2	Addison Rd and Westgrove Dr
3	Addison Rd and Keller Springs Rd
4	Quorum Dr and Keller Springs Rd
5	Addison Rd and Airport Pkwy
6	Quorum Dr and Airport Pkwy
7	Addison Rd and Lindbergh Dr / Broadway St
8	Arapaho Rd and Quorum Dr
9	Arapaho Rd and Spectrum Dr
10	Arapaho Rd and Addison Rd
11	Arapaho Rd and Edwin Lewis Dr
12	Quorum Dr and Edwin Lewis Dr
13	Belt Line Rd and Quorum Dr
14	Belt Line Rd and Midway Rd
15	Landmark Pl and Landmark Blvd
16	Vitruvian Wy and Ponte Ave
17	Spring Valley Rd and Vitruvian Wy
18	Spring Valley Rd and Greenhill School St
19	Belt Line Rd and Beltway Dr
20	Belt Line Rd and Inwood Rd / Addison Rd

Sojourn Dr
Westgrove Dr
Keller Springs Rd
Airport Pkwy
Addison Rd
Arapaho Rd
Belt Line Rd
Quorum Dr
Dallas North Tollway
Beltline Rd
Inwood Rd
Midway Rd
Marsh Ln
Montfort Dr
Spring Valley Rd
Vitruvian Way

Legend

- Included in Self-Evaluation
- Plan Review Only
- Town Limits

Town of Addison
ADA Transition Plan
Signalized Intersection Map
November 2017

N W E S

0 0.125 0.25 0.5 Miles

ADDISON

Kimley»Horn

ACCESSOLOGY

Functional Class	Approximate Length (mi)
Arterial	9.0
Commercial	3.2
Residential	6.2
Total	**18.4**

Sojourn Dr
Westgrove Dr
Addison Rd
Keller Springs Rd
Airport Pkwy
Morris Ave
Arapaho Rd
Belt Line Rd
Quorum Dr
Dallas North Tollway
Beltway Dr
Midway Rd
Landmark Pl
Oaks N Dr
Montfort Dr
Marsh Ln
Proton Rd
Spring Valley Rd
Vitruvian Way

Legend

- Building Sidewalk
- Park Sidewalk
- PROW Sidewalk
- Railroad Crossing
- Town Limits

Town of Addison ADA Transition Plan Sidewalk Map

November 2017

N W E S

0 0.125 0.25 0.5 Miles

ADDISON

Kimley»Horn

ACCESSOLOGY

Appendix G: Facility Reports

Building Combined Cost Projection Summary and Path of Travel Maps

Buildings

Building Sidewalk

Building Unsignalized Intersections

Park Combined Cost Projection Summary and Path of Travel Maps

Parks

Park Sidewalk

Park Unsignalized Intersections

Airport Facilities

Signalized Intersections

Sidewalk Corridors

Railroad Crossing

Unsignalized Intersections

Town of Addison
ADA Self-Evaluation and Transition Plan
Combined Building Cost Projection Summary
12/21/2017

GPS ID	Project Name	Facilities		Sidewalks	Unsignalized Intersections	Cost Projection
		Town Owned	Town Leased			
1	Addison Circle Park Pavilion	$ 12,000		-	-	$ 12,000
2	Athletic Club	$ 107,600		$ 52,000	$ 16,000	$ 175,600
3	Central Fire Station	$ 112,700		$ 7,000	$ 6,000	$ 125,700
5	Finance Building	$ 187,100		$ 5,000	$ 14,000	$ 206,100
6	Fire Station No. 2	$ 80,100		-	$ 1,000	$ 81,100
7	Police & Courts Building	$ 488,300		$ 6,000	$ 7,000	$ 501,300
8	Service Center	$ 141,400		$ 6,000	$ 5,000	$ 152,400
11	Town Hall	$ 260,900		$ 4,000	-	$ 264,900
13	Police Substation - Vitruvian Way		$ 27,000	-	-	$ 27,000
14	Tree House		$ 57,000	$ 9,000	$ 3,000	$ 69,000
4	Conference Center	$ 22,800		$ 12,000	-	$ 34,800
9	Stone Cottage	$ 21,600			-	$ 21,600
10	Theatre Centre	$ 238,500			-	$ 238,500
12	Police Substation - Addison Circle		$ 2,000		-	$ 2,000
	TOTAL	**$ 1,673,000**	**$ 86,000**	**$ 101,000**	**$ 52,000**	**$ 1,912,000**

ROSCOE TURNER DR

ADDISON CIR

WITT PL

ADDISON RD

QUORUM DR

FESTIVAL WAY

MCENTIRE PL

JULIAN ST

Evaluated Facilities

Pedestrian Path of Travel - Sidewalk, Driveway and Street Crossings, and Curb Ramps (Details Provided in Park/Building Sidewalk Reports)

Stairs (Not Evaluated)

Town of Addison
ADA Transition Plan
Addison Circle Park Map

November 2017

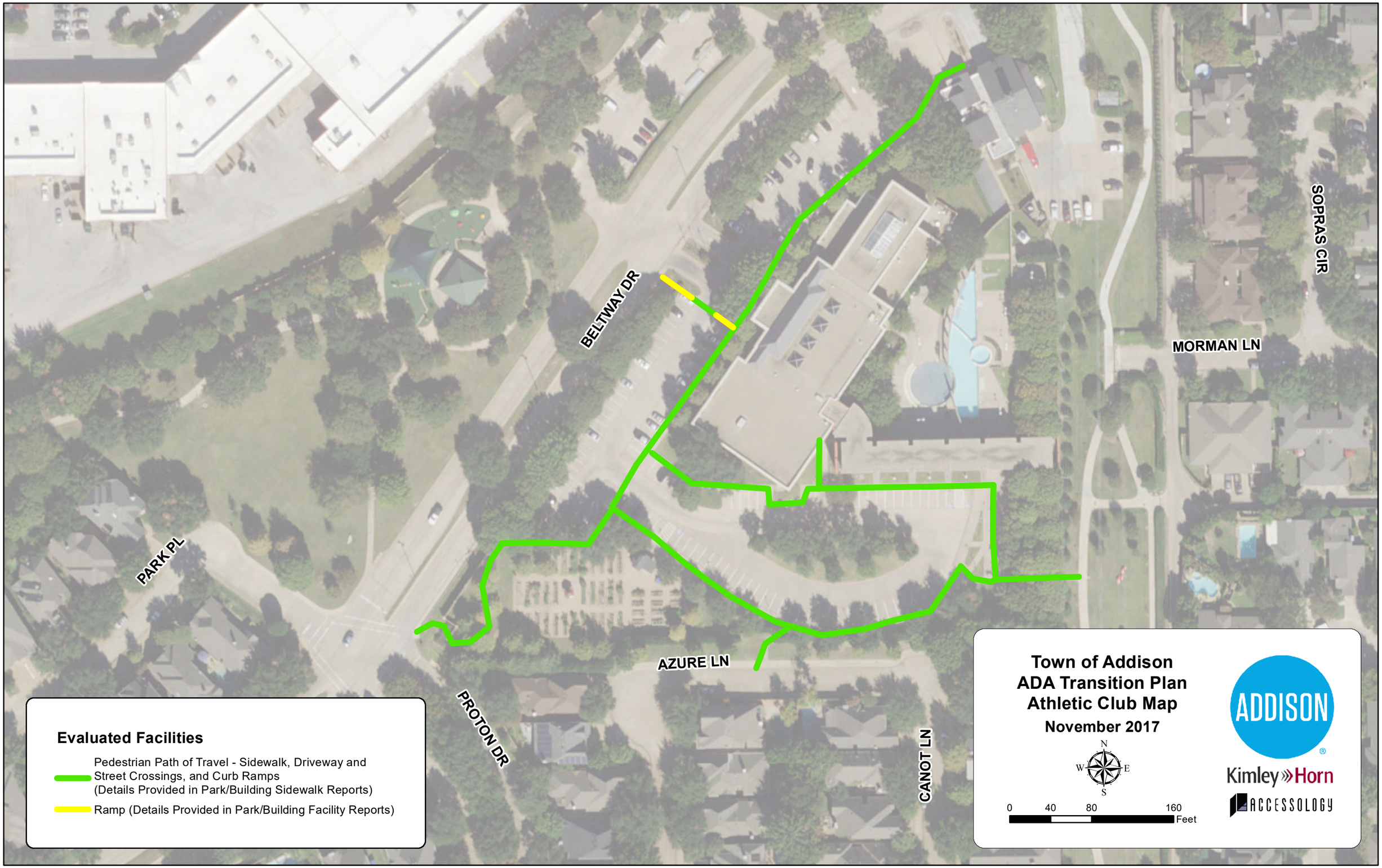
N W E S

0 37.5 75 150 Feet

ADDISON

Kimley»Horn

ACCESSOLOGY


BELTWAY DR
SOPRAS CIR
MORMAN LN
PARK PL
AZURE LN
PROTON DR
CANOT LN
Evaluated Facilities
Pedestrian Path of Travel - Sidewalk, Driveway and Street Crossings, and Curb Ramps (Details Provided in Park/Building Sidewalk Reports)
Ramp (Details Provided in Park/Building Facility Reports)
Town of Addison
ADA Transition Plan
Athletic Club Map
November 2017
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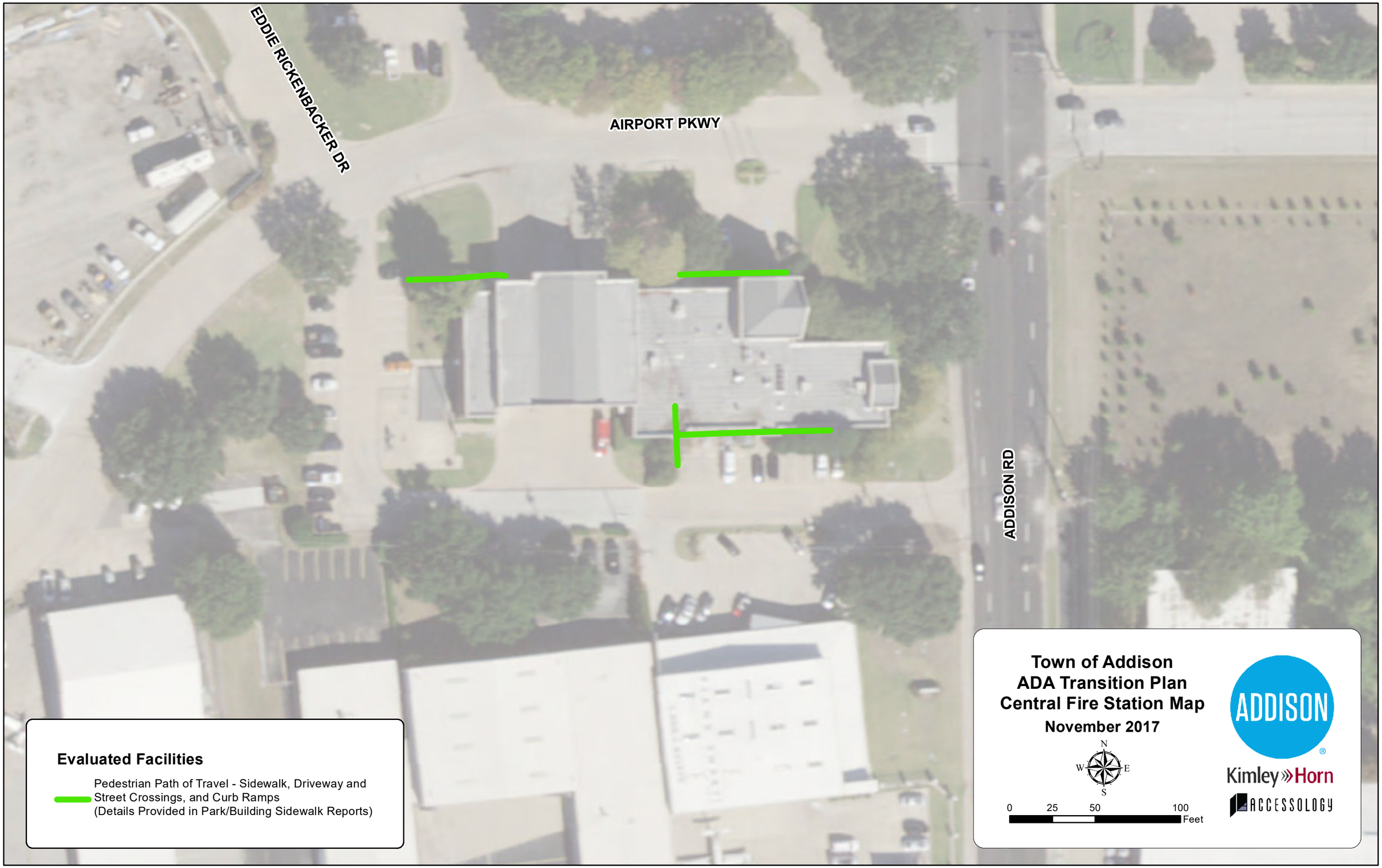
160
Feet
ADDISON
Kimley»Horn
ACCESSOLOGY


EDDIE RICKENBACKER DR
AIRPORT PKWY
ADDISON RD
Evaluated Facilities
Pedestrian Path of Travel - Sidewalk, Driveway and Street Crossings, and Curb Ramps
(Details Provided in Park/Building Sidewalk Reports)
Town of Addison
ADA Transition Plan
Central Fire Station Map
November 2017
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50
100
Feet
ADDISON
Kimley»Horn
ACCESSOLOGY

LAKE FORREST DR
OAKS NORTH DR
Evaluated Facilities
Pedestrian Path of Travel - Sidewalk, Driveway and Street Crossings, and Curb Ramps
(Details Provided in Park/Building Sidewalk Reports)
Town of Addison
ADA Transition Plan
Finance Building Map
November 2017
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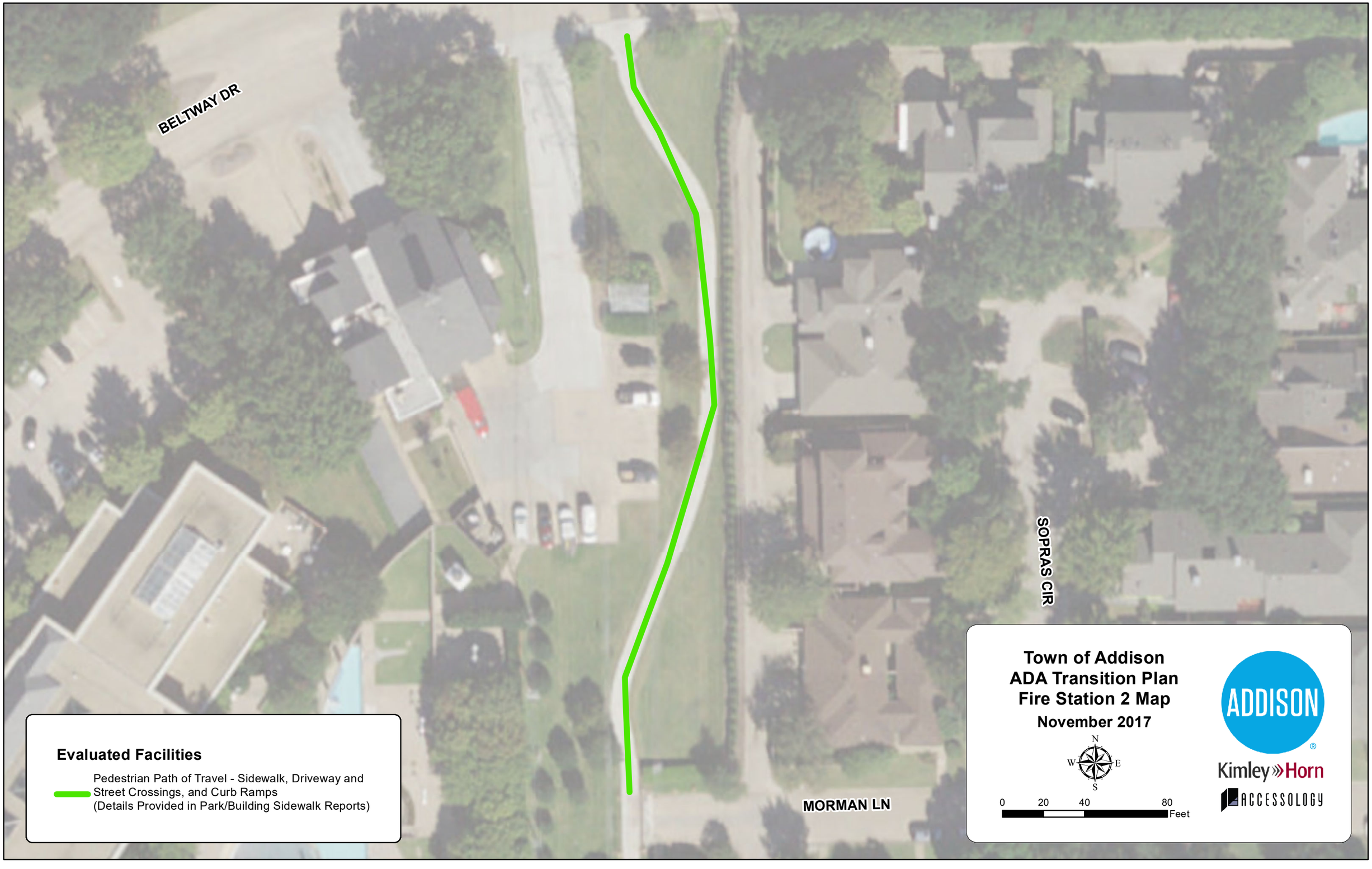
ADDISON
Kimley»Horn
ACCESSOLOGY


BELTWAY DR
SOPRAS CIR
MORMAN LN
Evaluated Facilities
Pedestrian Path of Travel - Sidewalk, Driveway and Street Crossings, and Curb Ramps
(Details Provided in Park/Building Sidewalk Reports)
Town of Addison
ADA Transition Plan
Fire Station 2 Map
November 2017
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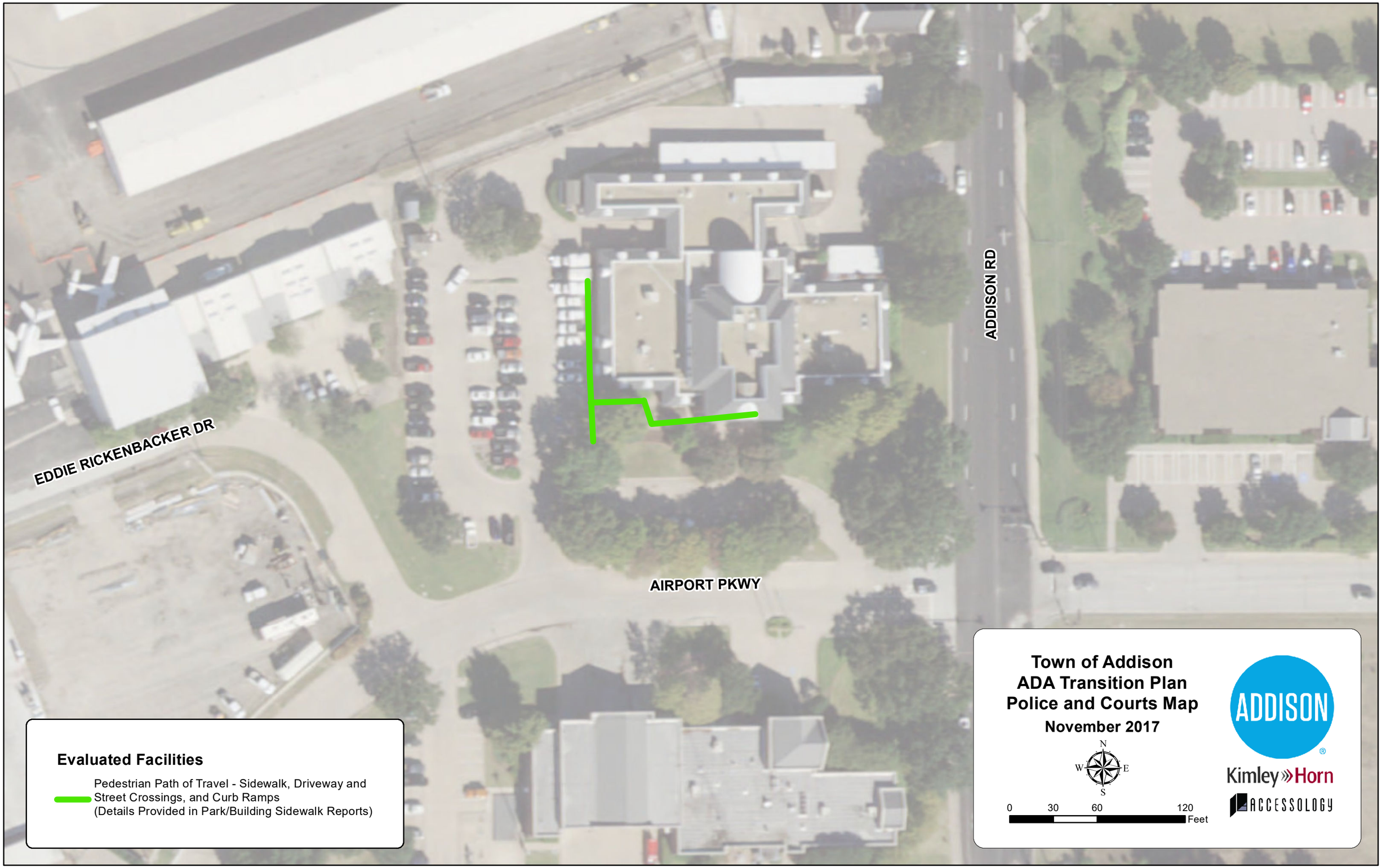
ADDISON
Kimley»Horn
ACCESSOLOGY



Evaluated Facilities

Pedestrian Path of Travel - Sidewalk, Driveway and Street Crossings, and Curb Ramps
(Details Provided in Park/Building Sidewalk Reports)

Town of Addison
ADA Transition Plan
Police and Courts Map
November 2017

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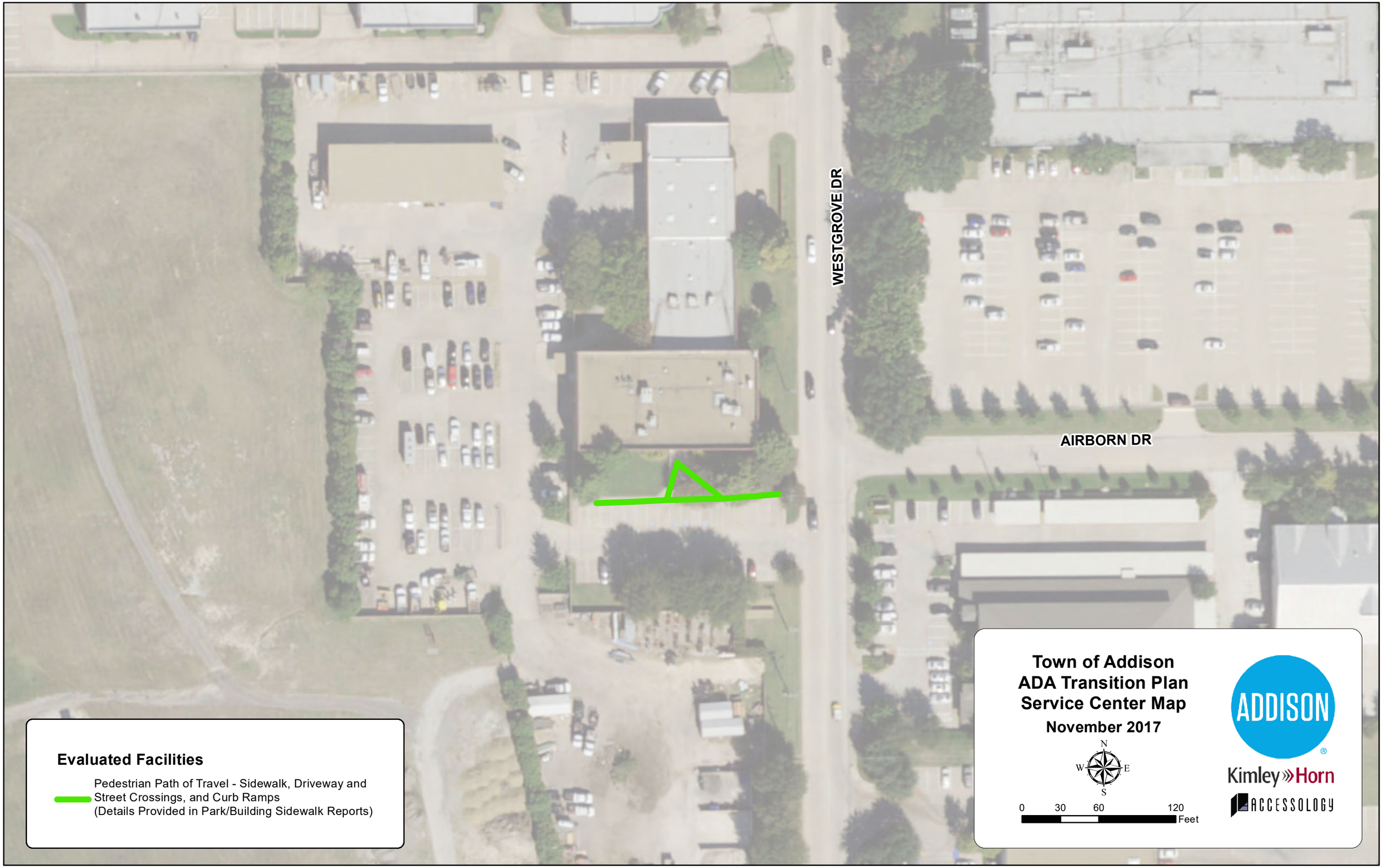
0 30 60 120 Feet

ADDISON

Kimley»Horn

ACCESSOLOGY


WESTGROVE DR
AIRBORN DR
Evaluated Facilities
Pedestrian Path of Travel - Sidewalk, Driveway and Street Crossings, and Curb Ramps
(Details Provided in Park/Building Sidewalk Reports)
Town of Addison
ADA Transition Plan
Service Center Map
November 2017
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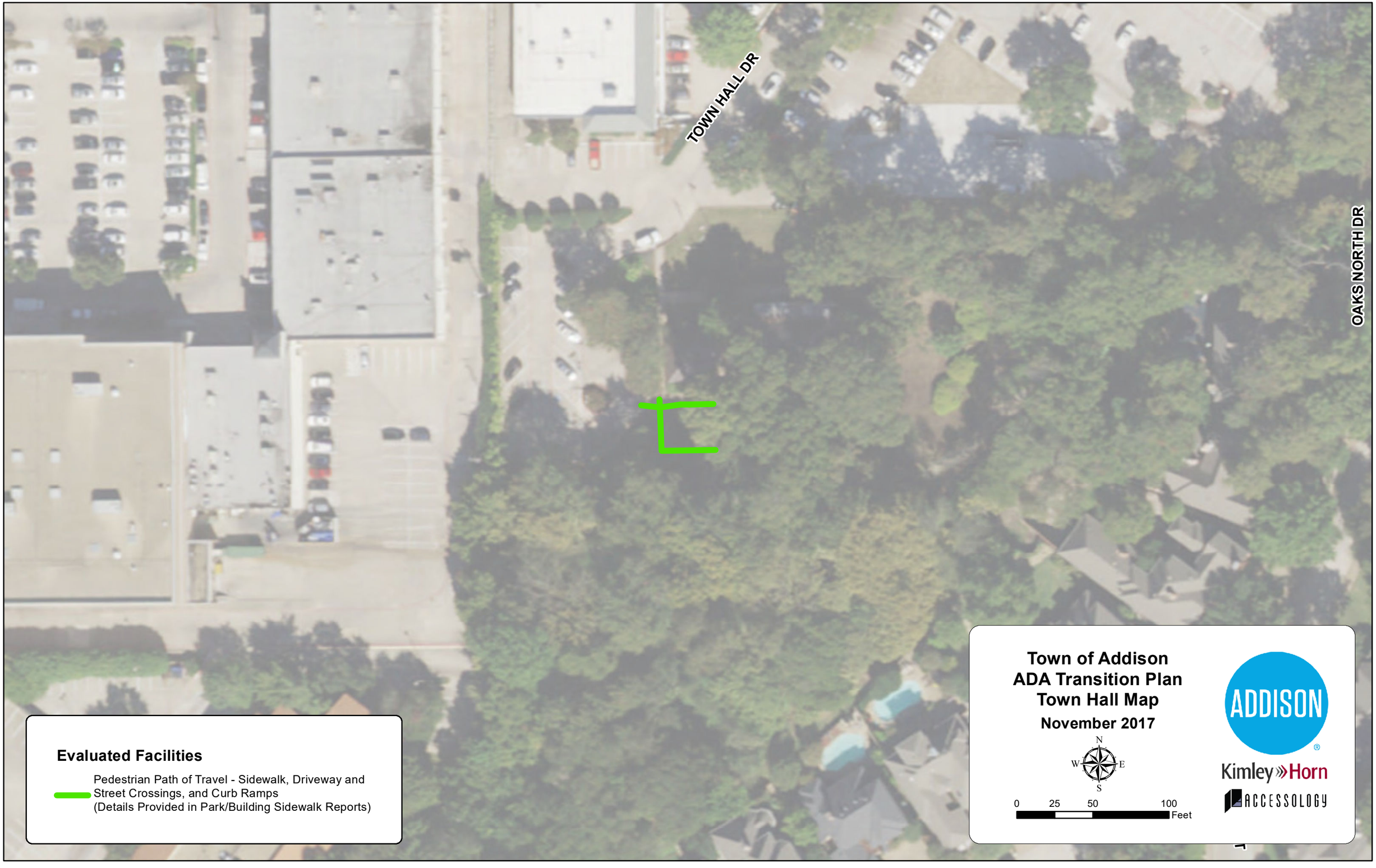
ADDISON
Kimley»Horn
ACCESSOLOGY



Evaluated Facilities

Pedestrian Path of Travel - Sidewalk, Driveway and Street Crossings, and Curb Ramps
(Details Provided in Park/Building Sidewalk Reports)

Town of Addison
ADA Transition Plan
Town Hall Map
November 2017

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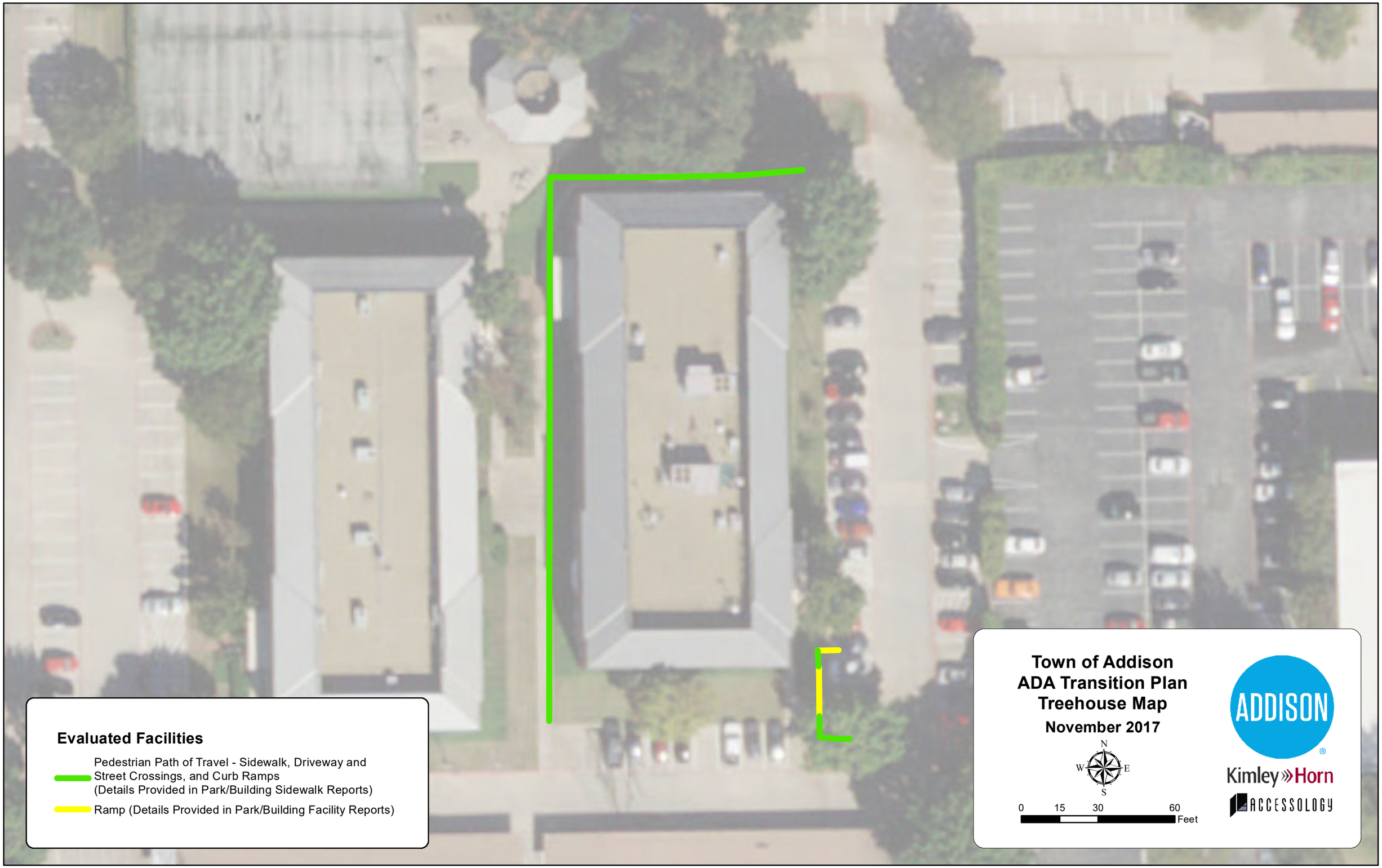
ADDISON

Kimley»Horn

ACCESSOLOGY


Evaluated Facilities
Pedestrian Path of Travel - Sidewalk, Driveway and Street Crossings, and Curb Ramps (Details Provided in Park/Building Sidewalk Reports)
Ramp (Details Provided in Park/Building Facility Reports)
Town of Addison
ADA Transition Plan
Treehouse Map
November 2017
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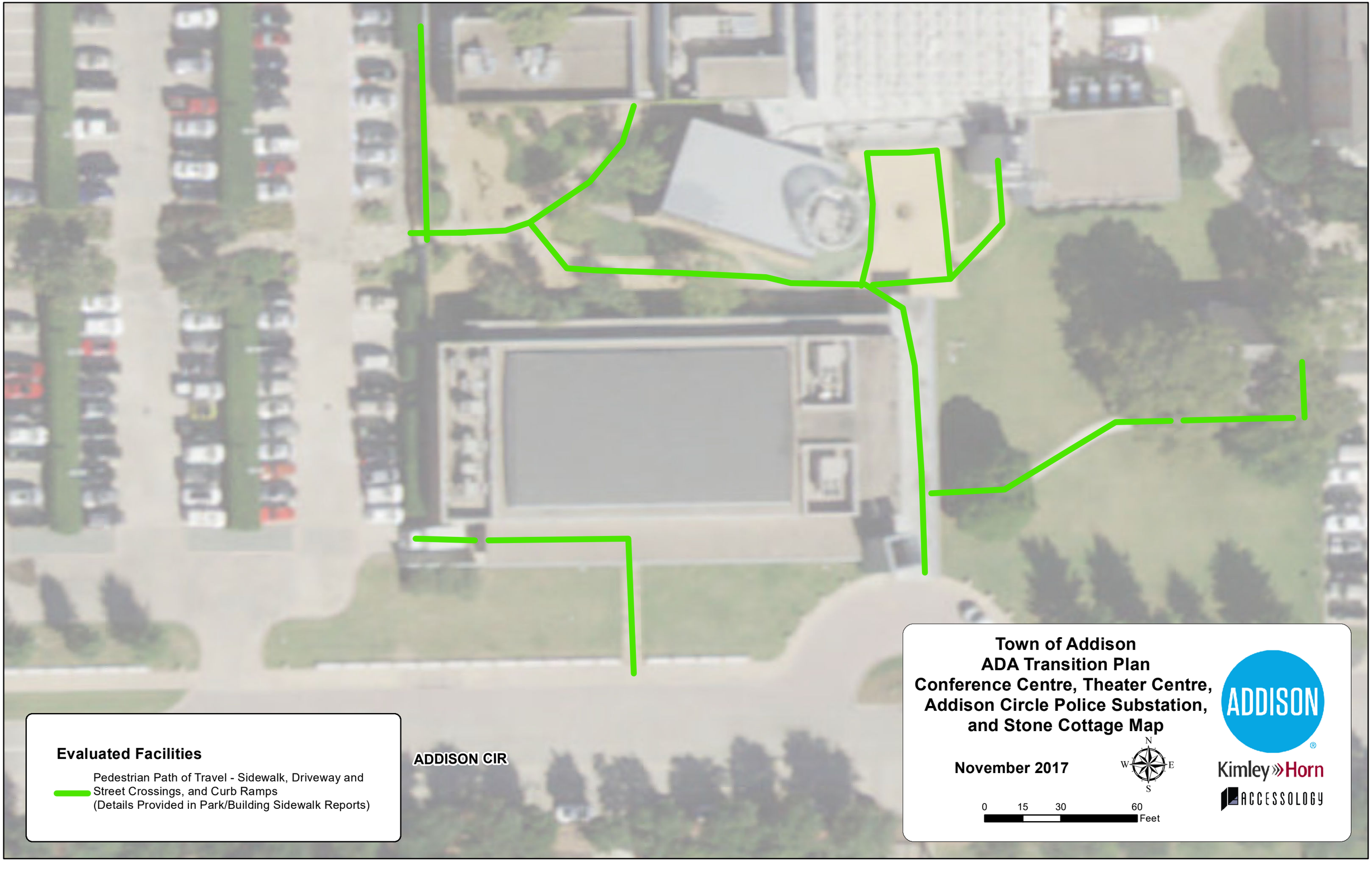
ADDISON
Kimley»Horn
ACCESSOLOGY


Evaluated Facilities
Pedestrian Path of Travel - Sidewalk, Driveway and Street Crossings, and Curb Ramps
(Details Provided in Park/Building Sidewalk Reports)
ADDISON CIR
Town of Addison
ADA Transition Plan
Conference Centre, Theater Centre, Addison Circle Police Substation, and Stone Cottage Map
November 2017
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Feet
ADDISON
Kimley»Horn
ACCESSOLOGY

Town of Addison
ADA Self-Evaluation and Transition Plan
Building Cost Projection Summary
12/20/2017

GPS ID	Project Name	Cost Projection	
		Town Owned	Town Leased
1	Addison Circle Park Pavilion	$ 12,000	
2	Athletic Club	$ 107,600	
3	Central Fire Station	$ 112,700	
4	Conference Centre	$ 22,800	
5	Finance Building	$ 187,100	
6	Fire Station No. 2	$ 80,100	
7	Police & Courts Building	$ 488,300	
8	Service Center	$ 141,400	
9	Stone Cottage	$ 21,600	
10	Theatre Centre	$ 238,500	
11	Town Hall	$ 260,900	
12	Police Substation - Addison Circle	$ -	$ 2,000
13	Police Substation - Vitruvian Way	$ -	$ 27,000
14	Tree House	$ -	$ 57,000
	TOTAL	**$ 1,673,000**	**$ 86,000**

ACCESSOLOGY

TOWN OF ADDISON
BUILDING REPORT

Facility Information:

Facility Name: Addison Circle Park Pavilion

Facility Contact: Lisa Pyles

Contact Phone: 972-450-2878

Accessology Inspector Information:

Inspector: Karen Jackson

Date: April 21, 2017

Email: Kjackson@accessology.com

Latitude: 32.960824

Longitude: -96.827594

Address: 4790 Addison Circle Drive

City: Addison

County: Dallas

General Parking Notes:

There is no specific parking associated with this building.

		High Priority	1-4
Parking Violations Total	$0	Medium Priority	5-8
		Low Priority	9-12

TOWN OF ADDISON
BUILDING REPORT

Facility Information: **Facility Name:** Addison Circle Park Pavilion

Facility Contact: Lisa Pyles **Contact Phone:** 972-450-2878

Accessology Inspector Information:

Inspector: Karen Jackson **Date:** April 21, 2017

Email: Kjackson@accessology.com

Latitude: 32.960824 **Longitude:** -96.827594

Address: 4790 Addison Circle Drive **City:** Addison **County:** Dallas

General Accessible Route Notes:

Comments for the exterior route from the accessible parking to the building entrance are provided under an additional report.

Is the path of travel from accessible parking to building entrance compliant?	Yes
Does the path of travel serve all exterior amenities offered by the facility?	N/A
Is the path of travel from building entrances to all amenities served by the entrance substantially compliant?	N/A

Accessible Route Total $0

High Priority	1-4
Medium Priority	5-8
Low Priority	9-12

TOWN OF ADDISON
BUILDING REPORT

Facility Information: **Facility Name:** Addison Circle Park Pavilion

Facility Contact: Lisa Pyles **Contact Phone:** 972-450-2878

Accessology Inspector Information:

Inspector: Karen Jackson **Date:** April 21, 2017

Email: Kjackson@accessology.com

Latitude: 32.960824 **Longitude:** -96.827594

Address: 4790 Addison Circle Drive **City:** Addison **County:** Dallas

General Restroom Notes:

The park pavillion has a set Men's and Women's restrooms with two entrances. There is a divider in each restroom to close down the larger part until park events are in progress. All accessible fetures are on the side that is open.

Is the door to the restroom substantially compliant?	Yes
Does the room have the required turning radius?	Yes
Is the water closet substantially compliant?	Yes
Does the water closet have the required clear floor space?	Yes
Is the lavatory substantially compliant?	Yes
Is the urinal substantially compliant?	Yes
Is the mirror substantially compliant?	Yes

Violation #1: The space between the grab bar and the stall in the ambulatory toilet compartment in the Women's restroom is 1-1/8" where 1-1/2" is required.

Standard: **2010 ADAAG 609.3 Spacing.**

Text: The space between the wall and the grab bar shall be 1½ inches.

Possible Solutions: Remove and modify grab bar spacing to achieve 1-1/2" required spacing.

Violation #1 Cost: $525 Priority Level 6

TOWN OF ADDISON - Addison Circle Park Pavilion

Restrooms - Page 2

Violation #2:	The feminine product dispenser in the Women's restroom requires grasping and twisting to operate.
Standard:	**2010 ADAAG 309.4 Operation.**
Text:	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.
Possible Solutions:	Replace dispenser with unit that does not required tight grasping or twisting to operate.
Violation #2 Cost:	$525 Priority Level 5
Violation #3:	The accessible toilet compartment door in the Men's restroom is not self-closing.
Standard:	**2010 ADAAG 604.8.1.2 Doors.**
Text:	The door shall be self-closing.
Possible Solutions:	Install self-closing hinge on stall door.
Violation #3 Cost:	$105 Priority Level 6
Violation #4:	The flush control in the accessible toilet compartment in the Men's restroom is on the closed side.
Standard:	**2010 ADAAG 604.6 Flush Controls.**

TOWN OF ADDISON - Addison Circle Park Pavilion

Restrooms - Page 3

Text:	Flush controls shall be located on the open side of the water closet.		
Possible Solutions:	Recloate flush control to open side of water closet.		
Violation #4 Cost:	$315	Priority	Level 5

		High Priority	1-4
Restrooms Total	$1,470	Medium Priority	5-8
		Low Priority	9-12

TOWN OF ADDISON
BUILDING REPORT

Facility Information: **Facility Name:** Addison Circle Park Pavilion

Facility Contact: Lisa Pyles **Contact Phone:** 972-450-2878

Accessology Inspector Information:

Inspector: Karen Jackson **Date:** April 21, 2017

Email: Kjackson@accessology.com

Latitude: 32.960824 **Longitude:** -96.827594

Address: 4790 Addison Circle Drive **City:** Addison **County:** Dallas

General Misc Notes:

There are 3 exterior drinking fountains that are in substantial compliance.

Are there exterior drinking fountains? Yes

Are there any other miscellaneous items not previously covered? No

Violation #5: The ramp leading to the pavilion area has a running slope of 8.8%.

Standard: **2010 ADAAG 405.2 Slope.**

Text: Ramp runs shall have a running slope not steeper than 1:12.

Possible Solutions: Modify or replace ramp to achieve 8.33% maximum running slope.

Violation #5 Cost: $10,500 Priority Level 12

Miscellaneous Total $10,500

High Priority 1-4

Medium Priority 5-8

Low Priority 9-12

Summary Sheet for Addison Circle Park Pavilion

Addison Circle Park Pavilion

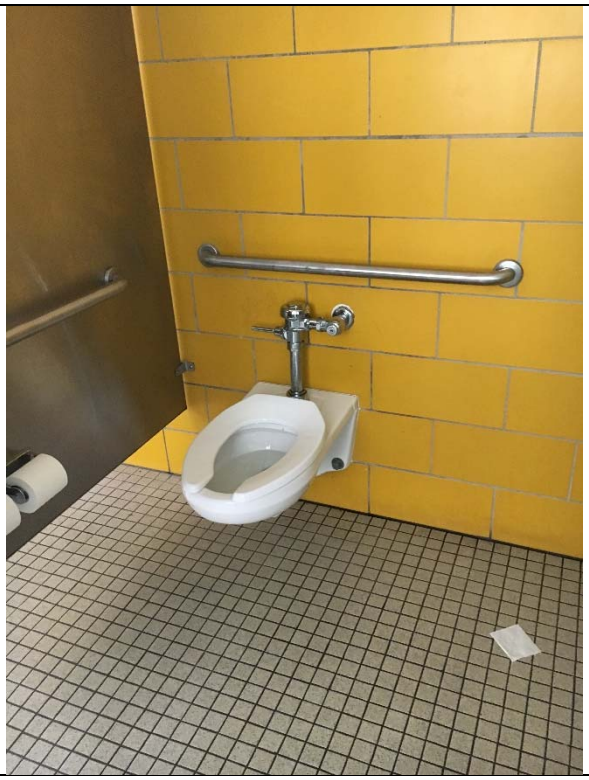
#	VIOLATION SUMMARY	PRIORITY LEVEL	COST
1	Remove and modify grab bar spacing to achieve 1-1/2" required spacing.	Level 6	$525.00
2	Replace dispenser with unit that does not required tight grasping or twisting to operate.	Level 5	$525.00
3	Install self-closing hinge on stall door.	Level 6	$105.00
4	Recloate flush control to open side of water closet.	Level 5	$315.00
5	Modify or replace ramp to achieve 8.33% maximum running slope.	Level 12	$10,500.00

Grand Total	$11,970.00

Violation 1: The space between the grab bar and the stall in the ambulatory toilet compartment in the Women's restroom is 1-1/8" where 1-1/2" is required.

Violation 2: The feminine product dispenser in the Women's restroom requires grasping and twisting to operate.

Violation 3: The accessible toilet compartment door in the Men's restroom is not self-closing.



Violation 4: The flush control in the accessible toilet compartment in the Men's restroom is on the closed side.

Violation 5: The ramp leading to the pavilion area has a running slope of 8.8%.

ACCESSOLOGY

TOWN OF ADDISON
BUILDING REPORT

Facility Information: **Facility Name:** Athletic Club

Facility Contact: Lisa Pyles **Contact Phone:** 972-450-2878

Accessology Inspector Information:

Inspector: Karen Jackson **Date:** April 25, 2017

Email: Kjackson@accessology.com

Latitude: 32.950273 **Longitude:** -96.848428

Address: 3900 Beltway Drive **City:** Addison **County:** Dallas

General Parking Notes:

The side parking area is also shared parking for the Community Garden. The total count includes spaces that most likely serve this area specifically, including one accessible space which was not assessed.

General Parking Notes:

The accessible parking

Total Parking Spaces: Front lot	91
Total Accessible Parking Spaces:	4
Number of van accessible spaces:	1
Is the accessible parking substantially compliant?	No

General Parking Notes:

The accessible parking provided at the side back area closest to the pool is in substantial compliance.

Total Parking Spaces: Side lot	66
Total Accessible Parking Spaces:	3
Number of van accessible spaces:	1
Is the accessible parking substantially compliant?	Yes

TOWN OF ADDISON - Town of Addison - Athletic Club

Parking - Page 2

Violation #1: The far right accessible parking space in the front lot (closest to the main door) has a running slope of 3.2%.

Standard: **2010 ADAAG 502.4 Floor or Ground Surfaces.**

Text: 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. EXCEPTION: Slopes not steeper than 1:48 shall be permitted.

Possible Solutions: Re-grade accessible parking space to ensure the space provided has accessible slopes that area no more than 1:48 slope in all directions.

Violation #1 Cost: $1,050 Priority Level 4

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		High Priority	1-4
Parking Violations Total	$1,050	Medium Priority	5-8
		Low Priority	9-12

TOWN OF ADDISON
BUILDING REPORT

Facility Information: **Facility Name:** Athletic Club

Facility Contact: Lisa Pyles **Contact Phone:** 972-450-2878

Accessology Inspector Information:

Inspector: Karen Jackson **Date:** April 25, 2017

Email: Kjackson@accessology.com

Latitude: 32.950273 **Longitude:** -96.848428

Address: 3900 Beltway Drive **City:** Addison **County:** Dallas

General Accessible Route Notes:

The exterior route from the accessible parking to the building entrance has a portion of the sidewalk with non-compliant slopes. At the exterior pool area, a directional sign is needed for the accessible route to the upper pool area and restrooms.

Is the path of travel from accessible parking to building entrance compliant?	No
Does the path of travel serve all exterior amenities offered by the facility?	N/A
Is the path of travel from building entrances to all amenities served by the entrance substantially compliant?	N/A

Violation #2: The ramp leading to the exterior upper pool area and the exterior restrooms has a 5.4% running slope with no handrails.

Standard: **2010 ADAAG 405.8 Handrails.**

Text: Ramp runs with a rise greater than 6 inches shall have handrails complying with 505.

Possible Solutions: Add compliant handrails to the existing ramp.

Violation #2 Cost: $4,200 Priority Level 12

Violation #3: There is no signage provided at the outside pool area to direct people to the accessible route to the upper pool area.

TOWN OF ADDISON - Town of Addison - Athletic Club

Accessible Route Exterior - Page 2

Standard:	**2010 ADAAG 216.6 Entrances.**
Text:	Directional signs complying with 703.5 that indicate the location of the nearest entrance complying with 404 shall be provided at entrances that do not comply with 404.
Possible Solutions:	Add directional signage to direct people to the accessible route to the restrooms and upper deck area of the pool.
Violation #3 Cost:	$525 Priority Level 6
Violation #4:	A portion of the sidewalk along the back area by the benches at the outdoor pool area has a 5.7% running slope.
Standard:	**2010 ADAAG 403.3 Slope.**
Text:	The running slope of walking surfaces shall not be steeper than 1:20. The cross slope of walking surfaces shall not be steeper than 1:48.
Possible Solutions:	Replace the sidewalk panel to achieve a running slope that is no greater than 5%.
Violation #4 Cost:	$1,050 Priority Level 12

		High Priority	1-4
Accessible Route Total	$5,775	Medium Priority	5-8
		Low Priority	9-12

TOWN OF ADDISON
BUILDING REPORT

Facility Information: **Facility Name:** Athletic Club

Facility Contact: Lisa Pyles **Contact Phone:** 972-450-2878

Accessology Inspector Information:

Inspector: Karen Jackson **Date:** April 25, 2017

Email: Kjackson@accessology.com

Latitude: 32.950273 **Longitude:** -96.848428

Address: 3900 Beltway Drive **City:** Addison **County:** Dallas

General Entrance Notes:

The main entrance into the building is in substantial compliance.

Is the main entry door accessible?	Yes
Is there an alternate door that is accessible?	No
If so, does the inaccessible door have signage indicating the location of the nearest accessible door?	N/A

Violation #4: The door at the employee entrance from the outside pool area does not have an 18" maneuvering clearance on the pull side.

Standard: **2010 ADAAG 404.2.4.1 Swinging Doors and Gates.**

Text: Swinging doors and gates shall have maneuvering clearances complying with Table 404.2.4.1.

Possible Solutions: Modify door to provide an 18" maneuvering clearance.

Violation #4 Cost: $2,625 Priority Level 3

Violation #5: This exterior door by the pool area that leads to the interior stairs does not have the required minimum of 18" provided on the pull side.

Standard: **2010 ADAAG 404.2.4.1 Swinging Doors and Gates.**

TOWN OF ADDISON - Town of Addison - Athletic Club

Entrance - Page 2

Text:	Swinging doors and gates shall have maneuvering clearances complying with Table 404.2.4.1.
Possible Solutions:	Modify door to provide an 18" maneuvering clearance.
Violation #6 Cost:	$2,625
Priority	Level 3

		High Priority	1-4
Entrance Total	$5,250	Medium Priority	5-8
		Low Priority	9-12

TOWN OF ADDISON
BUILDING REPORT

Facility Information: **Facility Name:** Athletic Club

Facility Contact: Lisa Pyles **Contact Phone:** 972-450-2878

Accessology Inspector Information:

Inspector: Karen Jackson **Date:** April 25, 2017

Email: Kjackson@accessology.com

Latitude: 32.950273 **Longitude:** -96.848428

Address: 3900 Beltway Drive **City:** Addison **County:** Dallas

General Hallway Notes:

Signage throughout the facility is not compliant. There are stairs in the large open area leading to the 2nd level that have no barrier protection.

Does this facility have any hallways?	Yes
Do the doors have compliant hardware?	No
Do the doors have proper maneuvering clearances?	No
Is the hallway width at least 36” clear width?	Yes
Are visual strobes provided?	No
Are there any protruding objects?	Yes
Is the signage substantially compliant?	No

Violation #6: The area under the stairs to the second floor is not protected from access.

Standard: **2010 ADAAG 307.4 Protruding Objects Vertical Clearance.**

Text: Vertical clearance shall be 80 inches high minimum.

Possible Solutions: Provide a barrier underneath the stairs to prevent access.

Violation #6 Cost: $525 Priority Level 4

Violation #7: The service desk at the front entrance is at 42 3/8" and does not provide an accessible portion of counter.

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Hallway - Page 2

Standard:	**2010 ADAAG 904.4.1 Sales and Service Counters Parallel Approach.**
Text:	A portion of the counter surface that is 36 inches long minimum and 36 inches high maximum above the finish floor shall be provided.
Possible Solutions:	Modify counter to provide 36" length at 36" high maximum.
Violation #7 Cost:	$2,100 Priority Level 4
Violation #8:	Signage for the Multipurpose Room is not mounted in the correct location, it is mounted on the side wall to the right of the entrance.
Standard:	**2010 ADAAG 703.4.2 Signage Location.**
Text:	Where a tactile sign is provided at double doors with one active leaf, the sign shall be located on the inactive leaf. Where a tactile sign is provided at double doors with two active leafs, the sign shall be located to the right of the right hand door.
Possible Solutions:	Relocate signage.
Violation #8 Cost:	$525 Priority Level 6
Violation #9:	The signage for the Gymnasium is located on the wall next to the doors.
Standard:	**2010 ADAAG 703.4.2 Signage Location.**
Text:	Where a tactile sign is provided at double doors with one active leaf, the sign shall be located on the inactive leaf. Where a tactile sign is provided at double doors with two active leafs, the sign shall be located to the right of the right hand door.

TOWN OF ADDISON - Town of Addison - Athletic Club

Hallway - Page 3

Possible Solutions:	Relocate signage.
Violation #9 Cost:	$525 Priority Level 6
Violation #10:	The conference room signage is mounted on the door and has an operable sliding part that is at 65" where a maximum of 48" is required.
Standard:	**2010 ADAAG 703.4.2 Signage Location.**
Text:	Where a tactile sign is provided at double doors with one active leaf, the sign shall be located on the inactive leaf. Where a tactile sign is provided at double doors with two active leafs, the sign shall be located to the right of the right hand door.
Possible Solutions:	Relocate signage.
Violation #10 Cost:	$525 Priority Level 6
Violation #11:	There are 2 doors into and out of the conference room and neither door has the minimum 18" required maneuvering clearance on the pull side.
Standard:	**2010 ADAAG 404.2.4.1 Swinging Doors and Gates.**
Text:	Swinging doors and gates shall have maneuvering clearances complying with Table 404.2.4.1.
Possible Solutions:	Modify doors to provide an 18" maneuvering clearance.
Violation #11 Cost:	$5,250 Priority Level 5

TOWN OF ADDISON - Town of Addison - Athletic Club

Hallway - Page 4

Violation #12:	Signage is mounted on the door and is not compliant.
Standard:	**2010 ADAAG 216.2 Designations.**
Text:	Interior and exterior signs identifying permanent rooms and spaces shall comply with 703.1, 703.2, and 703.5.
Possible Solutions:	Replace sign.
Violation #12 Cost:	$525 Priority Level 6
Violation #13:	The paper towel dispenser in the large workout room on the 2nd floor is mounted with the highest operable part at 55" where a maximum of 48" is required.
Standard:	**2010 ADAAG 308.2.1 Reach Ranges Forward Reach Unobstructed.**
Text:	Where a forward reach is unobstructed, the high forward reach shall be 48 inches maximum and the low forward reach shall be 15 inches minimum above the finish floor or ground.
Possible Solutions:	Relocate the dispenser to 48" high maximum.
Violation #13 Cost:	$525 Priority Level 6
Violation #14:	The Lifepak AED case located in the 2nd floor exercise room protrudes into the path of travel 7" at 27".
Standard:	**2010 ADAAG 307.2 Protruding Objects Protrusion Limits.**

TOWN OF ADDISON - Town of Addison - Athletic Club

Hallway - Page 5

Text:	Objects with leading edges more than 27 inches and not more than 80 inches above the finish floor or ground shall protrude 4 inches maximum horizontally into the circulation path.
Possible Solutions:	Relocate the Lifepak AED case in a location that is not along the circulation path or provide a recessed AED unit.
Violation #14 Cost:	$525
Priority	Level 6

		High Priority	1-4
Hallway Total	$11,025	Medium Priority	5-8
		Low Priority	9-12

TOWN OF ADDISON
BUILDING REPORT

Facility Information: **Facility Name:** Athletic Club

Facility Contact: Lisa Pyles **Contact Phone:** 972-450-2878

Accessology Inspector Information:

Inspector: Karen Jackson **Date:** April 25, 2017

Email: Kjackson@accessology.com

Latitude: 32.950273 **Longitude:** -96.848428

Address: 3900 Beltway Drive **City:** Addison **County:** Dallas

General Restroom Notes:

There are 3 single user restrooms, 1 restroom serving the child care area, a Men's and Women's restroom, 1 set of Locker rooms and a Men's and Women's restrooms serving the exterior pool.

Is the door to the restroom substantially compliant?	No
Does the room have the required turning radius?	No
Is the water closet substantially compliant?	No
Does the water closet have the required clear floor space?	No
Is the lavatory substantially compliant?	No
Is the urinal substantially compliant?	No
Is the mirror substantially compliant?	No

Violation #15: The water closet in the child care restroom does not have the required clear floor space provided. Additionally, the flush control is on the closed side.

Standard: **2010 ADAAG 213.2 Toilet Rooms and Bathing Rooms.**

Text: Where toilet rooms are provided, each toilet room shall comply with 603. Where bathing rooms are provided, each bathing room shall comply with 603.

Possible Solutions: Reconstruct restroom to provide fully accessible fixtures and a wheelchair turning space.

Violation #15 Cost: $10,500 Priority Level 4

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Restrooms - Page 2

Violation #16:	The lavatory in the child care restroom lavatory pipes are not protected.
Standard:	**2010 ADAAG 606.5 Exposed Pipes and Surfaces.**
Text:	Water supply and drain pipes under lavatories and sinks shall be insulated or otherwise configured to protect against contact. There shall be no sharp or abrasive surfaces under lavatories and sinks.
Possible Solutions:	Provide protection at the exposed drains and water lines under the lavatory.
Violation #16 Cost:	$420 Priority Level 5
Violation #17:	The lavatory in the child care restroom lavatory has knob style handles requiring grasping and twisting to operate.
Standard:	**2010 ADAAG 606.4 Faucets.**
Text:	Controls for faucets shall comply with 309. Hand-operated metering faucets shall remain open for 10 seconds minimum.
Possible Solutions:	Replace with lever style hardware and wrap pipes.
Violation #17 Cost:	$525 Priority Level 5
Violation #18:	The mirror in the child care restroom is mounted at 49" to the bottom of the reflective surface where 44" is required.
Standard:	**2010 ADAAG 603.3 Mirrors.**

TOWN OF ADDISON - Town of Addison - Athletic Club

Restrooms - Page 3

Text:	Mirrors located above lavatories or countertops shall be installed with the bottom edge of the reflecting surface 40 inches maximum above the finish floor or ground.
Possible Solutions:	Lower the mirror so the bottom of the reflecting surface is 40" maximum above the finished floor.
Violation #18 Cost:	$525 — Priority: Level 7
Violation #19:	Single user restroom on 2nd floor - There are no grab bars provided. We are unable to determine if the wall has proper blocking for the installation of grab bars.
Standard:	**2010 ADAAG 604.5 Grab Bars**
Text:	Grab bars for water closets shall comply with 609. Grab bars shall be provided on the side wall closest to the water closet and on the rear wall.
Possible Solutions:	Install grab bars in rest room in compliance with 2010 ADAAG 604.5.1 Side Wall & 604.5.2 Rear Wall.
Violation #19 Cost:	$788 — Priority: Level 4
Violation #20:	Single user restroom on 2nd floor - The flush control on the water closet is located on the wrong side of the toilet tank. Flush controls must be installed on the open side of the water closet.
Standard:	**2010 ADAAG 604.6 Flush Controls.**
Text:	Flush controls shall be located on the open side of the water closet.

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Restrooms - Page 4

Possible Solutions:	Relocate flush control to the open side of the water closet.
Violation #20 Cost:	$315 Priority Level 4
Violation #21:	Single user restroom on 2nd floor - The lavatory encroaches into the required clear floor width of the water closet.
Standard:	**2010 ADAAG 604.3.1 Size**
Text:	Clearance around a water closet shall be 60 inches minimum measured perpendicular from the side wall and 56 inches minimum measured perpendicular from the rear wall.
Possible Solutions:	Modify restroom to provide the required unobstructed clear floor space.
Violation #21 Cost:	$2,100 Priority Level 12
Violation #22:	Single user restroom on the 2nd floor - The lavatory pipes are not wrapped.
Standard:	**2010 ADAAG 606.5 Exposed Pipes and Surfaces.**
Text:	Water supply and drain pipes under lavatories and sinks shall be insulated or otherwise configured to protect against contact. There shall be no sharp or abrasive surfaces under lavatories and sinks.
Possible Solutions:	Provide protection at the exposed drains and water lines under the lavatory.
Violation #22 Cost:	$105 Priority Level 5

TOWN OF ADDISON - Town of Addison - Athletic Club

Restrooms - Page 5

Violation #23:	Single user restroom on the 2nd floor - The mirror is mounted with the bottom of the reflective surface at 49" where a maximum of 40" is required.
Standard:	**2010 ADAAG 603.3 Mirrors.**
Text:	Mirrors located above lavatories or countertops shall be installed with the bottom edge of the reflecting surface 40 inches maximum above the finish floor or ground.
Possible Solutions:	Lower the mirror so the bottom of the reflecting surface is 40" maximum above the finished floor.
Violation #23 Cost:	$525 Priority Level 5
Violation #24:	Single user restroom on 2nd floor - The paper towel dispenser's highest operable part is at 50" and the coat hook are mounted at 65".
Standard:	**2010 ADAAG 308.2.1 Reach Ranges Forward Reach Unobstructed.**
Text:	Where a forward reach is unobstructed, the high forward reach shall be 48 inches maximum and the low forward reach shall be 15 inches minimum above the finish floor or ground.
Possible Solutions:	Relocate the dispenser and coat hook to 48" high maximum.
Violation #24 Cost:	$1,050 Priority Level 6
Violation #25:	2nd floor Men's and Women's restrooms by the track - The lavatories encroach on the required clear floor width of the water closets.

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Restrooms - Page 6

Standard:	**2010 ADAAG 604.3.1 Size**
Text:	Clearance around a water closet shall be 60 inches minimum measured perpendicular from the side wall and 56 inches minimum measured perpendicular from the rear wall.
Possible Solutions:	Modify restrooms to provide the required unobstructed clear floor space.
Violation #25 Cost:	$21,000 Priority Level 12
Violation #26:	2nd floor Men's and Women's restrooms by track - The mirrors are mounted with the bottom of the reflective surface at 41" where a maximum of 40" is required.
Standard:	**2010 ADAAG 603.3 Mirrors.**
Text:	Mirrors located above lavatories or countertops shall be installed with the bottom edge of the reflecting surface 40 inches maximum above the finish floor or ground.
Possible Solutions:	Lower the mirror so the bottom of the reflecting surface is 40" maximum above the finished floor.
Violation #26 Cost:	$1,050 Priority Level 5
Violation #27:	2nd floor Men's and Women's restrooms by track - Coat hooks are mounted with the highest operable part at 63" where a maximum of 48" is required.
Standard:	**2010 ADAAG 308.2.1 Reach Ranges Forward Reach Unobstructed.**

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Restrooms - Page 7

Text:	Where a forward reach is unobstructed, the high forward reach shall be 48 inches maximum and the low forward reach shall be 15 inches minimum above the finish floor or ground.
Possible Solutions:	Add coat hooks at 48" high maximum.
Violation #27 Cost:	$1,050 Priority Level 8
Violation #28:	The doors to the 2nd floor Men's and Women's restrooms by track require more than 5lbs of pressure to operate.
Standard:	**2010 ADAAG 404.2.9 Door and Gate Opening Force.**
Text:	The force for pushing or pulling open a door or gate other than fire doors shall be 5 pounds maximum.
Possible Solutions:	Adjust closer so the door s do not require any more than 5lbs of pressure to operate.
Violation #28 Cost:	$105 Priority Level 6
Violation #29:	Women's Locker Room - The sauna and steam room do not have an accessible bench provided.
Standard:	**2010 ADAAG 612.2 Saunas and Steam Rooms Bench.**
Text:	Where seating is provided in saunas and steam rooms, at least one bench shall comply with 903. Doors shall not swing into the clear floor space required by 903.2.
Possible Solutions:	Provide accessible benches.

TOWN OF ADDISON - Town of Addison - Athletic Club

Restrooms - Page 8

Violation #29 Cost:	$1,050	Priority	Level 5
Violation #30:	Women's Locker Room - Hooks by the shower are mounted at 68" to the highest operable part, 48" maximum is required.		
Standard:	**2010 ADAAG 308.2.1 Reach Ranges Forward Reach Unobstructed.**		
Text:	Where a forward reach is unobstructed, the high forward reach shall be 48 inches maximum and the low forward reach shall be 15 inches minimum above the finish floor or ground.		
Possible Solutions:	Add coat hooks at 48" high maximum.		
Violation #30 Cost:	$525	Priority	Level 8
Violation #31:	Women's Locker Room - The shower head is mounted at 63" where a maximum of 48" is required.		
Standard:	**2010 ADAAG 608.5.2 Standard Roll-In Type Shower Compartments.**		
Text:	In standard roll-in type shower compartments, the controls, faucets, and shower spray unit shall be located above the grab bar, but no higher than 48" above the shower floor.		
Possible Solutions:	Lower shower head so the highest operable part is at 48" maximum.		
Violation #31 Cost:	$525	Priority	Level 6
Violation #32:	Women's Locker Room - Mirrors are mounted higher than 40" to the bottom of the reflective surface.		

TOWN OF ADDISON - Town of Addison - Athletic Club

Restrooms - Page 9

Standard:	**2010 ADAAG 603.3 Mirrors.**
Text:	Mirrors located above lavatories or countertops shall be installed with the bottom edge of the reflecting surface 40 inches maximum above the finish floor or ground.
Possible Solutions:	Lower the mirror so the bottom of the reflecting surface is 40" maximum above the finished floor.
Violation #32 Cost:	$525 Priority Level 5
Violation #33:	Women's Locker Room - Paper towel dispenser's operable part is at 60" where a maximum of 48" is required.
Standard:	**2010 ADAAG 308.2.1 Reach Ranges Forward Reach Unobstructed.**
Text:	Where a forward reach is unobstructed, the high forward reach shall be 48 inches maximum and the low forward reach shall be 15 inches minimum above the finish floor or ground.
Possible Solutions:	Lower dispenser so the highest operable part is at 48" maximum.
Violation #33 Cost:	$525 Priority Level 6
Violation #34:	Women's Locker Room - Accessible toilet compartment door is not self-closing.
Standard:	**2010 ADAAG 604.8.2.2 Toilet Compartment Doors.**
Text:	The door shall be self-closing.

TOWN OF ADDISON - Town of Addison - Athletic Club

Restrooms - Page 10

Possible Solutions:	Install a self-closing hinge on the stall door.
Violation #34 Cost:	$105 Priority Level 6
Violation #35:	Women's Locker Room - Light switch is mounted at 54".
Standard:	**2010 ADAAG 308.2.1 Reach Ranges Forward Reach Unobstructed.**
Text:	Where a forward reach is unobstructed, the high forward reach shall be 48 inches maximum and the low forward reach shall be 15 inches minimum above the finish floor or ground.
Possible Solutions:	Lower light switch so the highest operable part is at 48" maximum.
Violation #35 Cost:	$525 Priority Level 9
Violation #36:	Men's Locker Room - There is a 5.7% slope leading into the sauna, there is no level landing provided.
Standard:	**2010 ADAAG 404.2.4.4 Floor or Ground Surface.**
Text:	Floor or ground surface within required maneuvering clearances shall comply with 302. Changes in level are not permitted. EXCEPTIONS: Slopes not steeper than 1:48 shall be permitted.
Possible Solutions:	Modify landing at entrance into the sauna to achieve a level landing with slopes no greater than 2% in all directions.
Violation #36 Cost:	$2,625 Priority Level 5

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Restrooms - Page 11

Violation #37:	Men's Locker Room - The sauna and steam rooms do not have accessible benches provided.
Standard:	**2010 ADAAG 612.2 Saunas and Steam Rooms Bench.**
Text:	Where seating is provided in saunas and steam rooms, at least one bench shall comply with 903. Doors shall not swing into the clear floor space required by 903.2.
Possible Solutions:	Provide accessible benches complying with 2010 ADAAG Section 903.
Violation #37 Cost:	$1,050 Priority Level 5
Violation #38:	Men's Locker Room - Accessible stall door is not self-closing.
Standard:	**2010 ADAAG 604.8.2.2 Toilet Compartment Doors.**
Text:	The door shall be self-closing.
Possible Solutions:	Install a self-closing hinge on the stall door.
Violation #38 Cost:	$105 Priority Level 6
Violation #39:	Men's Locker Room - Coat hooks are mounted at 68" to the highest operable part, 48" maximum is required.
Standard:	**2010 ADAAG 308.2.1 Reach Ranges Forward Reach Unobstructed.**

TOWN OF ADDISON - Town of Addison - Athletic Club

Restrooms - Page 12

Text:	Where a forward reach is unobstructed, the high forward reach shall be 48 inches maximum and the low forward reach shall be 15 inches minimum above the finish floor or ground.
Possible Solutions:	Add coat hooks at 48" high maximum.
Violation #39 Cost:	$158 Priority Level 5
Violation #40:	Men's Locker Room - Mirrors are mounted higher than 40" to the bottom of the reflective surface.
Standard:	**2010 ADAAG 603.3 Mirrors.**
Text:	Mirrors located above lavatories or countertops shall be installed with the bottom edge of the reflecting surface 40 inches maximum above the finish floor or ground.
Possible Solutions:	Lower the mirror so the bottom of the reflecting surface is 40" maximum above the finished floor.
Violation #40 Cost:	$158 Priority Level 5
Violation #41:	Men's Locker Room - No accessible bench is provided.
Standard:	**2010 ADAAG 803.4 Benches in Dressing, Fitting, and Locker Rooms.**
Text:	A bench complying with 903 shall be provided within the room.
Possible Solutions:	Provide an accessible bench.

TOWN OF ADDISON - Town of Addison - Athletic Club

Restrooms - Page 13

Violation #41 Cost:	$525	Priority	Level 5
Violation #42:	Men's and Women's restrooms in the exterior pool area - Accessible stall doors are not self-closing.		
Standard:	**2010 ADAAG 604.8.2.2 Toilet Compartment Doors.**		
Text:	The door shall be self-closing.		
Possible Solutions:	Install a self-closing hinges on the stall doors.		
Violation #42 Cost:	$210	Priority	Level 6
Violation #43:	Men's and Women's restrooms in pool area - Hand dryers protrude into the path of travel 7".		
Standard:	**2010 ADAAG 307.2 Protrusion Limits**		
Text:	Objects with leading edges more than 27 inches and not more than 80 inches above the finish floor or ground shall protrude 4 inches maximum horizontally into the circulation path.		
Possible Solutions:	Relocate hand dryers so they are not in the circulation path.		
Violation #43 Cost:	$1,050	Priority	Level 8

		High Priority	1-4
Restrooms Total	$49,719	Medium Priority	5-8
		Low Priority	9-12

TOWN OF ADDISON
BUILDING REPORT

Facility Information: **Facility Name:** Athletic Club

Facility Contact: Lisa Pyles **Contact Phone:** 972-450-2878

Accessology Inspector Information:

Inspector: Karen Jackson **Date:** April 25, 2017

Email: Kjackson@accessology.com

Latitude: 32.950273 **Longitude:** -96.848428

Address: 3900 Beltway Drive **City:** Addison **County:** Dallas

General Break Room Notes:

There are 2 breakrooms at this facility. The break room on the first floor is in substantial compliance.

Does the facility have a break room?	Yes
Is there a stove or cooktop?	Yes
Is there a sink?	Yes
Is the sink substantially compliant?	No
Are the counters at 34" aff?	No

Violation #44: There is only a 2" maneuvering clearance on the pull side of the door leading into the breakroom on the 2nd floor, a minimum of 18" is required.

Standard: **2010 ADAAG 404.2.4.1 Swinging Doors and Gates.**

Text: Swinging doors and gates shall have maneuvering clearances complying with Table 404.2.4.1.

Possible Solutions: Modify door to provide 18" minimum clearance.

Violation #44 Cost: $2,625 Priority Level 5

Violation #45: The 2nd floor breakroom door only has a 29" opening where a minimum of 32" is required.

TOWN OF ADDISON - Town of Addison - Athletic Club

Break Rooms - Page 2

Standard:	**2010 ADAAG 404.2.3 Clear Width.**
Text:	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.
Possible Solutions:	Modify door to provide a 32" minimum clear opening.
Violation #45 Cost:	$2,625 Priority Level 5
Violation #46:	The sink in the 2nd floor break room is at 36 1/4" with no knee clearance provided.
Standard:	**2010 ADAAG 606.3 Lavatories and Sinks Height.** **2010 ADAAG 606.2 Clear Floor Space.**
Text:	**2010 ADAAG 606.3 Lavatories and Sinks Height.** Sinks shall be installed with the front of the higher of the counter surface 34" max above the finish floor. **2010 ADAAG 606.2 Clear Floor Space.** A clear floor space complying with 305, positioned for a forward approach, and knee and toe clearance complying with 306 shall be provided.
Possible Solutions:	Modify sink to provide 34" maximum height with the required knee and toe clearance provided.
Violation #46 Cost:	$2,100 Priority Level 4
Violation #47:	The microwave in the 2nd floor break room is mounted over the stove and out of the required reach range.

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Break Rooms - Page 3

Standard:	**2010 ADAAG 308.3.2 Parallel Obstructed High Reach Side**
Text:	The high side reach shall be 48" max. for a reach depth of 10" max.
Possible Solutions:	Provide a microwave within reach range.
Violation #47 Cost:	$525
Priority	Level 11

		High Priority	1-4
Break Rooms Total	$7,875	Medium Priority	5-8
		Low Priority	9-12

TOWN OF ADDISON
BUILDING REPORT

Facility Information: **Facility Name:** Athletic Club

Facility Contact: Lisa Pyles **Contact Phone:** 972-450-2878

Accessology Inspector Information:

Inspector: Karen Jackson **Date:** April 25, 2017

Email: Kjackson@accessology.com

Latitude: 32.950273 **Longitude:** -96.848428

Address: 3900 Beltway Drive **City:** Addison **County:** Dallas

General Misc Notes:

The facility has an indoor pool, racket ball courts, a gym, a running track and a work out room. The exterior of the facility provides a pool, drinking fountain and sitting area.

Are there exterior drinking fountains? Yes

Are there any other miscellaneous items not previously covered? No

Violation #48: The doors leading into the racket ball/individual exercise rooms only have a 29" opening with door hardware requiring grasping and twisting to operate.

Standard:
2010 ADAAG 404.2.3 Clear Width.
2010 ADAAG 404.2.7 Door and Gate Hardware.

Text:
2010 ADAAG 404.2.3 Clear Width. Door openings shall provide a clear width of 32" minimum.
2010 ADAAG 404.2.7 Door and Gate Hardware. Handles, pulls, latches, locks, and other operable parts on doors and gates shall comply with 309.4.

Possible Solutions: Modify doors to provide a clear 32" opening at each door. Provide lever style door hardware.

Violation #48 Cost: $5,250 Priority Level 4

Violation #49: There is an 11/16" change in level to enter the gymnasium.

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Miscellaneous - Page 2

Standard:	**2010 ADAAG 303.2 Vertical.**
Text:	Changes in level of ¼ inch high maximum shall be permitted to be vertical.
Possible Solutions:	Modify entrance into the gymnasium to achieve a change in level no grater than 1/2".
Violation #49 Cost:	$1,575 Priority Level 4
Violation #50:	The counter in the conference room is at 39-3/4", where a maximum of 36" is required.
Standard:	**2010 ADAAG 904.4.1 Parallel Approach.**
Text:	A portion of the counter surface that is 36 inches long minimum and 36 inches high maximum above the finish floor shall be provided.
Possible Solutions:	Modify counter to provide 36" length at 36" high maximum.
Violation #50 Cost:	$2,100 Priority Level 4
Violation #51:	The storage closet door on the 2nd floor only has a 28" wide opening.
Standard:	**2010 ADAAG 404.2.3 Clear Width.**
Text:	Door openings shall provide a clear width of 32 inches minimum. Clear openings of doorways with swinging doors shall be measured between the face of the door and the stop, with the door open 90 degrees.

TOWN OF ADDISON - Town of Addison - Athletic Club

Miscellaneous - Page 3

Possible Solutions:	Modify door to provide a minimum clear opening of 32".		
Violation #51 Cost:	$2,625	Priority	Level 7
Violation #52:	The exercise areas in the mezzanine area on the 2nd floor only have one drinking fountain on each end, both of which are at accessible height.		
Standard:	**2010 ADAAG 211.2 Minimum Number.**		
Text:	No fewer than two drinking fountains shall be provided. One drinking fountain shall comply with 602.1 through 602.6 and one drinking fountain shall comply with 602.7.		
Possible Solutions:	Add a drinking fountain for standing persons.		
Violation #52 Cost:	$2,100	Priority	Level 6
Violation #53:	The drinking fountains outside the restrooms by the track on the 2nd floor block the maneuvering depth clearance required on the pull side of the Men's room door. Additionally, the hi fountain is a protruding object.		
Standard:	**2010 ADAAG 404.2.4.1 Swinging Doors and Gates.**		
Text:	Swinging doors and gates shall have maneuvering clearances complying with Table 404.2.4.1.		
Possible Solutions:	Relocate drinking fountains further to the right to provide a 60" clear deep maneuvering clearance.		
Violation #53 Cost:	$2,625	Priority	Level 6

TOWN OF ADDISON - Town of Addison - Athletic Club

Miscellaneous - Page 4

Violation #54:	Not all of the exercise equipment has the required clear floor space provided next to it.
Standard:	**2010 ADAAG 1004.1 Clear Floor Space.**
Text:	Exercise machines and equipment shall have a clear floor space complying with 305 positioned for transfer or for use by an individual seated in a wheelchair. Clear floor spaces required at exercise machines and equipment shall be permitted to overlap.
Possible Solutions:	Relocate equipment to allow for the required clear floor space at each type of exercise equipment.
Violation #54 Cost:	$158 Priority Level 7
Violation #55:	The exterior drinking fountains do not have a compliant clear floor space provided. The paving is too narrow and drops down into the dirt and grass area. There is also a utility cover in front of the drinking fountains causing an uneven surface.
Standard:	**2010 ADAAG 602.2 Clear Floor Space.**
Text:	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.
Possible Solutions:	Provide a clear and level 30" x 48" area at the drinking fountain.
Violation #55 Cost:	$525 Priority Level 8
Violation #56:	There is no accessible means of entry into the exterior pool.

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Standard:	**2010 ADAAG 242.2 Swimming Pools.**
Text:	At least two accessible means of entry shall be provided for swimming pools. Accessible means of entry shall be swimming pool lifts complying with 1009.2; sloped entries complying with 1009.3; transfer walls complying with 1009.4; transfer systems complying with 1009.5; and pool stairs complying with 1009.6. At least one accessible means of entry provided shall comply with 1009.2 or 1009.3.
Possible Solutions:	Provide access into the pool in compliance with section 1009.
Violation #56 Cost:	$6,300 Priority Level 4
Violation #57:	Coat hooks provided at the indoor pool area are at 61" where a maximum of 48" is required.
Standard:	**2010 ADAAG 308.2.1 Reach Ranges Forward Reach Unobstructed.**
Text:	Where a forward reach is unobstructed, the high forward reach shall be 48 inches maximum and the low forward reach shall be 15 inches minimum above the finish floor or ground.
Possible Solutions:	Provide an additional hooks at 48" high maximum.
Violation #57 Cost:	$525 Priority Level 6
Violation #58:	The lower portion of the ramp in the pool area has a running slope of 8.6%.
Standard:	**2010 ADAAG 405.2 Slope.**

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Text:	405.2 Slope. Ramp runs shall have a running slope not steeper than 1:12.
Possible Solutions:	Modify ramp so the slope is no greater than 1:12 (8.33%).
Violation #58 Cost:	$1,050 Priority Level 12
Violation #59:	The controls for the hot tub located at the indoor pool area are located on the ramp and not served by a level clear floor space.
Standard:	**2010 ADAAG 305.2 Floor or Ground Surfaces.**
Text:	Floor or ground surfaces of a clear floor or ground space shall comply with 302. Changes in level are not permitted.
Possible Solutions:	Relocate controls to an area with a level clear floor space.
Violation #59 Cost:	$525 Priority Level 6
Violation #60:	The emergency shut off bottom at the indoor pool is mounted at 50", where a maximum of 48" is required.
Standard:	**2010 ADAAG 308.2.1 Reach Ranges Forward Reach Unobstructed.**
Text:	Where a forward reach is unobstructed, the high forward reach shall be 48 inches maximum and the low forward reach shall be 15 inches minimum above the finish floor or ground.
Possible Solutions:	Relocate the emergency shut off to 48" high maximum.

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Violation #60 Cost:	$525	Priority	Level 6

Violation #61: The control for the hose in the indoor pool area requires tight grasping and twisting to operate.

Standard: **2010 ADAAG 309.4 Operation.**

Text: Operable parts shall be operable with one hand and shall not require tight grasping, pinching, or twisting of the wrist.

Possible Solutions: Replace with controls that do not require grasping and twisting to operate.

Violation #61 Cost:	$525	Priority	Level 12

Violation #62: The emergency phone provided in the indoor pool area is at 54.5", where a maximum of 48" is required.

Standard: **2010 ADAAG 308.2.1 Reach Ranges Forward Reach Unobstructed.**

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

Possible Solutions: Relocate the phone to 48" high maximum.

Violation #62 Cost:	$525	Priority	Level 6

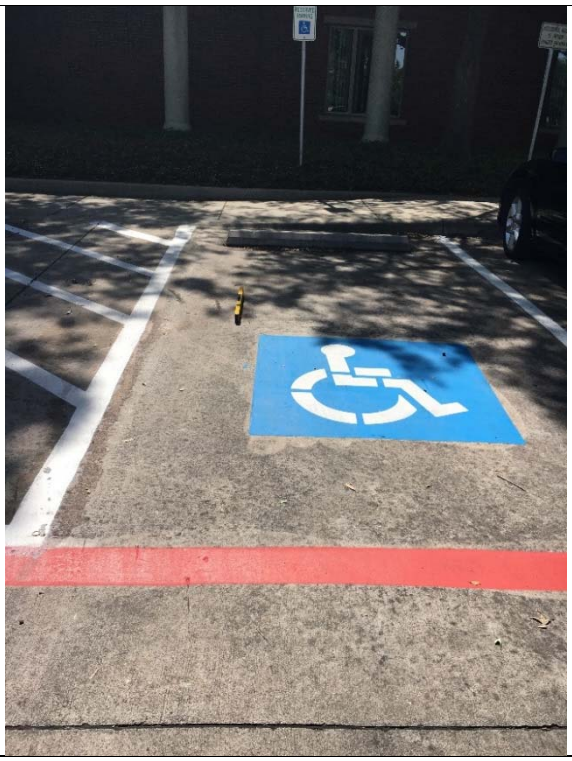
		High Priority	1-4
Miscellaneous Total	$26,933	Medium Priority	5-8
		Low Priority	9-12

Summary Sheet for Athletic Club

Athletic Club

#	VIOLATION SUMMARY	PRIORITY LEVEL	COST
1	Re-grade accessible parking space to ensure the space provided has accessible slopes that area no more than 1:48 slope in all directions.	Level 4	$1,050.00
2	Add compliant handrails to the existing ramp.	Level 12	$4,200.00
3	Add directional signage to direct people to the accessible route to the restrooms and upper deck area of the pool.	Level 6	$525.00
4	Replace the sidewalk panel to achieve a running slope that is no greater than 5%.	Level 12	$1,050.00
5	Modify door to provide an 18" maneuvering clearance.	Level 3	$2,625.00
6	Modify door to provide an 18" maneuvering clearance.	Level 3	$2,625.00
7	Provide a barrier underneath the stairs to prevent access.	Level 4	$525.00
8	Modify counter to provide 36" length at 36" high maximum.	Level 4	$2,100.00
9	Relocate signage.	Level 6	$525.00
10	Relocate signage.	Level 6	$525.00
11	Relocate signage.	Level 6	$525.00
12	There are 2 doors into and out of the conference room and neither door has the minimum 18" required maneuvering clearance on the pull side.	Level 5	$5,250.00
13	Signage is mounted on the door and is not compliant.	Level 6	$525.00
14	The paper towel dispenser in the large workout room on the 2nd floor is mounted with the highest operable part at 55" where a maximum of 48" is required.	Level 6	$525.00
15	The Lifepak AED case located in the 2nd floor exercise room protrudes into the path of travel 7" at 27".	Level 6	$525.00
16	Reconstruct restroom to provide fully accessible fixtures and a wheelchair turning space.	Level 4	$10,500.00
17	Provide protection at the exposed drains and water lines under the lavatory.	Level 5	$420.00
18	Replace with lever style hardware and wrap pipes.	Level 5	$525.00
19	Lower the mirror so the bottom of the reflecting surface is 40" maximum above the finished floor.	Level 7	$525.00
20	Install grab bars in rest room in compliance with 2010 ADAAG 604.5.1 Side Wall & 604.5.2 Rear Wall.	Level 4	$788.00
21	Relocate flush control to the open side of the water closet.	Level 4	$315.00
22	Modify restroom to provide the required unobstructed clear floor space.	Level 12	$2,100.00
23	Provide protection at the exposed drains and water lines under the lavatory.	Level 5	$105.00
24	Relocate the dispenser and coat hook to 48" high maximum.	Level 5	$525.00
25	Relocate the dispenser and coat hook to 48" high maximum.	Level 6	$1,050.00
26	Modify restrooms to provide the required unobstructed clear floor space.	Level 12	$21,000.00
27	Lower the mirror so the bottom of the reflecting surface is 40" maximum above the finished floor.	Level 5	$1,050.00

#	VIOLATION SUMMARY	PRIORITY LEVEL	COST
28	Add coat hooks at 48" high maximum.	Level 8	$1,050.00
29	Adjust closer so the door s do not require any more than 5lbs of pressure to operate.	Level 6	$105.00
30	Provide accessible benches.	Level 5	$1,050.00
31	Add coat hooks at 48" high maximum.	Level 8	$525.00
32	Lower shower head so the highest operable part is at 48" maximum.	Level 6	$525.00
33	Lower the mirror so the bottom of the reflecting surface is 40" maximum above the finished floor.	Level 5	$525.00
34	Lower dispenser so the highest operable part is at 48" maximum.	Level 6	$525.00
35	Install a self-closing hinge on the stall door.	Level 6	$105.00
36	Lower light switch so the highest operable part is at 48" maximum.	Level 9	$525.00
37	Modify landing at entrance into the sauna to achieve a level landing with slopes no greater than 2% in all directions.	Level 5	$2,625.00
38	Provide accessible benches complying with 2010 ADAAG Section 903.	Level 5	$1,050.00
39	Install a self-closing hinge on the stall door.	Level 6	$105.00
40	Add coat hooks at 48" high maximum.	Level 5	$158.00
41	Lower the mirror so the bottom of the reflecting surface is 40" maximum above the finished floor.	Level 5	$158.00
42	Provide an accessible bench.	Level 5	$525.00
43	Install a self-closing hinges on the stall doors.	Level 6	$210.00
44	Relocate hand dryers so they are not in the circulation path.	Level 8	$1,050.00
45	Modify door to provide 18" minimum clearance.	Level 5	$2,625.00
46	Modify door to provide a 32" minimum clear opening.	Level 5	$2,625.00
47	Modify sink to provide 34" maximum height with the required knee and toe clearance provided.	Level 4	$2,100.00
48	Provide a microwave within reach range.	Level 11	$525.00
49	Modify doors to provide a clear 32" opening at each door. Provide lever style door hardware.	Level 4	$5,250.00
50	Modify entrance into the gymnasium to achieve a change in level no grater than 1/2".	Level 4	$1,575.00
51	Modify counter to provide 36" length at 36" high maximum.	Level 4	$2,100.00
52	Modify door to provide a minimum clear opening of 32".	Level 7	$2,625.00
53	Add a drinking fountain for standing persons.	Level 6	$2,100.00
54	Relocate drinking fountains further to the right to provide a 60" clear deep maneuvering clearance.	Level 6	$2,625.00
55	Relocate equipment to allow for the required clear floor space at each type of exercise equipment.	Level 7	$158.00
56	Provide a clear and level 30" x 48" area at the drinking fountain.	Level 8	$525.00
57	Provide access into the pool in compliance with section 1009.	Level 4	$6,300.00
58	Provide an additional hooks at 48" high maximum.	Level 6	$525.00
59	Modify ramp so the slope is no greater than 1:12 (8.33%).	Level 12	$1,050.00
60	Relocate controls to an area with a level clear floor space.	Level 6	$525.00
61	Relocate the emergency shut off to 48" high maximum.	Level 6	$525.00
62	Replace with controls that do not require grasping and twisting to operate.	Level 12	$525.00
63	Relocate the phone to 48" high maximum.	Level 6	$525.00
		Grand Total	$107,627.00



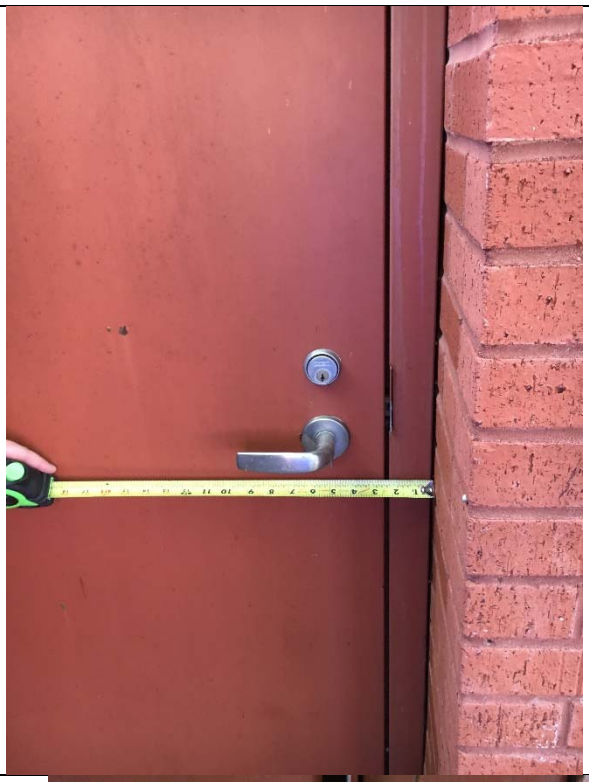
Violation 1 - The far right accessible parking space in the front lot (closest to the main door) has a running slope of 3.2%.

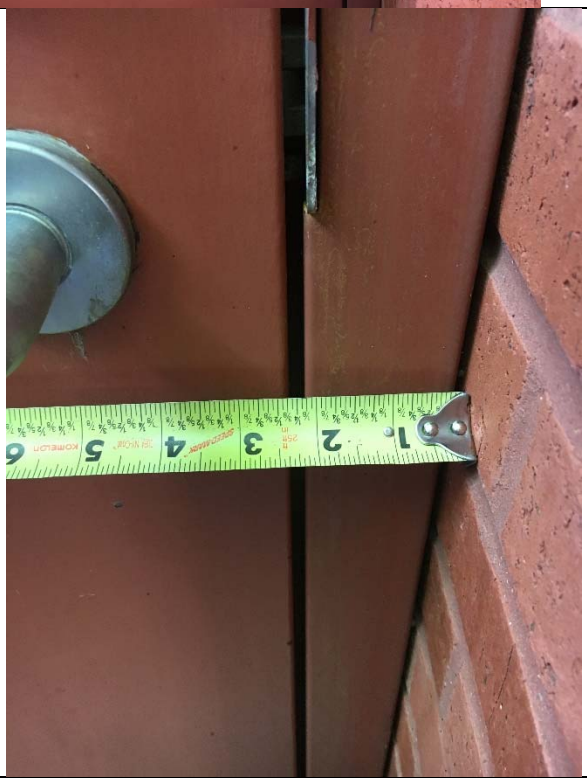
Violation 2 - The ramp leading to the exterior upper pool area and the exterior restrooms has a 5.4% running slope with no handrails.

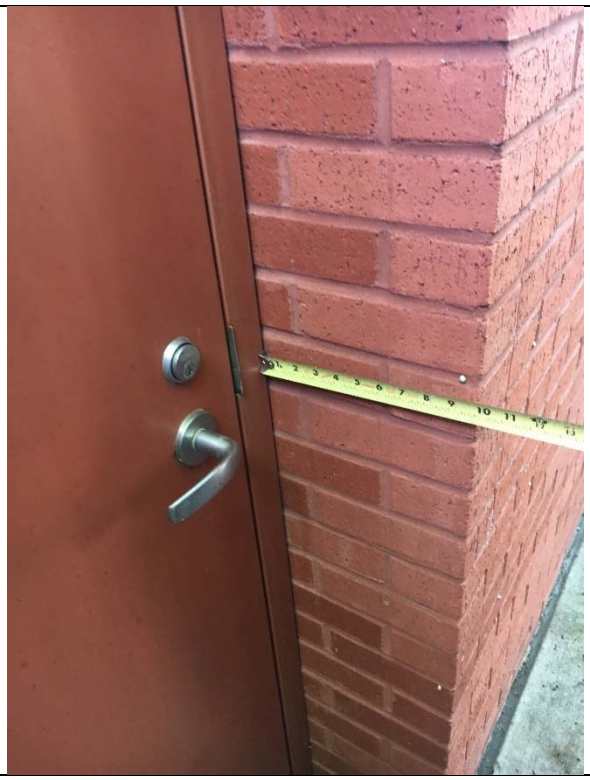
Violation 3 - There is no signage provided at the outside pool area to direct people to the accessible route to the upper pool area.

Violation 4 - A portion of the sidewalk along the back area by the benches at the outdoor pool area has a 5.7% running slope.

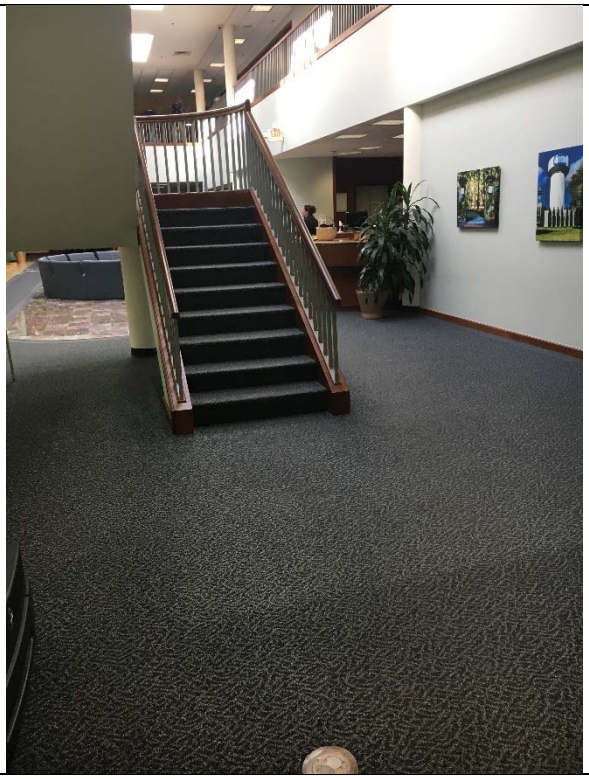
Violation 5 - The door at the employee entrance from the outside pool area does not have an 18" maneuvering clearance on the pull side.



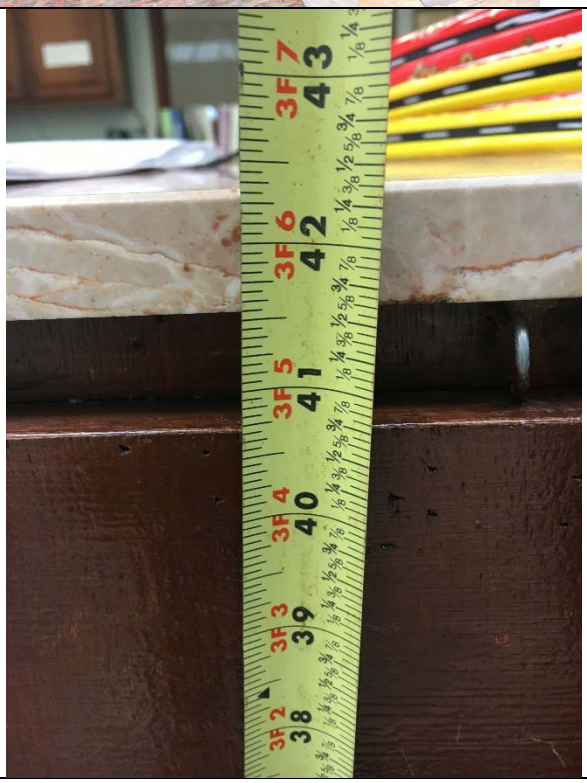




Violation 6: This exterior door by the pool area that leads to the interior stairs does not have the required minimum of 18" provided on the pull side.



Violation 7: The area under the stairs to the second floor is not protected from access.



Violation 8: The service desk at the front entrance is at 42 3/8" and does not provide an accessible portion of counter.

Violation 9: Signage for the Multipurpose Room is not mounted in the correct location, it is mounted on the side wall to the right of the entrance.

Violation 10 - The signage for the Gymnasium is located on the wall next to the doors.

Violation 11 - The conference room signage is mounted on the door and has an operable sliding part that is at 65" where a maximum of 48" is required.

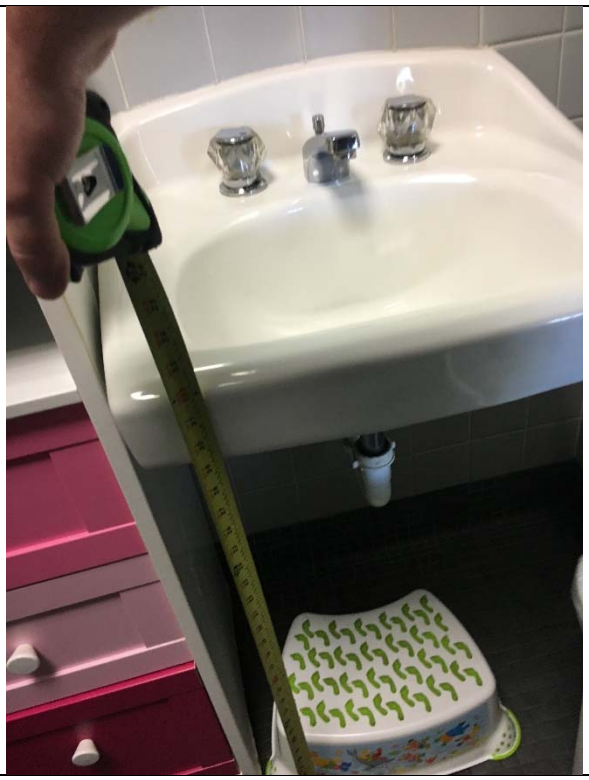
Violation 12 - There are 2 doors into and out of the conference room and neither door has the minimum 18" required maneuvering clearance on the pull side.

Violation 13 - Signage is mounted on the door and is not compliant.

Violation 14 - The paper towel dispenser in the large workout room on the 2nd floor is mounted with the highest operable part at 55" where a maximum of 48" is required.

Violation 15 - The Lifepak AED case located in the 2nd floor exercise room protrudes into the path of travel 7" at 27".

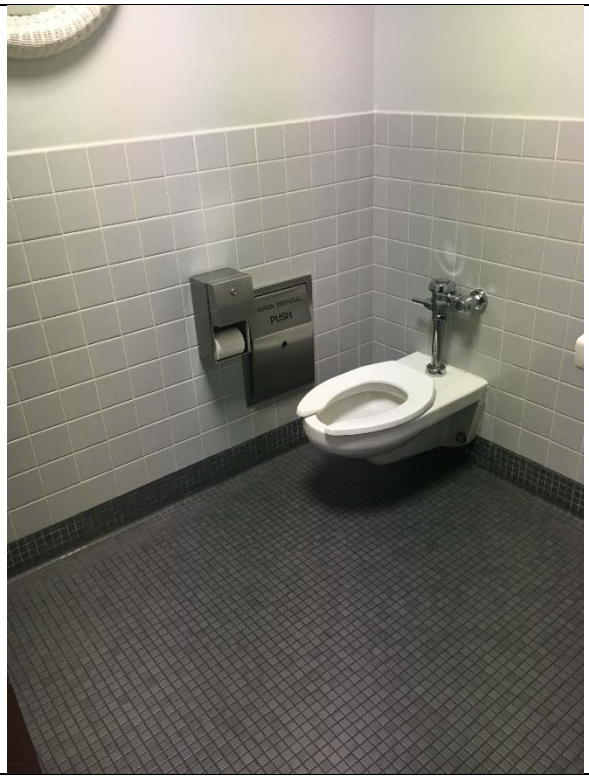
Violation 16 - The water closet in the child care restroom does not have the required clear floor space provided. Additionally, the flush control is on the closed side.



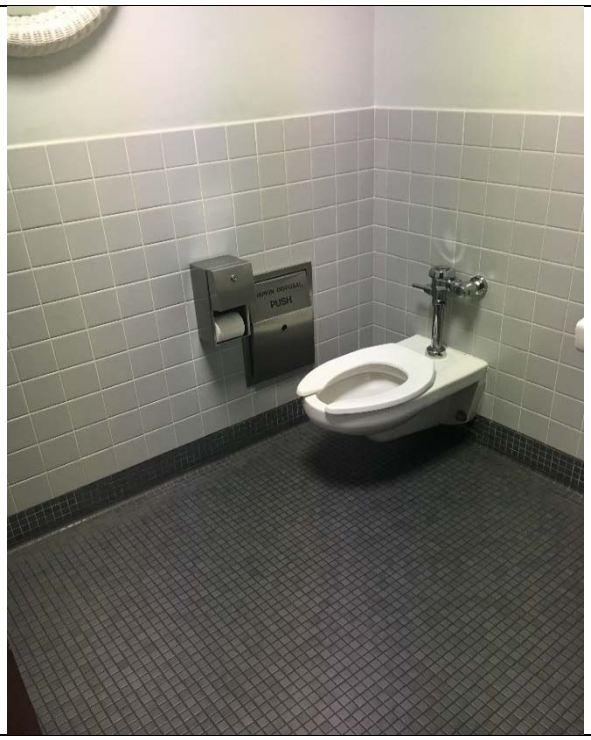
Violation 17 - The lavatory in the child care restroom lavatory pipes are not protected.

Violation 18 - The lavatory in the child care restroom lavatory has knob style handles requiring grasping and twisting to operate.

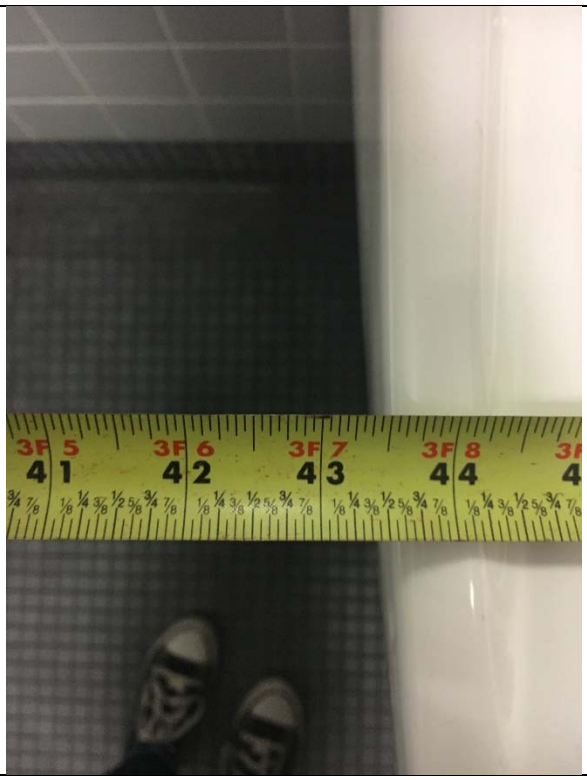
Violation 19 - The mirror in the child care restroom is mounted at 49" to the bottom of the reflective surface where 44" is required.



Violation 20- Single user restroom on 2nd floor - There are no grab bars provided. We are unable to determine if the wall has proper blocking for the installation of grab bars.



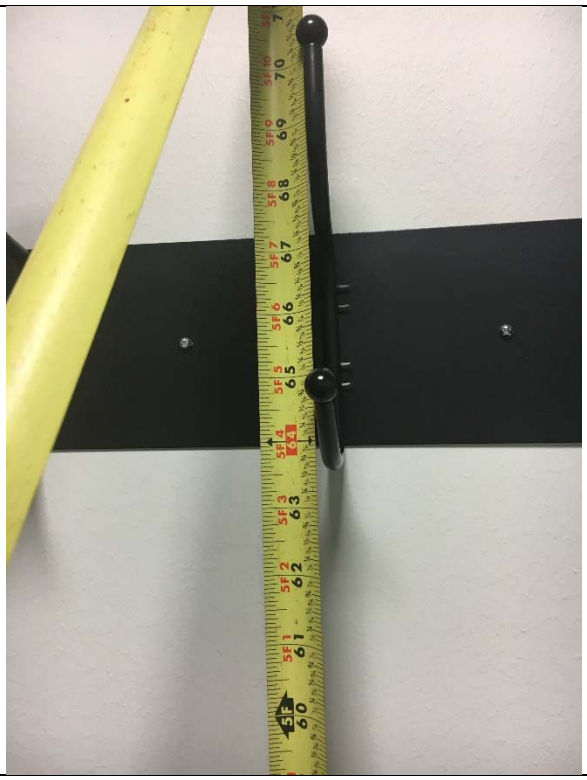
Violation 21 - Single user restroom on 2nd floor - The flush control on the water closet is located on the wrong side of the toilet tank. Flush controls must be installed on the open side of the water closet.



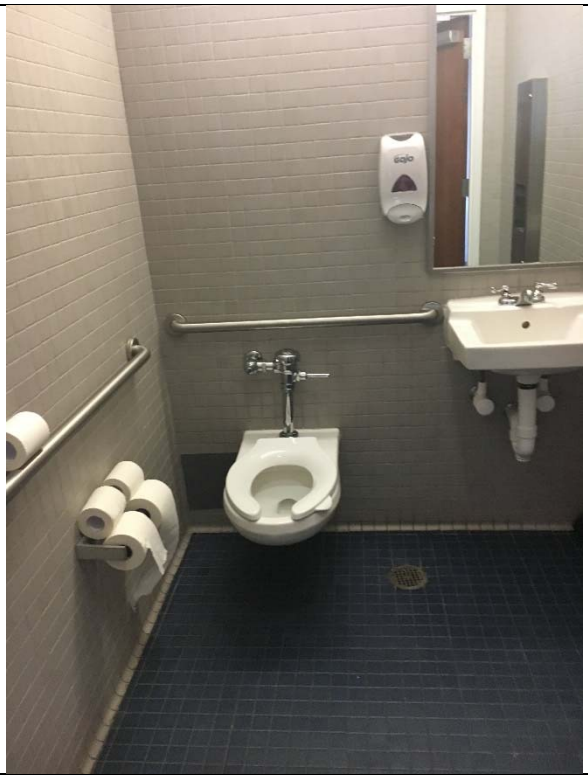
Violation 22 - Single user restroom on 2nd floor - The lavatory encroaches into the required clear floor width of the water closet.

Violation 23 - Single user restroom on the 2nd floor - The lavatory pipes are not wrapped.

Violation 24 - Single user restroom on the 2nd floor - The mirror is mounted with the bottom of the reflective surface at 49" where a maximum of 40" is required.



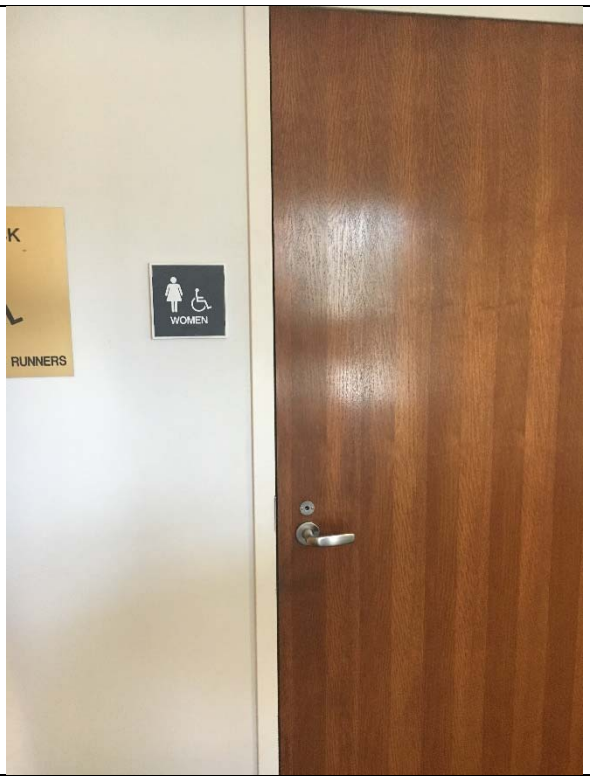
Violation 25 - Single user restroom on 2nd floor - The paper towel dispenser's highest operable part is at 50" and the coat hook are mounted at 65".



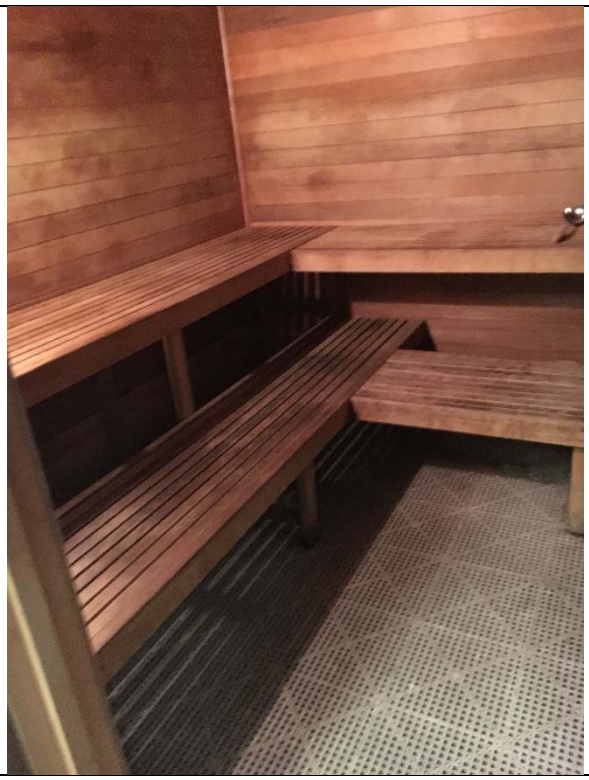
Violation 26 - 2nd floor Men's and Women's restrooms by the track - The lavatories encroach on the required clear floor width of the water closets.

Violation 27 - 2nd floor Men's and Women's restrooms by track - The mirrors are mounted with the bottom of the reflective surface at 41" where a maximum of 40" is required.

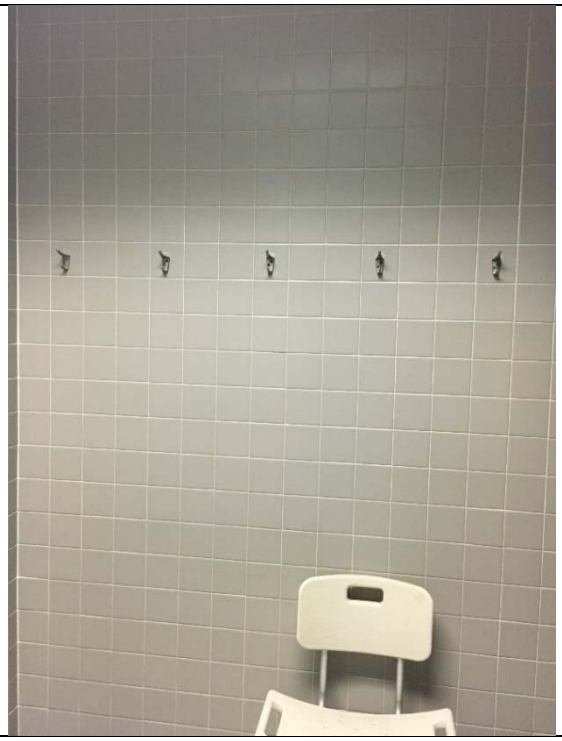
Violation 28 - 2nd floor Men's and Women's restrooms by track - Coat hooks are mounted with the highest operable part at 63" where a maximum of 48" is required.



Violation 29 - The doors to the 2nd floor Men's and Women's restrooms by track require more than 5lbs of pressure to operate.

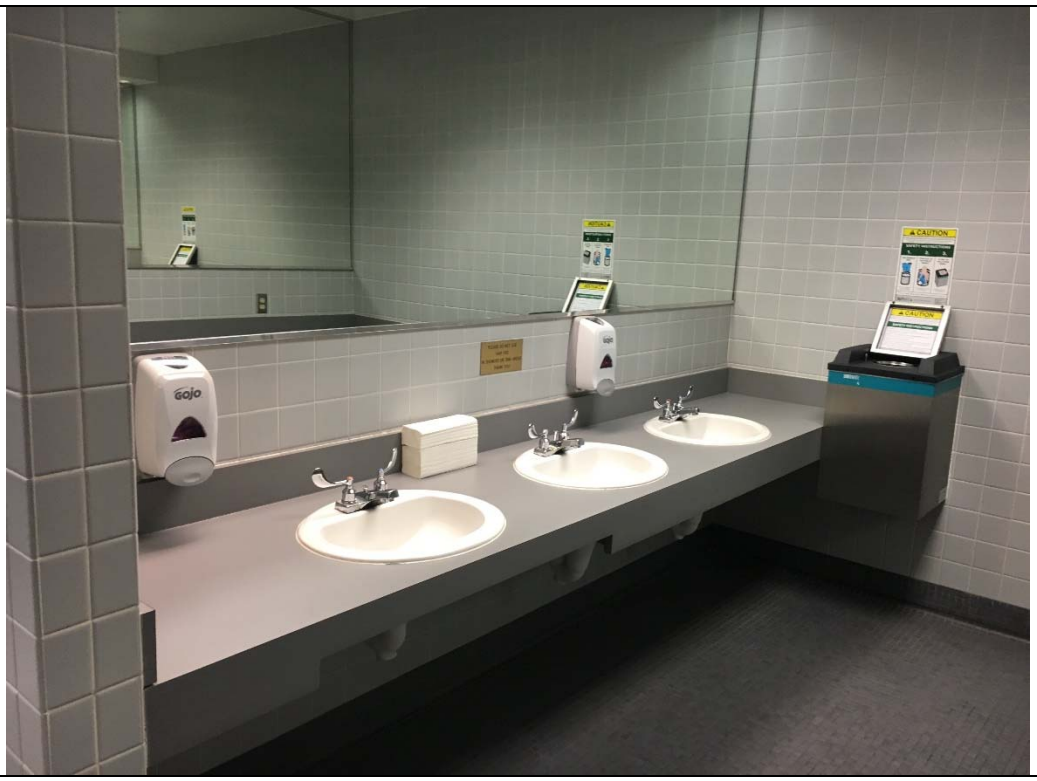


Violation 30 - Women's Locker Room - The sauna and steam room do not have an accessible bench provided.



Violation 31 - Women's Locker Room - Hooks by the shower are mounted at 68" to the highest operable part, 48" maximum is required.

Violation 32 - Women's Locker Room - The shower head is mounted at 63" where a maximum of 48" is required.



Violation 33 - Women's Locker Room - Mirrors are mounted higher than 40" to the bottom of the reflective surface.

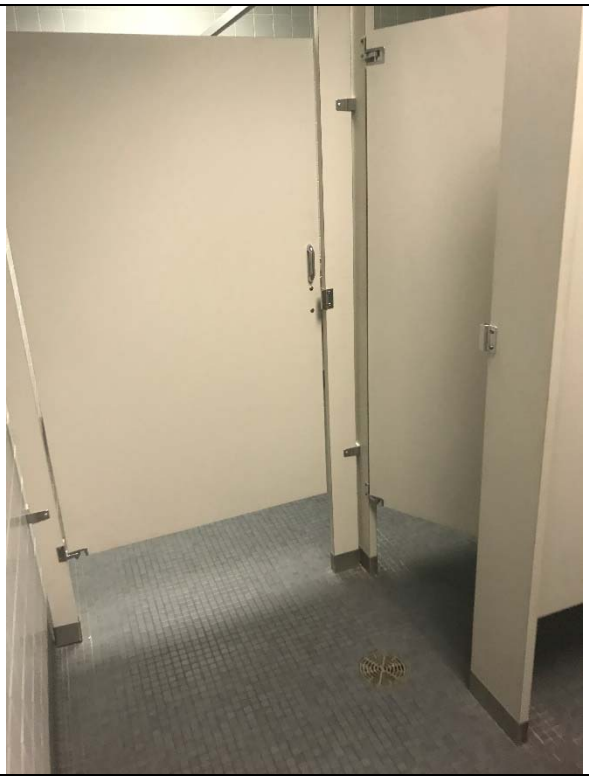
Violation 34 - Women's Locker Room - Paper towel dispenser's operable part is at 60" where a maximum of 48" is required.

Violation 35 - Women's Locker Room - Accessible toilet compartment door is not self-closing.

Violation 36 - Women's Locker Room - Light switch is mounted at 54".

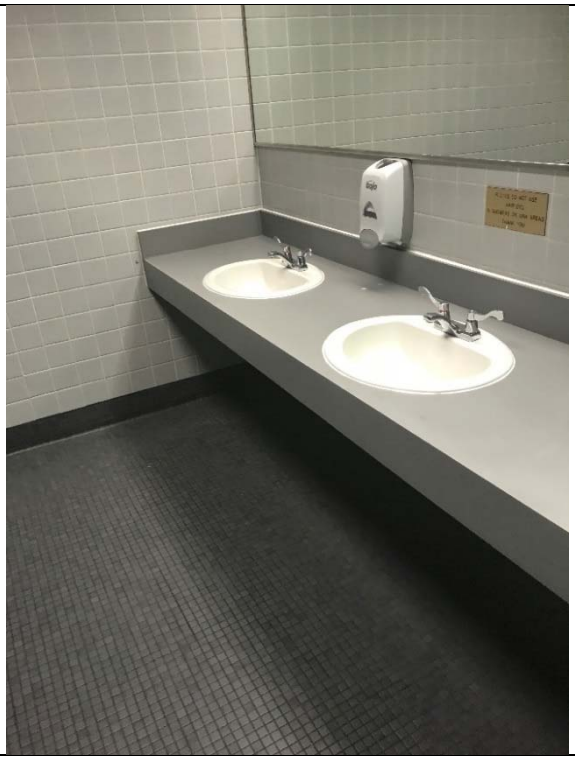
Violation 37 - Men's Locker Room - There is a 5.7% slope leading into the sauna, there is no level landing provided.

Violation 38 - Men's Locker Room - The sauna and steam rooms do not have accessible benches provided.



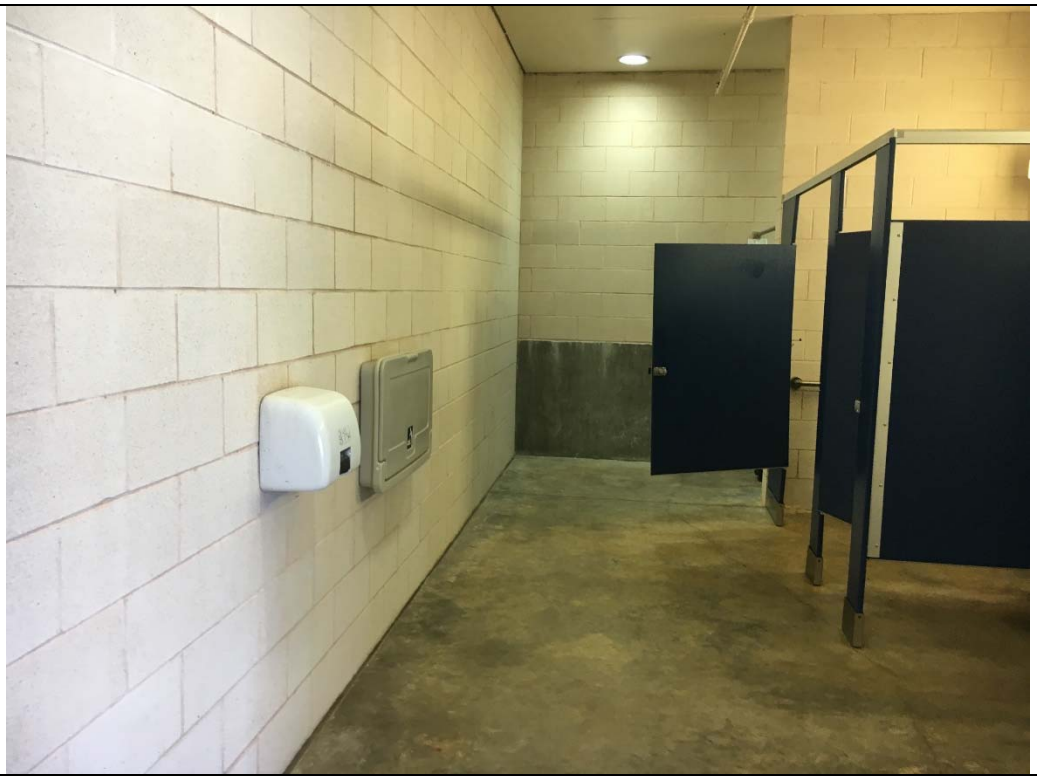
Violation 39 - Men's Locker Room - Accessible stall door is not self-closing.

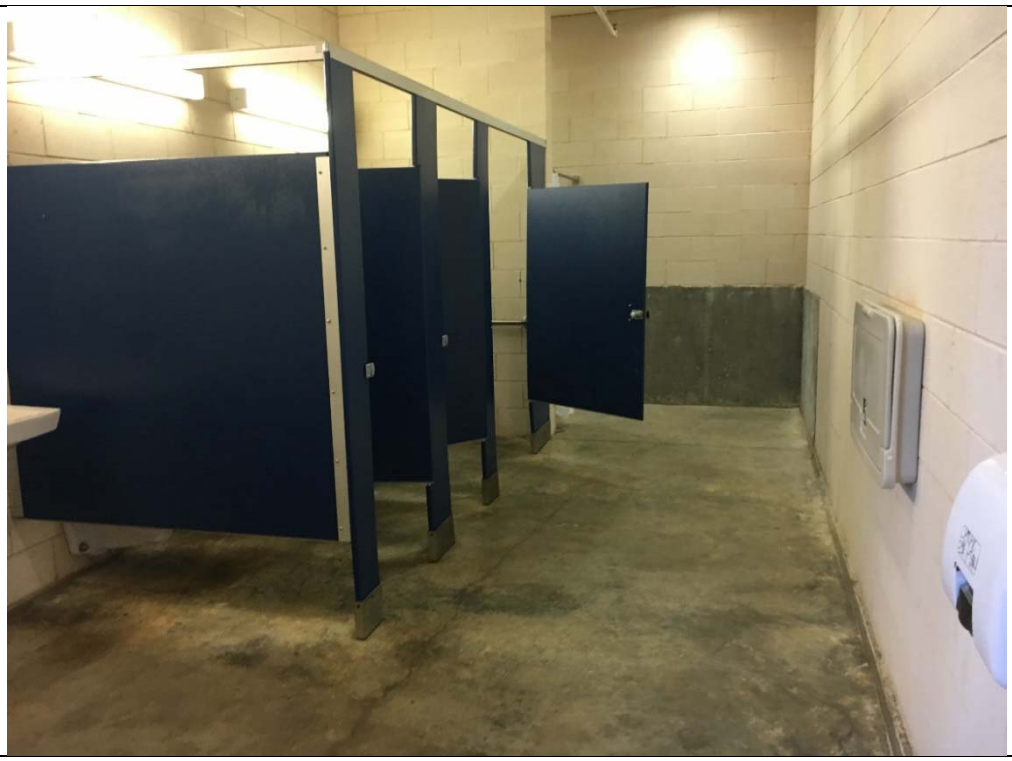
Violation 40 - Men's Locker Room - Coat hooks are mounted at 68" to the highest operable part, 48" maximum is required.



Violation 41 - Men's Locker Room - Mirrors are mounted higher than 40" to the bottom of the reflective surface.

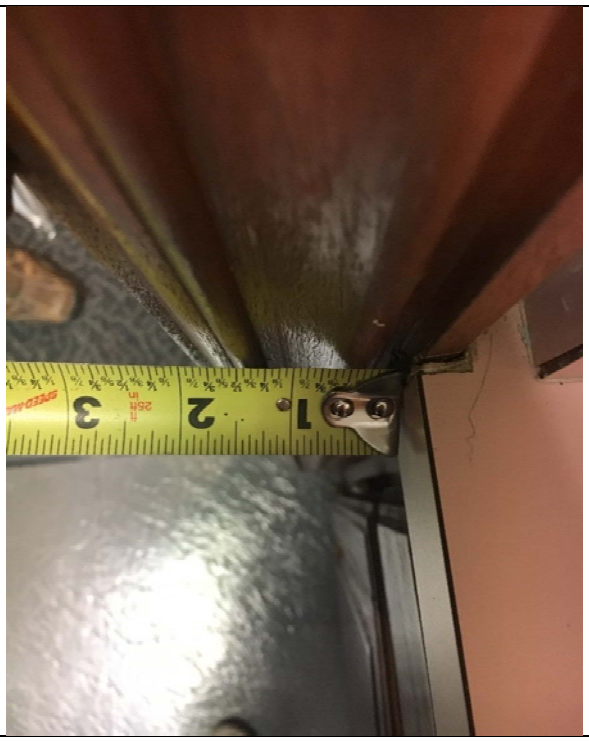
Violation 42 - Men's Locker Room - No accessible bench is provided.





Violation 43 - Men's and Women's restrooms in the exterior pool area - Accessible stall doors are not self-closing.

Violation 44 - Men's and Women's restrooms in pool area - Hand dryers protrude into the path of travel 7".

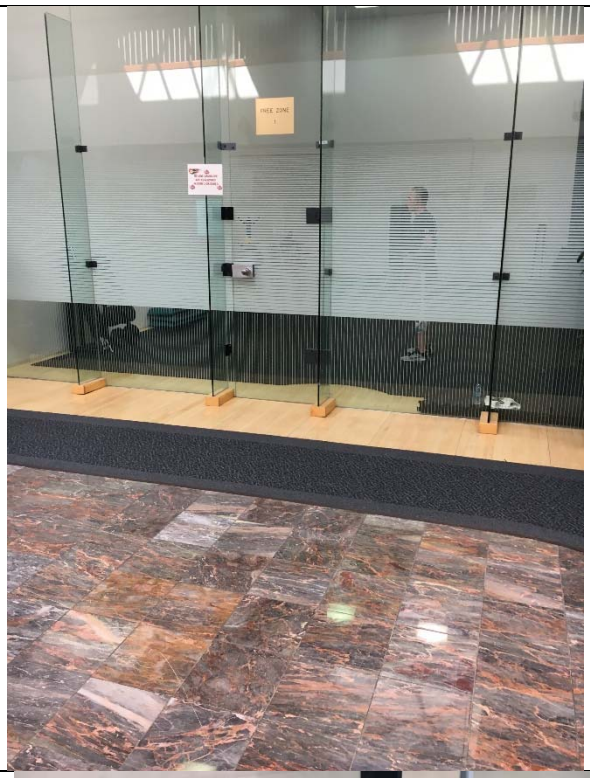


Violation 45 - There is only a 2" maneuvering clearance on the pull side of the door leading into the breakroom on the 2nd floor, a minimum of 18" is required.

Violation 46 - The 2nd floor breakroom door only has a 29" opening where a minimum of 32" is required.

Violation 47 - The sink in the 2nd floor break room is at 36 1/4" with no knee clearance provided.

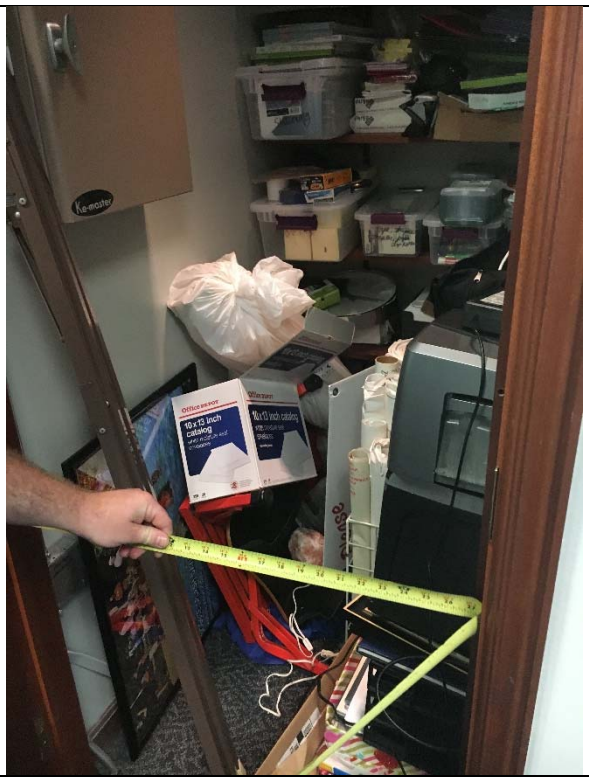
Violation 48 - The microwave in the 2nd floor break room is mounted over the stove and out of the required reach range.



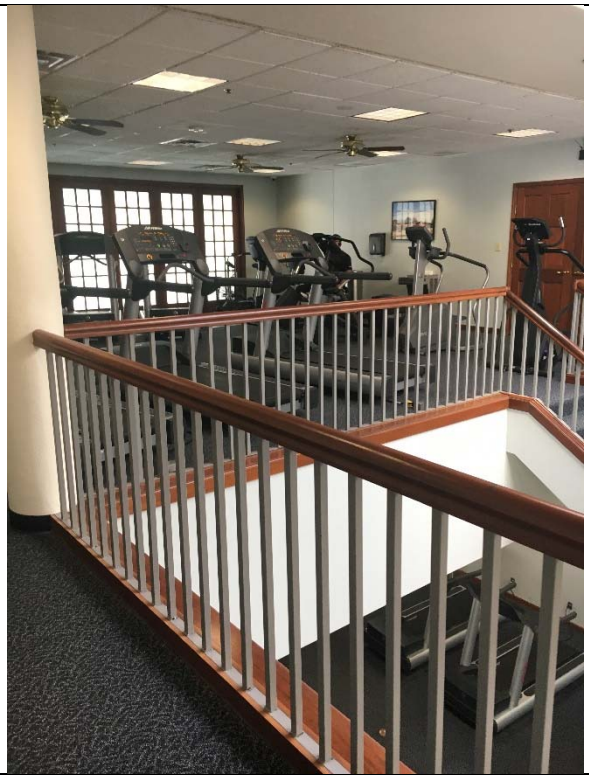
Violation 49 - The doors leading into the racket ball/individual exercise rooms only have a 29" opening with door hardware requiring grasping and twisting to operate.

Violation 50 - There is an 11/16" change in level to enter the gymnasium.

Violation 51 - The counter in the conference room is at 39-3/4", where a maximum of 36" is required.

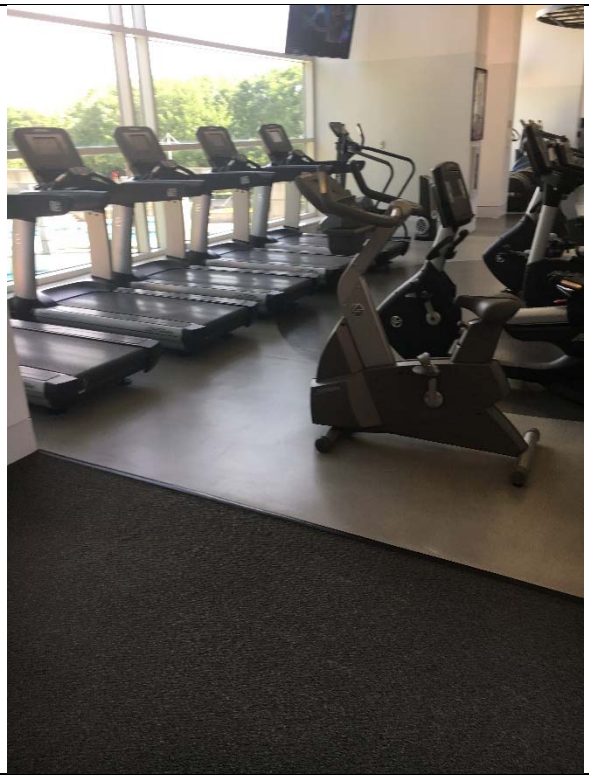


Violation 52 - The storage closet door on the 2nd floor only has a 28" wide opening.



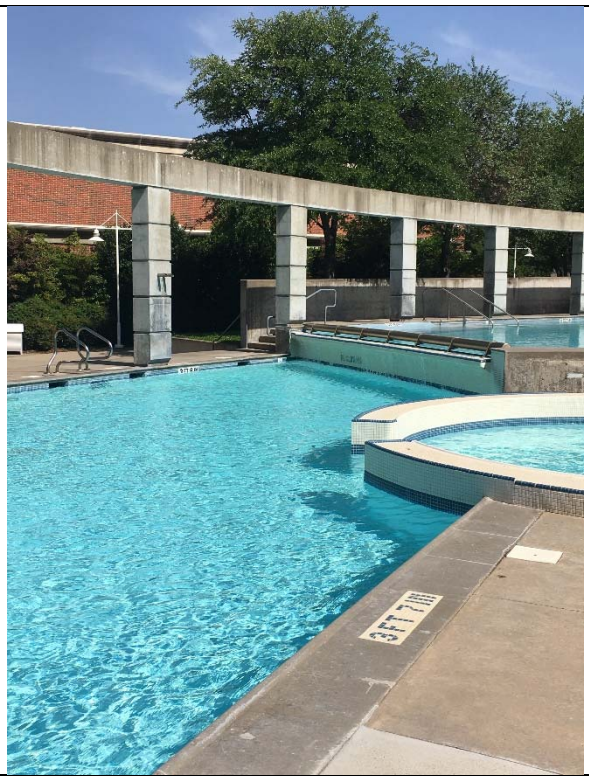
Violation 53 - The exercise areas in the mezzanine area on the 2nd floor only have one drinking fountain on each end, both of which are at accessible height.

Violation 54 - The drinking fountains outside the restrooms by the track on the 2nd floor block the maneuvering depth clearance required on the pull side of the Men's room door. Additionally, the high fountain is a protruding object.



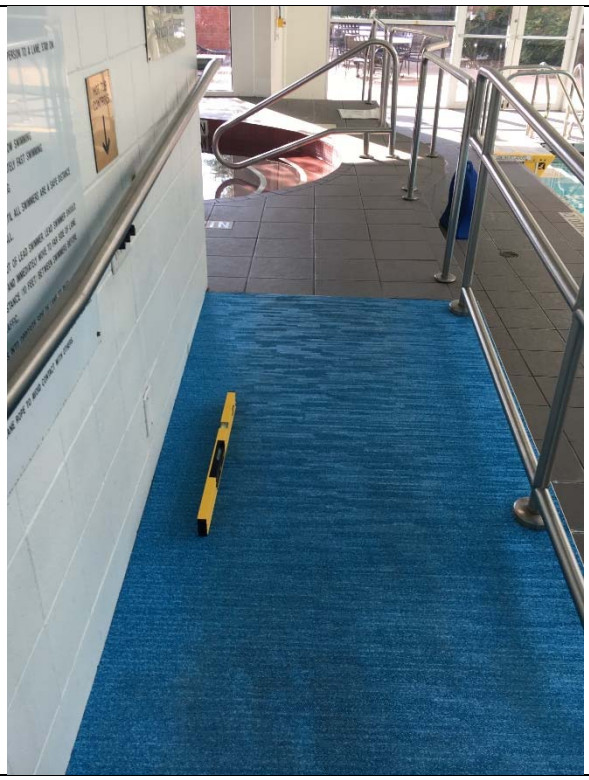
Violation 55 - Not all of the exercise equipment has the required clear floor space provided next to it.

Violation 56 - The exterior drinking fountains do not have a compliant clear floor space provided. The paving is too narrow and drops down into the dirt and grass area. There is also a utility cover in front of the drinking fountains causing an uneven surface.



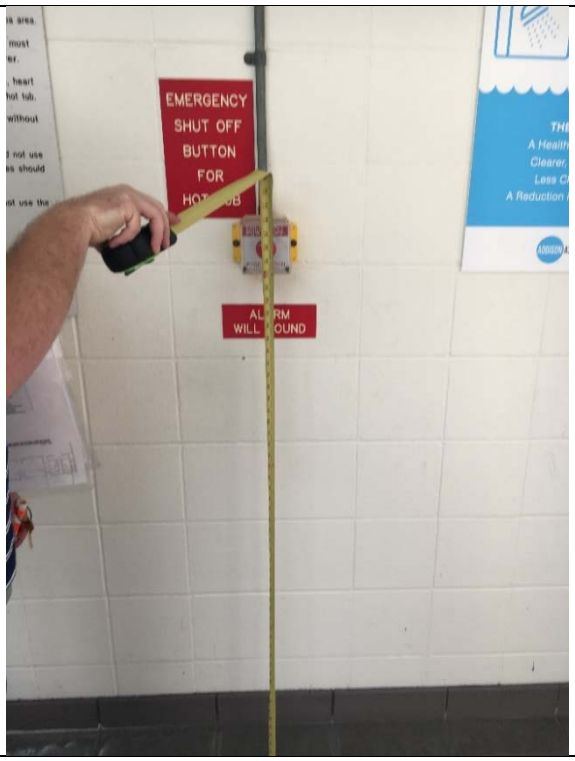
Violation 57 - There is no accessible means of entry into the exterior pool.

Violation 58 - Coat hooks provided at the indoor pool area are at 61" where a maximum of 48" is required.



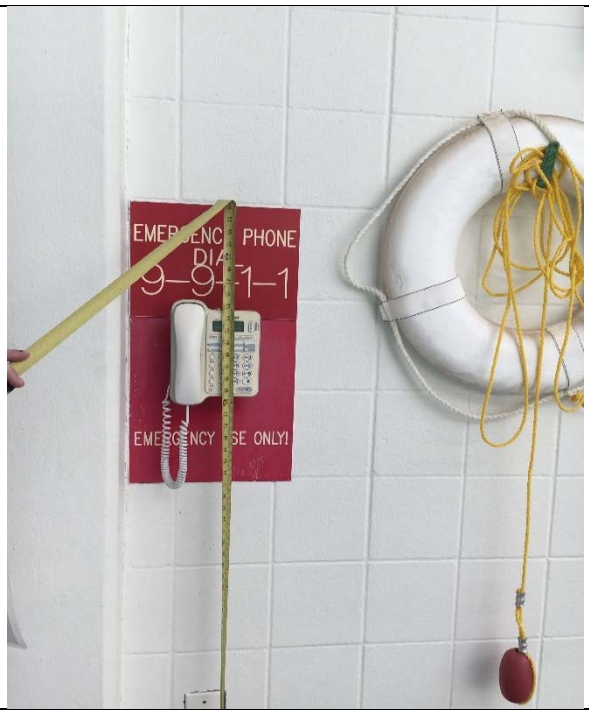
Violation 59 - The lower portion of the ramp in the pool area has a running slope of 8.6%.

Violation 60 - The controls for the hot tub located at the indoor pool area are located on the ramp and not served by a level clear floor space.



Violation 61 - The emergency shut off bottom at the indoor pool is mounted at 50", where a maximum of 48" is required.

Violation 62 - The control for the hose in the indoor pool area requires tight grasping and twisting to operate.



Violation 63 - The emergency phone provided in the indoor pool area is at 54.5", where a maximum of 48" is required.

ACCESSOLOGY

TOWN OF ADDISON
BUILDING REPORT

Facility Information:

Facility Name: Central Fire Station

Facility Contact: Lisa Pyles

Contact Phone: 972-450-2878

Accessology Inspector Information:

Inspector: Karen Jackson

Date: April 10, 2017

Email: Kjackson@accessology.com

Latitude: 32.965691

Longitude: -96.830458

Address: 4798 Airport Parkway

City: Addison

County: Dallas

General Parking Notes:

There are 3 parking areas serving this building. There is parking at the front and side and employee parking in the rear.

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.

Total Parking Spaces: Front lot	5
Total Accessible Parking Spaces:	1
Number of van accessible spaces:	1
Is the accessible parking substantially compliant?	No

Total Parking Spaces: Side lot	23
Total Accessible Parking Spaces:	0
Number of van accessible spaces:	0
Is the accessible parking substantially compliant?	No

Total Parking Spaces: Back lot	11
Total Accessible Parking Spaces:	0
Number of van accessible spaces:	0
Is the accessible parking substantially compliant?	No

TOWN OF ADDISON - Central Fire Station

Parking - Page 2

Violation #1:	The access aisle serving the front accessible parking space is only 52" wide.
Standard:	**2010 ADAAG 502.3.1 Width**
Text:	Access aisles serving car and van parking spaces shall be 60 inches wide minimum.
Possible Solutions:	Restripe parking to provide an access aisle that is a minimum of 60" wide.
Violation #1 Cost:	$158 Priority Level 5
Violation #2:	There is a built up curb ramp protruding into the access aisle at the front of the building.
Standard:	**2010 ADAAG 406.5 Curb Ramp Location.**
Text:	Curb ramps and the flared sides of curb ramps shall be located so that they do not project into vehicular traffic lanes, parking spaces, or parking access aisles.
Possible Solutions:	Remove the built-up curb ramps and modify sidewalk for a parallel type curb ramp.
Violation #2 Cost:	$2,100 Priority Level 4
Violation #3:	There are no accessible parking spaces provided in the lot at the side of the building.
Standard:	**2010 ADAAG 208.2 Parking Minimum Number.**

TOWN OF ADDISON - Central Fire Station

Parking - Page 3

Text:	Parking spaces complying with 502 shall be provided in accordance with Table 208.2.		
Possible Solutions:	Provide one van accessible parking space, an access aisle and compliant signage. See general Notes		
Violation #3 Cost:	$6,300	Priority	Level 4
Violation #4:	There are no accessible parking spaces provided in the back lot.		
Standard:	**2010 ADAAG 208.2 Parking Minimum Number.**		
Text:	Parking spaces complying with 502 shall be provided in accordance with Table 208.2.		
Possible Solutions:	Provide one van accessible parking space, an access aisle and compliant signage. See general Notes		
Violation #4 Cost:	$6,300	Priority	Level 4

		High Priority	1-4
Parking Violations Total	$14,858	Medium Priority	5-8
		Low Priority	9-12

TOWN OF ADDISON
BUILDING REPORT

Facility Information: **Facility Name:** Central Fire Station

Facility Contact: Lisa Pyles **Contact Phone:** 972-450-2878

Accessology Inspector Information:

Inspector: Karen Jackson **Date:** April 10, 2017

Email: Kjackson@accessology.com

Latitude: 32.965691 **Longitude:** -96.830458

Address: 4798 Airport Parkway **City:** Addison **County:** Dallas

General Accessible Route Notes:

Comments for the exterior route from the accessible parking to the building entrance are provided under an additional report.

Is the path of travel from accessible parking to building entrance compliant?	Yes
Does the path of travel serve all exterior amenities offered by the facility?	N/A
Is the path of travel from building entrances to all amenities served by the entrance substantially compliant?	N/A

Accessible Route Total $0

High Priority	1-4
Medium Priority	5-8
Low Priority	9-12

TOWN OF ADDISON
BUILDING REPORT

Facility Information: **Facility Name:** Central Fire Station

Facility Contact: Lisa Pyles **Contact Phone:** 972-450-2878

Accessology Inspector Information:

Inspector: Karen Jackson **Date:** April 10, 2017

Email: Kjackson@accessology.com

Latitude: 32.965691 **Longitude:** -96.830458

Address: 4798 Airport Parkway **City:** Addison **County:** Dallas

General Entrance Notes:

The first entrance door into the vestibule at the main entrance has a non-compliant threshhold.

Is the main entry door accessible?	No
Is there an alternate door that is accessible?	No
If so, does the inaccessible door have signage indicating the location of the nearest accessible door?	N/A

Violation #5: The threshold at the main entrance is 3/4" where a max of 1/2" is allowed.

Standard: **2010 ADAAG 404.2.5 Thresholds.**

Text: Thresholds, if provided at doorways, shall be 1/2 inch high maximum. Raised thresholds and changes in level at doorways shall comply with 302 and 303.

Possible Solutions: Modify threshold to achieve a change in level no greater than 1/2".

Violation #5 Cost: $525 Priority Level 4

Violation #6: The assistance phone (55.5") and push button (49") provided in the entrance vestibule are mounted above the 48" maximum reach range requirement.

Standard: **2010 ADAAG 308.2.1 Unobstructed.**

TOWN OF ADDISON - Central Fire Station

Entrance - Page 2

Text:	Where a forward reach is unobstructed, the high forward reach shall be 48 inches maximum and the low forward reach shall be 15 inches minimum above the finish floor or ground.
Possible Solutions:	Lower assistance phone and push button so the highest operable parts are at 48".

Violation #6 Cost: $1,050 Priority Level 6

		High Priority	1-4
Entrance Total	$1,575	Medium Priority	5-8
		Low Priority	9-12

TOWN OF ADDISON
BUILDING REPORT

Facility Information: **Facility Name:** Central Fire Station

Facility Contact: Lisa Pyles **Contact Phone:** 972-450-2878

Accessology Inspector Information:

Inspector: Karen Jackson **Date:** April 10, 2017

Email: Kjackson@accessology.com

Latitude: 32.965691 **Longitude:** -96.830458

Address: 4798 Airport Parkway **City:** Addison **County:** Dallas

General Hallway Notes:

Doors throughout the facility have knob style door hardware and maneuvering clearance issues. Additionally, signge throughout the facility is not compliant.

Does this facility have any hallways?	Yes
Do the doors have compliant hardware?	No
Do the doors have proper maneuvering clearances?	No
Is the hallway width at least 36" clear width?	Yes
Are visual strobes provided?	No
Are there any protruding objects?	Yes
Is the signage substantially compliant?	No

Violation #7: There is an information counter in the lobby is accessible to the public. The path to this counter has a clock mounted on the wall and is a protruding object.

Standard: **2010 ADAAG 307.2 Protruding Objects Protrusion Limits.**

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

Possible Solutions: Relocate clock. No cost is associated with this as the clock is not permanently mounted.

TOWN OF ADDISON - Central Fire Station

Hallway - Page 2

Violation #7 Cost:	$0	Priority	Level 9

Violation #8: There are approximately 30 doors throughout this facility with door hardware that requires grasping and twisting of the wrist to operate.

Standard: **2010 ADAAG 404.2.7 Door and Gate Hardware.**

Text: Handles, pulls, latches, locks, and other operable parts on doors and gates shall comply with (309.4 Operation) operable parts of such hardware shall be 34 inches minimum and 48 inches maximum above the finish floor or ground.

Possible Solutions: Replace with lever style door hardware.

Violation #8 Cost:	$15,750	Priority	Level 5

Violation #9: There are 12 room signs that are not compliant throughout the facility. They are mounted in the wrong location and do not have Braille or tactile characters. Room signs need to be replaced to provide consistency and accuracy of the spaces they designate.

Standard: **2010 ADAAG 216.2 Designations.**

Text: Interior and exterior signs identifying permanent rooms and spaces shall comply with 703.1, 703.2, and 703.5.

Possible Solutions: Provide compliant signage for all permanent rooms.

Violation #9 Cost:	$3,150	Priority	Level 6

TOWN OF ADDISON - Central Fire Station

Hallway - Page 3

Violation #10:	The work room only has a 4" maneuvering clearance on the pull side of the door, a minimum of 18" is required.
Standard:	**2010 ADAAG 404.2.4.1 Swinging Doors and Gates.**
Text:	Swinging doors and gates shall have maneuvering clearances complying with Table 404.2.4.1.
Possible Solutions:	Reverse swing of the door.
Violation #10 Cost:	$2,625 Priority Level 5
Violation #11:	The surge outage phone's highest operable part is at 61 3/4" where a maximum high reach is 48".
Standard:	**2010 ADAAG 307.2 Protruding Objects Protrusion Limits.**
Text:	Objects with leading edges more than 27 inches and not more than 80 inches above the finish floor or ground shall protrude 4 inches maximum horizontally into the circulation path.
Possible Solutions:	Lower phone so the highest operable part is at 48".
Violation #11 Cost:	$525 Priority Level 7
Violation #12:	The door into the EMS Room only has a 29" wide opening, a minimum of 32" is required.
Standard:	**2010 ADAAG 404.2.3 Clear Width.**

TOWN OF ADDISON - Central Fire Station

Hallway - Page 4

Text:	Door openings shall provide a clear width of 32" 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.
Possible Solutions:	Replace door to achieve 32" minimum clear width.
Violation #12 Cost:	$2,625 Priority Level 4
Violation #13:	The door for the CAPT/LT room only has a 31" wide opening, a minimum of 32" is required.
Standard:	**2010 ADAAG 404.2.3 Clear Width.**
Text:	Door openings shall provide a clear width of 32" 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.
Possible Solutions:	Replace door to achieve 32" minimum clear width.
Violation #13 Cost:	$2,625 Priority Level 4
Violation #14:	The work room in the back of the training room has a door with a 29" wide opening, a minimum of 32" is required.
Standard:	**2010 ADAAG 404.2.3 Clear Width.**
Text:	Door openings shall provide a clear width of 32" 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.
Possible Solutions:	Replace door to achieve 32" minimum clear width.

TOWN OF ADDISON - Central Fire Station

Hallway - Page 5

Violation #14 Cost:	$2,625	Priority	Level 4
Violation #15:	The storage room door only has a 28" wide opening and a 16.5" maneuvering clearance on the pull side.		
Standard:	**2010 ADAAG 404.2.4.1 Swinging Doors and Gates.**		
Text:	Swinging doors and gates shall have maneuvering clearances complying with Table 404.2.4.1.		
Possible Solutions:	Modify door to provide 18" clearance.		
Violation #15 Cost:	$2,625	Priority	Level 5
Violation #16:	The door leading from the bay into the sleeping quarters only has 5.5" maneuvering clearance on the pull side where a minimum of 18" is required.		
Standard:	**2010 ADAAG 404.2.4.1 Swinging Doors and Gates.**		
Text:	Swinging doors and gates shall have maneuvering clearances complying with Table 404.2.4.1.		
Possible Solutions:	Modify door to provide 18" clearance.		
Violation #16 Cost:	$2,625	Priority	Level 4
Violation #17:	The door leading from the bay into the hallway area only has a 2.5" maneuvering clearance on the pull side where a minimum of 18" is required.		
Standard:	**2010 ADAAG 404.2.4.1 Swinging Doors and Gates.**		

TOWN OF ADDISON - Central Fire Station

Hallway - Page 6

Text:	Swinging doors and gates shall have maneuvering clearances complying with Table 404.2.4.1.
Possible Solutions:	Modify door to provide 18" clearance.
Violation #17 Cost:	$2,625 Priority Level 4
Violation #18:	The door leading from the hall into the sleep quarters only has a 6" maneuvering clearance on the pull side where a minimum of 18" is required.
Standard:	**2010 ADAAG 404.2.4.1 Swinging Doors and Gates.**
Text:	Swinging doors and gates shall have maneuvering clearances complying with Table 404.2.4.1.
Possible Solutions:	Modify door to provide 18" clearance.
Violation #18 Cost:	$2,625 Priority Level 4
Violation #19:	The closet in the CTP/LT room has a vision panel that is at 54", a maximum of 43" is required.
Standard:	**2010 ADAAG 404.2.11 Vision Lights.**
Text:	Doors, gates, and side lights adjacent to doors or gates, containing one or more glazing panels that permit viewing through the panels shall have the bottom of at least one glazed panel located 43 inches maximum above the finish floor.
Possible Solutions:	Replace door that has a vision panel at 43".

TOWN OF ADDISON - Central Fire Station

Hallway - Page 7

Violation #19 Cost:	$2,625	Priority	Level 9
Violation #20:	Office only has a 5" maneuvering clearance on the pull side of the door where a minimum of 18" is required.		
Standard:	**2010 ADAAG 404.2.4.1 Swinging Doors and Gates.**		
Text:	Swinging doors and gates shall have maneuvering clearances complying with Table 404.2.4.1.		
Possible Solutions:	Modify door to provide 18" clearance.		
Violation #20 Cost:	$2,625	Priority	Level 4
Violation #21:	Single sleep room door opening is only 29" wide where a minimum of 32" is required.		
Standard:	**2010 ADAAG 404.2.3 Clear Width.**		
Text:	Door openings shall provide a clear width of 32" 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.		
Possible Solutions:	Replace door to achieve 32" minimum clear width.		
Violation #21 Cost:	$2,625	Priority	Level 4

		High Priority	1-4
Hallway Total	$48,300	Medium Priority	5-8
		Low Priority	9-12

TOWN OF ADDISON
BUILDING REPORT

Facility Information: **Facility Name:** Central Fire Station

Facility Contact: Lisa Pyles **Contact Phone:** 972-450-2878

Accessology Inspector Information:

Inspector: Karen Jackson **Date:** April 10, 2017

Email: Kjackson@accessology.com

Latitude: 32.965691 **Longitude:** -96.830458

Address: 4798 Airport Parkway **City:** Addison **County:** Dallas

General Restroom Notes:

There is 1 set of Men's and Women's restrooms and 1 set of shower rooms serving this facility.

Is the door to the restroom substantially compliant?	Yes
Does the room have the required turning radius?	No
Is the water closet substantially compliant?	No
Does the water closet have the required clear floor space?	No
Is the lavatory substantially compliant?	No
Is the urinal substantially compliant?	N/A
Is the mirror substantially compliant?	Yes

Violation #22: Men's & Women's restrooms do not have accessible toilet compartments.

Standard: **2010 ADAAG 604.8.1.1 Size.**

Text: Wheelchair accessible compartments shall be 60" wide minimum measured perpendicular to the side wall, and 56" deep minimum for wall hung water closets and 59" deep minimum for floor mounted water closets measured perpendicular to the rear wall.

Possible Solutions: Modify restrooms to provide accessible stalls.

Violation #22 Cost: $5,250 Priority Level 4

TOWN OF ADDISON - Central Fire Station

Restrooms - Page 2

Violation #23:	Men's & Women's restrooms lavatory pipes are not protected from contact.
Standard:	**2010 ADAAG 606.5 Exposed Pipes and Surfaces.**
Text:	Water supply and drain pipes under lavatories and sinks shall be insulated or otherwise configured to protect against contact. There shall be no sharp or abrasive surfaces under lavatories and sinks.
Possible Solutions:	Provide protection at the exposed drains and water lines under the lavatories.
Violation #23 Cost:	$210 Priority Level 5
Violation #24:	Men's shower room does not have an accessible toilet compartment.
Standard:	**2010 ADAAG 604.8.1.1 Size.**
Text:	Wheelchair accessible compartments shall be 60" wide minimum measured perpendicular to the side wall, and 56" deep minimum for wall hung water closets and 59" deep minimum for floor mounted water closets
Possible Solutions:	Modify restroom to provide accessible stall.
Violation #24 Cost:	$3,150 Priority Level 4
Violation #25:	Men's shower room does not have any accessible urinals.
Standard:	**2010 ADAAG 605.2 Height and Depth.**

TOWN OF ADDISON - Central Fire Station

Restrooms - Page 3

Text:	Urinals shall be the stall-type or the wall-hung type with the rim 17" maximum above the finish floor or ground. Urinals shall be 13½" deep minimum measured from the outer face of the urinal rim to the back of the fixture.
Possible Solutions:	Lower one of the urinals so it is at 17" to the rim.
Violation #25 Cost:	$2,100 Priority Level 4
Violation #26:	Men's shower room lavatory counters are at 36" with no knee clearance provided.
Standard:	**2010 ADAAG 606.2 Lavatory Clear Floor Space.** **2010 ADAAG 606.3 Lavatory Height.**
Text:	**2010 ADAAG 606.2 Lavatory Clear Floor Space.** A clear floor space complying with 305, a forward approach, knee and toe clearance complying with 306 shall be provided. **2010 ADAAG 606.3 Lavatory Height.** Lavatories and sinks shall be installed with the front of the higher of the rim or counter surface 34" max above the finish floor.
Possible Solutions:	Modify lavatory to provide required toe and knee clearance and a 34" maximum height.
Violation #26 Cost:	$2,100 Priority Level 4
Violation #27:	Men's shower room - Does not provide an accessible shower. There is a 7" curb leading into the shower area. Additionally, none of shower areas have compliant controls.
Standard:	**2010 ADAAG 213.2 Toilet Rooms and Bathing Rooms.**

TOWN OF ADDISON - Central Fire Station

Restrooms - Page 4

Text:	Where toilet rooms are provided, each toilet room shall comply with 603. Where bathing rooms are provided, each bathing room shall comply with 603.
Possible Solutions:	Provide an accessible shower.
Violation #27 Cost:	$3,675 Priority Level 4
Violation #28:	Women's shower room is not large enough to accommodate a wheelchair turning space and the required clear floor space for each feature.
Standard:	**2010 ADAAG 213.2 Toilet Rooms and Bathing Rooms.**
Text:	Where toilet rooms are provided, each toilet room shall comply with 603. Where bathing rooms are provided, each bathing room shall comply with 603.
Possible Solutions:	Remodel shower room to provide a 60" clear turning radius and a compliant shower, water closet and lavatory.
Violation #28 Cost:	$14,700 Priority Level 4

		High Priority	1-4
Restrooms Total	$31,185	Medium Priority	5-8
		Low Priority	9-12

TOWN OF ADDISON
BUILDING REPORT

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Facility Contact: Lisa Pyles **Contact Phone:** 972-450-2878

Accessology Inspector Information:

Inspector: Karen Jackson **Date:** April 10, 2017

Email: Kjackson@accessology.com

Latitude: 32.965691 **Longitude:** -96.830458

Address: 4798 Airport Parkway **City:** Addison **County:** Dallas

General Break Room Notes:

There is a break room and a kitchen provided in this facility.

Does the facility have a break room?	Yes
Is there a stove or cooktop?	No
Is there a sink?	Yes
Is the sink substantially compliant?	No
Are the counters at 34” aff?	No

Violation #29: The phone in the break room is a protruding object and is mounted with the highest operable part above 48".

Standard: **308.2.1 Unobstructed Reach Range.**

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

Possible Solutions: Relocate phone and mount it so the highest operable part is at 48".

Violation #29 Cost: $525 Priority Level 7

Violation #30: The sink in the break room is mounted at 39 5/8" with a knee clearance that is only 17-1/2".

Standard: **2010 ADAAG 606.2 Clear Floor Space.**
2010 ADAAG 606.3 Height.

TOWN OF ADDISON - Central Fire Station

Break Rooms - Page 2

Text:	**2010 ADAAG 606.2 Clear Floor Space.** A clear floor space complying with 305, forward approach, and knee and toe clearance complying with 306 shall be provided. **2010 ADAAG 606.3 Height.** Lavatories and sinks shall be installed with the front of the higher of the rim or counter surface 34" maximum above the finish floor.
Possible Solutions:	Replace with compliant sink.
Violation #30 Cost:	$2,100 — Priority: Level 4
Violation #31:	The break room sink controls require grasping and twisting to operate.
Standard:	**2010 ADAAG 606.4 Faucets.**
Text:	Controls for faucets shall comply with 309. Operable parts shall be operable with one hand and shall not require tight grasping, pinching, or twisting of the wrist.
Possible Solutions:	Replace with lever style handles. Cost included in Violation #30.
Violation #31 Cost:	$0 — Priority: Level 5
Violation #32:	The kitchen does not have a lowered section or workspace provided.
Standard:	**2010 ADAAG 804.3 Kitchen Work Surface.**
Text:	In residential dwelling units required to comply with 809, at least one 30 inches wide minimum section of counter shall provide a kitchen work surface that complies with 804.3.

TOWN OF ADDISON - Central Fire Station

Break Rooms - Page 3

Possible Solutions:	Modify counter to provide a 30" wide section with the required toe and knee clearance that is no higher than 34".
Violation #32 Cost:	$2,100 — Priority: Level 5
Violation #33:	The sink in the kitchen is not complaint. It has no knee clearance and is at 35 3/4".
Standard:	**2010 ADAAG 606.2 Clear Floor Space.** **2010 ADAAG 606.3 Height.**
Text:	**2010 ADAAG 606.2 Clear Floor Space.** A clear floor space complying with 305, forward approach, and knee and toe clearance complying with 306 shall be provided. **2010 ADAAG 606.3 Height.** Lavatories and sinks shall be installed with the front of the higher of the rim or counter surface 34" maximum above the finish floor.
Possible Solutions:	Replace with compliant sink.
Violation #33 Cost:	$2,100 — Priority: Level 4

		High Priority: 1-4
Break Rooms Total	$6,825	Medium Priority: 5-8
		Low Priority: 9-12

TOWN OF ADDISON
BUILDING REPORT

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Facility Contact: Lisa Pyles **Contact Phone:** 972-450-2878

Accessology Inspector Information:

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Latitude: 32.965691 **Longitude:** -96.830458

Address: 4798 Airport Parkway **City:** Addison **County:** Dallas

General Misc Notes:

The facility includes interior drinking fountains.

Are there exterior drinking fountains? No

Are there any other miscellaneous items not previously covered? N/A

Violation #34: The white board in the conference room protrudes 4.5" into the circulation path at 35 3/4" above finished floor and is considered a protruding object.

Standard: **2010 ADAAG 307.2 Protrusion Limits.**

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

Possible Solutions: Relocate white board.

Violation #34 Cost: $525 Priority Level 9

Violation #35: The thermostat is mounted with the highest operable part at 59.5" where a maximum reach range is 48".

Standard: **2010 ADAAG 308.2.1 Unobstructed Reach Range.**

TOWN OF ADDISON - Central Fire Station

Miscellaneous - Page 2

Text:	Where a forward reach is unobstructed, the high forward reach shall be 48 inches maximum and the low forward reach shall be 15 inches minimum above the finish floor or ground.
Possible Solutions:	Lower thermostat.
Violation #35 Cost:	$525 Priority Level 9
Violation #36:	Outside the restrooms, there is only one drinking fountain provided, two are required.
Standard:	**2010 ADAAG 211.2 Minimum Number Drinking Fountains.**
Text:	No fewer than two drinking fountains shall be provided. One drinking fountain shall comply with 602.1 through 602.6 and one drinking fountain shall comply with 602.7.
Possible Solutions:	Provide a drinking fountain for standing persons.
Violation #36 Cost:	$5,250 Priority Level 8
Violation #37:	The phone provided in the training room is mounted with the highest operable part at 55" and protrudes into the circulation path 5".
Standard:	**2010 ADAAG 308.2.1 Unobstructed.**
Text:	Where a forward reach is unobstructed, the high forward reach shall be 48 inches maximum and the low forward reach shall be 15 inches minimum above the finish floor or ground.
Possible Solutions:	Relocate phone and mount it so the highest operable part is at 48".

TOWN OF ADDISON - Central Fire Station

Miscellaneous - Page 3

Violation #37 Cost:	$525	Priority	Level 7
Violation #38:	The threshold going into the kitchen from the outside patio area is 5/8" where a max of 1/2" is allowed.		
Standard:	**2010 ADAAG 404.2.5 Thresholds.**		
Text:	Thresholds, if provided at doorways, shall be 1/2 inch high maximum. Raised thresholds and changes in level at doorways shall comply with 302 and 303.		
Possible Solutions:	Modify threshold to achieve a change in level no greater than 1/2".		
Violation #38 Cost:	$525	Priority	Level 5
Violation #39:	The storage room in the Women's shower room has a 0" maneuvering clearance on the pull side where a minimum of 18" is required.		
Standard:	**2010 ADAAG 404.2.4.1 Swinging Doors and Gates.**		
Text:	Swinging doors and gates shall have maneuvering clearances complying with Table 404.2.4.1.		
Possible Solutions:	Modify door to provide 18" clearance.		
Violation #39 Cost:	$2,625	Priority	Level 7

		High Priority	1-4
Miscellaneous Total	$9,975	Medium Priority	5-8
		Low Priority	9-12

Summary Sheet for Central Fire Station

Central Fire Station

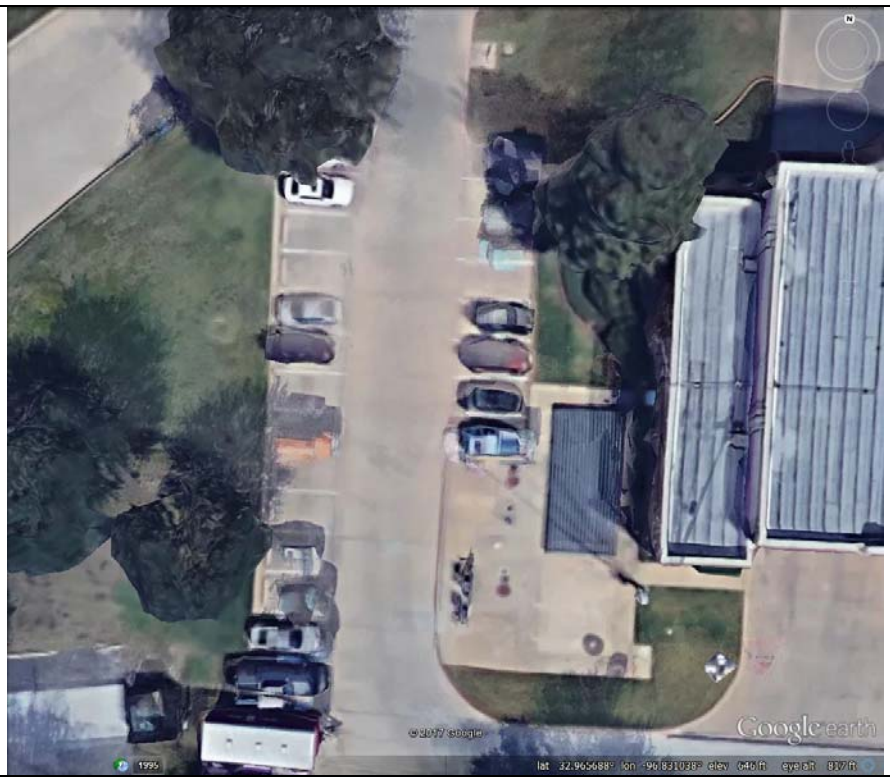
#	VIOLATION SUMMARY	PRIORITY LEVEL	COST
1	Restripe parking to provide an access aisle that is a minimum of 60" wide.	Level 5	$158.00
2	Remove the built-up curb ramps and modify sidewalk for a parallel type curb ramp.	Level 4	$2,100.00
3	Provide one van accessible parking space, an access aisle and compliant signage. See general Notes	Level 4	$6,300.00
4	Provide one van accessible parking space, an access aisle and compliant signage. See general Notes	Level 4	$6,300.00
5	Modify threshold to achieve a change in level no greater than 1/2".	Level 4	$525.00
6	Lower assistance phone and push button so the highest operable parts are at 48".	Level 6	$1,050.00
7	Relocate clock. No cost is associated with this as the clock is not permanently mounted.	Level 9	$0.00
8	Replace with lever style door hardware.	Level 5	$15,750.00
9	Provide compliant signage for all permanent rooms.	Level 6	$3,150.00
10	Reverse swing of the door.	Level 5	$2,625.00
11	Lower phone so the highest operable part is at 48".	Level 7	$525.00
12	Replace door to achieve 32" minimum clear width.	Level 4	$2,625.00
13	Replace door to achieve 32" minimum clear width.	Level 4	$2,625.00
14	Replace door to achieve 32" minimum clear width.	Level 4	$2,625.00
15	Modify door to provide 18" clearance.	Level 5	$2,625.00
16	Modify door to provide 18" clearance.	Level 4	$2,625.00
17	Modify door to provide 18" clearance.	Level 4	$2,625.00
18	Modify door to provide 18" clearance.	Level 4	$2,625.00
19	Replace door that has a vision panel at 43".	Level 9	$2,625.00
20	Modify door to provide 18" clearance.	Level 4	$2,625.00
21	Replace door to achieve 32" minimum clear width.	Level 4	$2,625.00
22	Modify restrooms to provide accessible stalls.	Level 4	$5,250.00
23	Provide protection at the exposed drains and water lines under the lavatories.	Level 5	$210.00
24	Modify restroom to provide accessible stall.	Level 4	$3,150.00
25	Lower one of the urinals so it is at 17" to the rim.	Level 4	$2,100.00
26	Modify lavatory to provide required toe and knee clearance and a 34" maximum height.	Level 4	$2,100.00
27	Provide an accessible shower.	Level 4	$3,675.00
28	Remodel shower room to provide a 60" clear turning radius and a compliant shower, water closet and lavatory.	Level 4	$14,700.00
29	Relocate phone and mount it so the highest operable part is at 48".	Level 7	$525.00
30	Replace with compliant sink.	Level 4	$2,100.00
31	Replace with lever style handles. Cost included in Violation #30.	Level 5	$0.00

#	VIOLATION SUMMARY	PRIORITY LEVEL	COST
32	Modify counter to provide a 30" wide section with the required toe and knee clearance that is no higher than 34".	Level 5	$2,100.00
33	Replace with compliant sink.	Level 4	$2,100.00
34	Relocate white board.	Level 9	$525.00
35	Lower thermostat.	Level 9	$525.00
36	Provide a drinking fountain for standing persons.	Level 8	$5,250.00
37	Relocate phone and mount it so the highest operable part is at 48".	Level 7	$525.00
38	Modify threshold to achieve a change in level no greater than 1/2".	Level 5	$525.00
39	Modify door to provide 18" clearance.	Level 7	$2,625.00

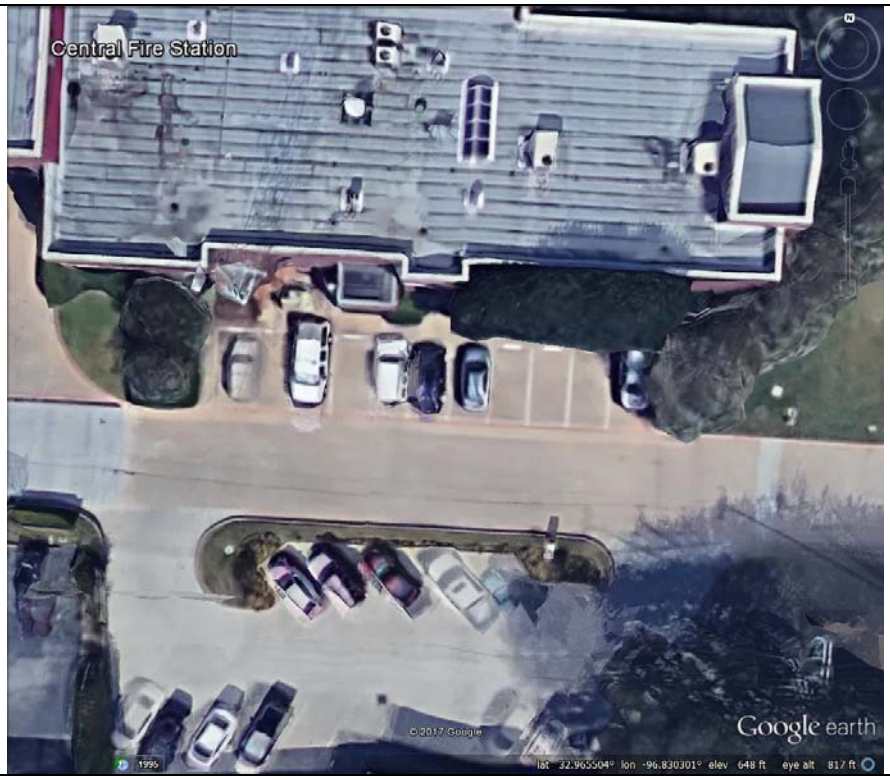
Grand Total	$112,718.00

Violation 1 - The access aisle serving the front accessible parking space is only 52" wide.

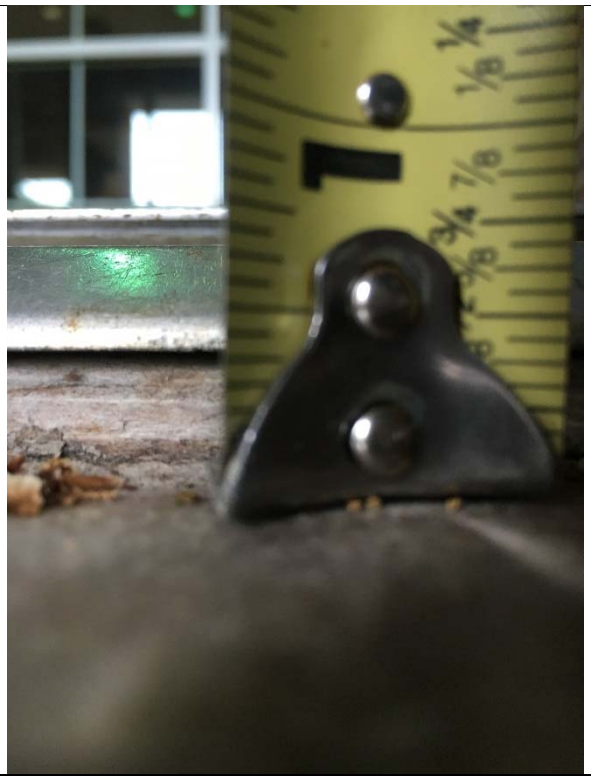
Violation 2 - There is a built up curb ramp protruding into the access aisle at the front of the building.



Violation 3 - There are no accessible parking spaces provided in the lot at the side of the building.



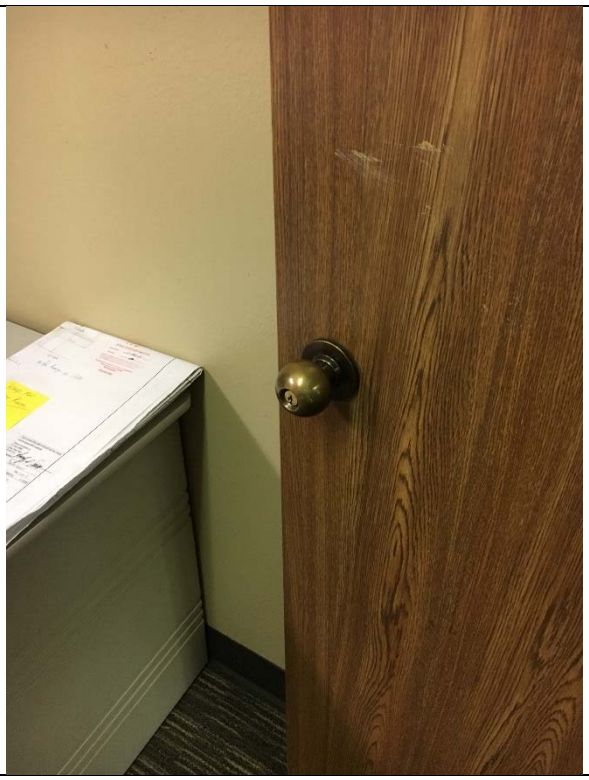
Violation 4 - There are no accessible parking spaces provided in the back lot.



Violation 5 - The threshold at the main entrance is 3/4" where a max of 1/2" is allowed.

Violation 6 - The assistance phone (55.5") and push button (49") provided in the entrance vestibule are mounted above the 48" maximum reach range requirement.

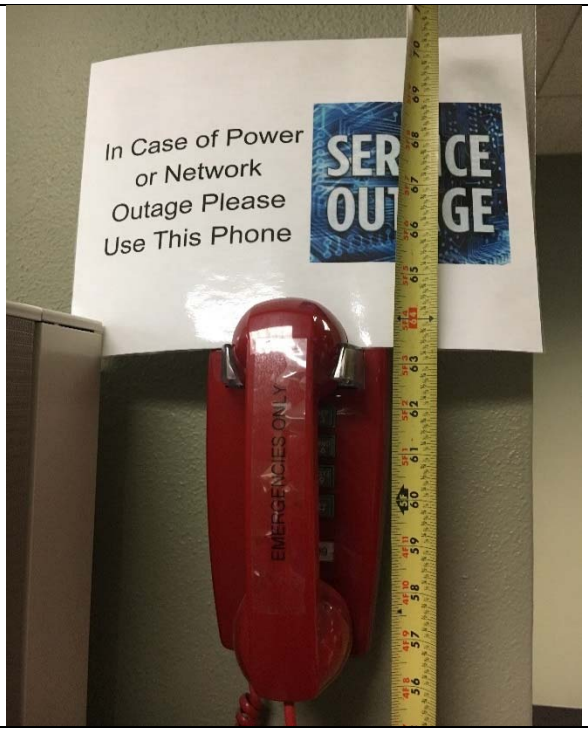
Violation 7 - There is an information counter in the lobby is accessible to the public. The path to this counter has a clock mounted on the wall and is a protruding object.



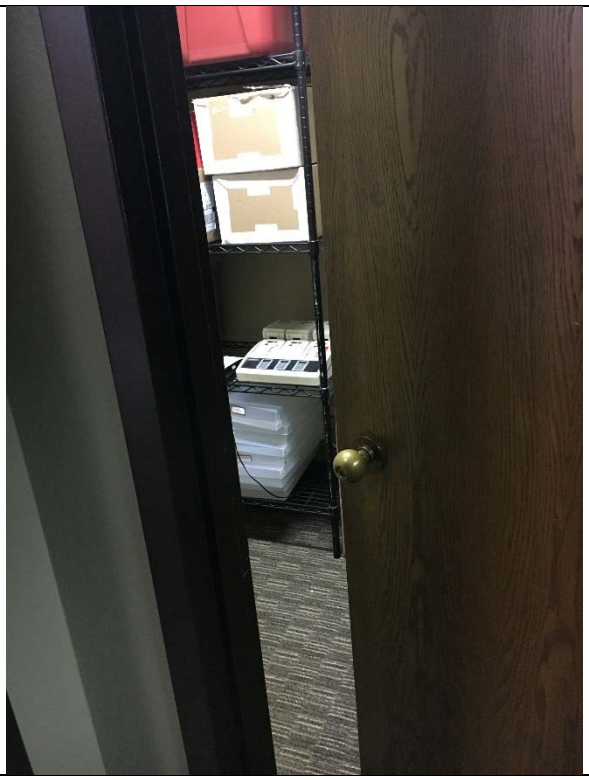
Violation 8 - There are approximately 30 doors throughout this facility with door hardware that requires grasping and twisting of the wrist to operate.

Violation 9 - There are 12 room signs that are not compliant throughout the facility. They are mounted in the wrong location and do not have Braille or tactile characters. All room signs need to be replaced to provide consistency and accuracy of the spaces they designate.

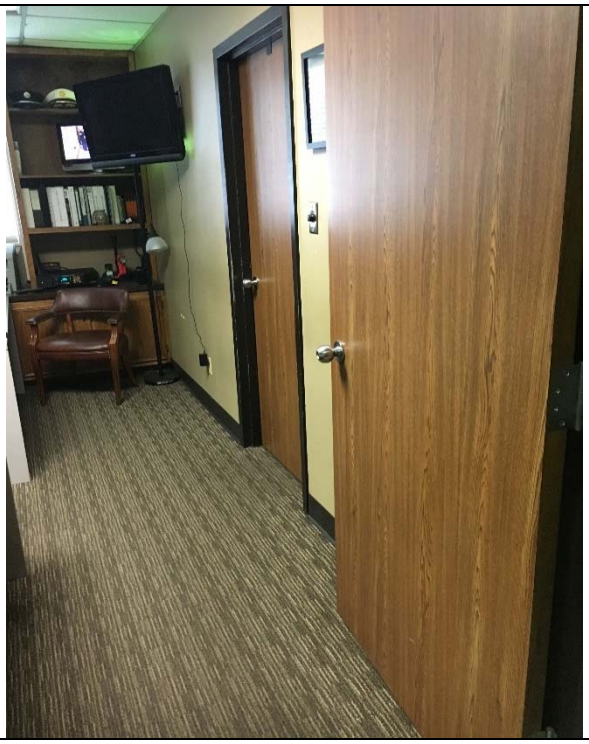
Violation 10 - The work room only has a 4" maneuvering clearance on the pull side of the door, a minimum of 18" is required.



Violation 11 - The surge outage phone's highest operable part is at 61 3/4" where a maximum high reach is 48".

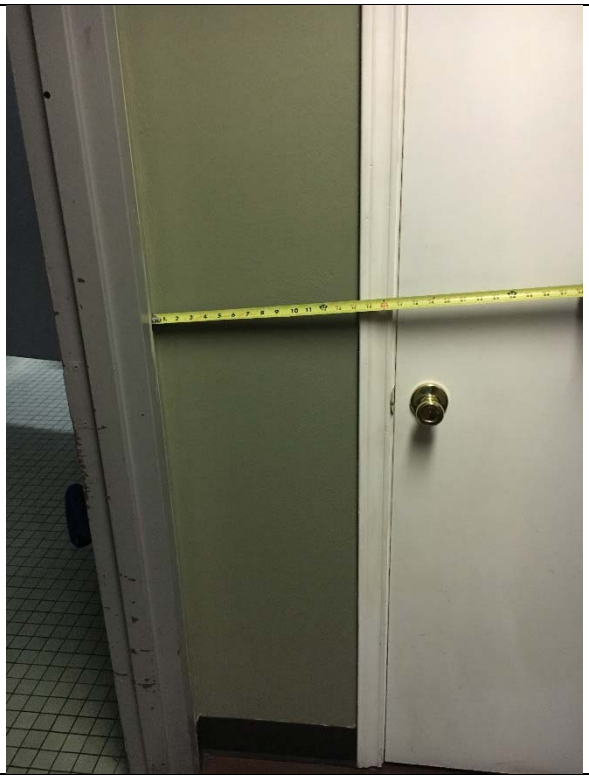


Violation 12 - The door into the EMS Room only has a 29" wide opening, a minimum of 32" is required.



Violation 13 - The door for the CAPT/LT room only has a 31" wide opening, a minimum of 32" is required.

Violation 14 - The work room in the back of the training room has a door with a 29" wide opening, a minimum of 32" is required.

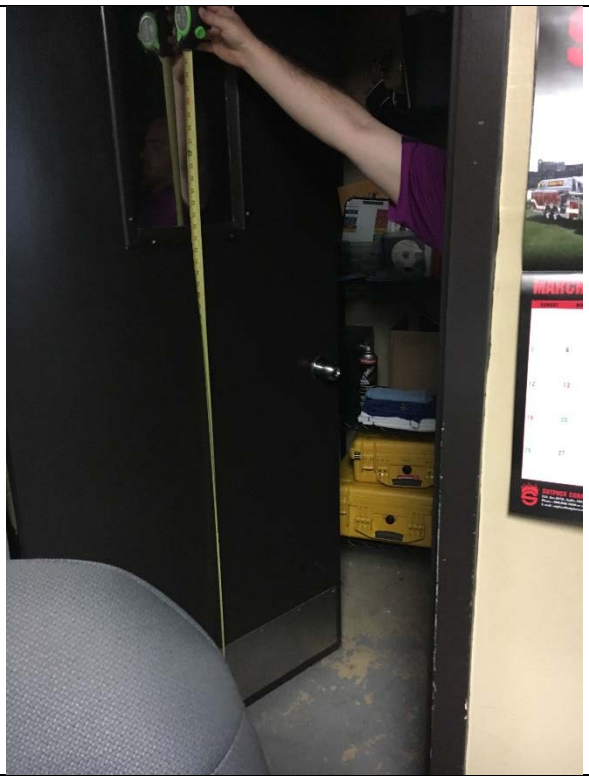


Violation 15 - The storage room door only has a 28" wide opening and a 16.5" maneuvering clearance on the pull side.

Violation 16 - The door leading from the bay into the sleeping quarters only has 5.5" maneuvering clearance on the pull side where a minimum of 18" is required.

Violation 17 - The door leading from the bay into the hallway area only has a 2.5" maneuvering clearance on the pull side where a minimum of 18" is required.

Violation 18 - The door leading from the hall into the sleep quarters only has a 6" maneuvering clearance on the pull side where a minimum of 18" is required.

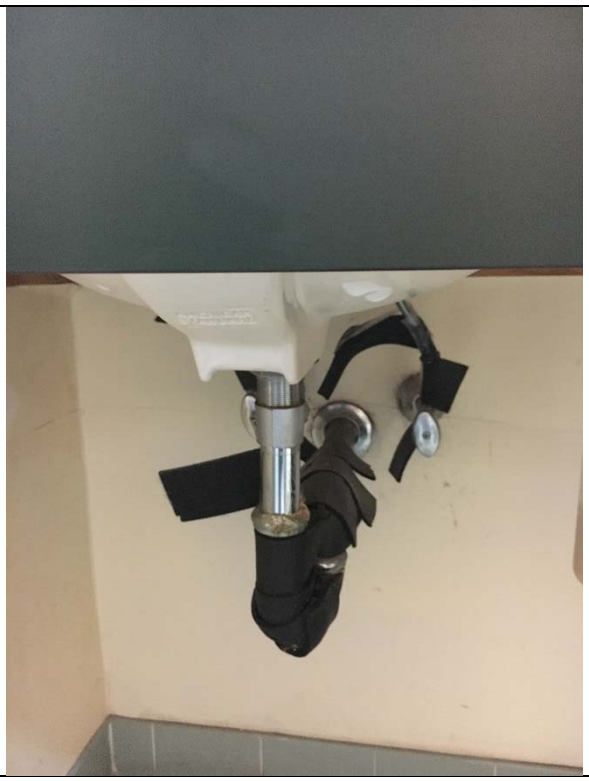


Violation 19 - The closet in the CTP/LT room has a vision panel that is at 54", a maximum of 43" is required.

Violation 20 - Office only has a 5" maneuvering clearance on the pull side of the door where a minimum of 18" is required.

Violation 21 - Single sleep room door opening is only 29" wide where a minimum of 32" is required.

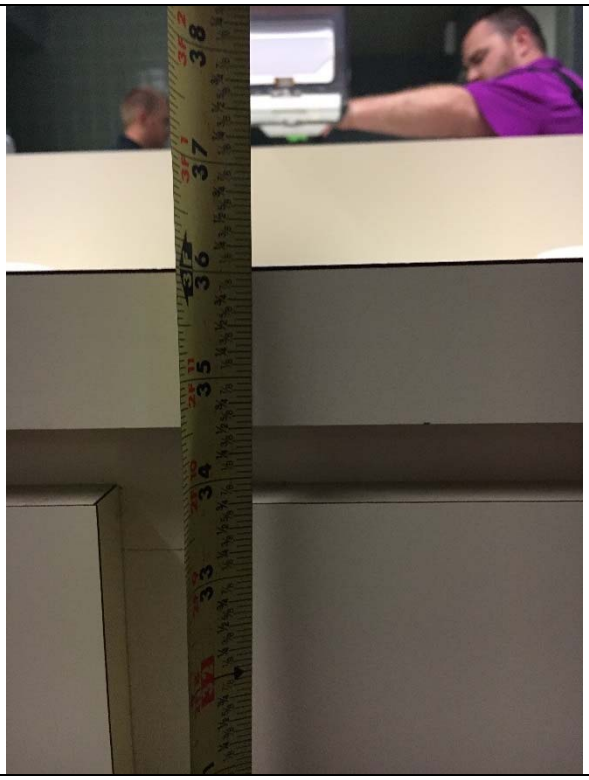
Violation 22 - Men's & Women's restrooms do not have accessible toilet compartments.



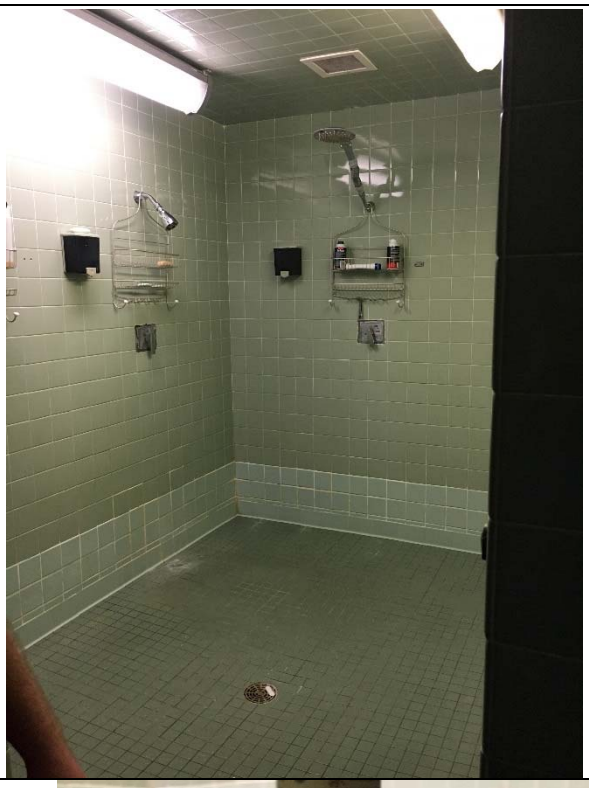
Violation 23 - Men's & Women's restrooms lavatory pipes are not protected from contact.

Violation 24 - Men's shower room does not have an accessible toilet compartment.

Violation 25 - Men's shower room does not have any accessible urinals.



Violation 26 - Men's shower room lavatory counters are at 36" with no knee clearance provided.



Violation 27 - Men's shower room – Does not provide an accessible shower. There is a 7" curb leading into the shower area. Additionally, none of shower areas have compliant controls.

Violation 28 - Women's shower room is not large enough to accommodate a wheelchair turning space and the required clear floor space for each feature.

Violation 29 - The phone in the break room is a protruding object and is mounted with the highest operable part above 48".

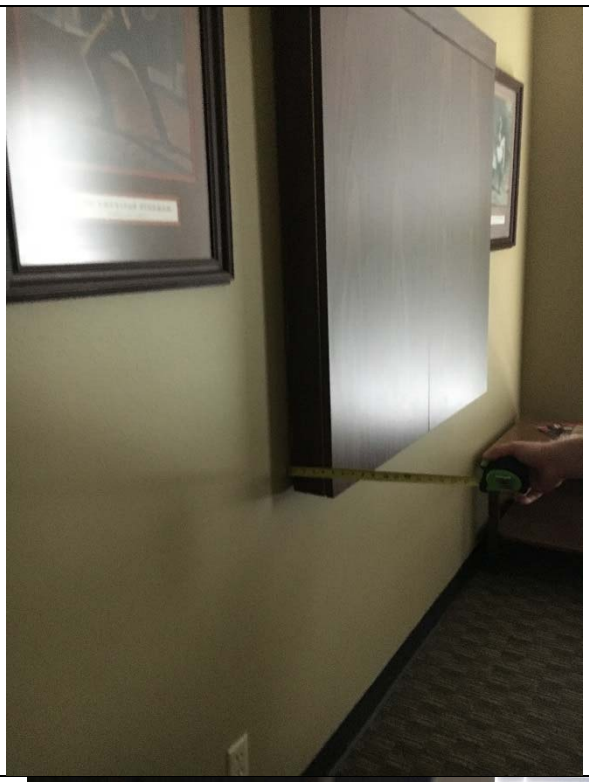
4 steps to clean hands
Splenda

Violation 30 - The sink in the break room is mounted at 39 5/8" with a knee clearance that is only 17-1/2".

Violation 31 - The break room sink controls require grasping and twisting to operate.

Violation 32 - The kitchen does not have a lowered section or workspace provided.

Violation 33 - The sink in the kitchen is not complaint. It has no knee clearance and is at 35 3/4".

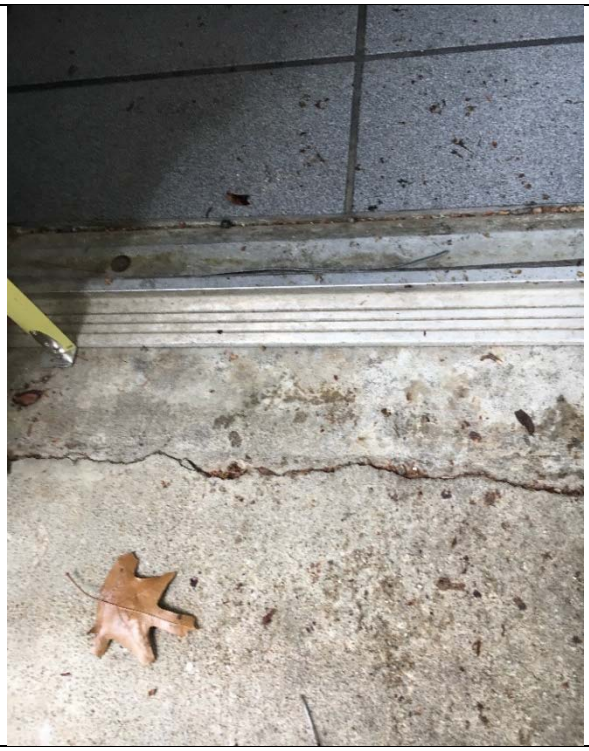


Violation 34 - The white board in the conference room protrudes 4.5" into the circulation path at 35 3/4" above finished floor and is considered a protruding object.

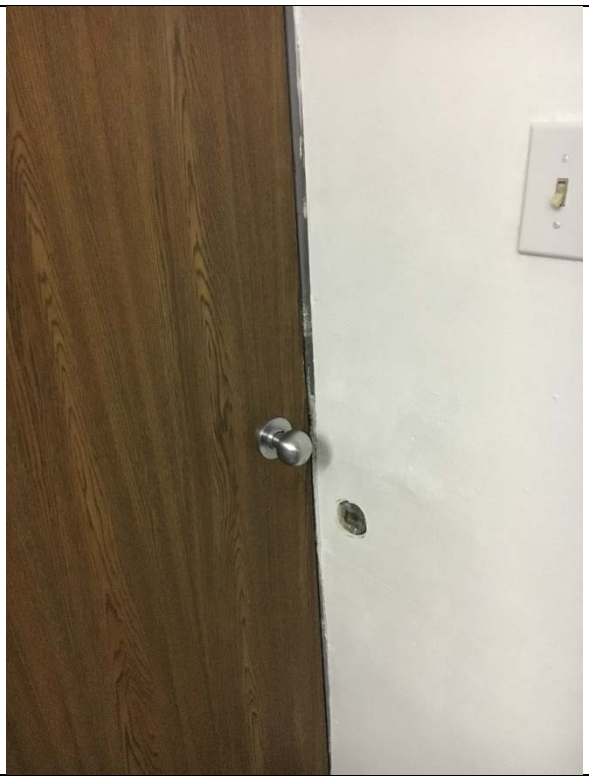
Violation 35 - The thermostat is mounted with the highest operable part at 59.5" where a maximum reach range is 48".

Violation 36 - Outside the restrooms, there is only one drinking fountain provided, two are required.

Violation 37 - The phone provided in the training room is mounted with the highest operable part at 55" and protrudes into the circulation path 5".



Violation 38 - The threshold going into the kitchen from the outside patio area is 5/8" where a max of 1/2" is allowed.



Violation 39 - The storage room in the Women's shower room has a 0" maneuvering clearance on the pull side where a minimum of 18" is required.

ACCESSOLOGY

TOWN OF ADDISON
BUILDING REPORT

Facility Information:

Facility Name: Conference Centre

Facility Contact: Lisa Pyles

Contact Phone: 972-450-2878

Accessology Inspector Information:

Inspector: Karen Jackson

Date: April 19, 2017

Email: Kjackson@accessology.com

Latitude: 32.961751

Longitude: -96.828638

Address: 15650 Addison Circle

City: Addison

County: Dallas

General Parking Notes:

Parking for the conference center is shared with the Theatre Centre. Parking violations are reflected on the Theatre Centre building report.

		High Priority	1-4
Parking Violations Total	$0	Medium Priority	5-8
		Low Priority	9-12

TOWN OF ADDISON
BUILDING REPORT

Facility Information: **Facility Name:** Conference Centre

Facility Contact: Lisa Pyles **Contact Phone:** 972-450-2878

Accessology Inspector Information:

Inspector: Karen Jackson **Date:** April 19, 2017

Email: Kjackson@accessology.com

Latitude: 32.961751 **Longitude:** -96.828638

Address: 15650 Addison Circle **City:** Addison **County:** Dallas

General Accessible Route Notes:

Comments for the exterior route from the accessible parking to the building entrance are provided under an additional report.

Is the path of travel from accessible parking to building entrance compliant?	Yes
Does the path of travel serve all exterior amenities offered by the facility?	N/A
Is the path of travel from building entrances to all amenities served by the entrance substantially compliant?	N/A

Accessible Route Total $0

High Priority	1-4
Medium Priority	5-8
Low Priority	9-12

TOWN OF ADDISON
BUILDING REPORT

Facility Information: **Facility Name:** Conference Centre

Facility Contact: Lisa Pyles **Contact Phone:** 972-450-2878

Accessology Inspector Information:

Inspector: Karen Jackson **Date:** April 19, 2017

Email: Kjackson@accessology.com

Latitude: 32.961751 **Longitude:** -96.828638

Address: 15650 Addison Circle **City:** Addison **County:** Dallas

General Entrance Notes:

The entrance into the Conference Centre is substantially compliant.

Is the main entry door accessible?	Yes
Is there an alternate door that is accessible?	N/A
If so, does the inaccessible door have signage indicating the location of the nearest accessible door?	N/A

Entrance Total $0

High Priority	1-4
Medium Priority	5-8
Low Priority	9-12

TOWN OF ADDISON
BUILDING REPORT

Facility Information: **Facility Name:** Conference Centre

Facility Contact: Lisa Pyles **Contact Phone:** 972-450-2878

Accessology Inspector Information:

Inspector: Karen Jackson **Date:** April 19, 2017

Email: Kjackson@accessology.com

Latitude: 32.961751 **Longitude:** -96.828638

Address: 15650 Addison Circle **City:** Addison **County:** Dallas

General Hallway Notes:

This facility has multiple doors with non-compliant hardware and maneuvering clearances.

Does this facility have any hallways?	Yes
Do the doors have compliant hardware?	No
Do the doors have proper maneuvering clearances?	No
Is the hallway width at least 36” clear width?	Yes
Are visual strobes provided?	No
Are there any protruding objects?	No
Is the signage substantially compliant?	Yes

Violation #1: The double doors leading into the conference rooms (4 sets) have door stops at the bottoms of each door.

Standard: **2010 ADAAG 404.2.10 Door and Gate Surfaces.**

Text: Swinging door surfaces within 10 inches of the finish floor measured vertically shall have a smooth surface on the push side extending the full width of the door or gate.

Possible Solutions: Remove door stops.

Violation #1 Cost: $210 Priority Level 12

Violation #2: The route leading behind the reception desk is only 29" wide.

TOWN OF ADDISON - Conference Centre

Hallway - Page 2

Standard:	**2010 ADAAG 403.5.1 Clear Width.**
Text:	Except as provided in 403.5.2 and 403.5.3, the clear width of walking surfaces shall be 36 inches minimum.
Possible Solutions:	Widen route leading behind the reception desk to provide 32" minimum clear width.
Violation #2 Cost:	$2,625 — Priority: Level 5
Violation #3:	There are 8 doors in this facility that have knob type door hardware that requires grasping and twisting to operate.
Standard:	**2010 ADAAG 404.2.7 Door and Gate Hardware.**
Text:	Handles, pulls, latches, locks, and other operable parts on doors and gates shall comply with 309.4.
Possible Solutions:	Replace with lever type door hardware.
Violation #3 Cost:	$4,200 — Priority: Level 5

		High Priority: 1-4
Hallway Total	$7,035	Medium Priority: 5-8
		Low Priority: 9-12

TOWN OF ADDISON
BUILDING REPORT

Facility Information: **Facility Name:** Conference Centre

Facility Contact: Lisa Pyles **Contact Phone:** 972-450-2878

Accessology Inspector Information:

Inspector: Karen Jackson **Date:** April 19, 2017

Email: Kjackson@accessology.com

Latitude: 32.961751 **Longitude:** -96.828638

Address: 15650 Addison Circle **City:** Addison **County:** Dallas

Is the door to the restroom substantially compliant?	No
Does the room have the required turning radius?	Yes
Is the water closet substantially compliant?	Yes
Does the water closet have the required clear floor space?	Yes
Is the lavatory substantially compliant?	Yes
Is the urinal substantially compliant?	Yes
Is the mirror substantially compliant?	Yes

Violation #4: The Men's restroom does not have a minimum of 54" deep maneuvering clearance provided on the pull side of the door.

Standard: **404.2.4.1 Swinging Doors and Gates.**

Text: Swinging doors and gates shall have maneuvering clearances complying with Table 404.2.4.1.

Possible Solutions: Reverse the swing of the door.

Violation #4 Cost: $2,625 Priority Level 5

Violation #5: The Men's restroom has eight (8) fixtures and no ambulatory toilet compartment.

Standard: **2010 ADAAG 213.3.1 Toilet Compartments.**

TOWN OF ADDISON - Conference Centre

Restrooms - Page 2

Text:	In addition to the compartment required to comply with 604.8.1, at least one compartment shall comply with 604.8.2 where six or more toilet compartments are provided, or where the combination of urinals and water closets totals six or more fixtures.
Possible Solutions:	Add/convert existing non-accessible stall into an ambulatory stall.
Violation #5 Cost:	$2,625 Priority Level 12
Violation #6:	The Women's restroom does not have a minimum of 54" deep maneuvering clearance provided on the pull side of the door.
Standard:	**404.2.4.1 Swinging Doors and Gates.**
Text:	Swinging doors and gates shall have maneuvering clearances complying with Table 404.2.4.1.
Possible Solutions:	Reverse the swing of the door.
Violation #6 Cost:	$2,625 Priority Level 5
Violation #7:	The Women's restroom has seven (7) toilet compartments and no ambulatory stall.
Standard:	**2010 ADAAG 213.3.1 Toilet Compartments.**
Text:	In addition to the compartment required to comply with 604.8.1, at least one compartment shall comply with 604.8.2 where six or more toilet compartments are provided, or where the combination of urinals and water closets totals six or more fixtures.

TOWN OF ADDISON - Conference Centre

Restrooms - Page 3

Possible Solutions:	Add/convert existing non-accessible stall into an ambulatory stall in compliance with section 604.8.2.		
Violation #7 Cost:	$2,625	Priority	Level 4

		High Priority	1-4
Restrooms Total	$10,500	Medium Priority	5-8
		Low Priority	9-12

TOWN OF ADDISON
BUILDING REPORT

Facility Information: **Facility Name:** Conference Centre

Facility Contact: Lisa Pyles **Contact Phone:** 972-450-2878

Accessology Inspector Information:

Inspector: Karen Jackson **Date:** April 19, 2017

Email: Kjackson@accessology.com

Latitude: 32.961751 **Longitude:** -96.828638

Address: 15650 Addison Circle **City:** Addison **County:** Dallas

General Misc Notes:

The facility includes interior drinking fountains, transaction counters and meeting rooms.

Are there exterior drinking fountains? No

Are there any other miscellaneous items not previously covered? N/A

Violation #8: The work room behind the reception area only has a 28.5" door opening with a 5.5" maneuvering clearance provided on the pull side of the door.

Standard: **2010 ADAAG 404.2.3 Clear Width. & 404.2.4.1 Swinging Doors and Gates**

Text: Door openings shall provide a clear width of 32" min. Clear openings of doorways shall be measured between the face of the door and the stop, with the door open 90 degrees. Swinging doors shall have maneuvering clearances complying with Table 404.2.4.1.

Possible Solutions: Reverse the swing of the door.

Violation #8 Cost: $2,625 Priority Level 5

Violation #9: The storage room behind the reception area only has a 29" door opening with a 10 1/4" maneuvering clearance on the pull side.

TOWN OF ADDISON - Conference Centre

Miscellaneous - Page 2

Standard:	**2010 ADAAG 404.2.3 Clear Width. & 404.2.4.1 Swinging Doors and Gates**
Text:	Door openings shall provide a clear width of 32" min. Clear openings of doorways shall be measured between the face of the door and the stop, with the door open 90 degrees. Swinging doors shall have maneuvering clearances complying with Table 404.2.4.1.
Possible Solutions:	Modify door to provide 32" minimum clear width.
Violation #9 Cost:	$2,625
Priority	Level 5

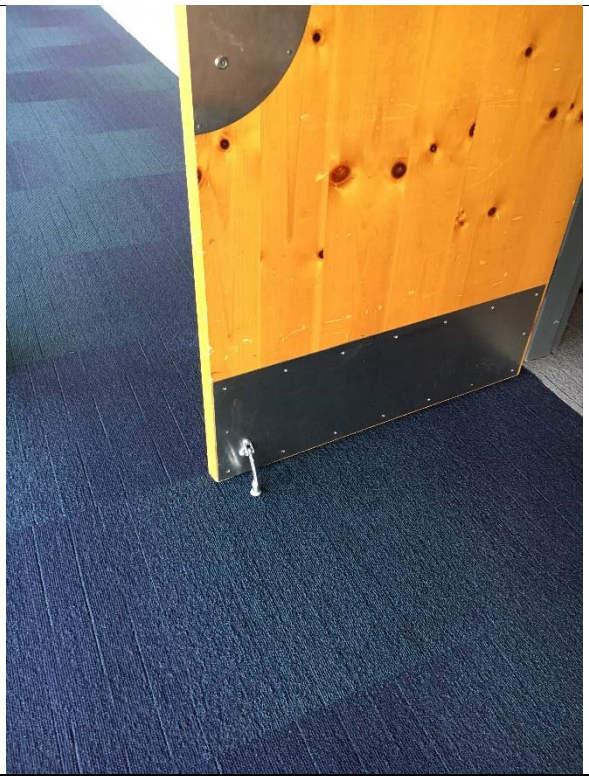
		High Priority	1-4
Miscellaneous Total	$5,250	Medium Priority	5-8
		Low Priority	9-12

Summary Sheet for Conference Centre

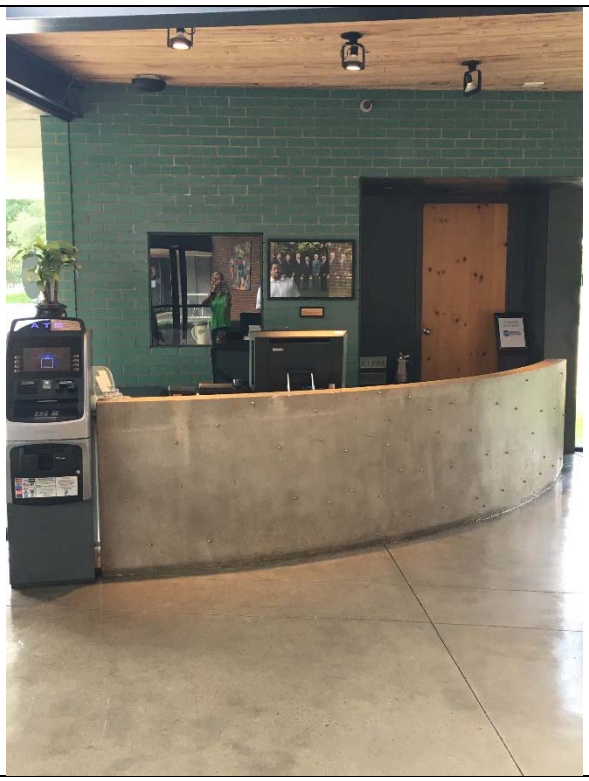
Conference Centre

#	VIOLATION SUMMARY	PRIORITY LEVEL	COST
1	Remove door stops.	Level 12	$210.00
2	Widen route leading behind the reception desk to provide 32" minimum clear width.	Level 5	$2,625.00
3	Replace with lever type door hardware.	Level 5	$4,200.00
4	Reverse the swing of the door.	Level 5	$2,625.00
5	Add/convert existing non-accessible stall into an ambulatory stall.	Level 12	$2,625.00
6	Reverse the swing of the door.	Level 5	$2,625.00
7	Add/convert existing non-accessible stall into an ambulatory stall in compliance with section 604.8.2.	Level 4	$2,625.00
8	Reverse the swing of the door.	Level 5	$2,625.00
9	Modify door to provide 32" minimum clear width.	Level 5	$2,625.00

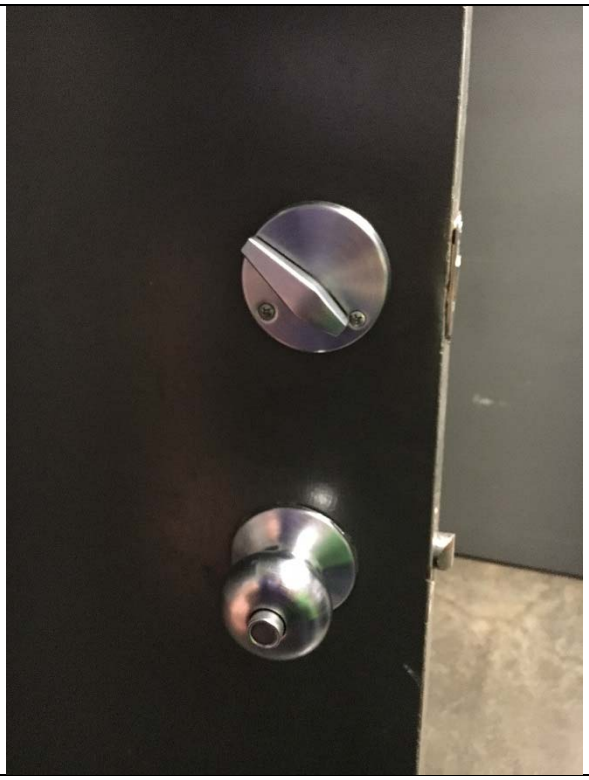
Grand Total	$22,785.00



Violation 1 – The double doors leading into the conference rooms (4 sets) have door stops at the bottom of each door.



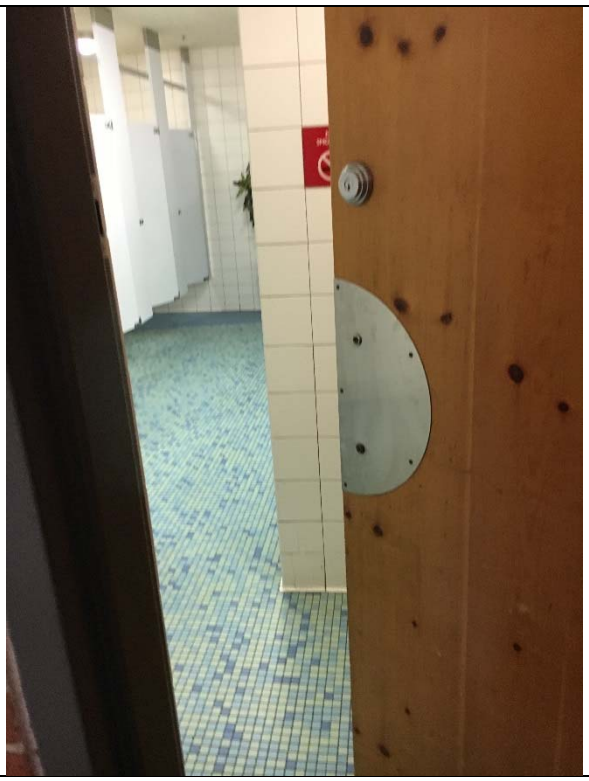
Violation 2 – The route leading behind the reception desk is only 29” wide.



Violation 3 – There are 8 doors in this facility that have knob type door hardware that requires grasping and twisting to operate.

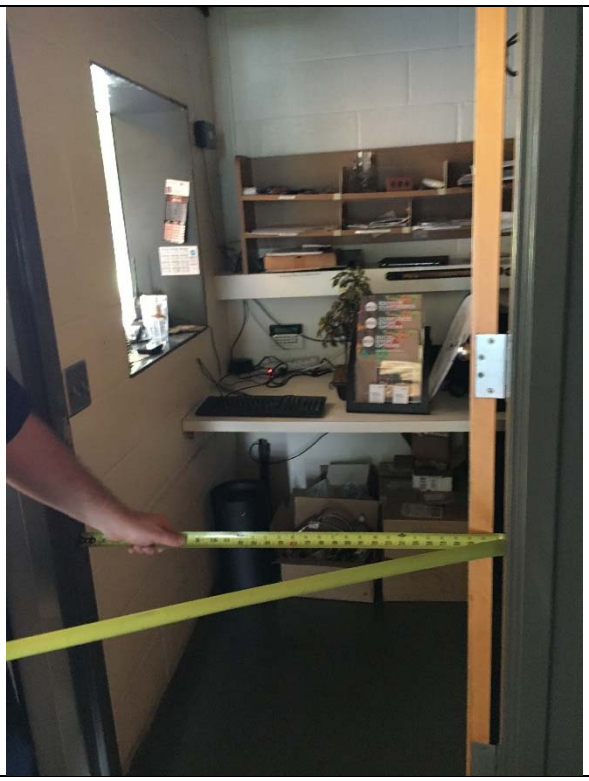
Violation 4 – The Men's restroom does not have a minimum of 54" deep maneuvering clearance provided on the pull side of the door.

Violation 5 – The Men's restroom has eight (8) fixtures and no ambulatory toilet compartment.

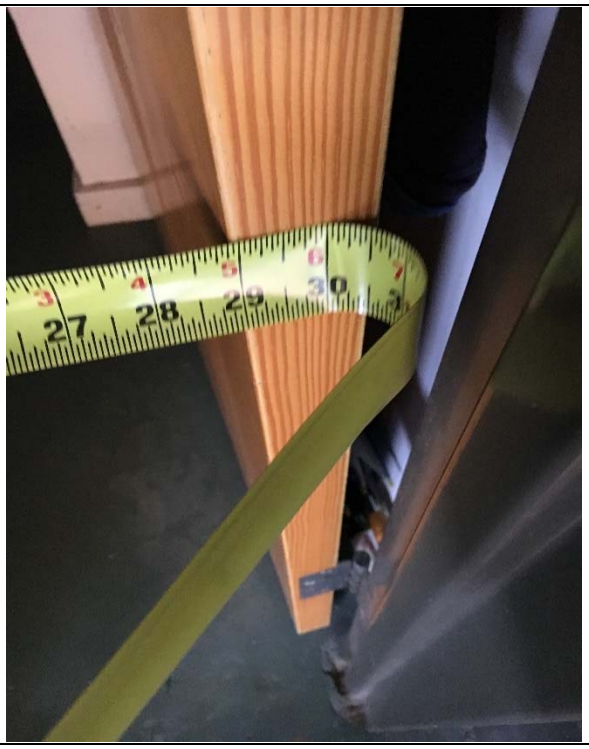


Violation 6 - The Women's restroom does not have a minimum of 54" deep maneuvering clearance provided on the pull side of the door.

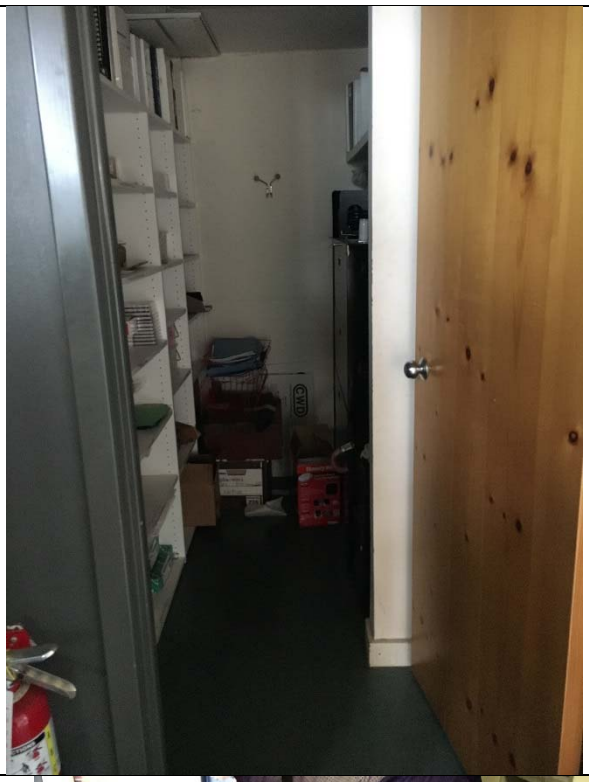
Violation 7 - The Women's restroom has seven (7) toilet compartments and no ambulatory stall.

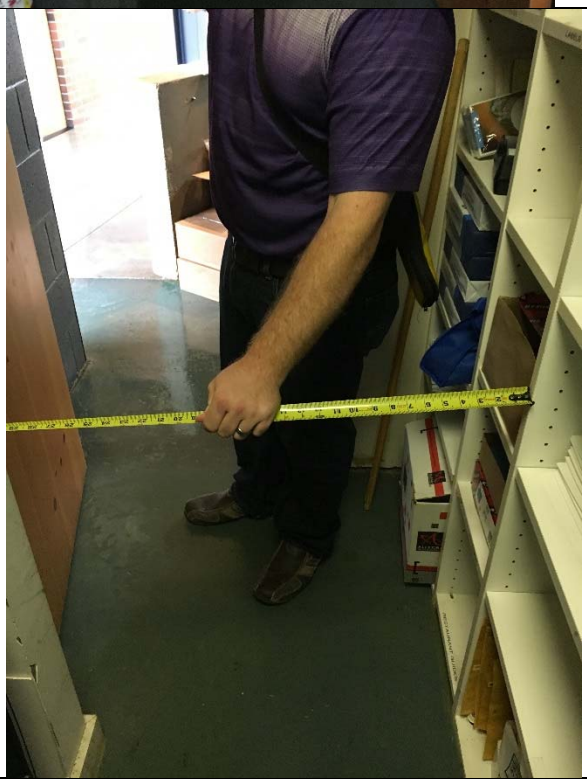


Violation 8 - The work room behind the reception area only has a 28.5" door opening with a 5.5" maneuvering clearance provided on the pull side of the door.



Violation 9 - The storage room behind the reception area only has a 29" door opening with a 10 1/4" maneuvering clearance on the pull side.





Violation 10 - There is a wing wall in the storage room behind the reception desk that reduces the room size to 29.5" wide obstructing full access into the room.

ACCESSOLOGY

TOWN OF ADDISON
BUILDING REPORT

Facility Information: **Facility Name:** Finance Building

Facility Contact: Lisa Pyles **Contact Phone:** 972-450-2878

Accessology Inspector Information:

Inspector: Karen Jackson **Date:** April 21, 2017

Email: Kjackson@accessology.com

Latitude: 32.953362 **Longitude:** -96.813731

Address: 5350 Beltline Road **City:** Addison **County:** Dallas

General Parking Notes:

There is a large parking lot to the right of the building with no accessible spaces provided; the accessible parking spaces are located directly in front of the facility.

Total Parking Spaces:	22
Total Accessible Parking Spaces:	1
Number of van accessible spaces:	1
Is the accessible parking substantially compliant?	No

Violation #1: The access aisle has slopes ranging from 2.4% to 4.4%.

Standard: **2010 ADAAG 502.4 Floor or Ground Surfaces.**

Text: 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. EXCEPTION: Slopes not steeper than 1:48 shall be permitted.

Possible Solutions: Repave access aisle to achieve slopes in all directions no greater than 1:48. Cost for corrections is included under Violation #2.

TOWN OF ADDISON - Finance Building

Parking - Page 2

Violation #1 Cost:	$0	Priority	Level 4

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Violation #2:	There is evidence of ponding in the accessible parking space.
Standard:	**2010 ADAAG 302.1 General.**
Text:	Floor and ground surfaces shall be stable, firm, and slip resistant and shall comply with 302.
Possible Solutions:	Repave area to achieve a smooth surface.

Violation #2 Cost:	$6,300	Priority	Level 4

Violation #3:	The accessible signage is mounted too low.
Standard:	**2010 ADAAG 502.6 Identification.**
Text:	Signs identifying van parking spaces shall contain the designation “van accessible.” Signs shall be 60" min. above the ground surface measured to the bottom of the sign.
Possible Solutions:	Raise signage.

Violation #3 Cost:	$525	Priority	Level 6

		High Priority	1-4
Parking Violations Total	$6,825	Medium Priority	5-8
		Low Priority	9-12

TOWN OF ADDISON
BUILDING REPORT

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Email: Kjackson@accessology.com

Latitude: 32.953362 **Longitude:** -96.813731

Address: 5350 Beltline Road **City:** Addison **County:** Dallas

General Accessible Route Notes:

This faciltiy is a 2-story building with no accessible route to the 2nd floor.

Is the path of travel from accessible parking to building entrance compliant?	No
Does the path of travel serve all exterior amenities offered by the facility?	N/A
Is the path of travel from building entrances to all amenities served by the entrance substantially compliant?	N/A

Violation #4: There is no elevator serving this building, therefore there is no access to the 2nd floor.

Standard: **2010 ADAAG 206.2.3 Multi-Story Buildings and Facilities.**

Text: At least one accessible route shall connect each story and mezzanine in multi-story buildings and facilities.

Possible Solutions: Install a compliant elevator unless all programs can be moved to more accessible location.

Violation #4 Cost: $157,500 Priority Level 3

Accessible Route Total $157,500

High Priority	1-4
Medium Priority	5-8
Low Priority	9-12

TOWN OF ADDISON
BUILDING REPORT

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Facility Contact: Lisa Pyles **Contact Phone:** 972-450-2878

Accessology Inspector Information:

Inspector: Karen Jackson **Date:** April 21, 2017

Email: Kjackson@accessology.com

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Address: 5350 Beltline Road **City:** Addison **County:** Dallas

General Entrance Notes:

The main entrance into the building is not compliant.

Is the main entry door accessible?	No
Is there an alternate door that is accessible?	No
If so, does the inaccessible door have signage indicating the location of the nearest accessible door?	N/A

Violation #5: The building entrance has a 7.9% sloped area at the building entrance.

Standard: **2010 ADAAG 404.2.4.4 Floor or Ground Surface.**

Text: Floor or ground surface within required maneuvering clearances shall comply with 302. Changes in level are not permitted. EXCEPTIONS: Slopes not steeper than 1:48 shall be permitted.

Possible Solutions: Modify building entrance to be served by a level maneuvering clearance.

Violation #5 Cost: $2,625 Priority Level 3

Violation #6: The threshold at the entrance door is greater than 1/2".

Standard: **2010 ADAAG 404.2.5 Thresholds**

TOWN OF ADDISON - Finance Building

Entrance - Page 2

Text:	Thresholds, if provided at doorways, shall be 1/2" high max. Raised thresholds and changes in level at doorways shall comply with 302 and 303.		
Possible Solutions:	Modify threshold to achieve a change in level no greater than 1/2".		
Violation #6Cost:	$525	Priority	Level 3
Violation #7:	The entrance door has a door stop at the bottom, therefore, the bottom 10" of the door does not have a smooth surface.		
Standard:	**2010 ADAAG 404.2.10 Door and Gate Surfaces.**		
Text:	Swinging door and gate surfaces within 10 inches of the finish floor or ground measured vertically shall have a smooth surface on the push side extending the full width of the door or gate.		
Possible Solutions:	Remove door stop. This is a TDLR reguirement not a Federal standard.		
Violation #7 Cost:	$105	Priority	Level 12

		High Priority	1-4
Entrance Total	$3,255	Medium Priority	5-8
		Low Priority	9-12

TOWN OF ADDISON
BUILDING REPORT

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Accessology Inspector Information:

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Latitude: 32.953362 **Longitude:** -96.813731

Address: 5350 Beltline Road **City:** Addison **County:** Dallas

General Hallway Notes:

This facility includes many hallways and corridors. All of the doors have non-compliant hardware.

Does this facility have any hallways?	Yes
Do the doors have compliant hardware?	No
Do the doors have proper maneuvering clearances?	Yes
Is the hallway width at least 36” clear width?	Yes
Are visual strobes provided?	No
Are there any protruding objects?	No
Is the signage substantially compliant?	No

Violation #8: The reception desk is 44" above finished floor to the top of the counter.

Standard: **2010 ADAAG 904.4.1 Parallel Approach.**

Text: A portion of the counter surface that is 36" long min. 36" high max. 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" min. length of counter.

Possible Solutions: Replace desk or provide a portion of the desk that is no higher than 36" above finished floor.

Violation #8 Cost: $2,100 Priority Level 4

TOWN OF ADDISON - Finance Building

Hallway - Page 2

Violation #9:	There are approximately 12 door knobs provided throughout the facility.
Standard:	**2010 ADAAG 404.2.7 Door and Gate Hardware.**
Text:	Handles, pulls, latches, locks, and other operable parts on doors and gates shall comply with 309.4.
Possible Solutions:	Replace with lever type handles.
Violation #9 Cost:	$3,150
Priority	Level 5

		High Priority	1-4
Hallway Total	$5,250	Medium Priority	5-8
		Low Priority	9-12

TOWN OF ADDISON
BUILDING REPORT

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Accessology Inspector Information:

Inspector: Karen Jackson **Date:** April 21, 2017

Email: Kjackson@accessology.com

Latitude: 32.953362 **Longitude:** -96.813731

Address: 5350 Beltline Road **City:** Addison **County:** Dallas

General Restroom Notes:

There are two single user toilet rooms provided in this facility.

Is the door to the restroom substantially compliant?	No
Does the room have the required turning radius?	No
Is the water closet substantially compliant?	No
Does the water closet have the required clear floor space?	No
Is the lavatory substantially compliant?	No
Is the urinal substantially compliant?	N/A
Is the mirror substantially compliant?	Yes

Violation #10: Women's Restroom: Signage is mounted on the wall next to the hinge side of the door.

Standard: **2010 ADAAG 703.4.2 Location.**

Text: Where a tactile sign is provided at a door, the sign shall be located alongside the door at the latch side. Signs containing tactile characters shall be located so that a clear floor space of 18" x 18" min., centered on the tactile characters, is provided beyond the arc of any door swing between the closed position and 45 degree open position.

Possible Solutions: Relocate signage to the latch side of the door.

Violation #10 Cost: $525 Priority Level 6

TOWN OF ADDISON - Finance Building

Restrooms - Page 2

Violation #11:	Women's Restroom: The required clear floor space around the water closet is not provided.
Standard:	**2010 ADAAG 604.3.1 Size.**
Text:	Clearance around a water closet shall be 60 inches minimum measured perpendicular from the side wall and 56 inches minimum measured perpendicular from the rear wall.
Possible Solutions:	Remove and relocated lavatory to achieve required clear floor space.
Violation #11 Cost:	$2,625 Priority Level 3
Violation #12:	Women's & Men's Restrooms: Water closet seats are 15.5" above finished floor.
Standard:	**2010 ADAAG 604.4 Seats.**
Text:	The seat height of a water closet above the finish floor shall be 17 inches minimum and 19 inches maximum measured to the top of the seat. Seats shall not be sprung to return to a lifted position.
Possible Solutions:	Install a complaint water closet in each restroom.
Violation #12 Cost:	$2,625 Priority Level 5
Violation #13:	Women's & Men's Restrooms: The space between the grab bar and the wall is 2".
Standard:	**2010 ADAAG 609.3 Spacing.**

TOWN OF ADDISON - Finance Building

Restrooms - Page 3

Text:	The space between the wall and the grab bar shall be 1½".
Possible Solutions:	Remove and remount grab bars so that 1-1/2" clearance is achieved.
Violation #13 Cost:	$2,100 — Priority: Level 5
Violation #14:	Women's Restroom: The rear grab bar is only 24" long.
Standard:	**2010 ADAAG 604.5.2 Rear Wall.**
Text:	The rear wall grab bar shall be 36" long minimum and extend from the centerline of the water closet 12" minimum on one side and 24" minimum on the other side.
Possible Solutions:	Install a compliant grab bar. The cost for compliance is included in Violation #13.
Violation #14 Cost:	$0 — Priority: Level 6
Violation #15:	Women's Restroom: The rear grab bar is mounted too high at 37" above finished floor.
Standard:	**2010 ADAAG 609.4 Position of Grab Bars.**
Text:	Grab bars shall be installed in a horizontal position, 33" - 36" maximum above the finish floor measured to the top of the gripping surface.
Possible Solutions:	Remount grab bar to compliant height. The cost for compliance is included in Violation #13.

TOWN OF ADDISON - Finance Building

Restrooms - Page 4

Violation #15 Cost:	$0	Priority	Level 6

Violation #16: Women's Restroom: Lavatory pipes and valves are not wrapped to protect against contact.

Standard: **2010 ADAAG 606.5 Exposed Pipes and Surfaces.**

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

Possible Solutions: Provide protection at the exposed drains and water lines under the lavatories.

Violation #16 Cost:	$105	Priority	Level 5

Violation #17: Men's Restroom: Signage is mounted on the wall next to the hinge side of the door.

Standard: **2010 ADAAG 703.4.2 Location.**

Text: Where a tactile sign is provided at a door, the sign shall be located alongside the door at the latch side. Signs containing tactile characters shall be located so that a clear floor space of 18" x 18" min., centered on the tactile characters, is provided beyond the arc of any door swing between the closed position and 45 degree open position.

Possible Solutions: Relocate signage to the latch side of the door.

Violation #17 Cost:	$525	Priority	Level 6

TOWN OF ADDISON - Finance Building

Restrooms - Page 5

Violation #18:	Men's Restroom: The required clear floor space around the water closet is not provided.
Standard:	**2010 ADAAG 604.3.1 Size.**
Text:	Clearance around a water closet shall be 60 inches minimum measured perpendicular from the side wall and 56 inches minimum measured perpendicular from the rear wall.
Possible Solutions:	Remove and relocate lavatory to achieve required clear floor space.
Violation #18 Cost:	$2,625 Priority Level 3
Violation #19:	Men's Restroom: The rear grab bar is only 24" long.
Standard:	**2010 ADAAG 604.5.2 Rear Wall.**
Text:	The rear wall grab bar shall be 36" long minimum and extend from the centerline of the water closet 12" minimum on one side and 24" minimum on the other side.
Possible Solutions:	Install a compliant grab bar. The cost for compliance is included in Violation #18.
Violation #19 Cost:	$0 Priority Level 6
Violation #20:	Men's Restroom: The rear grab bar is mounted too high at 37" above finished floor.
Standard:	**2010 ADAAG 609.4 Position of Grab Bars.**

TOWN OF ADDISON - Finance Building

Restrooms - Page 6

Text:	Grab bars shall be installed in a horizontal position, 33" - 36" maximum above the finish floor measured to the top of the gripping surface.
Possible Solutions:	Remount grab bar to compliant height. The cost for compliance is included in Violation #18.
Violation #20 Cost:	$0
Priority	Level 6

		High Priority	1-4
Restrooms Total	$11,130	Medium Priority	5-8
		Low Priority	9-12

TOWN OF ADDISON
BUILDING REPORT

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Accessology Inspector Information:

Inspector: Karen Jackson **Date:** April 21, 2017

Email: Kjackson@accessology.com

Latitude: 32.953362 **Longitude:** -96.813731

Address: 5350 Beltline Road **City:** Addison **County:** Dallas

General Break Room Notes:

There is one break room that serves this facility.

Does the facility have a break room?	Yes
Is there a stove or cooktop?	Yes
Is there a sink?	Yes
Is the sink substantially compliant?	No
Are the counters at 34” aff?	No

Violation #21: The sink is mounted higher than 34" above finished floor.

Standard: **2010 ADAAG 606.3 Height.**

Text: Lavatories and sinks shall be installed with the front of the higher of the rim or counter surface 34 inches maximum above the finish floor or ground.

Possible Solutions: Lower sink ensure front of the rim or counter surface is 34 inches maximum above the finish floor or ground.

Violation #21 Cost: $2,625 Priority Level 4

Violation #22: The sink does not have the required knee clearance provided.

Standard: **2010 ADAAG 606.2 Clear Floor Space.**

TOWN OF ADDISON - Finance Building

Break Rooms - Page 2

Text:	A clear floor space complying with 305, positioned for a forward approach, and knee and toe clearance complying with 306 shall be provided.
Possible Solutions:	Modify cabinets to provide the required toe and knee clearance. The cost for compliance is included in Violation #21.
Violation #22 Cost:	$0 — Priority: Level 4
Violation #23:	The microwave is mounted above 48" to the highest operable part.
Standard:	**2010 ADAAG 308.3.2 Obstructed High Reach.**
Text:	Where a clear floor or ground space allows a parallel approach to an element and the high side reach is over an obstruction, the height of the obstruction shall be 34" max. and the depth of the obstruction shall be 24" max.
Possible Solutions:	Relocate microwave so that it is located within the required reach range.
Violation #23 Cost:	$525 — Priority: Level 11

		High Priority	1-4
Break Rooms Total	$3,150	Medium Priority	5-8
		Low Priority	9-12

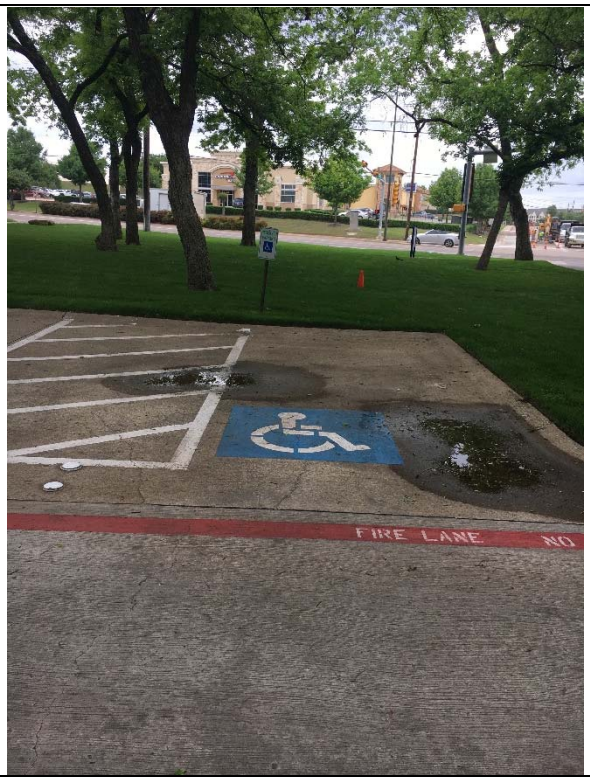
Summary Sheet for Finance Building

Finance Building

#	VIOLATION SUMMARY	PRIORITY LEVEL	COST
1	Repave access aisle to achieve slopes in all directions no greater than 1:48. Cost for corrections is included under Violation #2.	Level 4	$0.00
2	Repave area to achieve a smooth surface.	Level 4	$6,300.00
3	Raise signage.	Level 6	$525.00
4	Install a compliant elevator unless all programs can be moved to more accessible location.	Level 3	$157,500.00
5	Modify building entrance to be served by a level maneuvering clearance.	Level 3	$2,625.00
6	Modify threshold to achieve a change in level no greater than 1/2".	Level 3	$525.00
7	Remove door stop. This is a TDLR reguirement not a Federal standard.	Level 12	$105.00
8	Replace desk or provide a portion of the desk that is no higher than 36" above finished floor.	Level 4	$2,100.00
9	Replace with lever type handles.	Level 5	$3,150.00
10	Relocate signage to the latch side of the door.	Level 6	$525.00
11	Remove and relocated lavatory to achieve required clear floor space.	Level 3	$2,625.00
12	Install a complaint water closet in each restroom.	Level 5	$2,625.00
13	Remove and remount grab bars so that 1-1/2" clearance is achieved.	Level 5	$2,100.00
14	Install a compliant grab bar. The cost for compliance is included in Violation #13.	Level 6	$0.00
15	Remount grab bar to compliant height. The cost for compliance is included in Violation #13.	Level 6	$0.00
16	Provide protection at the exposed drains and water lines under the lavatories.	Level 5	$105.00
17	Relocate signage to the latch side of the door.	Level 6	$525.00
18	Remove and relocate lavatory to achieve required clear floor space.	Level 3	$2,625.00
19	Install a compliant grab bar. The cost for compliance is included in Violation #18.	Level 6	$0.00
20	Remount grab bar to compliant height. The cost for compliance is included in Violation #18.	Level 6	$0.00
21	Lower sink ensure front of the rim or counter surface is 34 inches maximum above the finish floor or ground.	Level 4	$2,625.00
22	Modify cabinets to provide the required toe and knee clearance. The cost for compliance is included in Violation #21.	Level 4	$0.00
23	Relocate microwave so that it is located within the required reach range.	Level 11	$525.00

Grand Total	$187,110.00

Violation 1 - The access aisle has slopes ranging from 2.4% to 4.4%.

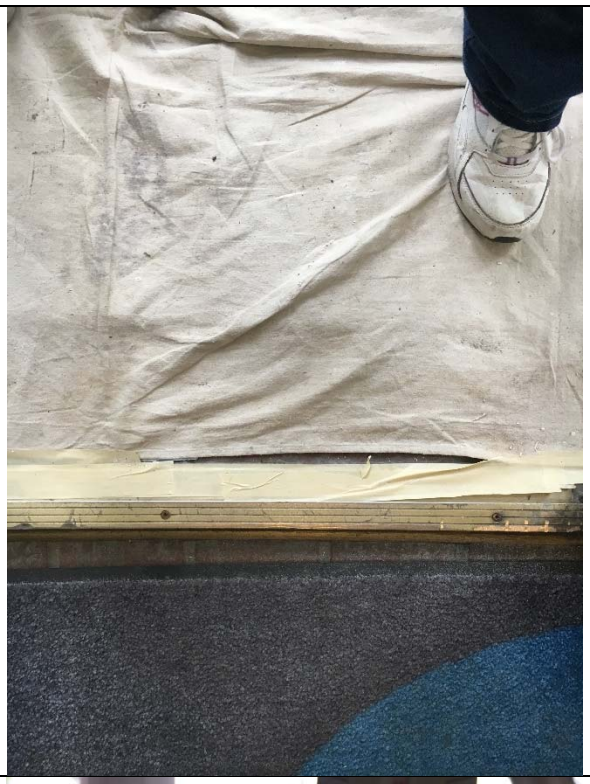


Violation 2 - There is evidence of ponding in the accessible parking space.

Violation 3 - The accessible signage is mounted too low.

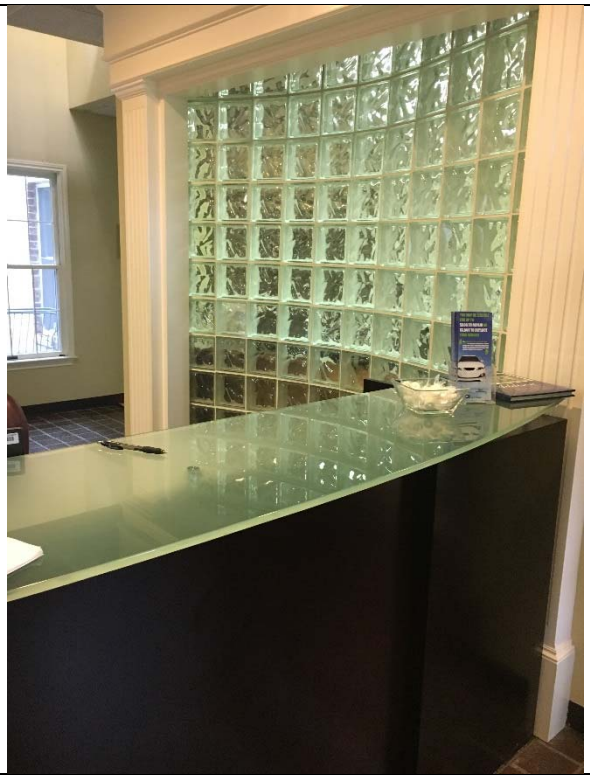
Violation 4 - There is no elevator serving this building, therefore there is no access to the 2nd floor.

Violation 5 - The building entrance has a 7.9% sloped area at the building entrance.

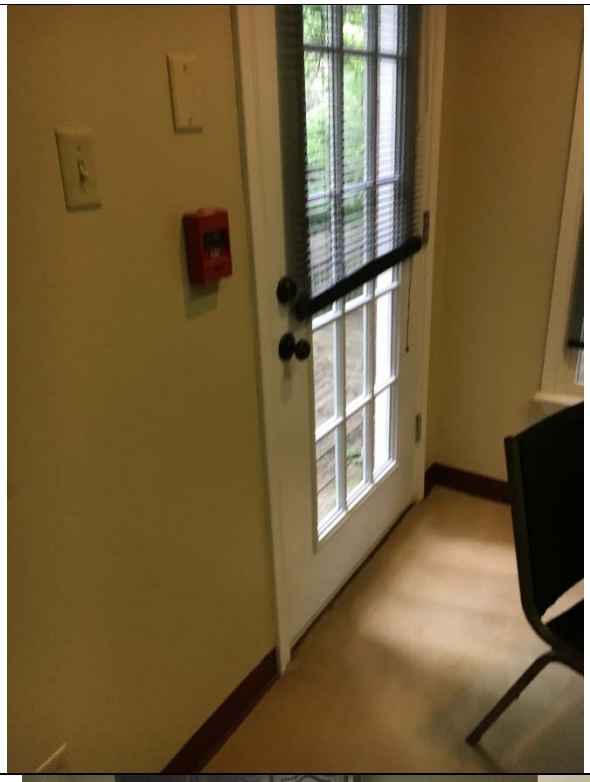


Violation 6 - The threshold at the entrance door is greater than 1/2".

Violation 7 - The entrance door has a door stop at the bottom, therefore, the bottom 10" of the door does not have a smooth surface.

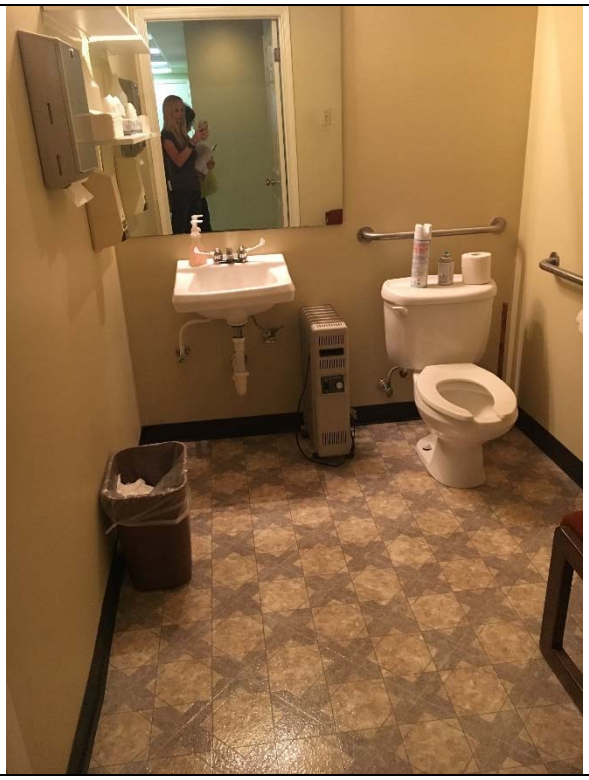


Violation 8 - The reception desk is 44" above finished floor to the top of the counter.



Violation 9 - There are approximately 12 door knobs provided throughout the facility.

Violation 10 - Women's Restroom: Signage is mounted on the wall next to the hinge side of the door.



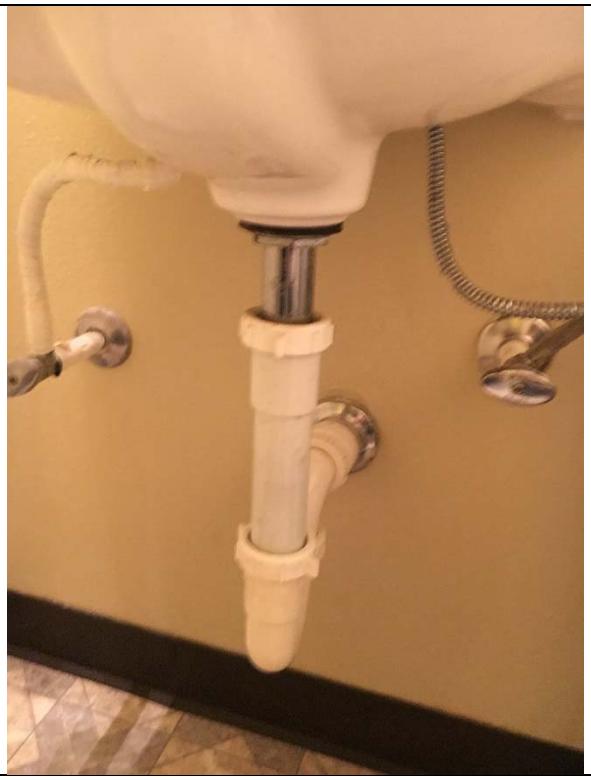
Violation 11 - Women's Restroom: The required clear floor space around the water closet is not provided.

Violation 12 - Women's & Men's Restrooms: Water closet seats are 15.5" above finished floor.

Violation 13 - Women's & Men's Restrooms: The space between the grab bar and the wall is 2".

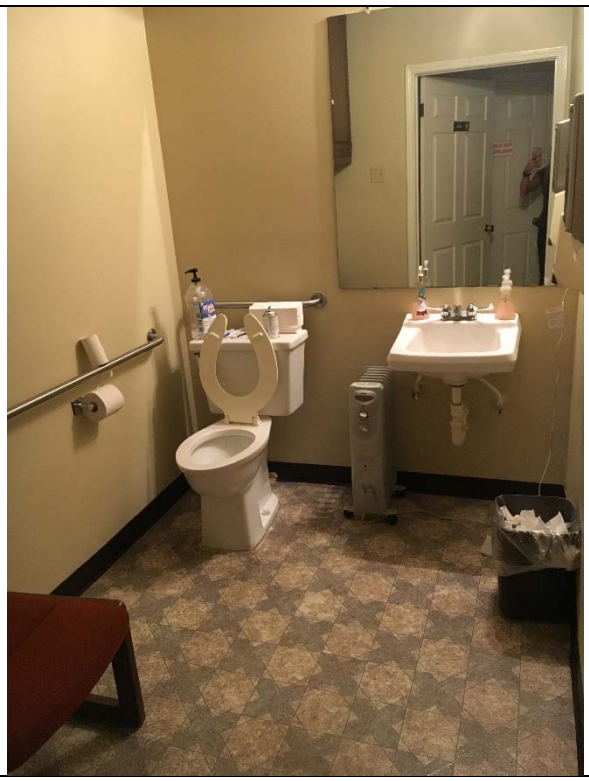
Violation 14 - Women's Restroom: The rear grab bar is only 24" long.

Violation 15 - Women's Restroom: The rear grab bar is mounted too high at 37" above finished floor.

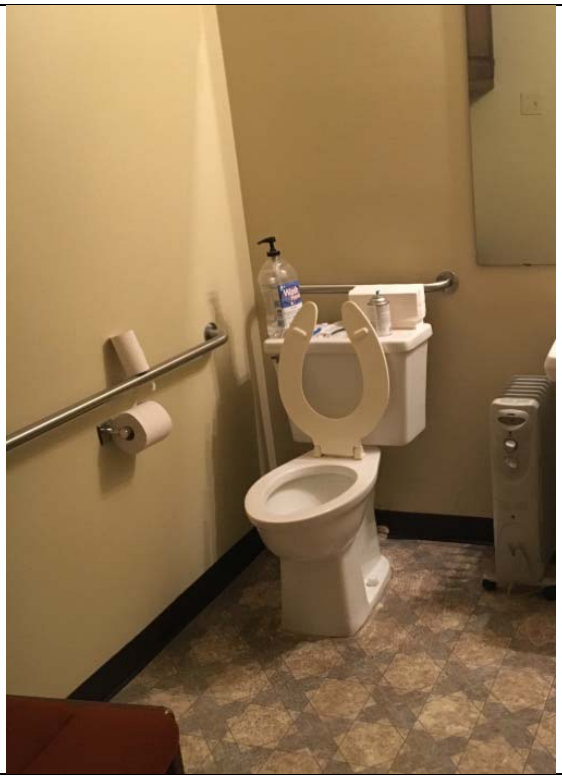


Violation 16 - Women's Restroom: Lavatory pipes and valves are not wrapped to protect against contact.

Violation 17 - Men's Restroom: Signage is mounted on the wall next to the hinge side of the door.



Violation 18 - Men's Restroom: The required clear floor space around the water closet is not provided.



Violation 19 - Men's Restroom: The rear grab bar is only 24" long.

Violation 20 - Men's Restroom: The rear grab bar is mounted too high at 37" above finished floor.

Violation 21 - The sink is mounted higher than 34" above finished floor.

Violation 22 - The sink does not have the required knee clearance provided.

Violation 23 - The microwave is mounted above 48" to the highest operable part.

ACCESSOLOGY

TOWN OF ADDISON
BUILDING REPORT

Facility Information: **Facility Name:** Fire Station No. 2

Facility Contact: Lisa Pyles **Contact Phone:** 972-450-2878

Accessology Inspector Information:

Inspector: Karen Jackson **Date:** April 17, 2017

Email: Kjackson@accessology.com

Latitude: 32.950825 **Longitude:** -96.84799

Address: 3950 Beltway Drive **City:** Addison **County:** Dallas

General Parking Notes:

The fire station is served by two parking areas, one public parking area and an employee parking area. An accessible parking space is provided to serve the public parking but no accessible parking is provided within the employee parking area.

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.

Total Parking Spaces: Public Parking	6
Total Accessible Parking Spaces:	1
Number of van accessible spaces:	1
Is the accessible parking substantially compliant?	No

Total Parking Spaces: Employee parking	14
Total Accessible Parking Spaces:	0
Number of van accessible spaces:	0
Is the accessible parking substantially compliant?	No

Violation #1: The access aisle serving the accessible parking space is only 93" wide. In order for it to serve the van accessible space, it is required to be a minimum of 96" wide.

TOWN OF ADDISON - Fire Station No. 2

Parking - Page 2

Standard:	**2010 ADAAG 502.2 Vehicle Spaces. Exception**
Text:	Van parking spaces shall be permitted to be 96" wide minimum where the access aisle is 96" wide minimum
Possible Solutions:	Modify the accessible parking to provide a 96" wide minimum access aisle.
Violation #1 Cost:	$525 Priority Level 5

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Violation #2:	The employee parking lot does not have any accessible parking spaces provided.
Standard:	**2010 ADAAG 208.2 Minimum Number**
Text:	Parking spaces complying with 502 shall be provided in accordance with Table 208.2.
Possible Solutions:	Provide one accessible parking space (van accessible) with an access aisle and compliant signage. See general notes.
Violation #2 Cost:	$6,300 Priority Level 4

		High Priority	1-4
Parking Violations Total	$6,825	Medium Priority	5-8
		Low Priority	9-12

TOWN OF ADDISON
BUILDING REPORT

Facility Information: **Facility Name:** Fire Station No. 2

Facility Contact: Lisa Pyles **Contact Phone:** 972-450-2878

Accessology Inspector Information:

Inspector: Karen Jackson **Date:** April 17, 2017

Email: Kjackson@accessology.com

Latitude: 32.950825 **Longitude:** -96.84799

Address: 3950 Beltway Drive **City:** Addison **County:** Dallas

General Accessible Route Notes:

The accessible route to the building is substantially compliant.

Is the path of travel from accessible parking to building entrance compliant?	Yes
Does the path of travel serve all exterior amenities offered by the facility?	N/A
Is the path of travel from building entrances to all amenities served by the entrance substantially compliant?	N/A

Accessible Route Total $0

High Priority	1-4
Medium Priority	5-8
Low Priority	9-12

TOWN OF ADDISON
BUILDING REPORT

Facility Information: **Facility Name:** Fire Station No. 2

Facility Contact: Lisa Pyles **Contact Phone:** 972-450-2878

Accessology Inspector Information:

Inspector: Karen Jackson **Date:** April 17, 2017

Email: Kjackson@accessology.com

Latitude: 32.950825 **Longitude:** -96.84799

Address: 3950 Beltway Drive **City:** Addison **County:** Dallas

General Entrance Notes:

There is only one public entrance into the facility and it is not fully compliant.

Is the main entry door accessible?	No
Is there an alternate door that is accessible?	No
If so, does the inaccessible door have signage indicating the location of the nearest accessible door?	N/A

Violation #3: The threshold at the exterior door leading into the vestibule has a threshold that is greater than 1/2".

Standard: **2010 ADAAG 404.2.5 Thresholds**

Text: Thresholds, if provided at doorways, shall be 1/2 inch high maximum. Raised thresholds and changes in level at doorways shall comply with 302 and 303.

Possible Solutions: Modify threshold so it is no greater than 1/2".

Violation #3 Cost: $525 Priority Level 5

Violation #4: The assistance signage and button in the vestibule at the main entrance is at 60.5" to the operable part.

Standard: **2010 ADAAG 308.2.2 Obstructed Forward High Reach.**

TOWN OF ADDISON - Fire Station No. 2

Entrance - Page 2

Text: Where a high forward reach is over an obstruction, the clear floor space shall extend beneath the element for a distance not less than required reach depth over the obstruction. The high forward reach shall be 48" max. where the reach depth is 20" max.

Possible Solutions: Lower the assistance signage so its no higher than 48".

Violation #4 Cost: $525 Priority Level 5

Violation #5: The assistance phone in the entrance vestibule is mounted with the highest operable part at 63".

Standard: **2010 ADAAG 308.2.2 Obstructed Forward High Reach.**

Text: Where a high forward reach is over an obstruction, the clear floor space shall extend beneath the element for a distance not less than required reach depth over the obstruction. The high forward reach shall be 48" max. where the reach depth is 20" max.

Possible Solutions: Lower the assistance phone so the highest operable part is at 48".

Violation #5 Cost: $525 Priority Level 5

Violation #6: The no-draft speak-thru at the entrance is at 52".

Standard: **2010 ADAAG 308.2.1 Unobstructed Forward Reach.**

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

TOWN OF ADDISON - Fire Station No. 2

Entrance - Page 3

Possible Solutions:	Relocate provide an additional speak thru area at 48" high maximum.		
Violation #6 Cost:	$525	Priority	Level 5
Violation #7:	The peep hole at the entrance from the vestibule into the building is at 64".		
Standard:	**2010 ADAAG 308.3.1 Unobstructed Parallel Reach.**		
Text:	Where a clear floor or ground space allows a parallel approach to an element and the side reach is unobstructed, the high side reach shall be 48".		
Possible Solutions:	Provide a peep hole that is no higher than 48".		
Violation #7 Cost:	$525	Priority	Level 7

		High Priority	1-4
Entrance Total	$2,625	Medium Priority	5-8
		Low Priority	9-12

TOWN OF ADDISON
BUILDING REPORT

Facility Information: **Facility Name:** Fire Station No. 2

Facility Contact: Lisa Pyles **Contact Phone:** 972-450-2878

Accessology Inspector Information:

Inspector: Karen Jackson **Date:** April 17, 2017

Email: Kjackson@accessology.com

Latitude: 32.950825 **Longitude:** -96.84799

Address: 3950 Beltway Drive **City:** Addison **County:** Dallas

General Hallway Notes:

The doors throughout the facility have door knob style hardware and non-compliant signage.

Does this facility have any hallways?	Yes
Do the doors have compliant hardware?	No
Do the doors have proper maneuvering clearances?	No
Is the hallway width at least 36" clear width?	Yes
Are visual strobes provided?	No
Are there any protruding objects?	No
Is the signage substantially compliant?	No

Violation #8: There are 14 doors with knob style door hardware requiring grasping and twisting to operate.

Standard: **2010 ADAAG 404.2.7 Door and Gate Hardware**

Text: Handles, pulls, latches, locks, and other operable parts on doors and gates shall comply with 309.4. Operable parts shall be operable with one hand and shall not require tight grasping, pinching, or twisting of the wrist.

Possible Solutions: Replace with lever style door hardware.

Violation #8 Cost: $3,544 Priority Level 5

Violation #9: Signage throughout the facility is not compliant and not mounted in the correct location.

TOWN OF ADDISON - Fire Station No. 2

Hallway - Page 2

Standard:	**2010 ADAAG 216.2 Designations.**
Text:	Interior and exterior signs identifying permanent rooms and spaces shall comply with 703.1, 703.2, and 703.5.
Possible Solutions:	Provide compliant signage at all permanent locations.
Violation #9 Cost:	$1,785 Priority Level 6
Violation #10:	The door leading to the Authorized Personnel area only has an 8" maneuvering clearance on the pull side, a minimum of 18" is required. Additionally, the door only has a 29" wide opening.
Standard:	**2010 ADAAG 404.2.4.1 Swinging Doors and Gates.** **2010 ADAAG 404.2.3 Door and Gate Clear Width.**
Text:	**2010 ADAAG 404.2.4.1 Swinging Doors and Gates.** Swinging doors and gates shall have maneuvering clearances complying with Table 404.2.4.1. **2010 ADAAG 404.2.3 Door and Gate Clear Width.** Door openings shall provide a clear width of 32 inches minimum.
Possible Solutions:	Replace the door to achieve 32" minimum clear width and a minimum of 18" minimum clearance.
Violation #10 Cost:	$2,625 Priority Level 4
Violation #11:	The doors leading to the bay area only have an 10" maneuvering clearance on the pull side, a minimum of 18" is required.
Standard:	**2010 ADAAG 404.2.4.1 Swinging Doors and Gates.**

TOWN OF ADDISON - Fire Station No. 2

Hallway - Page 3

Text:	Swinging doors and gates shall have maneuvering clearances complying with Table 404.2.4.1.
Possible Solutions:	Modify door to provide 18" minimum clearance.
Violation #11 Cost:	$5,250 Priority Level 4
Violation #12:	Door leading into the single sleep room only has a 4" maneuvering clearance on the pull side, a minimum of 18" is required. Additionally, the door opening is only 29" wide.
Standard:	**2010 ADAAG 404.2.4.1 Swinging Doors and Gates.** **2010 ADAAG 404.2.3 Door and Gate Clear Width.**
Text:	**2010 ADAAG 404.2.4.1 Swinging Doors and Gates.** Swinging doors and gates shall have maneuvering clearances complying with Table 404.2.4.1. **2010 ADAAG 404.2.3 Door and Gate Clear Width.** Door openings shall provide a clear width of 32 inches minimum.
Possible Solutions:	Replace the door to achieve 32" minimum clear width and a minimum of 18" minimum clearance.
Violation #12 Cost:	$2,625 Priority Level 4
Violation #13:	The door into the Employees Only area only has a 4" maneuvering clearance on the pull side, a minimum of 18" is required.
Standard:	**2010 ADAAG 404.2.4.1 Swinging Doors and Gates.**
Text:	Swinging doors and gates shall have maneuvering clearances complying with Table 404.2.4.1.

TOWN OF ADDISON - Fire Station No. 2

Hallway - Page 4

Possible Solutions:	Modify door to provide 18" minimum clearance.
Violation #13 Cost:	$2,625 Priority Level 4
Violation #14:	The door leading into the laundry room only has a 4.5" maneuvering clearance on the pull side, a minimum of 18" is required.
Standard:	**2010 ADAAG 404.2.4.1 Swinging Doors and Gates.**
Text:	Swinging doors and gates shall have maneuvering clearances complying with Table 404.2.4.1.
Possible Solutions:	Modify door to provide 18" minimum clearance.
Violation #14 Cost:	$2,625 Priority Level 4
Violation #15:	The door into the office area only has a 7.5" maneuvering clearance on the pull side, a minimum of 18" is required.
Standard:	**2010 ADAAG 404.2.4.1 Swinging Doors and Gates.**
Text:	Swinging doors and gates shall have maneuvering clearances complying with Table 404.2.4.1.
Possible Solutions:	Modify door to provide 18" minimum clearance.

TOWN OF ADDISON - Fire Station No. 2

Hallway - Page 5

Violation #15 Cost:	$2,625	Priority	Level 4

		High Priority	1-4
Hallway Total	$23,704	Medium Priority	5-8
		Low Priority	9-12

TOWN OF ADDISON
BUILDING REPORT

Facility Information: **Facility Name:** Fire Station No. 2

Facility Contact: Lisa Pyles **Contact Phone:** 972-450-2878

Accessology Inspector Information:

Inspector: Karen Jackson **Date:** April 17, 2017

Email: Kjackson@accessology.com

Latitude: 32.950825 **Longitude:** -96.84799

Address: 3950 Beltway Drive **City:** Addison **County:** Dallas

General Restroom Notes:

There is a Men's and Women's restroom as well as an employee restroom/shower room.

Is the door to the restroom substantially compliant?	No
Does the room have the required turning radius?	Yes
Is the water closet substantially compliant?	No
Does the water closet have the required clear floor space?	No
Is the lavatory substantially compliant?	No
Is the urinal substantially compliant?	No
Is the mirror substantially compliant?	Yes

Violation #16: Women's Restroom: Entrance door only has an 8" maneuvering clearance on the pull side where a minimum of 18" is required.

Standard: **2010 ADAAG 404.2.4.1 Swinging Doors and Gates.**

Text: Swinging doors and gates shall have maneuvering clearances complying with Table 404.2.4.1.

Possible Solutions: Replace the door to achieve 32" minimum clear width.

Violation #16 Cost: $2,625 Priority Level 4

Violation #17: Men's Restroom: There is not a 48" deep maneuvering clearance on the pull side of the door.

TOWN OF ADDISON - Fire Station No. 2

Restrooms - Page 2

Standard:	**2010 ADAAG 404.2.4.1 Swinging Doors and Gates.**
Text:	Swinging doors and gates shall have maneuvering clearances complying with Table 404.2.4.1.
Possible Solutions:	Reverse the swing of the door.
Violation #17 Cost:	$2,625 Priority Level 4
Violation #18:	Men's & Women's Restrooms: Doors only have a 31" wide opening.
Standard:	**2010 ADAAG 404.2.4.1 Swinging Doors and Gates.** **2010 ADAAG 404.2.3 Door and Gate Clear Width.**
Text:	**2010 ADAAG 404.2.4.1 Swinging Doors and Gates.** Swinging doors and gates shall have maneuvering clearances complying with Table 404.2.4.1. **2010 ADAAG 404.2.3 Door and Gate Clear Width.** Door openings shall provide a clear width of 32 inches minimum.
Possible Solutions:	Replace the door to achieve 32" minimum clear width and a minimum of 18" minimum clearance.
Violation #18 Cost:	$5,250 Priority Level 4
Violation #19:	Women's Restroom: Shower is not accessible.
Standard:	**2010 ADAAG 213.2 Toilet Rooms and Bathing Rooms.**
Text:	Where toilet rooms are provided, each toilet room shall comply with 603. Where bathing rooms are provided, each bathing room shall comply with 603.

TOWN OF ADDISON - Fire Station No. 2

Restrooms - Page 3

Possible Solutions:	Reconstruct the restroom to provide an accessible shower.		
Violation #19 Cost:	$6,825	Priority	Level 4
Violation #20:	Women's Restroom: Coat hooks are mounted at 65" where a maximum of 48" is required.		
Standard:	**2010 ADAAG 603.4 Coat Hooks and Shelves.**		
Text:	Coat hooks shall be located within one of the reach ranges specified in 308.		
Possible Solutions:	Lower coat hooks or add coat hooks that are no higher than 48".		
Violation #20 Cost:	$525	Priority	Level 5
Violation #21:	The lavatory in the Men's and Women's restrooms have exposed pipes.		
Standard:	**2010 ADAAG 606.5 Exposed Pipes and Surfaces.**		
Text:	Water supply and drain pipes under lavatories and sinks shall be insulated or otherwise configured to protect against contact. There shall be no sharp or abrasive surfaces under lavatories and sinks.		
Possible Solutions:	Provide protection at the exposed drains and water lines under the lavatories.		
Violation #21 Cost:	$210	Priority	Level 5

TOWN OF ADDISON - Fire Station No. 2

Restrooms - Page 4

Violation #22:	The flush control in the Men's and Women's restrooms are mounted on the closed side. The flush controls must be located on the open side of the water closet.
Standard:	**2010 ADAAG 604.6 Flush Controls.**
Text:	Hand operated flush controls shall comply with (309 Operable Parts). Flush controls shall be located on the open side of the water closet.
Possible Solutions:	Modify water closet tanks to provide flush control on open side of the water closet.
Violation #22 Cost:	$525 Priority Level 5
Violation #23:	Women's Restroom: The shower obstructs the required clear floor space depth.
Standard:	**2010 ADAAG 604.3.1 Size**
Text:	Clearance around a water closet shall be 60"minimum measured perpendicular from the side wall and 56" minimum measured perpendicular from the rear wall.
Possible Solutions:	When an accessible shower is provided, ensure it is put in a location where it does not block the clear floor space of any of the fixtures. Price included under Violation #19.
Violation #23 Cost:	$2,625 Priority Level 4
Violation #24:	Men's Restroom: The lavatory blocks the required clear floor space width.

TOWN OF ADDISON - Fire Station No. 2

Restrooms - Page 5

Standard:	**2010 ADAAG 604.3.1 Size.**
Text:	Clearance around a water closet shall be 60"minimum measured perpendicular from the side wall and 56" minimum measured perpendicular from the rear wall.
Possible Solutions:	Reconstruct restroom to provide the required clear floor space for all fixtures.
Violation #24 Cost:	$2,100 Priority Level 4
Violation #25:	The door to the restroom in the sleeping area does not have a minimum 18" maneuvering clearance on the pull side.
Standard:	**2010 ADAAG 404.2.4.1 Swinging Doors and Gates.**
Text:	Swinging doors and gates shall have maneuvering clearances complying with Table 404.2.4.1.
Possible Solutions:	Modify door to provide 18" minimum clearance.
Violation #25 Cost:	$2,625 Priority Level 4
Violation #26:	The restroom in the sleeping area does not have any compliant stalls.
Standard:	**2010 ADAAG 213.2 Toilet Rooms and Bathing Rooms.**
Text:	Where toilet rooms are provided, each toilet room shall comply with 603. Where bathing rooms are provided, each bathing room shall comply with 603.

TOWN OF ADDISON - Fire Station No. 2

Restrooms - Page 6

Possible Solutions:	Reconstruct the restroom to provide accessible toilet compartment, lavatory, urinal and shower stall.
Violation #26 Cost:	$12,600 Priority Level 4
Violation #27:	The restroom in the sleeping area does not have any compliant urinals.
Standard:	**2010 ADAAG 213.2 Toilet Rooms and Bathing Rooms.**
Text:	Where toilet rooms are provided, each toilet room shall comply with 603. Where bathing rooms are provided, each bathing room shall comply with 603.
Possible Solutions:	Provide an accessible shower compartment. The cost for compliance is included under Violation #26.
Violation #27 Cost:	$0 Priority Level 4
Violation #28:	The lavatories in the restroom in the sleeping area are mounted at 35.5" with no knee clearance.
Standard:	**2010 ADAAG 213.2 Toilet Rooms and Bathing Rooms.**
Text:	Where toilet rooms are provided, each toilet room shall comply with 603. Where bathing rooms are provided, each bathing room shall comply with 603.
Possible Solutions:	Provide at least one accessible lavatory. The cost for compliance is included under Violation #26.
Violation #28 Cost:	$0 Priority Level 4

TOWN OF ADDISON - Fire Station No. 2

Restrooms - Page 7

Violation #29:	The restroom in the sleeping area does not have any compliant showers.
Standard:	**2010 ADAAG 213.2 Toilet Rooms and Bathing Rooms.**
Text:	Where toilet rooms are provided, each toilet room shall comply with 603. Where bathing rooms are provided, each bathing room shall comply with 603.
Possible Solutions:	Provide at least one accessible shower compartment. The cost for compliance is included under Violation #26.
Violation #29 Cost:	$0

Priority: Level 4

		High Priority	1-4
Restrooms Total	$38,535	Medium Priority	5-8
		Low Priority	9-12

TOWN OF ADDISON
BUILDING REPORT

Facility Information: **Facility Name:** Fire Station No. 2

Facility Contact: Lisa Pyles **Contact Phone:** 972-450-2878

Accessology Inspector Information:

Inspector: Karen Jackson **Date:** April 17, 2017

Email: Kjackson@accessology.com

Latitude: 32.950825 **Longitude:** -96.84799

Address: 3950 Beltway Drive **City:** Addison **County:** Dallas

General Break Room Notes:

There is a break area and kitchen provided.

Does the facility have a break room?	Yes
Is there a stove or cooktop?	Yes
Is there a sink?	Yes
Is the sink substantially compliant?	No
Are the counters at 34" aff?	No

Violation #30: The counters in the kitchenette are at 36-1/2" with no knee clearance provided.

Standard: **2010 ADAAG 804.3.1 Clear Floor or Ground Space.**

Text: A clear floor space complying with 305 positioned for a forward approach shall be provided. The clear floor or ground space shall be centered on the kitchen work surface and shall provide knee and toe clearance complying with 306.

Possible Solutions: Modify counter to provide a section in compliance with 804.3.

Violation #30 Cost: $2,100 Priority Level 5

Violation #31: The sink is mounted at 36-1/2" with no knee clearance provided.

Standard: **2010 ADAAG 606.3 Height.**

TOWN OF ADDISON - Fire Station No. 2

Break Rooms - Page 2

Text:	Lavatories and sinks shall be installed with the front of the higher of the rim or counter surface 34 inches maximum above the finish floor or ground.
Possible Solutions:	Modify break room sink and counter to achieve 34" maximum height.
Violation #31 Cost:	$2,100 — Priority: Level 4
Violation #32:	The door leading from the break room outside has a 3/4" threshold.
Standard:	**2010 ADAAG 404.2.5 Thresholds**
Text:	Thresholds, if provided at doorways, shall be 1/2 inch high maximum. Raised thresholds and changes in level at doorways shall comply with 302 and 303.
Possible Solutions:	Modify threshold so it is no greater than 1/2".
Violation #32 Cost:	$525 — Priority: Level 5
Violation #33:	The door leading from the break room outside requires more than 5lbs of pressure to operate and the lock grasping and twisting to operate.
Standard:	**2010 ADAAG 404.2.9 Door and Gate Opening Force.** **2010 ADAAG 309.4 Operation.**
Text:	**2010 ADAAG 404.2.9 Door and Gate Opening Force.** The force for pushing or pulling open an interior hinged door is 5 pounds maximum.

TOWN OF ADDISON - Fire Station No. 2

Break Rooms - Page 3

Text: Part 2	**2010 ADAAG 309.4 Operation.** Operable parts shall be operable with one hand and shall not require tight grasping, pinching, or twisting of the wrist.
Possible Solutions:	Adjust closer and replace locking mechanism.
Violation #33 Cost:	$525
Priority	Level 6

		High Priority	1-4
Break Rooms Total	$5,250	Medium Priority	5-8
		Low Priority	9-12

TOWN OF ADDISON
BUILDING REPORT

Facility Information: **Facility Name:** Fire Station No. 2

Facility Contact: Lisa Pyles **Contact Phone:** 972-450-2878

Accessology Inspector Information:

Inspector: Karen Jackson **Date:** April 17, 2017
Email: Kjackson@accessology.com

Latitude: 32.950825 **Longitude:** -96.84799
Address: 3950 Beltway Drive **City:** Addison **County:** Dallas

General Misc Notes:

There are no exterior ammenities provided at this facility.

Are there exterior drinking fountains? No
Are there any other miscellaneous items not previously covered? No

Violation #34: Storage closets have narrow openings and do not have a minimum 18" maneuvering clearance on the pull side of the doors.

Standard: **2010 ADAAG 404.2.4.1 Swinging Doors and Gates.**
2010 ADAAG 404.2.3 Door and Gate Clear Width.

Text: **2010 ADAAG 404.2.4.1 Swinging Doors and Gates.** Swinging doors and gates shall have maneuvering clearances complying with Table 404.2.4.1. **2010 ADAAG 404.2.3 Door and Gate Clear Width.** Door openings shall provide a clear width of 32 inches minimum.

Possible Solutions: Replace the door to achieve 32" minimum clear width and a minimum of 18" minimum clearance.

Violation #34 Cost: $2,625 Priority Level 4

Violation #35: The thermostat's highest operable part is at 62 3/4".

TOWN OF ADDISON - Fire Station No. 2

Miscellaneous - Page 2

Standard:	**2010 ADAAG 308.3.1 Unobstructed Parallel Reach.**
Text:	Where a clear floor or ground space allows a parallel approach to an element and the side reach is unobstructed, the high side reach shall be 48".
Possible Solutions:	Lower thermostat so it is no higher than 48" to the highest operable part.

Violation #35 Cost: $525 Priority Level 7

		High Priority	1-4
Miscellaneous Total	$3,150	Medium Priority	5-8
		Low Priority	9-12

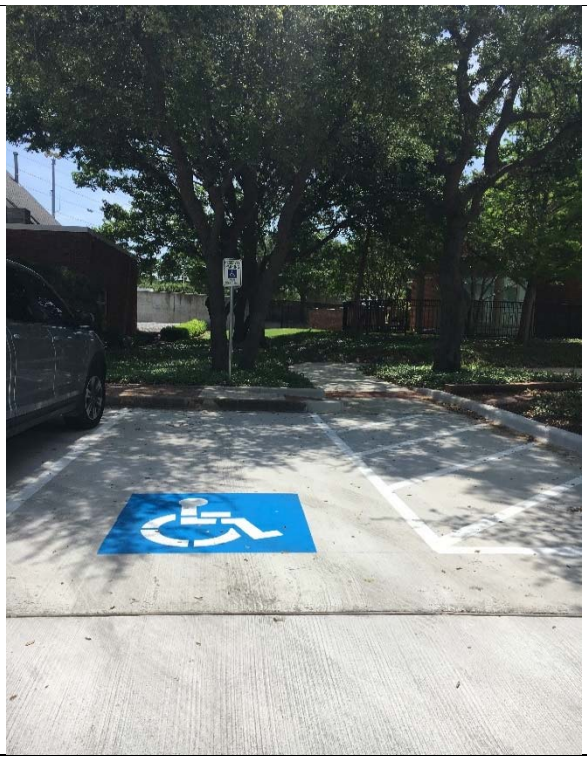
Summary Sheet for Fire Station No. 2

Fire Station No. 2

#	VIOLATION SUMMARY	PRIORITY LEVEL	COST
1	Modify the accessible parking to provide a 96" wide minimum access aisle.	Level 5	$525.00
2	Provide one accessible parking space (van accessible) with an access aisle and compliant signage. See general notes.	Level 4	$6,300.00
3	Modify threshold so it is no greater than 1/2".	Level 5	$525.00
4	Lower the assistance signage so its no higher than 48".	Level 5	$525.00
5	Lower the assistance phone so the highest operable part is at 48".	Level 5	$525.00
6	Relocate provide an additional speak thru area at 48" high maximum.	Level 5	$525.00
7	Provide a peep hole that is no higher than 48".	Level 7	$525.00
8	Replace with lever style door hardware.	Level 5	$3,544.00
9	Provide compliant signage at all permanent locations.	Level 6	$1,785.00
10	Replace the door to achieve 32" minimum clear width and a minimum of 18" minimum clearance.	Level 4	$2,625.00
11	Modify door to provide 18" minimum clearance.	Level 4	$5,250.00
12	Replace the door to achieve 32" minimum clear width and a minimum of 18" minimum clearance.	Level 4	$2,625.00
13	Modify door to provide 18" minimum clearance.	Level 4	$2,625.00
14	Modify door to provide 18" minimum clearance.	Level 4	$2,625.00
15	Modify door to provide 18" minimum clearance.	Level 4	$2,625.00
16	Replace the door to achieve 32" minimum clear width.	Level 4	$2,625.00
17	Reverse the swing of the door.	Level 4	$2,625.00
18	Replace the door to achieve 32" minimum clear width and a minimum of 18" minimum clearance.	Level 4	$5,250.00
19	Reconstruct the restroom to provide an accessible shower.	Level 4	$6,825.00
20	Lower coat hooks or add coat hooks that are no higher than 48".	Level 5	$525.00
21	Provide protection at the exposed drains and water lines under the lavatories.	Level 5	$210.00
22	Modify water closet tanks to provide flush control on open side of the water closet.	Level 5	$525.00
23	When an accessible shower is provided, ensure it is put in a location where it does not block the clear floor space of any of the fixtures. Price included under Violation #19.	Level 4	$2,625.00
24	Reconstruct restroom to provide the required clear floor space for all fixtures.	Level 4	$2,100.00
25	Modify door to provide 18" minimum clearance.	Level 4	$2,625.00
26	Reconstruct the restroom to provide accessible toilet compartment, lavatory, urinal and shower stall.	Level 4	$12,600.00
27	Provide an accessible shower compartment. The cost for compliance is included under Violation #26.	Level 4	$0.00

#	VIOLATION SUMMARY	PRIORITY LEVEL	COST
28	Provide at least one accessible lavatory. The cost for compliance is included under Violation #26.	Level 4	$0.00
29	Provide at least one accessible shower compartment. The cost for compliance is included under Violation #26.	Level 4	$0.00
30	Modify counter to provide a section in compliance with 804.3.	Level 5	$2,100.00
31	Modify break room sink and counter to achieve 34" maximum height.	Level 4	$2,100.00
32	Modify threshold so it is no greater than 1/2".	Level 5	$525.00
33	Adjust closer and replace locking mechanism.	Level 6	$525.00
34	Replace the door to achieve 32" minimum clear width and a minimum of 18" minimum clearance.	Level 4	$2,625.00
35	Lower thermostat so it is no higher than 48" to the highest operable part.	Level 7	$525.00

Grand Total	$80,089.00



Violation 1 - The access aisle serving the accessible parking space is only 93" wide. In order for it to serve the van accessible space, it is required to be a minimum of 96" wide.

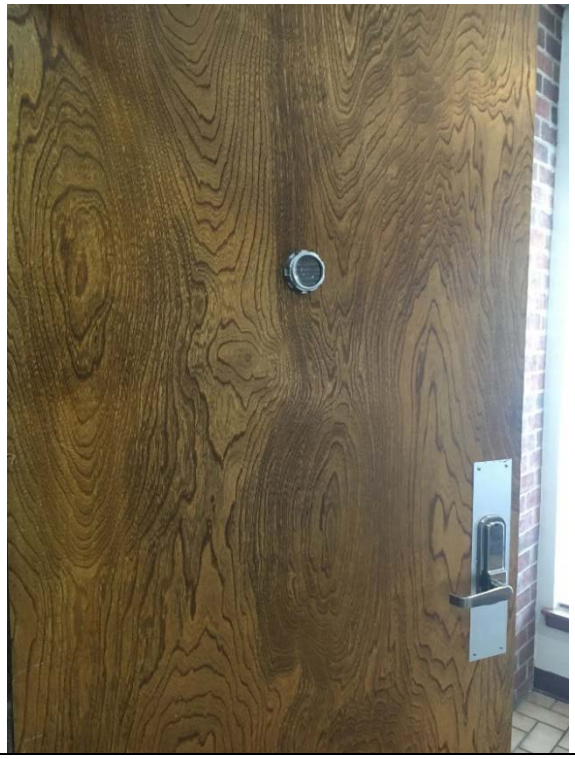
Violation 2 - The employee parking lot does not have any accessible parking spaces provided.

Violation 3 - The threshold at the exterior door leading into the vestibule has a threshold that is greater than 1/2".

Violation 4 - The assistance signage and button in the vestibule at the main entrance is at 60-1/2" to the operable part.

Violation 5 - The assistance phone in the entrance vestibule is mounted with the highest operable part at 63".

Violation 6 - The no-draft speak-thru at the entrance is at 52".

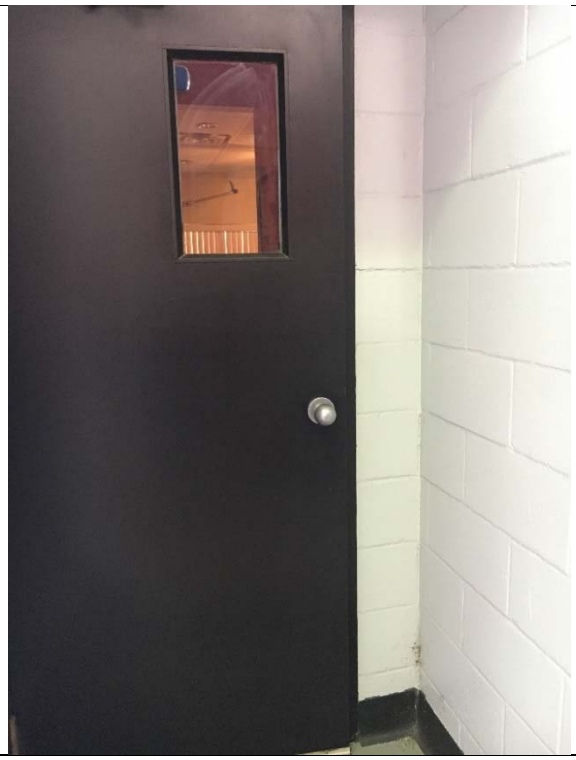


Violation 7 - The peep hole at the entrance from the vestibule into the building is at 64".

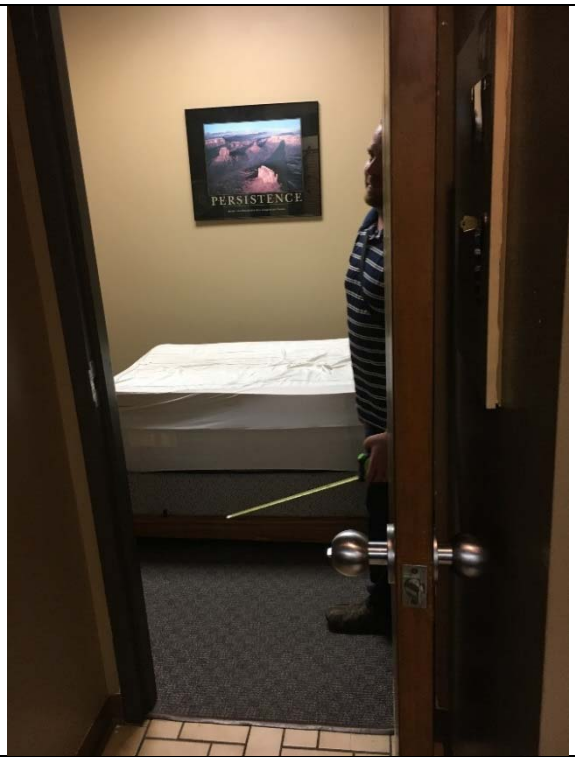
Violation 8 - There are 14 doors with knob style door hardware requiring grasping and twisting to operate.

Violation 9 - Signage throughout the facility is not compliant and not mounted in the correct location.

Violation 10 - The door leading to the Authorized Personnel area only has an 8" maneuvering clearance on the pull side and the door only has a 29" wide opening.



Violation 11 - The doors leading to the bay area only have a 10" maneuvering clearance on the pull side.



Violation 12 - Door leading into the single sleep room only has a 4" maneuvering clearance on the pull side and the door opening is only 29" wide.

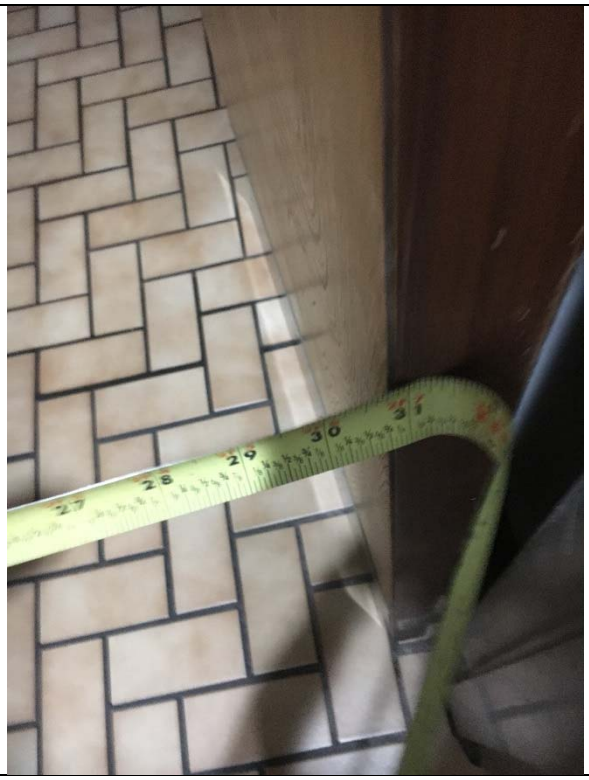
Violation 13 - The door into the Employees Only area only has a 4" maneuvering clearance on the pull side.

Violation 14 - The door leading into the laundry room only has a 4-1/2" maneuvering clearance on the pull side.

Violation 15 - The door into the office area only has a 7-1/2" maneuvering clearance on the pull side.

Violation 16 - Women's Restroom: Entrance door only has an 8" maneuvering clearance on the pull side where a minimum of 18" is required.

Violation 17 - Men's Restroom: There is not a 48" deep maneuvering clearance on the pull side.



Violation 18 - Men's & Women's Restrooms: Doors only have a 31" wide opening.

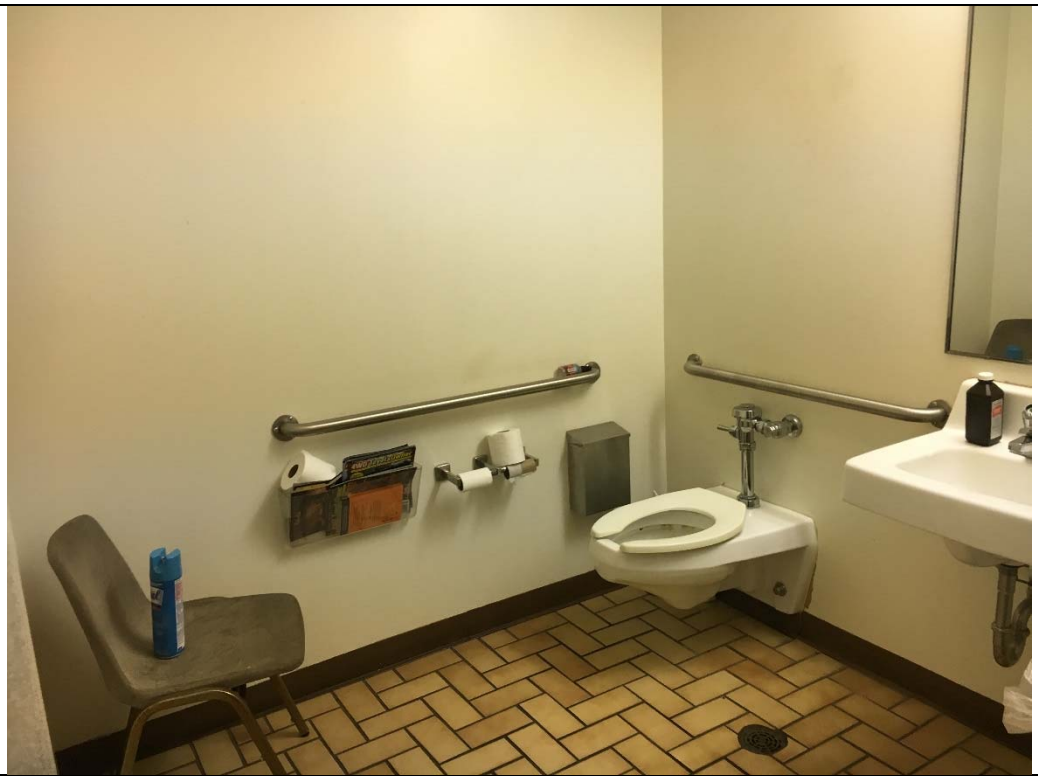
Violation 19 - Women's Restroom: Shower is not accessible.

Violation 20 - Women's Restroom: Coat hooks are mounted at 65" where a maximum of 48" is required.

Violation 21 - The lavatory in the Men's and Women's restrooms have exposed pipes.

Violation 22 - The flush control in the Men's and Women's restrooms are mounted on the closed side.

Violation 23 - Women's Restroom: The shower blocks the required clear floor space depth.



Violation 24 - Men's Restroom: The lavatory blocks the required clear floor space width.

Violation 25 - The door to the restroom in the sleeping area does not have a minimum 18" maneuvering clearance on the pull side.

Violation 26 - The restroom in the sleeping area does not have any compliant stalls.

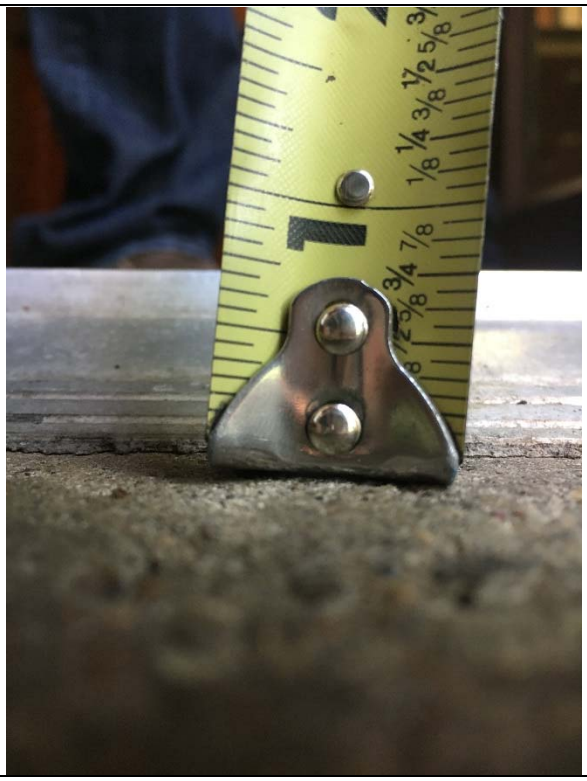
Violation 27 - The restroom in the sleeping area does not have any compliant urinals.

Violation 28 - The lavatories in the restroom in the sleeping area are mounted at 35-1/2" with no knee clearance.

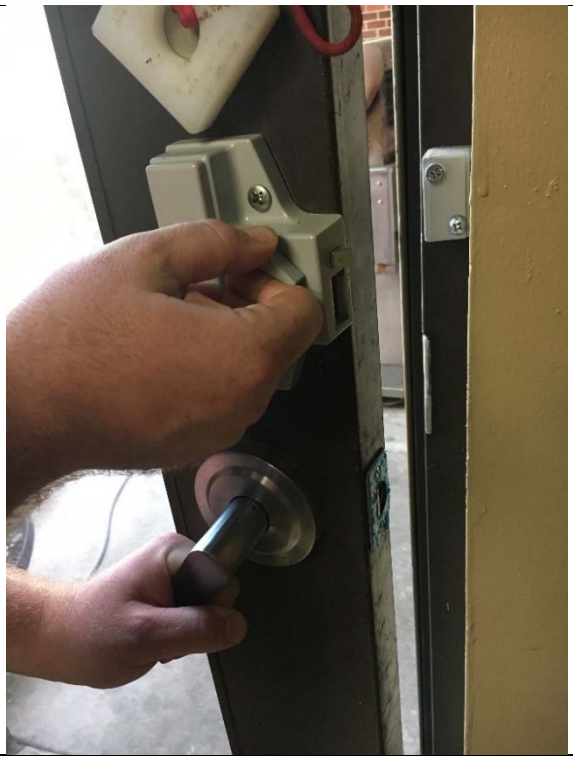
Violation 29 - The restroom in the sleeping area does not have any compliant showers.

Violation 30 - The counters in the kitchenette are at 36-1/2" with no knee clearance provided.

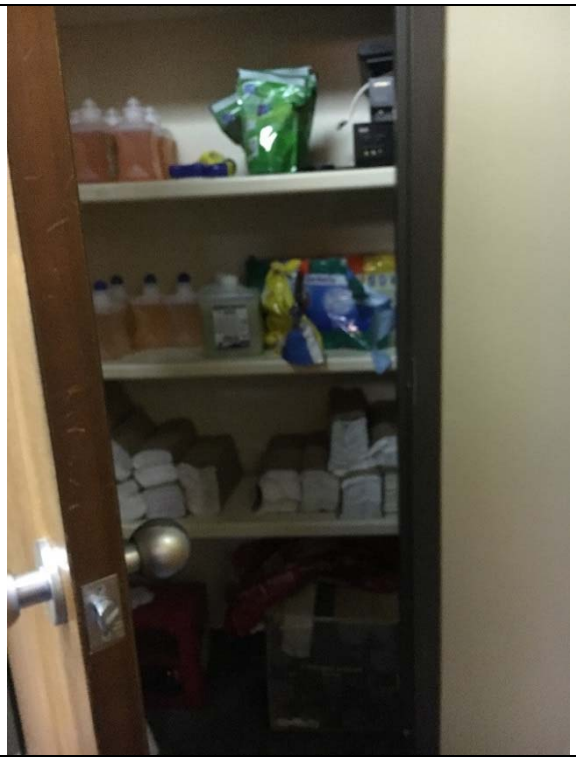
Violation 31 - The sink is mounted at 36-1/2" with no knee clearance provided.



Violation 32 - The door leading from the break room outside has a 3/4" threshold.



Violation 33 - The door leading from the break room outside requires more than 5lbs of presure to operate and the lock grasping and twisting to operate.



Violation 34 - Storage closets have narrow openings and do not have a minimum 18" maneuvering clearance on the pull side of the doors.

Violation 35 - The thermostat's highest operable part is at 62-3/4".

ACCESSOLOGY

TOWN OF ADDISON
BUILDING REPORT

Facility Information: **Facility Name:** Police & Courts Building

Facility Contact: Lisa Pyles **Contact Phone:** 972-450-2878

Accessology Inspector Information:

Inspector: Karen Jackson **Date:** April 10, 2017

Email: Kjackson@accessology.com

Latitude: 32.966471 **Longitude:** -96.830398

Address: 4799 Airport Parkway **City:** Addison **County:** Dallas

General Parking Notes:

There are two parking areas that serve this building. Accessible parking is located in the side lot where there is an accessible route to the entrance. There is employee only covered parking that has no accessible parking provided.

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. Parking spaces shall be permitted to be located in different parking facilities if substantially equivalent or greater accessibility is provided in terms of distance from an accessible entrance or entrances, parking fee, and user convenience.

Total Parking Spaces: Main parking	75
Total Accessible Parking Spaces:	3
Number of van accessible spaces:	1
Is the accessible parking substantially compliant?	No

Total Parking Spaces: Employee lot	28
Total Accessible Parking Spaces:	0
Number of van accessible spaces:	0
Is the accessible parking substantially compliant?	No

TOWN OF ADDISON - Police & Courts Building

Parking - Page 2

Violation #1:	There are no accessible parking spaces provided in the covered/employee lot.
Standard:	**2010 ADAAG 208.1 General.**
Text:	Where parking spaces are provided, parking spaces shall be provided in accordance with 208.
Possible Solutions:	Add one van accessible parking space with an access aisle and compliant signage.
Violation #1 Cost:	$6,300 Priority Level 6
Violation #2:	The curb ramps provided at the all of the accessible parking spaces protrude into the access aisles as well as a portion of the accessible parking stalls.
Standard:	**2010 ADAAG 406.5 Location.**
Text:	Curb ramps and the flared sides of curb ramps shall be located so that they do not project into vehicular traffic lanes, parking spaces, or parking access aisles. Curb ramps at marked crossings shall be wholly contained within the markings, excluding any flared sides.
Possible Solutions:	Remove and replace all curb ramps with curb ramps that do not protrude into the access aisles or accessible parking stalls.
Violation #2 Cost:	$6,300 Priority Level 4
Violation #3:	The far left accessible parking space has a running slope of 2.6%.
Standard:	**2010 ADAAG 502.4 Floor or Ground Surfaces**

TOWN OF ADDISON - Police & Courts Building

Parking - Page 3

Text:	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. Slopes not steeper than 1:48 shall be permitted.
Possible Solutions:	Modify stall so the slopes are no greater than 2% in all directions.*Price included in Violation #2
Violation #3 Cost:	$0 — Priority: Level 4
Violation #4:	Accessible parking signage is mounted too low.
Standard:	**2010 ADAAG 502.6 Identification.**
Text:	Signs identifying van parking spaces shall contain the designation "van accessible." Signs shall be 60 inches minimum above the finish floor or ground surface measured to the bottom of the sign.
Possible Solutions:	Raise signage so the bottom of the sign is at 60" from the ground.
Violation #4 Cost:	$525 — Priority: Level 10

		High Priority	1-4
Parking Violations Total	$13,125	Medium Priority	5-8
		Low Priority	9-12

TOWN OF ADDISON
BUILDING REPORT

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Facility Contact: Lisa Pyles **Contact Phone:** 972-450-2878

Accessology Inspector Information:

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Email: Kjackson@accessology.com

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Address: 4799 Airport Parkway **City:** Addison **County:** Dallas

General Accessible Route Notes:

The exterior route leading from the side parking lot has minor gaps but is substantially compliant. The interior route throughout the building include doors that have non-compliant hardware, clear width and maneuvering clearance issues.

Is the path of travel from accessible parking to building entrance compliant?	No
Does the path of travel serve all exterior amenities offered by the facility?	No
Is the path of travel from building entrances to all amenities served by the entrance substantially compliant?	N/A

Violation #5: There is no accessible route to the 2nd floor of the facility.

Standard: **2010 ADAAG 206.2.3 Multi-Story Buildings and Facilities.**

Text: At least one accessible route shall connect each story and mezzanine in multi-story buildings and facilities.

Possible Solutions: Provide an accessible route to the second floor.

Violation #5 Cost: $157,500 Priority Level 4

Violation #6: The door leading from the main building into the jail only has a 7" maneuvering clearance on the pull side.

TOWN OF ADDISON - Police & Courts Building

Accessible Route Interior - Page 2

Standard:	**2010 ADAAG 404.2.4.1 Swinging Doors and Gates.**
Text:	Swinging doors and gates shall have maneuvering clearances complying with Table 404.2.4.1.
Possible Solutions:	Modify door to provide 18" clearance.
Violation #6 Cost:	$2,625 Priority Level 4
Violation #7:	Access into the garage area requires steps.
Standard:	**2010 ADAAG 303.4 Changes in Level Ramps.**
Text:	Changes in level greater than ½ inch high shall be ramped, and shall comply with 405 or 406.
Possible Solutions:	Provide an accessible route to the garage area.
Violation #7 Cost:	$36,750 Priority Level 4
Violation #8:	The route from the garage area into the jail area requires a 6" step.
Standard:	**2010 ADAAG 303.4 Changes in Level Ramps.**
Text:	Changes in level greater than ½ inch high shall be ramped, and shall comply with 405 or 406.
Possible Solutions:	Provide an accessible curb ramp.

TOWN OF ADDISON - Police & Courts Building

Accessible Route Interior - Page 3

Violation #8Cost:	$2,100	Priority	Level 4
Violation #9:	There is no accessible route to the cashier work area in the Municipal Court area.		
Standard:	**2010 ADAAG 303.4 Changes in Level Ramps.**		
Text:	Changes in level greater than ½ inch high shall be ramped, and shall comply with 405 or 406.		
Possible Solutions:	Provide an accessible route into the cashier work area.		
Violation #9 Cost:	$36,750	Priority	Level 4

		High Priority	1-4
Accessible Route Total	$235,725	Medium Priority	5-8
		Low Priority	9-12

TOWN OF ADDISON
BUILDING REPORT

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Accessology Inspector Information:

Inspector: Karen Jackson **Date:** April 10, 2017

Email: Kjackson@accessology.com

Latitude: 32.966471 **Longitude:** -96.830398

Address: 4799 Airport Parkway **City:** Addison **County:** Dallas

General Entrance Notes:

The building's main entrance has a non-compliant threshold.

Is the main entry door accessible?	No
Is there an alternate door that is accessible?	No
If so, does the inaccessible door have signage indicating the location of the nearest accessible door?	N/A

Violation #10: The main entrance door has a 3/8" threshold, where a 1/2" maximum is allowed.

Standard: **2010 ADAAG 404.2.5 Thresholds.**

Text: Thresholds, if provided at doorways, shall be 1/2 inch high maximum. Raised thresholds and changes in level at doorways shall comply with 302 and 303.

Possible Solutions: Modify threshold to achieve a change in level no greater than 1/2".

Violation #10 Cost: $525 Priority Level 4

Violation #11: The landing in front of the door leading into the weight room has a 6% slope.

Standard: **2010 ADAAG 404.2.4.4 Floor or Ground Surface.**

TOWN OF ADDISON - Police & Courts Building

Entrance - Page 2

Text:	Floor or ground surface within required maneuvering clearances shall comply with 302. Changes in level are not permitted. EXCEPTIONS: Slopes not steeper than 1:48 shall be permitted.
Possible Solutions:	Modify landing at door to achieve a level landing with slopes that are no greater than 2% in all directions.
Violation #11 Cost:	$2,625 — Priority: Level 5
Violation #12:	The back entrance door for "Authorized Personnel Only" requires a 7.5" step up.
Standard:	**2010 ADAAG 303.4 Changes in Level Ramps.**
Text:	Changes in level greater than ½ inch high shall be ramped, and shall comply with 405 or 406.
Possible Solutions:	Provide an accessible curb ramp to provide access to the door.
Violation #12 Cost:	$2,100 — Priority: Level 4

		High Priority: 1-4
Entrance Total	$5,250	Medium Priority: 5-8
		Low Priority: 9-12

TOWN OF ADDISON
BUILDING REPORT

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Accessology Inspector Information:

Inspector: Karen Jackson **Date:** April 10, 2017

Email: Kjackson@accessology.com

Latitude: 32.966471 **Longitude:** -96.830398

Address: 4799 Airport Parkway **City:** Addison **County:** Dallas

General Hallway Notes:

This facility includes many hallways and corridors. Most of the doors have non-compliant hardware and maneuvering clearances. The room signs are not compliant and several are mounted in the incorrect location.

Does this facility have any hallways?	Yes
Do the doors have compliant hardware?	No
Do the doors have proper maneuvering clearances?	No
Is the hallway width at least 36" clear width?	Yes
Are visual strobes provided?	No
Are there any protruding objects?	No
Is the signage substantially compliant?	No

Violation #13: All existing knob hardware requires twisting of the wrist to operate. There are approximately 45 doors throughout the facility that are equipped with knob hardware.

Standard: **2010 ADAAG 404.2.7 Door and Gate Hardware.**

Text: Handles, pulls, latches, locks, and other operable parts on doors and gates shall comply with (309.4 Operation) operable parts of such hardware shall be 34 inches minimum and 48 inches maximum above the finish floor or ground.

Possible Solutions: Replace all existing knob hardware with lever type hardware.

TOWN OF ADDISON - Police & Courts Building

Hallway - Page 2

Violation #13 Cost:	$17,719	Priority	Level 5

Violation #14: Room signage throughout the building is not compliant. All room signs need to be replaced to provide consistency and accuracy of the spaces they designate.

Standard: **2010 ADAAG 216.2 Designations.**

Text: Interior and exterior signs identifying permanent rooms and spaces shall comply with 703.1, 703.2, and 703.5.

Possible Solutions: Replace all room signs.

Violation #14 Cost:	$9,188	Priority	Level 6

Violation #15: The main door into Investigation, as well as the Lieutenant, Sergeants, and Interview Room #1 all have door widths between 29" - 31" wide. A minimum opening of 32" is required.

Standard: **2010 ADAAG 404.2.3 Clear Width.**

Text: Door openings shall provide a clear width of 32 inches minimum. Clear openings of doorways with swinging doors shall be measured between the face of the door and the stop, with the door open 90 degrees.

Possible Solutions: Modify doors to provide minimum 32" clear openings.

Violation #15 Cost:	$10,500	Priority	Level 4

Violation #16: The door into the Juvenile Processing only has a 4.5" maneuvering clearance on the pull side where a minimum of 18" is required.

TOWN OF ADDISON - Police & Courts Building

Hallway - Page 3

Standard:	**2010 ADAAG 404.2.4.1 Swinging Doors and Gates.**
Text:	Swinging doors and gates shall have maneuvering clearances complying with Table 404.2.4.1.
Possible Solutions:	Modify door to provide 18" clearance.
Violation #16 Cost:	$2,625 Priority Level 4
Violation #17:	The counter at the Police Records window is at 41.5" where 36" maximum is required.
Standard:	**2010 ADAAG 904.4.1 Parallel Approach.**
Text:	A portion of the counter surface that is 36 inches long minimum and 36 inches high maximum above the finish floor shall be provided.
Possible Solutions:	Modify counter to provide 36" length at 36" high maximum.
Violation #17 Cost:	$2,100 Priority Level 7
Violation #18:	The call button for Police Dispatch is mounted between 50"-51", the maximum required is 48".
Standard:	**2010 ADAAG 308.2.1 Reach Ranges Forward Reach Unobstructed.**
Text:	Where a forward reach is unobstructed, the high forward reach shall be 48 inches maximum and the low forward reach shall be 15 inches minimum above the finish floor or ground.

TOWN OF ADDISON - Police & Courts Building

Hallway - Page 4

Possible Solutions:	Relocate the call button to 48" high maximum.
Violation #18 Cost:	$525 Priority Level 6
Violation #19:	The counter at the Municipal Court window is at 47 1/4" where 36" maximum is required.
Standard:	**2010 ADAAG 904.4.1 Parallel Approach.**
Text:	A portion of the counter surface that is 36 inches long minimum and 36 inches high maximum above the finish floor shall be provided.
Possible Solutions:	Modify counter to provide 36" length at 36" high maximum.
Violation #19 Cost:	$2,100 Priority Level 7
Violation #20:	The payment envelope holder is mounted at 64" to the highest operable part where a maximum of 48" is required.
Standard:	**2010 ADAAG 308.2.1 Reach Ranges Forward Reach Unobstructed.**
Text:	Where a forward reach is unobstructed, the high forward reach shall be 48 inches maximum and the low forward reach shall be 15 inches minimum above the finish floor or ground.
Possible Solutions:	Relocate the call button to 48" high maximum.
Violation #20 Cost:	$525 Priority Level 6

TOWN OF ADDISON - Police & Courts Building

Hallway - Page 5

Violation #21:	The staircase in the main lobby hallway is at 62.5" with no protection.
Standard:	**2010 ADAAG 307.4 Vertical Clearance.**
Text:	Vertical clearance shall be 80" high minimum. Guardrails or other barriers shall be provided where the vertical clearance is less than 80" high. The leading edge of such guardrail or barrier shall be located 27" max. above the finish floor.
Possible Solutions:	Provide a barrier underneath the stairs to provide cane detection.
Violation #21 Cost:	$1,575 Priority Level 7
Violation #22:	On the second floor, the office doors into the Police Chief and the Assistant Chief as well as the storage room doors, all have openings from 29" wide to 30" wide where a minimum width of 32" is required.
Standard:	**2010 ADAAG 404.2.3 Clear Width.**
Text:	Door openings shall provide a clear width of 32 inches minimum. Clear openings of doorways with swinging doors shall be measured between the face of the door and the stop, with the door open 90 degrees.
Possible Solutions:	Modify doors to provide minimum 32" clear openings.
Violation #22 Cost:	$7,875 Priority Level 4
Violation #23:	Storage room on the second floor only has a 5.5" maneuvering clearance on the pull side, a minimum of 18" is required. Additionally, the door has an opening of only 31" wide where a minimum of 32" is required.

TOWN OF ADDISON - Police & Courts Building

Hallway - Page 6

Standard:	**2010 ADAAG 404.2.4.1 Swinging Doors and Gates.** **2010 ADAAG 404.2.3 Clear Width.**
Text:	**2010 ADAAG 404.2.4.1 Swinging Doors and Gates**. Swinging doors shall have maneuvering clearances complying with Table 404.2.4.1. **2010 ADAAG 404.2.3 Clear Width.** Door openings shall provide a clear width of 32" 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.
Possible Solutions:	Modify door to provide minimum 32" clear openings.
Violation #23 Cost:	$2,625 — Priority: Level 4
Violation #24:	Janitorial supply room on the second floor only has an 11" maneuvering clearance on the pull side where a minimum of 18" is required.
Standard:	**2010 ADAAG 404.2.4.1 Swinging Doors and Gates.**
Text:	Swinging doors and gates shall have maneuvering clearances complying with Table 404.2.4.1.
Possible Solutions:	Modify door to provide 18" clearance.
Violation #24 Cost:	$2,625 — Priority: Level 4

		High Priority	1-4
Hallway Total	$59,982	Medium Priority	5-8
		Low Priority	9-12

TOWN OF ADDISON
BUILDING REPORT

Facility Information: **Facility Name:** Police & Courts Building

Facility Contact: Lisa Pyles **Contact Phone:** 972-450-2878

Accessology Inspector Information:

Inspector: Karen Jackson **Date:** April 10, 2017

Email: Kjackson@accessology.com

Latitude: 32.966471 **Longitude:** -96.830398

Address: 4799 Airport Parkway **City:** Addison **County:** Dallas

General Restroom Notes:

There are several restrooms through the facility. None of the restrooms are in substantial compliance even though they may have accessible elements.

Is the door to the restroom substantially compliant?	No
Does the room have the required turning radius?	No
Is the water closet substantially compliant?	No
Does the water closet have the required clear floor space?	No
Is the lavatory substantially compliant?	No
Is the urinal substantially compliant?	No
Is the mirror substantially compliant?	Yes

Violation #25: The door opening to the restroom in the gun range is only 21" wide.

Standard: **2010 ADAAG 404.2.3 Clear Width.**

Text: Door openings shall provide a clear width of 32 inches minimum. Clear openings of doorways with swinging doors shall be measured between the face of the door and the stop, with the door open 90 degrees.

Possible Solutions: Modify doors to provide minimum 32" clear openings.

Violation #25 Cost: $2,625 Priority Level 4

TOWN OF ADDISON - Police & Courts Building

Restrooms - Page 2

Violation #26:	The restroom in the gun range is not large enough to accommodate a wheelchair turning space.
Standard:	**2010 ADAAG 213.2 Toilet Rooms and Bathing Rooms.**
Text:	Where toilet rooms are provided, each toilet room shall comply with 603. Where bathing rooms are provided, each bathing room shall comply with 603.
Possible Solutions:	Enlarge restrooms to accommodate accessible water closet and lavatory and wheelchair turning space.
Violation #26 Cost:	$15,750 Priority Level 4
Violation #27:	The Women's restroom outside Courts and Records has a 5/8" change in level to enter the restroom.
Standard:	**2010 ADAAG 303.2 Vertical.**
Text:	Changes in level of ¼ inch high maximum shall be permitted to be vertical.
Possible Solutions:	Modify entrance into the restroom.
Violation #27 Cost:	$525 Priority Level 4
Violation #28:	The Women's restroom outside Courts and Records does not have an accessible toilet compartment.
Standard:	**2010 ADAAG 213.2 Toilet Rooms and Bathing Rooms.**

TOWN OF ADDISON - Police & Courts Building

Restrooms - Page 3

Text:	Where toilet rooms are provided, each toilet room shall comply with 603. Where bathing rooms are provided, each bathing room shall comply with 603.
Possible Solutions:	Modify room to provide an accessible toilet compartment.
Violation #28 Cost:	$2,625 — Priority: Level 4
Violation #29:	The Women's restroom outside Courts and Records - The lavatory is mounted at 36" with a 24 1/16" knee clearance, the pipes are not wrapped and it has knob style handles.
Standard:	**2010 ADAAG 213.2 Toilet Rooms and Bathing Rooms.**
Text:	Where toilet rooms are provided, each toilet room shall comply with 603. Where bathing rooms are provided, each bathing room shall comply with 603.
Possible Solutions:	Make modifications to provide an accessible lavatory.
Violation #29 Cost:	$2,100 — Priority: Level 4
Violation #30:	The Men's restroom outside Courts and Records - There is only a 2" maneuvering clearance on the pull side of the door, a minimum of 18" is required. Additionally, the door opening is only 28.5", a minimum opening of 32" is required.
Standard:	**2010 ADAAG 404.2.3 Clear Width.** **2010 ADAAG 404.2.4.1 Swinging Doors and Gates.**
Text: Part 1	**2010 ADAAG 404.2.3 Clear Width.** Door openings shall provide a clear width of 32" min.

TOWN OF ADDISON - Police & Courts Building

Restrooms - Page 4

Text: Part 2	**2010 ADAAG 404.2.4.1 Swinging Doors and Gates.** 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.
Possible Solutions:	Modify doors to provide a minimum 32" clear opening with a minimum of 18" maneuvering clearance on the pull side.
Violation #30 Cost:	$2,625 Priority Level 4
Violation #31:	The Men's restroom outside Courts and Records has a 5/8" change in level to enter the restroom.
Standard:	**2010 ADAAG 303.2 Vertical.**
Text:	Changes in level of ¼ inch high maximum shall be permitted to be vertical.
Possible Solutions:	Modify entrance into the restroom.
Violation #31 Cost:	$525 Priority Level 4
Violation #32:	The Men's restroom outside Courts and Records does not have an accessible stall.
Standard:	**2010 ADAAG 213.2 Toilet Rooms and Bathing Rooms.**
Text:	Where toilet rooms are provided, each toilet room shall comply with 603. Where bathing rooms are provided, each bathing room shall comply with 603.
Possible Solutions:	Modify room to provide an accessible toilet compartment.

TOWN OF ADDISON - Police & Courts Building

Restrooms - Page 5

Violation #32 Cost:	$2,625	Priority	Level 4
Violation #33:	The Men's restroom outside Courts and Records - The lavatory is mounted at 36" with a 24 1/16" knee clearance, the pipes are not wrapped and it has knob style handles.		
Standard:	**2010 ADAAG 213.2 Toilet Rooms and Bathing Rooms.**		
Text:	Where toilet rooms are provided, each toilet room shall comply with 603. Where bathing rooms are provided, each bathing room shall comply with 603.		
Possible Solutions:	Make modifications to provide an accessible lavatory.		
Violation #33 Cost:	$2,100	Priority	Level 4
Violation #34:	There is a 3/4" change in level at the entrance door into the Women's locker room.		
Standard:	**2010 ADAAG 303.2 Vertical.**		
Text:	Changes in level of ¼ inch high maximum shall be permitted to be vertical.		
Possible Solutions:	Modify entrance into the restroom.		
Violation #34 Cost:	$525	Priority	Level 4
Violation #35:	There is only a 3.5" maneuvering clearance on the pull side as you exit the Women's locker room; a minimum of 18" is required.		

TOWN OF ADDISON - Police & Courts Building

Restrooms - Page 6

Standard:	**2010 ADAAG 404.2.4.1 Swinging Doors and Gates.**
Text:	Swinging doors and gates shall have maneuvering clearances complying with Table 404.2.4.1.
Possible Solutions:	Modify door to provide 18" clearance.
Violation #35 Cost:	$2,625 Priority Level 4
Violation #36:	There are no accessible benches provided in the Men's and Women's locker rooms.
Standard:	**2010 ADAAG 803.4 Benches.**
Text:	A bench complying with 903 shall be provided within the room.
Possible Solutions:	Provide a complaint bench in each locker room.
Violation #36 Cost:	$1,050 Priority Level 5
Violation #37:	There are no accessible stalls provided in the Men's and Women's locker rooms.
Standard:	**2010 ADAAG 213.2 Toilet Rooms and Bathing Rooms.**
Text:	Where toilet rooms are provided, each toilet room shall comply with 603. Where bathing rooms are provided, each bathing room shall comply with 603.
Possible Solutions:	Modify rooms to provide an accessible toilet compartment.

TOWN OF ADDISON - Police & Courts Building

Restrooms - Page 7

Violation #37 Cost:	$5,250	Priority	Level 4

Violation #38: There are no accessible showers provided in the Men's and Women's locker rooms.

Standard: **2010 ADAAG 213.2 Toilet Rooms and Bathing Rooms.**

Text: Where toilet rooms are provided, each toilet room shall comply with 603. Where bathing rooms are provided, each bathing room shall comply with 603.

Possible Solutions: Modify room to provide an accessible shower stall. *Price included in violation #37.

Violation #38 Cost:	$7,350	Priority	Level 4

Violation #39: The lavatories in the Men's and Women's locker rooms are mounted at 36", have faucet controls that require grasping and twisting to operate and the pipes are not protected.

Standard: **2010 ADAAG 213.2 Toilet Rooms and Bathing Rooms.**

Text: Where toilet rooms are provided, each toilet room shall comply with 603. Where bathing rooms are provided, each bathing room shall comply with 603.

Possible Solutions: Provide at least one accessible lavatory in the Men and Women locker room restrooms.

Violation #39 Cost:	$4,200	Priority	Level 4

TOWN OF ADDISON - Police & Courts Building

Restrooms - Page 8

Violation #40:	There is only a 7.5" maneuvering clearance on the pull side of the Men's locker room door, a minimum of 18" is required.
Standard:	**2010 ADAAG 404.2.4.1 Swinging Doors and Gates.**
Text:	Swinging doors and gates shall have maneuvering clearances complying with Table 404.2.4.1.
Possible Solutions:	Modify door to provide 18" clearance.
Violation #40 Cost:	$2,625 Priority Level 4
Violation #41:	Men's locker room does not have a compliant urinal.
Standard:	**2010 ADAAG 213.2 Toilet Rooms and Bathing Rooms.**
Text:	Where toilet rooms are provided, each toilet room shall comply with 603. Where bathing rooms are provided, each bathing room shall comply with 603.
Possible Solutions:	Modify room to provide an accessible urinal.
Violation #41 Cost:	$2,100 Priority Level 4
Violation #42:	The single user restroom in the dispatch room is not large enough to accommodate a wheelchair turning space.
Standard:	**2010 ADAAG 213.2 Toilet Rooms and Bathing Rooms.**

TOWN OF ADDISON - Police & Courts Building

Restrooms - Page 9

Text:	Where toilet rooms are provided, each toilet room shall comply with 603. Where bathing rooms are provided, each bathing room shall comply with 603.
Possible Solutions:	Enlarge restrooms to accommodate accessible water closet and lavatory and wheelchair turning space.
Violation #42 Cost:	$15,750 Priority Level 5
Violation #43:	The Men's and Women's restroom signage outside the court room does not have Braille.
Standard:	**2010 ADAAG 216.2 Designations.**
Text:	Interior and exterior signs identifying permanent rooms and spaces shall comply with 703.1, 703.2, and 703.5.
Possible Solutions:	Replace restroom signage.
Violation #43 Cost:	$525 Priority Level 5
Violation #44:	The doors into the Men's and Women's restrooms outside the court room require more than 5lbs of pressure to operate.
Standard:	**2010 ADAAG 404.2.9 Door and Gate Opening Force.**
Text:	The force for pushing or pulling open a door or gate other than fire doors shall be as follows: Interior hinged doors and gates: 5 pounds maximum.
Possible Solutions:	Adjust door closers.

TOWN OF ADDISON - Police & Courts Building

Restrooms - Page 10

Violation #44 Cost:	$158	Priority	Level 7
Violation #45:	Men's and Women's restroom outside courtroom - lavatory water lines are not protected.		
Standard:	**2010 ADAAG 606.5 Exposed Pipes and Surfaces.**		
Text:	Water supply and drain pipes under lavatories and sinks shall be insulated or otherwise configured to protect against contact. There shall be no sharp or abrasive surfaces under lavatories and sinks.		
Possible Solutions:	Provide protection at the exposed drains and water lines under the lavatories.		
Violation #45 Cost:	$210	Priority	Level 7
Violation #46:	There are no accessible stalls provided in the Men's and Women's restrooms outside the courtroom.		
Standard:	**2010 ADAAG 213.2 Toilet Rooms and Bathing Rooms.**		
Text:	Where toilet rooms are provided, each toilet room shall comply with 603. Where bathing rooms are provided, each bathing room shall comply with 603.		
Possible Solutions:	Modify restrooms to provide accessible toilet compartments.		
Violation #46 Cost:	$4,200	Priority	Level 4
Violation #47:	Men's restroom on second floor - Door opening is only 30" where a minimum of 32" is required.		

TOWN OF ADDISON - Police & Courts Building

Restrooms - Page 11

Standard:	**2010 ADAAG 404.2.3 Clear Width.**
Text:	Door openings shall provide a clear width of 32 inches minimum. Clear openings of doorways with swinging doors shall be measured between the face of the door and the stop, with the door open 90 degrees.
Possible Solutions:	Modify doors to provide minimum 32" clear openings.
Violation #47 Cost:	$2,625 Priority Level 4
Violation #48:	The Men's and Women's restrooms on the second floor do not have accessible stalls provided.
Standard:	**2010 ADAAG 213.2 Toilet Rooms and Bathing Rooms.**
Text:	Where toilet rooms are provided, each toilet room shall comply with 603. Where bathing rooms are provided, each bathing room shall comply with 603.
Possible Solutions:	Modify room to provide accessible toilet compartments.
Violation #48 Cost:	$4,200 Priority Level 4
Violation #49:	The Men's and Women's restrooms on the second floor do not have accessible lavatories provided.
Standard:	**2010 ADAAG 213.2 Toilet Rooms and Bathing Rooms.**

TOWN OF ADDISON - Police & Courts Building

Restrooms - Page 12

Text:	Where toilet rooms are provided, each toilet room shall comply with 603. Where bathing rooms are provided, each bathing room shall comply with 603.
Possible Solutions:	Provide at least one accessible lavatory in the men's and women's restrooms.
Violation #49 Cost:	$4,200
Priority	Level 4

		High Priority	1-4
Restrooms Total	$89,093	Medium Priority	5-8
		Low Priority	9-12

TOWN OF ADDISON
BUILDING REPORT

Facility Information: **Facility Name:** Police & Courts Building

Facility Contact: Lisa Pyles **Contact Phone:** 972-450-2878

Accessology Inspector Information:

Inspector: Karen Jackson **Date:** April 10, 2017

Email: Kjackson@accessology.com

Latitude: 32.966471 **Longitude:** -96.830398

Address: 4799 Airport Parkway **City:** Addison **County:** Dallas

General Break Room Notes:

This facility has 3 breakrooms, one in the jail area, one on the first floor and one on the second floor.

Does the facility have a break room?	Yes
Is there a stove or cooktop?	Yes
Is there a sink?	Yes
Is the sink substantially compliant?	No
Are the counters at 34" aff?	No

Violation #50: The breakroom in the jail area has a sink mounted at 36" with no toe or knee clearance provided.

Standard: **2010 ADAAG 606.3 Lavatories and Sinks Height.**

Text: Lavatories and sinks shall be installed with the front of the higher of the rim or counter surface 34 inches maximum above the finish floor or ground.

Possible Solutions: Modify sink to provide 34" maximum height.

Violation #50 Cost: $2,100 Priority Level 4

Violation #51: First floor break room sink/counter is at 35-3/4" where the maximum height is 34".

TOWN OF ADDISON - Police & Courts Building

Break Rooms - Page 2

Standard:	**2010 ADAAG 606.3 Lavatories and Sinks Height.**
Text:	Lavatories and sinks shall be installed with the front of the higher of the rim or counter surface 34 inches maximum above the finish floor or ground.
Possible Solutions:	Modify sink to provide 34" maximum height.
Violation #51 Cost:	$2,100 Priority Level 4
Violation #52:	Second floor break room sink/counter is at 36-1/4" where the maximum height is 34".
Standard:	**2010 ADAAG 606.3 Lavatories and Sinks Height.**
Text:	Lavatories and sinks shall be installed with the front of the higher of the rim or counter surface 34 inches maximum above the finish floor or ground.
Possible Solutions:	Modify sink to provide 34" maximum height.
Violation #52 Cost:	$2,100 Priority Level 4

		High Priority	1-4
Break Rooms Total	$6,300	Medium Priority	5-8
		Low Priority	9-12

TOWN OF ADDISON
BUILDING REPORT

Facility Information: **Facility Name:** Police & Courts Building

Facility Contact: Lisa Pyles **Contact Phone:** 972-450-2878

Accessology Inspector Information:

Inspector: Karen Jackson **Date:** April 10, 2017

Email: Kjackson@accessology.com

Latitude: 32.966471 **Longitude:** -96.830398

Address: 4799 Airport Parkway **City:** Addison **County:** Dallas

General Misc Notes:

The jail provided in this facility is no longer in use. However, there is an office that is used by staff and the route in and out of this area was assessed for compliance.

Are there exterior drinking fountains? No

Are there any other miscellaneous items not previously covered? N/A

Violation #53: The phone provided in the jail kitchen has the highest operable part at 59" where a maximum of 48" is required.

Standard: **2010 ADAAG 308.2.1 Reach Ranges Forward Reach Unobstructed.**

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

Possible Solutions: Relocate the phone to 48" high maximum.

Violation #53 Cost: $525 Priority Level 6

Violation #54: The thermostat in the jail area is mounted with the highest operable part at 61.5" where a maximum of 48" is required.

TOWN OF ADDISON - Police & Courts Building

Miscellaneous - Page 2

Standard:	**2010 ADAAG 308.2.1 Reach Ranges Forward Reach Unobstructed.**
Text:	Where a forward reach is unobstructed, the high forward reach shall be 48 inches maximum and the low forward reach shall be 15 inches minimum above the finish floor or ground.
Possible Solutions:	Relocate the thermostat to 48" high maximum.
Violation #54 Cost:	$525 Priority Level 6
Violation #55:	There is a drain in the jail area with openings from 1"-2" wide.
Standard:	**2010 ADAAG 302.3 Openings.**
Text:	Openings in floor or ground surfaces shall not allow passage of a sphere more than ½ inch diameter except as allowed in 407.4.3, 409.4.3, 410.4, 810.5.3 and 810.10.
Possible Solutions:	Replace grate with one that has 1/2" maximum wide openings.
Violation #55 Cost:	$525 Priority Level 5
Violation #56:	Uniform storage room only has a 12" maneuvering clearance on the pull side where a minimum of 18" is required. Additionally, the door opening is only 29" wide.
Standard:	**2010 ADAAG 404.2.3 Clear Width.** **2010 ADAAG 404.2.4.1 Swinging Doors and Gates.**
Text: Part 1	**2010 ADAAG 404.2.3 Clear Width.** Door openings shall provide a clear width of 32" min.

TOWN OF ADDISON - Police & Courts Building

Miscellaneous - Page 3

Text: Part 2	**2010 ADAAG 404.2.4.1 Swinging Doors and Gates.** 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.
Possible Solutions:	Modify doors to provide minimum 32" clear opening with a minimum of 18" maneuvering clearance on the pull side.
Violation #56 Cost:	$2,625 Priority Level 4
Violation #57:	There is only one drinking fountain provided in the rear hall by the Courts & Records area and it is not at accessible height. Where one fountain is provided, two drinking fountains are required.
Standard:	**2010 ADAAG 211.2 Minimum Number.**
Text:	No fewer than two drinking fountains shall be provided. One drinking fountain shall comply with 602.1 through 602.6 and one drinking fountain shall comply with 602.7.
Possible Solutions:	Provide an accessible height drinking fountain in a location where the required clear floor space is provided and it is not a protruding object.
Violation #57 Cost:	$5,250 Priority Level 8
Violation #58:	There is only one drinking fountain provided by the restrooms outside the court room, there is not one for standing persons, two drinking fountains are required.
Standard:	**2010 ADAAG 211.2 Minimum Number.**

TOWN OF ADDISON - Police & Courts Building

Miscellaneous - Page 4

Text:	No fewer than two drinking fountains shall be provided. One drinking fountain shall comply with 602.1 through 602.6 and one drinking fountain shall comply with 602.7.
Possible Solutions:	Provide a drinking fountain for standing persons.
Violation #58 Cost:	$5,250 Priority Level 8
Violation #59:	There is only one drinking fountain provided on the second floor and it is not at accessible height; two drinking fountains are required. Additionally, it is in an alcove and therefore the required clear floor space is not provided.
Standard:	**2010 ADAAG 211.2 Minimum Number.**
Text:	No fewer than two drinking fountains shall be provided. One drinking fountain shall comply with 602.1 through 602.6 and one drinking fountain shall comply with 602.7.
Possible Solutions:	Provide an accessible height drinking fountain in a location where the required clear floor space is provided and it is not a protruding object.
Violation #59 Cost:	$5,250 Priority Level 8
Violation #60:	Hand sanitizer dispenser in the gun range is mounted above the required 48".
Standard:	**2010 ADAAG 308.2.1 Reach Ranges Forward Reach Unobstructed.**
Text:	Where a forward reach is unobstructed, the high forward reach shall be 48 inches maximum and the low forward reach shall be 15 inches minimum above the finish floor or ground.

TOWN OF ADDISON - Police & Courts Building

Miscellaneous - Page 5

Possible Solutions:	Relocate the hand sanitizer to 48" high maximum.
Violation #60 Cost:	$525 Priority Level 6
Violation #61:	The fold out counters in the gun range are at 38.5" and the counter in the gun range office area is at 41".
Standard:	**2010 ADAAG 904.4.1 Parallel Approach.**
Text:	A portion of the counter surface that is 36 inches long minimum and 36 inches high maximum above the finish floor shall be provided.
Possible Solutions:	Modify counter to provide 36" length at 36" high maximum.
Violation #61 Cost:	$2,100 Priority Level 4
Violation #62:	The keypad in the gun range has the highest operable part over 60" where a maximum of 48" is required.
Standard:	**2010 ADAAG 308.2.1 Reach Ranges Forward Reach Unobstructed.**
Text:	Where a forward reach is unobstructed, the high forward reach shall be 48 inches maximum and the low forward reach shall be 15 inches minimum above the finish floor or ground.
Possible Solutions:	Relocate the keypad to 48" high maximum.
Violation #62 Cost:	$525 Priority Level 6

TOWN OF ADDISON - Police & Courts Building

Miscellaneous - Page 6

Violation #63:	The storage room in the Men's locker room has a door width of only 29", a minimum of 32" is required.
Standard:	**2010 ADAAG 404.2.3 Clear Width.**
Text:	Door openings shall provide a clear width of 32 inches minimum. Clear openings of doorways with swinging doors shall be measured between the face of the door and the stop, with the door open 90 degrees.
Possible Solutions:	Modify doors to provide minimum 32" clear openings.
Violation #63 Cost:	$2,625 Priority Level 4
Violation #64:	The transaction window counter is at 40" where a max of 36" is required.
Standard:	**2010 ADAAG 904.4.1 Parallel Approach.**
Text:	A portion of the counter surface that is 36 inches long minimum and 36 inches high maximum above the finish floor shall be provided.
Possible Solutions:	Modify counter to provide 36" length at 36" high maximum.
Violation #64 Cost:	$2,100 Priority Level 4
Violation #65:	The highest operable part for the phone in the jury room is at 59.5" where a maximum of 48" is required.
Standard:	**2010 ADAAG 308.2.1 Reach Ranges Forward Reach Unobstructed.**

TOWN OF ADDISON - Police & Courts Building

Miscellaneous - Page 7

Text:	Where a forward reach is unobstructed, the high forward reach shall be 48 inches maximum and the low forward reach shall be 15 inches minimum above the finish floor or ground.
Possible Solutions:	Relocate the phone to 48" high maximum.
Violation #65 Cost:	$525 Priority Level 6
Violation #66:	The storage closet in the dispatch room has a door opening of only 29" where a minimum of 32" is required.
Standard:	**2010 ADAAG 404.2.3 Clear Width.**
Text:	Door openings shall provide a clear width of 32 inches minimum. Clear openings of doorways with swinging doors shall be measured between the face of the door and the stop, with the door open 90 degrees.
Possible Solutions:	Modify doors to provide minimum 32" clear openings.
Violation #66 Cost:	$2,625 Priority Level 4
Violation #67:	The door into the Traffic room has an opening of only 30" where a minimum of 32" is required.
Standard:	**2010 ADAAG 404.2.3 Clear Width.**
Text:	Door openings shall provide a clear width of 32 inches minimum. Clear openings of doorways with swinging doors shall be measured between the face of the door and the stop, with the door open 90 degrees.

TOWN OF ADDISON - Police & Courts Building

Miscellaneous - Page 8

Possible Solutions:	Modify doors to provide minimum 32" clear openings.
Violation #67 Cost:	$2,625 Priority Level 4
Violation #68:	The door to the storage closet has an opening of only 30" where a minimum of 32" is required.
Standard:	**2010 ADAAG 404.2.3 Clear Width.**
Text:	Door openings shall provide a clear width of 32 inches minimum. Clear openings of doorways with swinging doors shall be measured between the face of the door and the stop, with the door open 90 degrees.
Possible Solutions:	Modify doors to provide minimum 32" clear openings.
Violation #68 Cost:	$2,625 Priority Level 4
Violation #69:	Height of the button in court room is at 51.5" where a maximum of 48" is required.
Standard:	**2010 ADAAG 308.2.1 Reach Ranges Forward Reach Unobstructed.**
Text:	Where a forward reach is unobstructed, the high forward reach shall be 48 inches maximum and the low forward reach shall be 15 inches minimum above the finish floor or ground.
Possible Solutions:	Relocate the call button to 48" high maximum.
Violation #69 Cost:	$525 Priority Level 6

TOWN OF ADDISON - Police & Courts Building

Miscellaneous - Page 9

Violation #70:	The thermostat in the court room is mounted with the highest operable part at 58" where a maximum of 48" is required.
Standard:	**2010 ADAAG 308.2.1 Reach Ranges Forward Reach Unobstructed.**
Text:	Where a forward reach is unobstructed, the high forward reach shall be 48 inches maximum and the low forward reach shall be 15 inches minimum above the finish floor or ground.
Possible Solutions:	Relocate the thermostat to 48" high maximum.
Violation #70 Cost:	$525 Priority Level 6
Violation #71:	The thermostat on the second floor is mounted with the highest operable part at 60.5" where a maximum of 48" is required.
Standard:	**2010 ADAAG 308.2.1 Reach Ranges Forward Reach Unobstructed.**
Text:	Where a forward reach is unobstructed, the high forward reach shall be 48 inches maximum and the low forward reach shall be 15 inches minimum above the finish floor or ground.
Possible Solutions:	Relocate the thermostat to 48" high maximum.
Violation #71 Cost:	$525 Priority Level 6
Violation #72:	An accessible route is not provided up to the witness stand and it does not have a clear floor space provided within its defined area.

TOWN OF ADDISON - Police & Courts Building

Miscellaneous - Page 10

Standard:	**2010 ADAAG 808.3 Clear Floor Space.**
Text:	Each jury box and witness stand shall have, within its defined area, clear floor space complying with 305.
Possible Solutions:	Modify witness stand to provide an accesible route onto the platform and provide clear floor space within the witness area.
Violation #72 Cost:	$36,750 Priority Level 4
Violation #73:	There is no accessible route up to the Judge's bench, access is by stairs only.
Standard:	**2010 ADAAG 808.4 Judges' Benches and Courtroom Stations.**
Text:	Judges' benches, clerks' stations, bailiffs' stations, deputy clerks' stations, court reporters' stations and litigants' and counsel stations shall comply with 902
Possible Solutions:	Provide accessible route to the judge's bench.
Violation #73 Cost:	$2,100 Priority Level 4
Violation #74:	There is no accessible portion provided at the Judge's bench.
Standard:	**2010 ADAAG 808.4 Judges' Benches and Courtroom Stations.**
Text:	Judges' benches, clerks' stations, bailiffs' stations, deputy clerks' stations, court reporters' stations and litigants' and counsel stations shall comply with 902

TOWN OF ADDISON - Police & Courts Building

Miscellaneous - Page 11

Possible Solutions:	Modify counter at the front of the judge's bench to provide an accessible portion of counter.		
Violation #74 Cost:	$2,100	Priority	Level 4

		High Priority	
Miscellaneous Total	$78,750	Medium Priority	
		Low Priority	

Summary Sheet for Police & Courts Building

Police & Courts Building

#	VIOLATION SUMMARY	PRIORITY LEVEL	COST
1	Add one van accessible parking space with an access aisle and compliant signage.	Level 6	$6,300.00
2	Remove and replace all curb ramps with curb ramps that do not protrude into the access aisles or accessible parking stalls.	Level 4	$6,300.00
3	Modify stall so the slopes are no greater than 2% in all directions.*Price included in Violation #2	Level 4	$0.00
4	Raise signage so the bottom of the sign is at 60" from the ground.	Level 10	$525.00
5	Provide an accessible route to the second floor.	Level 4	$157,500.00
6	Modify door to provide 18" clearance.	Level 4	$2,625.00
7	Provide an accessible route to the garage area.	Level 4	$36,750.00
8	Provide an accessible curb ramp.	Level 4	$2,100.00
9	Provide an accessible route into the cashier work area.	Level 4	$36,750.00
10	Modify threshold to achieve a change in level no greater than 1/2".	Level 4	$525.00
11	Modify landing at door to achieve a level landing with slopes that are no greater than 2% in all directions.	Level 5	$2,625.00
12	Provide an accessible curb ramp to provide access to the door.	Level 4	$2,100.00
13	Replace all existing knob hardware with lever type hardware.	Level 5	$17,719.00
14	Replace all room signs.	Level 6	$9,188.00
15	Modify doors to provide minimum 32" clear openings.	Level 4	$10,500.00
16	Modify door to provide 18" clearance.	Level 4	$2,625.00
17	Modify counter to provide 36" length at 36" high maximum.	Level 7	$2,100.00
18	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.	Level 6	$525.00
19	Modify counter to provide 36" length at 36" high maximum.	Level 7	$2,100.00
20	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.	Level 6	$525.00
21	Provide a barrier underneath the stairs to provide cane detection.	Level 7	$1,575.00
22	Modify doors to provide minimum 32" clear openings.	Level 4	$7,875.00
23	Modify door to provide minimum 32" clear openings.	Level 4	$2,625.00
24	Modify door to provide 18" clearance.	Level 4	$2,625.00
25	Modify doors to provide minimum 32" clear openings.	Level 4	$2,625.00
26	Enlarge restrooms to accommodate accessible water closet and lavatory and wheelchair turning space.	Level 4	$15,750.00
27	Modify entrance into the restroom.	Level 4	$525.00
28	Modify room to provide an accessible toilet compartment.	Level 4	$2,625.00
29	Make modifications to provide an accessible lavatory.	Level 4	$2,100.00
30	Modify doors to provide a minimum 32" clear opening with a minimum of 18" maneuvering clearance on the pull side.	Level 4	$2,625.00

#	VIOLATION SUMMARY	PRIORITY LEVEL	COST
32	Modify room to provide an accessible toilet compartment.	Level 4	$2,625.00
31	Modify entrance into the restroom.	Level 4	$525.00
33	Modify entrance into the restroom.	Level 4	$2,100.00
34	Modify entrance into the restroom.	Level 4	$525.00
35	Modify door to provide 18" clearance.	Level 4	$2,625.00
36	Provide a complaint bench in each locker room.	Level 5	$1,050.00
37	Modify rooms to provide an accessible toilet compartment.	Level 4	$5,250.00
38	Modify room to provide an accessible shower stall. *Price included in violation #39	Level 4	$7,350.00
39	Provide at least one accessible lavatory in the Men and Women locker room restrooms.	Level 4	$4,200.00
40	Modify door to provide 18" clearance.	Level 4	$2,625.00
41	Modify room to provide an accessible urinal.	Level 4	$2,100.00
42	Enlarge restrooms to accommodate accessible water closet and lavatory and wheelchair turning space.	Level 5	$15,750.00
43	Replace restroom signage.	Level 5	$525.00
44	Adjust door closers.	Level 7	$158.00
45	Provide protection at the exposed drains and water lines under the lavatories.	Level 7	$210.00
46	Modify restrooms to provide accessible toilet compartments.	Level 4	$4,200.00
47	Modify doors to provide minimum 32" clear openings.	Level 4	$2,625.00
48	Modify room to provide accessible toilet compartments.	Level 4	$4,200.00
49	Provide at least one accessible lavatory in the men's and women's restrooms.	Level 4	$4,200.00
50	Modify sink to provide 34" maximum height.	Level 4	$2,100.00
51	Modify sink to provide 34" maximum height.	Level 4	$2,100.00
52	Modify sink to provide 34" maximum height.	Level 4	$2,100.00
53	Relocate the phone to 48" high maximum.	Level 6	$525.00
54	Relocate the thermostat to 48" high maximum.	Level 6	$525.00
55	Replace grate with one that has 1/2" maximum wide openings.	Level 5	$525.00
56	Modify doors to provide minimum 32" clear opening with a minimum of 18" maneuvering clearance on the pull side.	Level 4	$2,625.00
57	Provide an accessible height drinking fountain in a location where the required clear floor space is provided and it is not a protruding object.	Level 8	$5,250.00
58	Provide a drinking fountain for standing persons.	Level 8	$5,250.00
59	Provide an accessible height drinking fountain in a location where the required clear floor space is provided and it is not a protruding object.	Level 8	$5,250.00
60	Relocate the hand sanitizer to 48" high maximum.	Level 6	$525.00
61	Modify counter to provide 36" length at 36" high maximum.	Level 4	$2,100.00
62	Relocate the keypad to 48" high maximum.	Level 6	$525.00
63	Modify doors to provide minimum 32" clear openings.	Level 4	$2,625.00
64	Modify counter to provide 36" length at 36" high maximum.	Level 4	$2,100.00
65	Relocate the phone to 48" high maximum.	Level 6	$525.00
66	Modify doors to provide minimum 32" clear openings.	Level 4	$2,625.00
67	Modify doors to provide minimum 32" clear openings.	Level 4	$2,625.00
68	Modify doors to provide minimum 32" clear openings.	Level 4	$2,625.00
69	Relocate the call button to 48" high maximum.	Level 6	$525.00

#	VIOLATION SUMMARY	PRIORITY LEVEL	COST
70	Relocate the thermostat to 48" high maximum.	Level 6	$525.00
71	Relocate the thermostat to 48" high maximum.	Level 6	$525.00
72	Modify witness stand to provide an accesible route onto the platform and provide clear floor space within the witness area.	Level 4	$36,750.00
73	Provide accessible route to the judge's bench.	Level 4	$2,100.00
74	Modify counter at the front of the judge's bench to provide an accessible portion of counter.	Level 4	$2,100.00

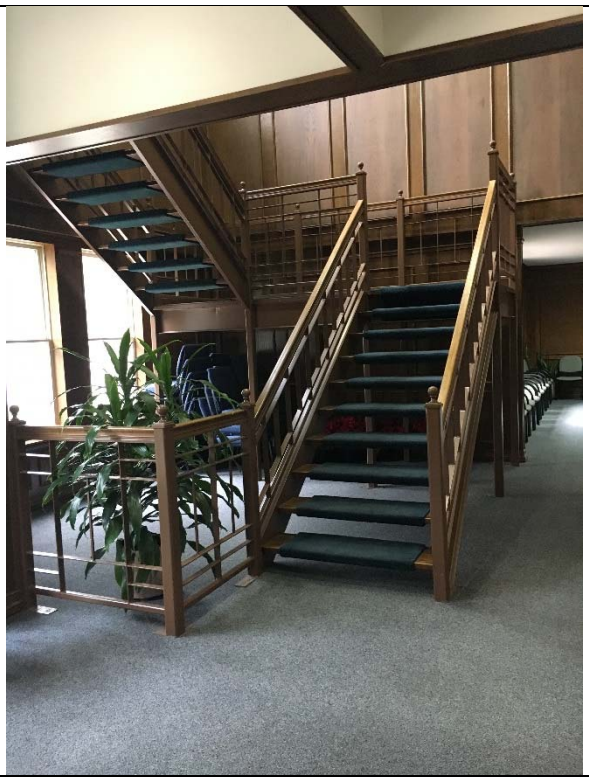
Grand Total	$488,225.00

Violation 1 - There are no accessible parking spaces provided in the covered/employee lot.

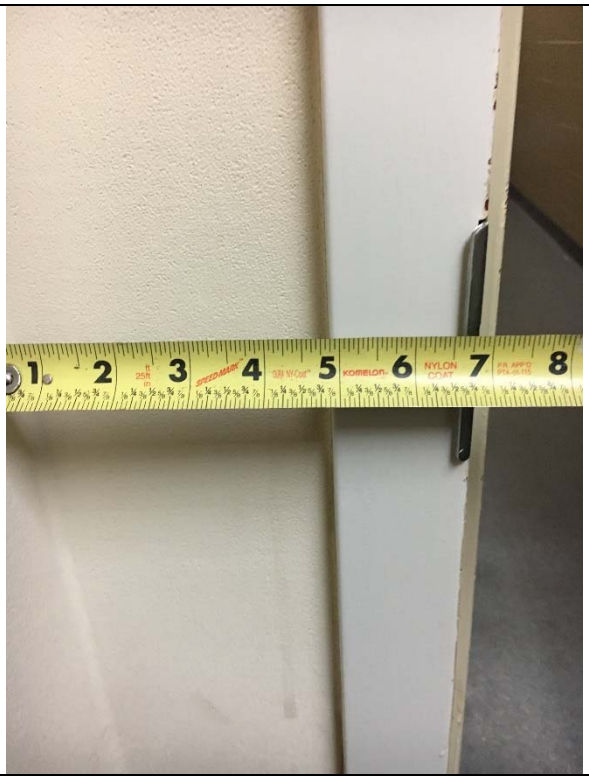
Violation 2 - The curb ramps provided at the all of the accessible parking spaces protrude into the access aisles as well as a portion of the accessible parking stalls.

Violation 3 - The far left accessible parking space has a running slope of 2.6%.

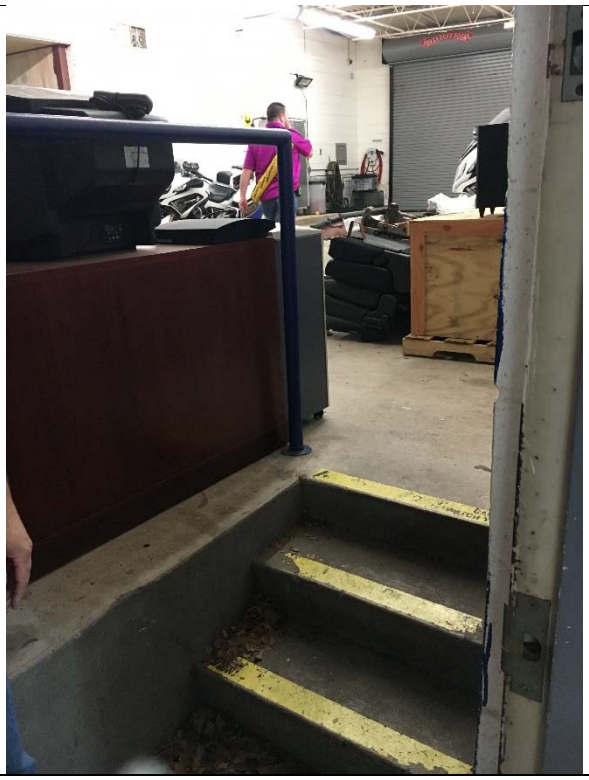
Violation 4 - Accessible parking signage is mounted too low.



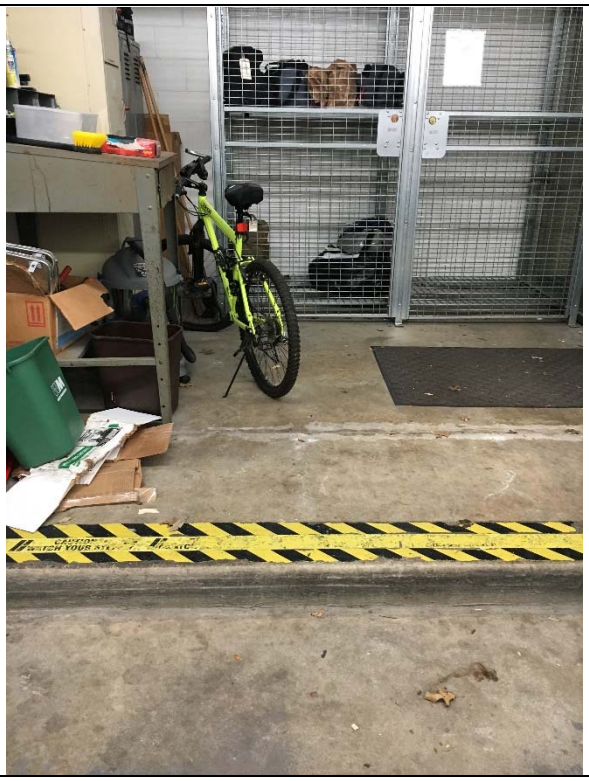
Violation 5 - There is no accessible route to the 2nd floor of the facility.



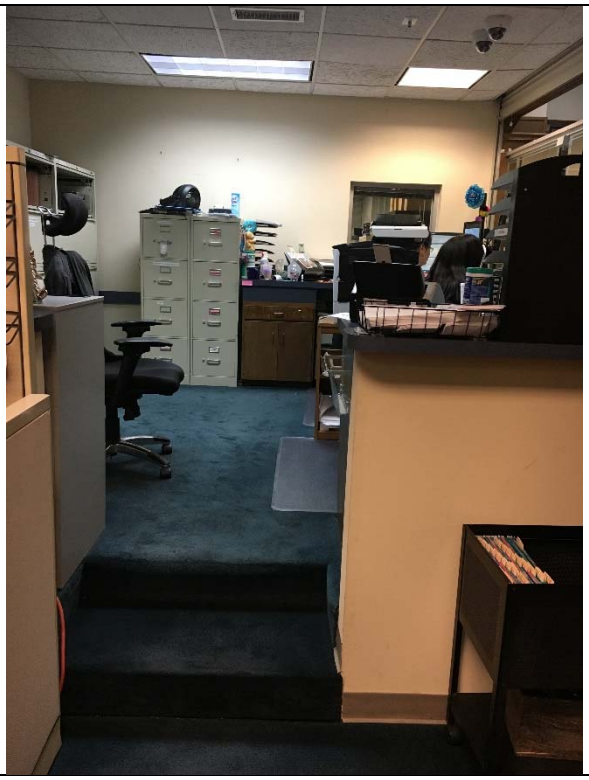
Violation 6 - The door leading from the main building into the jail only has a 7" maneuvering clearance on the pull side.



Violation 7 - Access into the garage area requires steps.



Violation 8 - The route from the garage area into the jail area requires a 6" step.

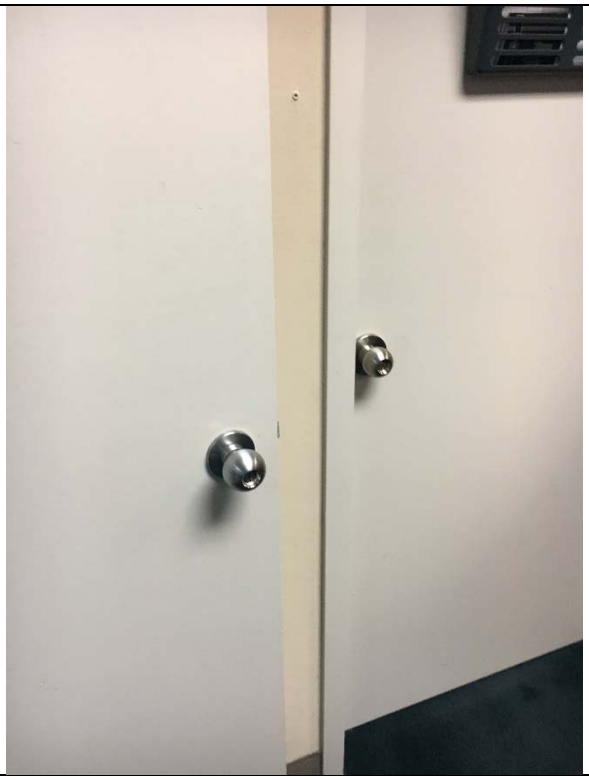


Violation 9 - There is no accessible route to the cashier work area in the Municipal Court area.

Violation 10 - The main entrance door has a 3/8" threshold, where a 1/2" maximum is allowed.

Violation 11 - The landing in front of the door leading into the weight room has a 6% slope.

Violation 12 - The back entrance door for "Authorized Personnel Only" requires a 7.5" step up.

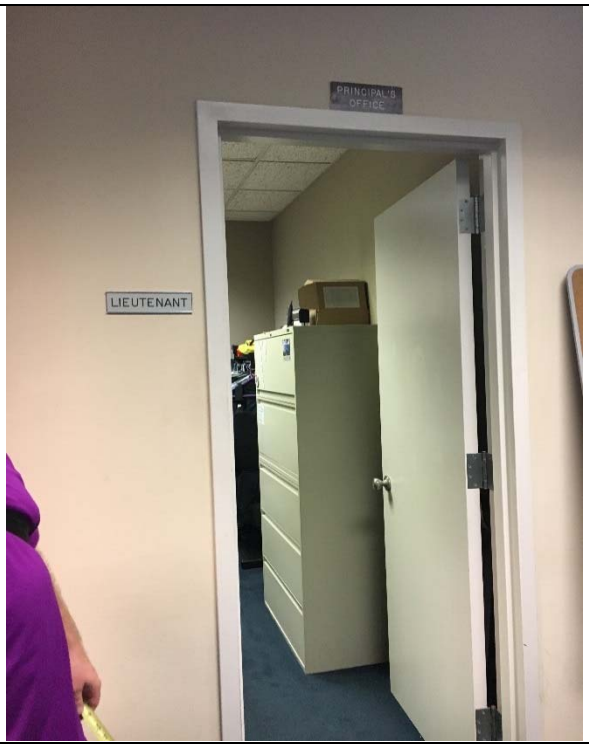


Violation 13 - All existing knob hardware requires twisting of the wrist to operate. There are approximately 45 doors throughout the facility that are equipped with knob hardware.

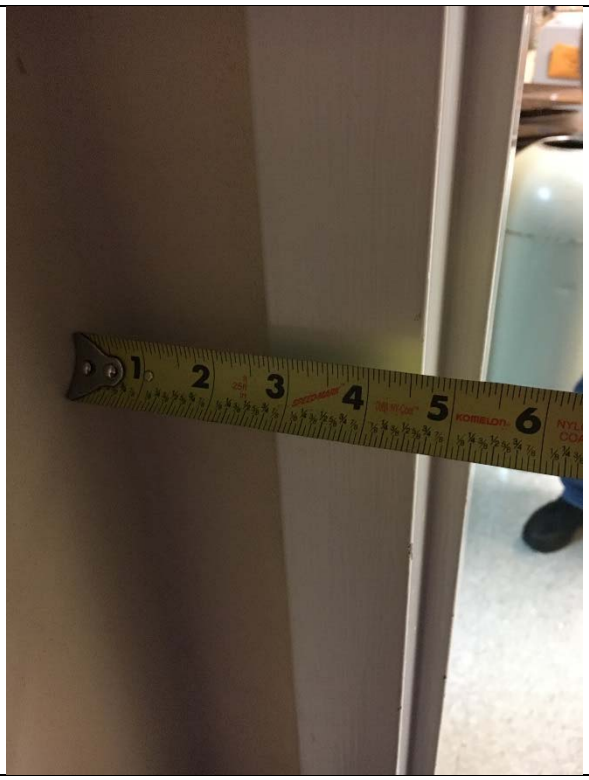
CRIMINAL INVESTIGATIONS

ASSISTANT CHIEF

Violation 14 - Room signage throughout the building is not compliant. All room signs need to be replaced to provide consistency and accuracy of the spaces they designate.



Violation 15 - The main door into Investigation, as well as the Lieutenant, Sergeants, and Interview Room #1 all have door widths between 29" - 31" wide. A minimum opening of 32" is required.



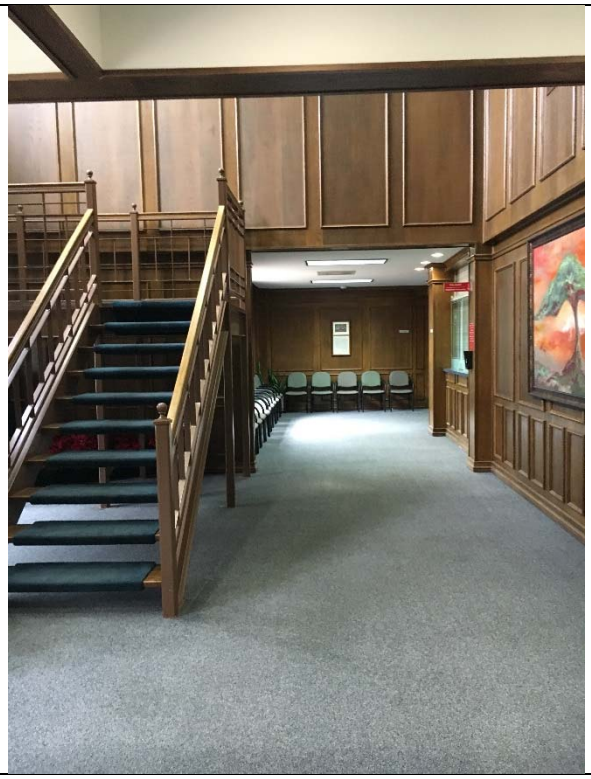
Violation 16 - The door into the Juvenile Processing only has a 4.5" maneuvering clearance on the pull side where a minimum of 18" is required.

Violation 17 - The counter at the Police Records window is at 41.5" where 36" maximum is required.

Violation 18 - The call button for Police Dispatch is mounted between 50"-51", the maximum required is 48".

Violation 19 - The counter at the Municipal Court window is at 47 1/4" where 36" maximum is required.

Violation 20 - The payment envelope holder is mounted at 64" to the highest operable part where a maximum of 48" is required.

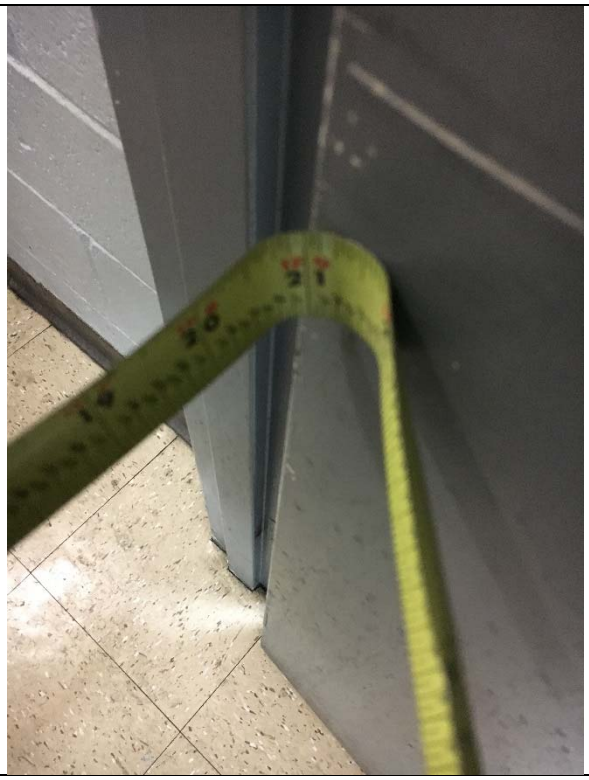


Violation 21 - The staircase in the main lobby hallway is at 62.5" with no protection.

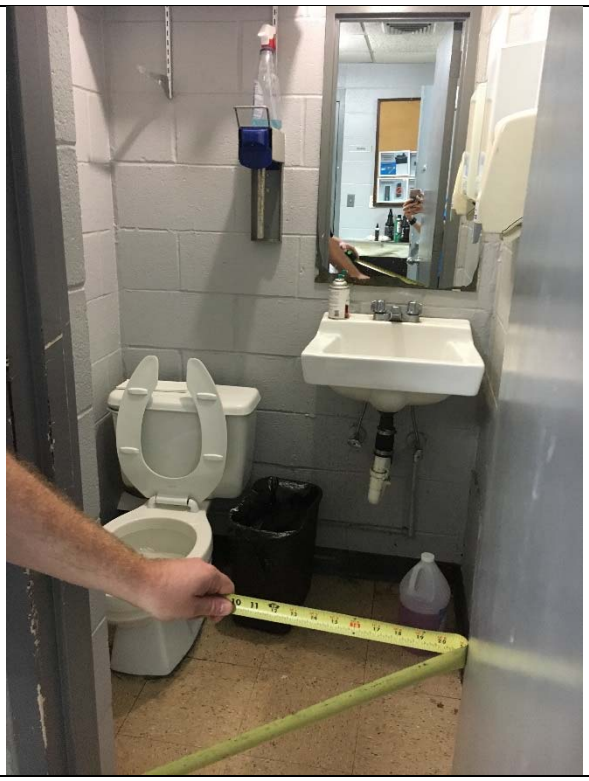
Violation 22 - On the second floor, the office doors into the Police Chief and the Assistant Chief as well as the storage room doors, all have openings from 29" wide to 30" wide where a minimum width of 32" is required.

Violation 23 - Storage room on the second floor only has a 5.5" maneuvering clearance on the pull side, a minimum of 18" is required. Additionally, the door has an opening of only 31" wide where a minimum of 32" is required.

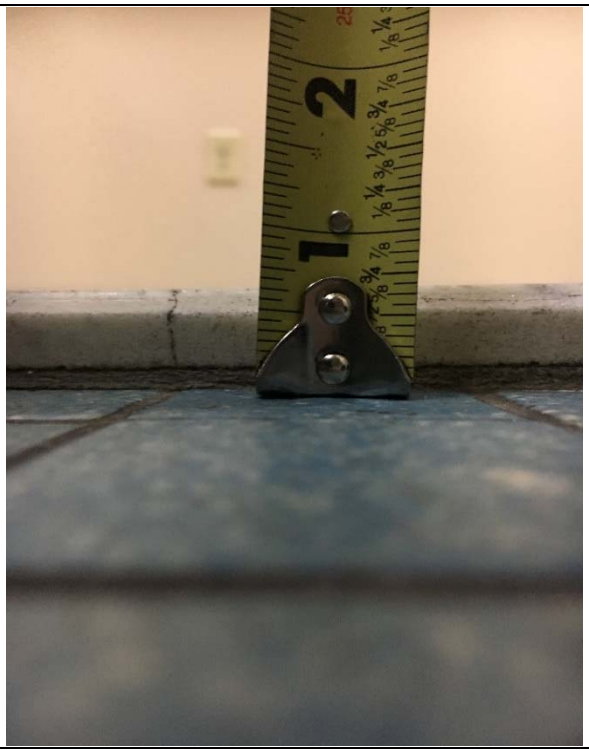
Violation 24 - Janitorial supply room on the second floor only has an 11" maneuvering clearance on the pull side where a minimum of 18" is required.



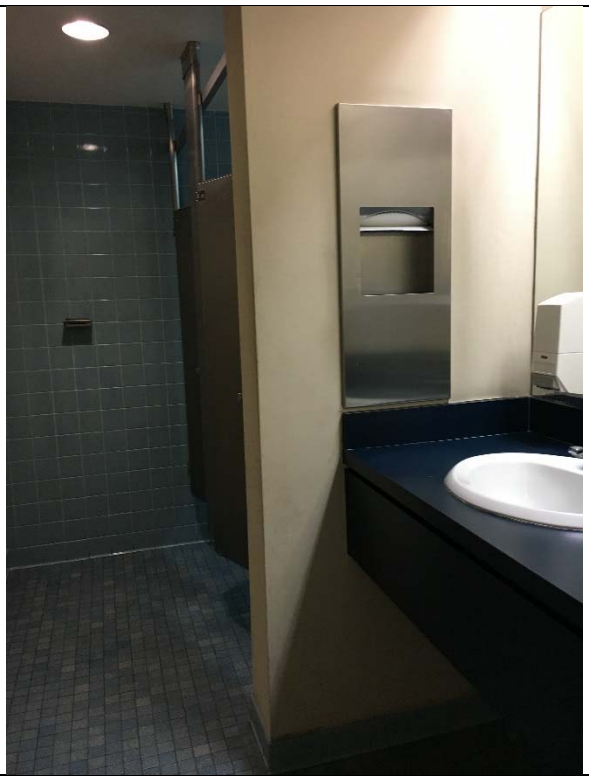
Violation 25 - The door opening to the restroom in the gun range is only 21" wide.



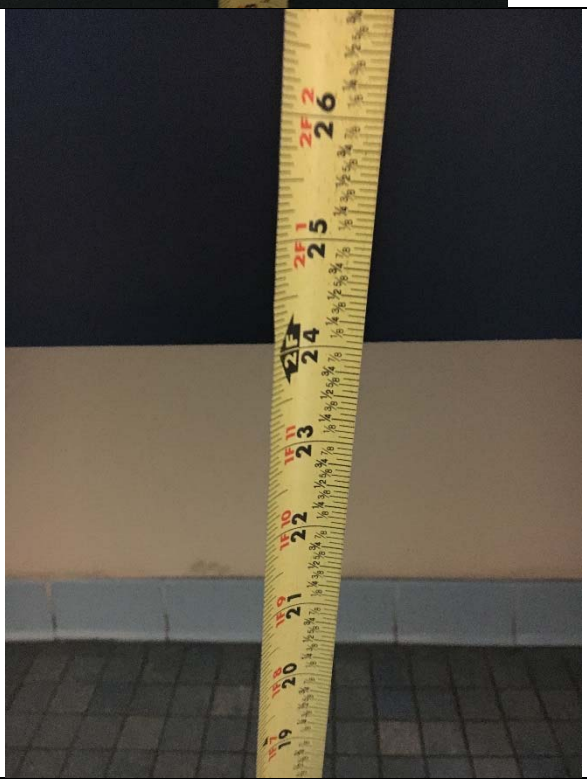
Violation 26 - The restroom in the gun range is not large enough to accommodate a wheelchair turning space.

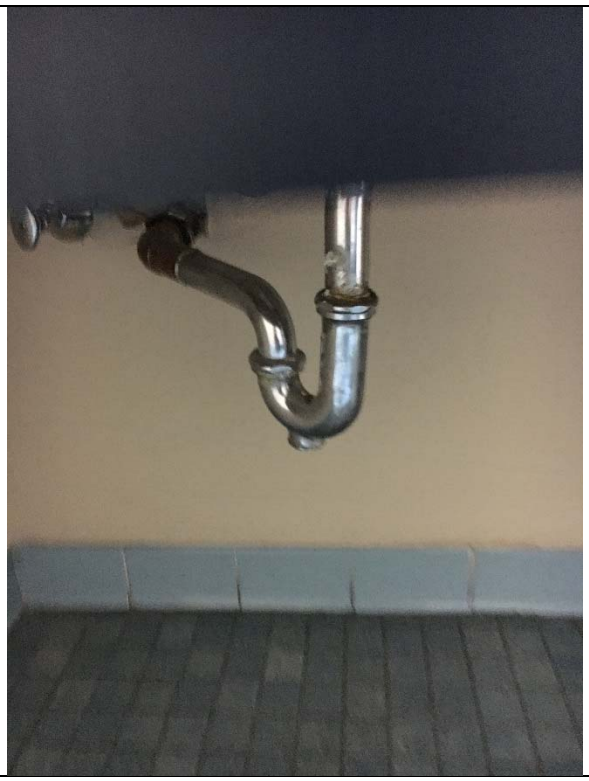


Violation 27 - The Women's restroom outside Courts and Records has a 5/8" change in level to enter the restroom.



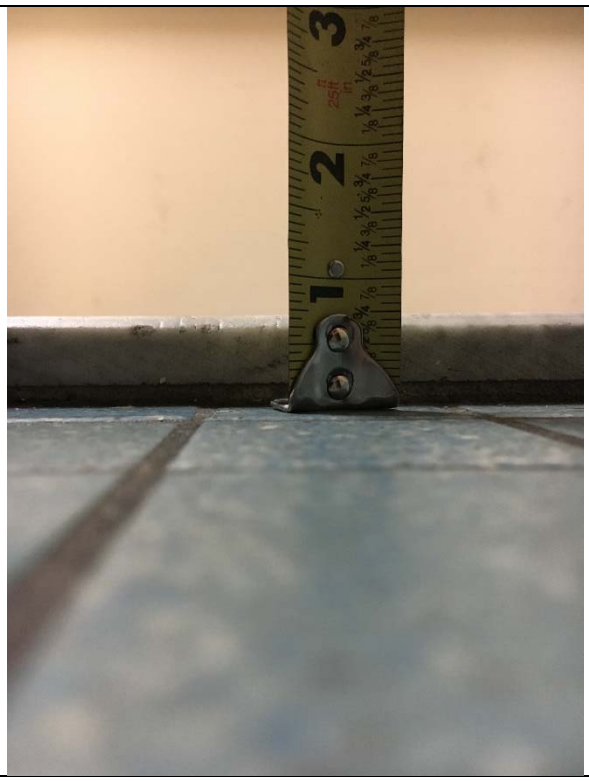
Violation 28 - The Women's restroom outside Courts and Records does not have an accessible toilet compartment.





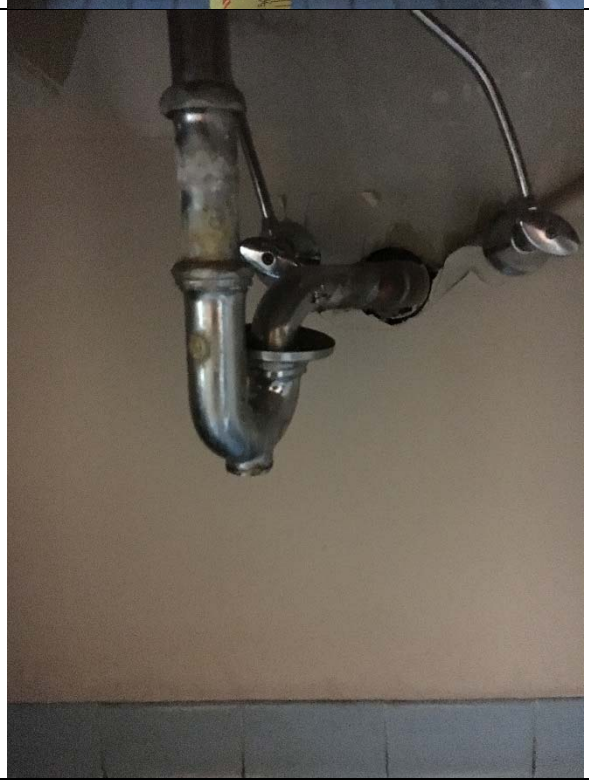
Violation 29 - The Women's restroom outside Courts and Records - The lavatory is mounted at 36" with a 24-1/16" knee clearance, the pipes are not wrapped and it has knob style handles.

Violation 30 - The Men's restroom outside Courts and Records - There is only a 2" maneuvering clearance on the pull side of the door, a minimum of 18" is required. Additionally, the door opening is only 28.5", a minimum opening of 32" is required.



Violation 31 - The Men's restroom outside Courts and Records has a 5/8" change in level to enter the restroom.

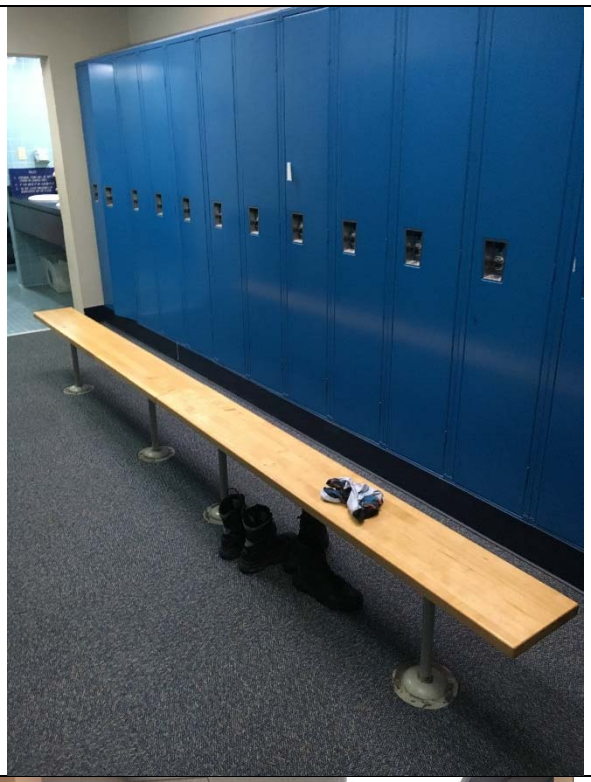
Violation 32 - The Men's restroom outside Courts and Records does not have an accessible stall.

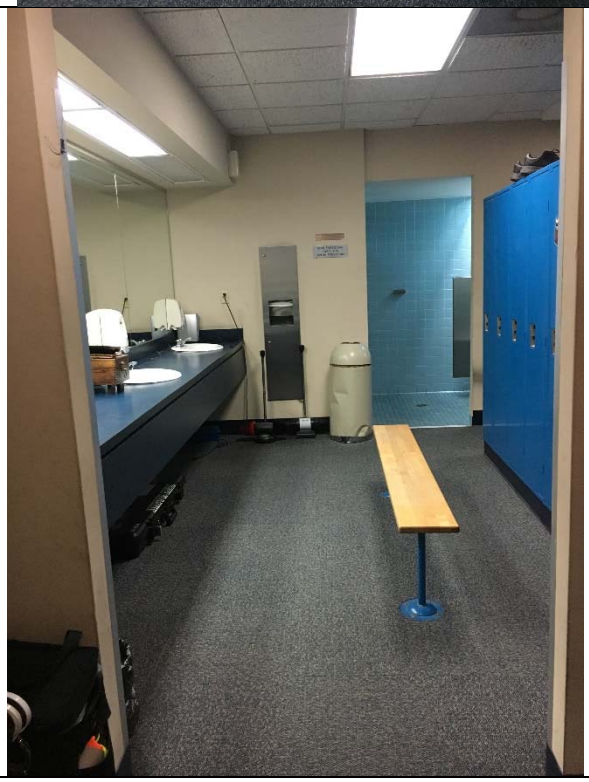


Violation 33 - The Men's restroom outside Courts and Records - The lavatory is mounted at 36" with a 24-1/16" knee clearance, the pipes are not wrapped and it has knob style handles.

Violation 34 - There is a 3/4" change in level at the entrance door into the Women's locker room.

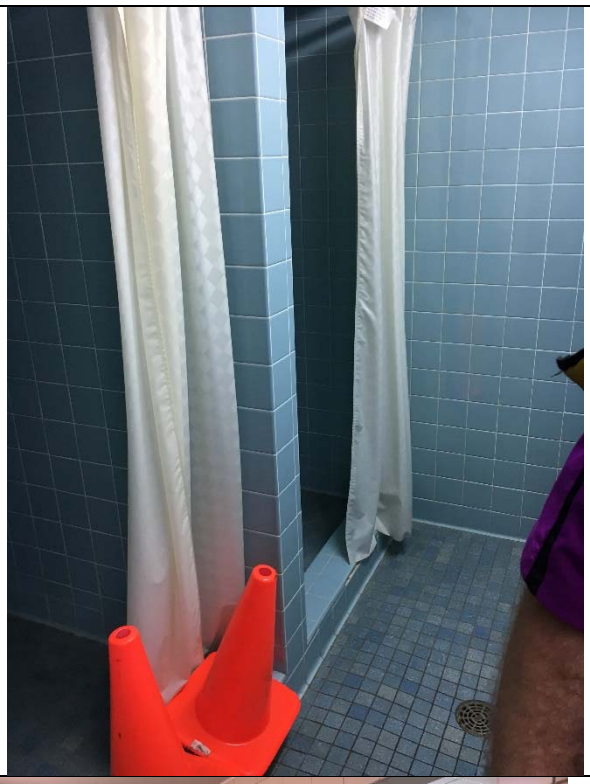
Violation 35 - There is only a 3-1/2" maneuvering clearance on the pull side as you exit the Women's locker room; a minimum of 18" is required.

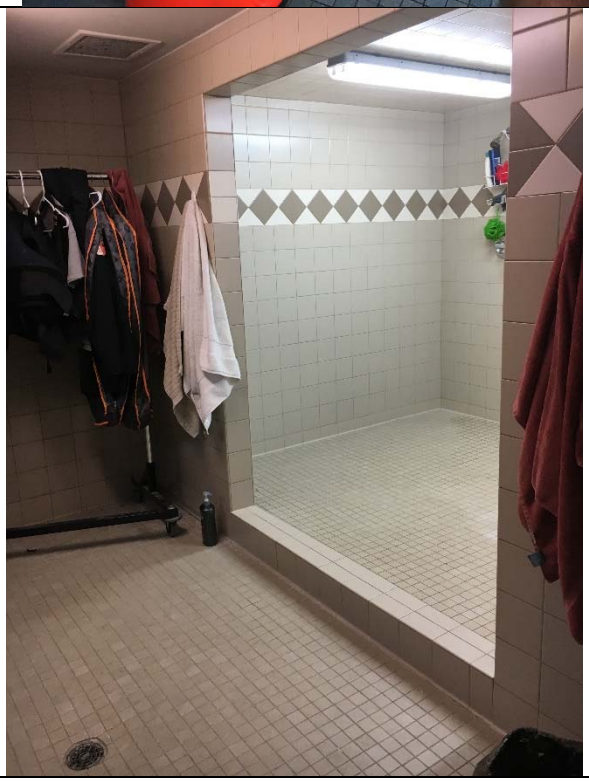




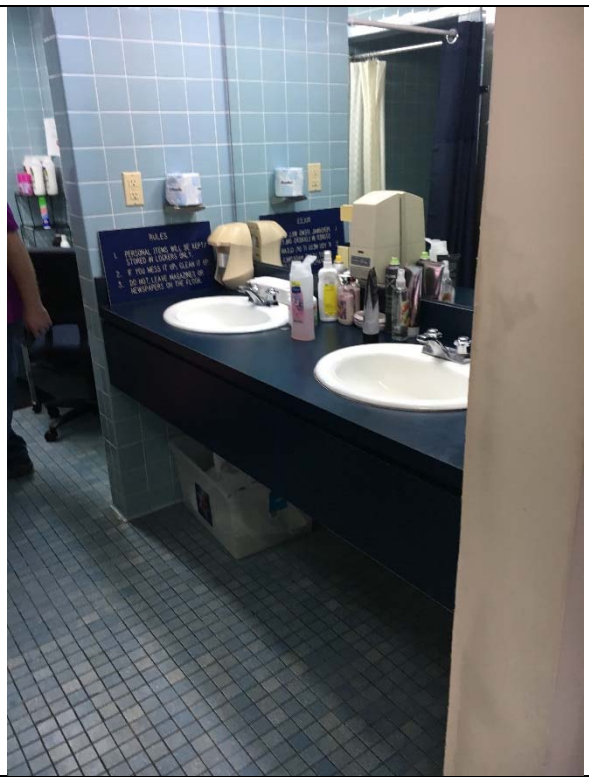
Violation 36- There are no accessible benches provided in the Men's and Women's locker rooms.

Violation 37 - There are no accessible stalls provided in the Men's and Women's locker rooms.





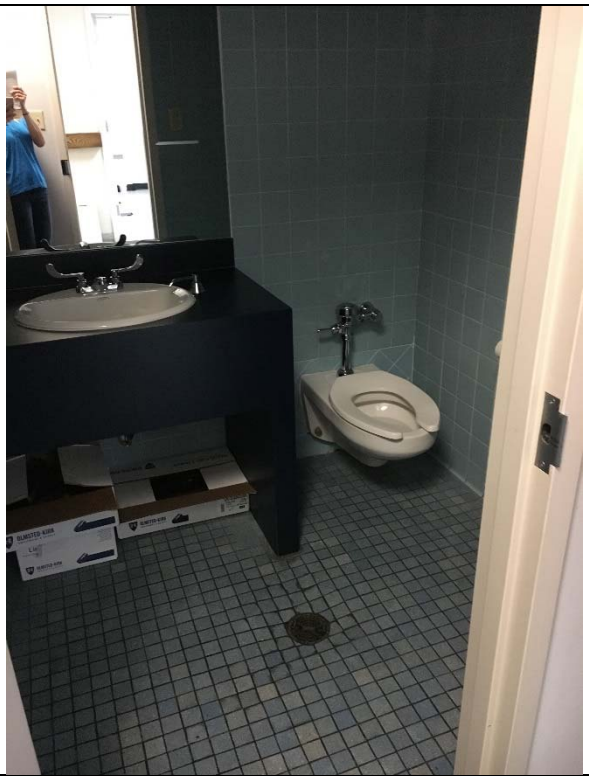
Violation 38 - There are no accessible showers provided in the Men's and Women's locker rooms.



Violation 39 - The lavatories in the Men's and Women's locker rooms are mounted at 36", have faucet controls that require grasping and twisting to operate and the pipes are not protected.

Violation 40 - There is only a 7-1/2" maneuvering clearance on the pull side of the Men's locker room door, a minimum of 18" is required.

Violation 41 - Men's locker room does not have a compliant urinal.



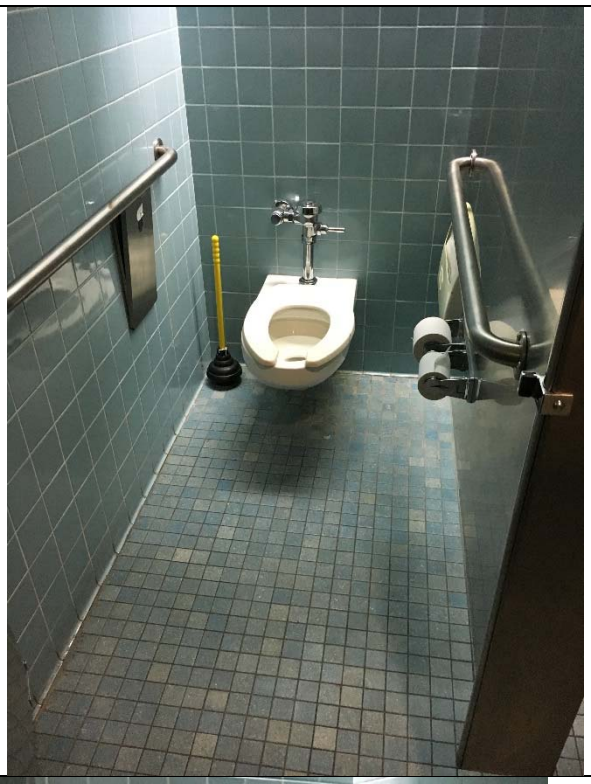
Violation 42 - The single user restroom in the dispatch room is not large enough to accommodate a wheelchair turning space.

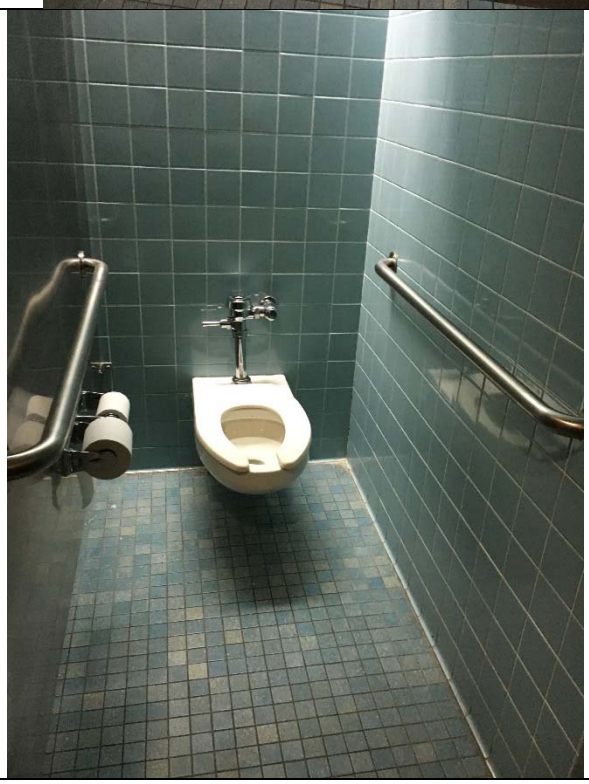
Violation 43 - The Men's and Women's restroom signage outside the court room does not have Braille.

NO IMAGE

Violation 44 - The doors into the Men's and Women's restrooms outside the court room require more than 5lbs of pressure to operate.

Violation 45 - Men's and Women's restroom outside courtroom - lavatory water lines are not protected.

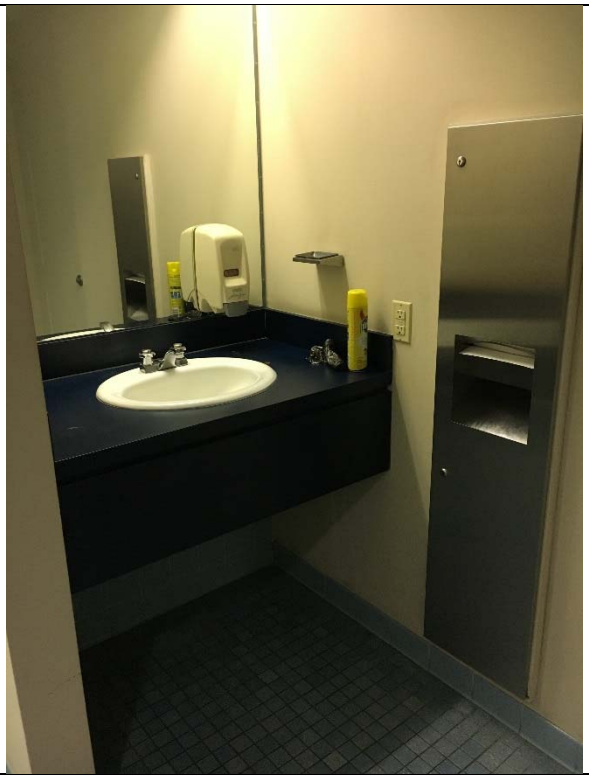




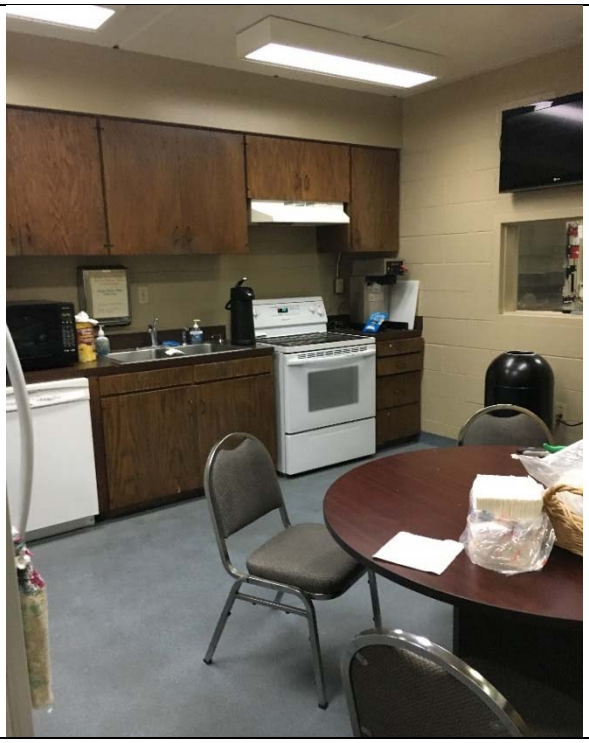
Violation 46 – There are no accessible stalls provided in the Men's and Women's restrooms outside the courtroom.

Violation 47 - Men's restroom on second floor - Door opening is only 30" where a minimum of 32" is required.

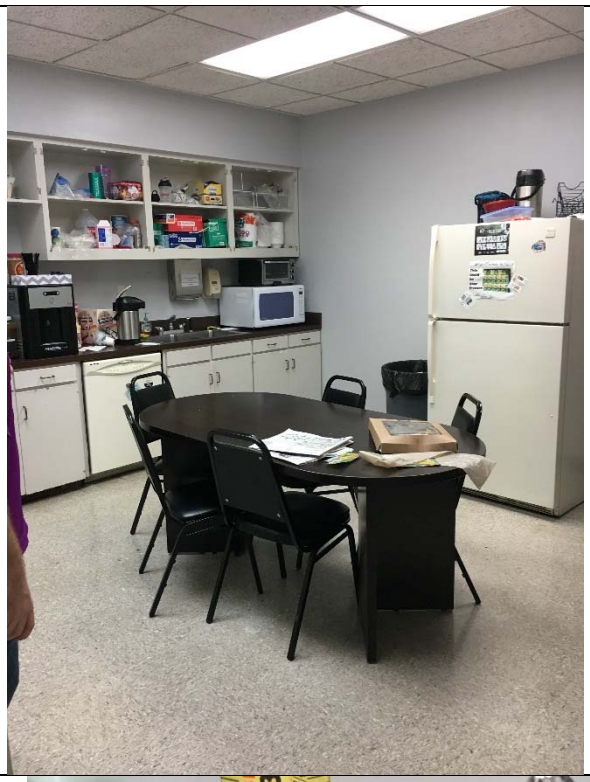
Violation 48 - The Men's and Women's restrooms on the second floor do not have accessible stalls provided.



Violation 49 -The Men's and Women's restrooms on the second floor do not have accessible lavatories provided.

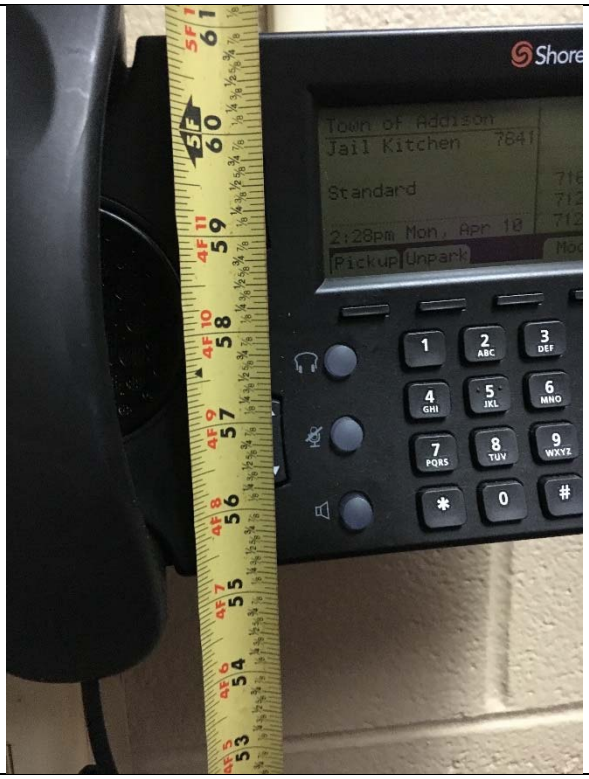


Violation 50 - The breakroom in the jail area has a sink mounted at 36" with no toe or knee clearance provided.



Violation 51 - First floor break room sink/counter is at 35-3/4" where the maximum height is 34".

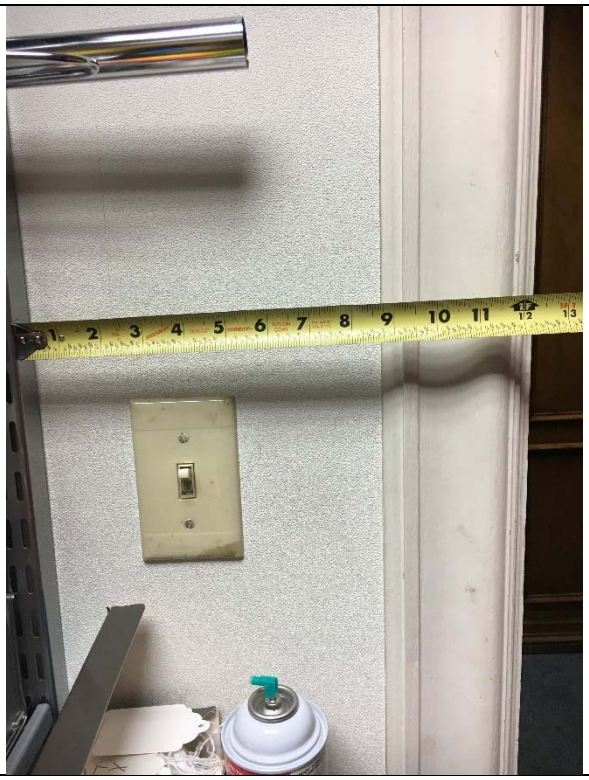
Violation 52 - Second floor break room sink/counter is at 36-1/4" where the maximum height is 34".



Violation 53 - The phone provided in the jail kitchen has the highest operable part at 59" where a maximum of 48" is required.

Violation 54 - The thermostat in the jail area is mounted with the highest operable part at 61.5" where a maximum of 48" is required.

Violation 55 - There is a drain in the jail area with openings from 1"-2" wide.



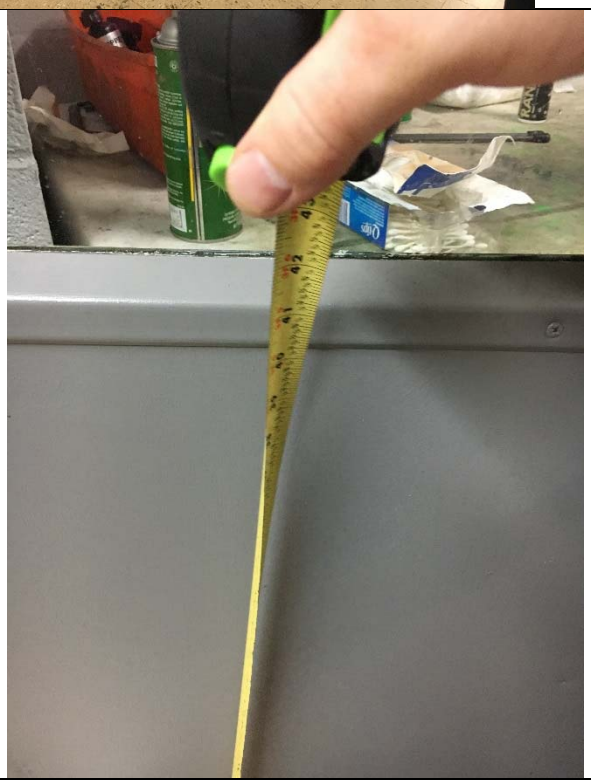
Violation 56 - Uniform storage room only has a 12" maneuvering clearance on the pull side where a minimum of 18" is required. Additionally, the door opening is only 29" wide.

Violation 57 - There is only one drinking fountain provided in the rear hall by the Courts & Records area and it is not at accessible height. Where one fountain is provided, two drinking fountains are required.

Violation 58 - There is only one drinking fountain provided by the restrooms outside the court room, there is not one for standing persons, two drinking fountains are required.

Violation 59 - There is only one drinking fountain provided on the second floor and it is not at accessible height; two drinking fountains are required. Additionally, it is in an alcove and therefore the required clear floor space is not provided.

Violation 60 - Hand sanitizer dispenser in the gun range is mounted above the required 48".



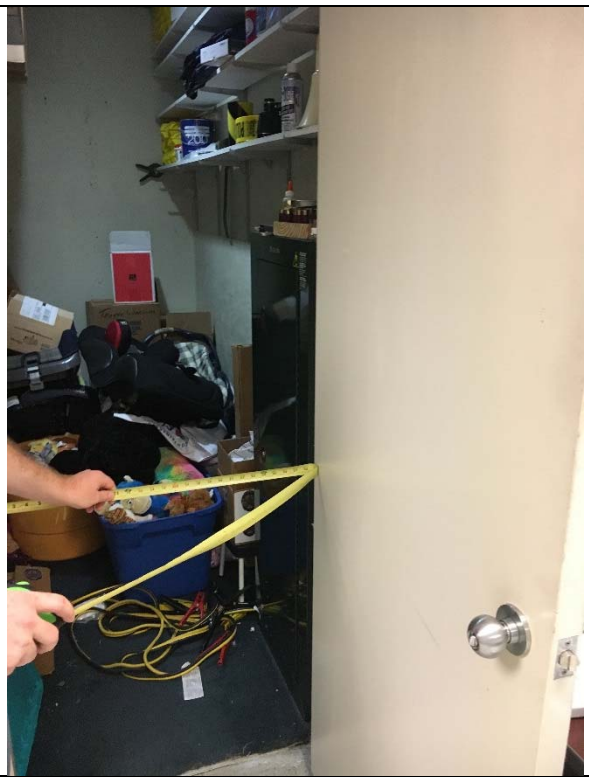
Violation 61 - The fold out counters in the gun range are at 38-1/2" and the counter in the gun range office area is at 41".

Violation 62 - The keypad in the gun range has the highest operable part over 60" where a maximum of 48" is required.

Violation 63 - The storage room in the Men's locker room has a door width of only 29", a minimum of 32" is required.

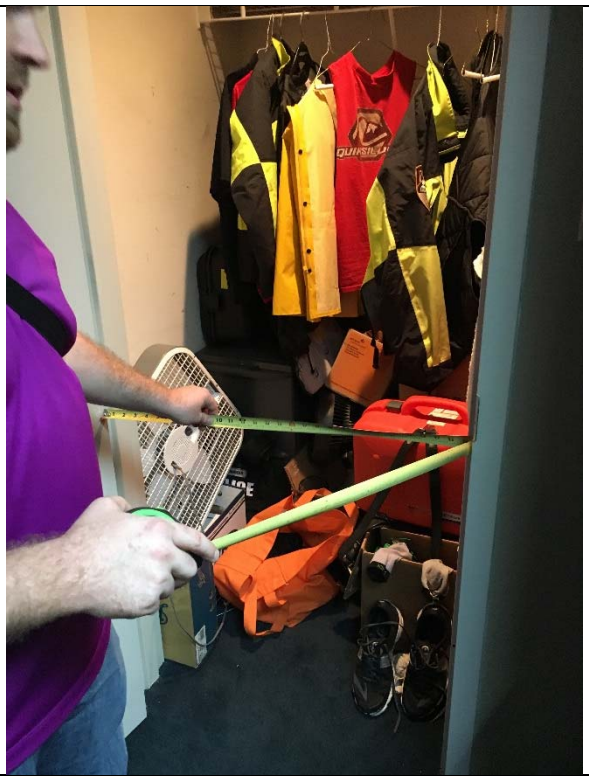
Violation 64 - The transaction window counter is at 40" where a max of 36" is required.

Violation 65 - The highest operable part for the phone in the jury room is at 59.5" where a maximum of 48" is required.



Violation 66 -The storage closet in the dispatch room has a door opening of only 29" where a minimum of 32" is required.

Violation 67 - The door into the Traffic room has an opening of only 30" where a minimum of 32" is required.

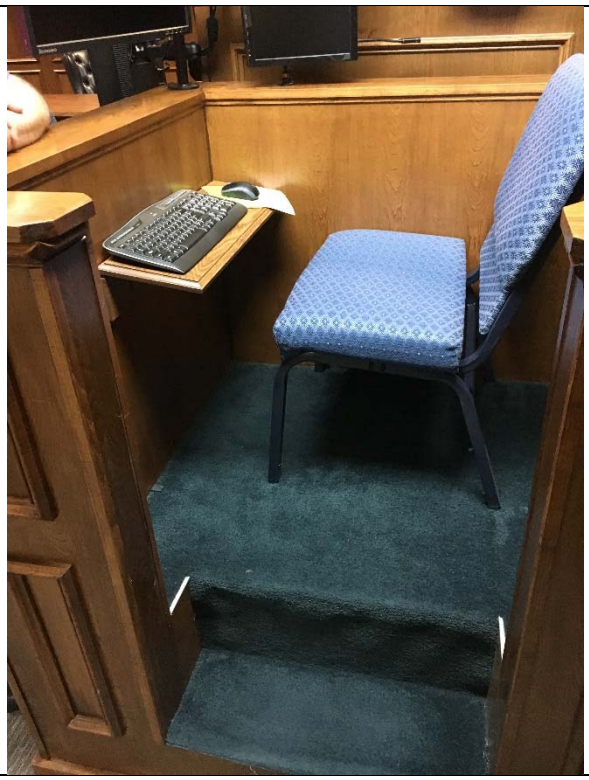


Violation 68 - The door to the storage closet has an opening of only 30" where a minimum of 32" is required.

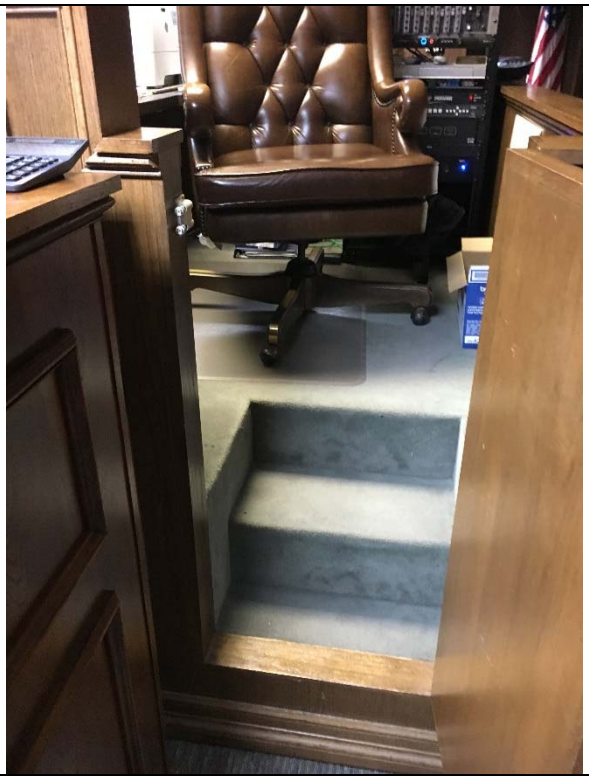
Violation 69 - Height of the button in court room is at 51.5" where a maximum of 48" is required.

Violation 70 - The thermostat in the court room is mounted with the highest operable part at 58" where a maximum of 48" is required.

Violation 71 - The thermostat on the second floor is mounted with the highest operable part at 60.5" where a maximum of 48" is required.



Violation 72 - An accessible route is not provided up to the witness stand and it does not have a clear floor space provided within its defined area



Violation 73 - There is no accessible route up to the Judge's bench, access is by stairs only.

Violation 74 - There is no accessible portion provided at the Judge's bench.

ACCESSOLOGY

TOWN OF ADDISON
BUILDING REPORT

Facility Information: **Facility Name:** Service Center

Facility Contact: Lisa Pyles **Contact Phone:** 972-450-2878

Accessology Inspector Information:

Inspector: Karen Jackson **Date:** April 17, 2017

Email: Kjackson@accessology.com

Latitude: 32.98127 **Longitude:** -96.839436

Address: 16801 Westgrove Drive **City:** Addison **County:** Dallas

General Parking Notes:

There are 2 parking lots serving the building. The front parking for guests and the side parking lot is for employees only.

Total Parking Spaces: Front parking	30
Total Accessible Parking Spaces:	4
Number of van accessible spaces:	0
Is the accessible parking substantially compliant?	No

Total Parking Spaces: Employee parking	155
Total Accessible Parking Spaces:	1
Number of van accessible spaces:	0
Is the accessible parking substantially compliant?	No

Violation #1: There are built up curb ramps protruding into the access aisles.

Standard: **2010 ADAAG 406.5 Location.**

Text: Curb ramps and the flared sides of curb ramps shall be located so that they do not project into vehicular traffic lanes, parking spaces, or parking access aisles.

TOWN OF ADDISON - Service Center

Parking - Page 2

Possible Solutions:	Rework the curb ramps so they do not project into the access aisles.
Violation #1 Cost:	$4,200 Priority Level 5
Violation #2:	There are 155 parking spaces provided in the employee lot, only 1 accessible space is provided where 6 are required to be provided.
Standard:	**2010 ADAAG 208.2 Minimum Number.**
Text:	Parking spaces complying with 502 shall be provided in accordance with Table 208.2. 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.
Possible Solutions:	Add 5 additional accessible parking spaces with access aisles and compliant signage.
Violation #2 Cost:	$5,250 Priority Level 5
Violation #3:	The accessible parking in the employee lot does not have signage provided.
Standard:	**2010 ADAAG 502.6 Identification.**
Text:	Parking space identification signs shall include the International Symbol of Accessibility complying with 703.7.2.1. Signs shall be 60" minimum above the ground surface measured to the bottom of the sign.
Possible Solutions:	Add a compliant van accessible sign.

TOWN OF ADDISON - Service Center

Parking - Page 3

Violation #3 Cost:	$525	Priority	Level 5
Violation #4:	There is not a striped cross walk leading from the accessible parking in the employee lot to the sidewalk.		
Standard:	**2010 ADAAG Advisory 502.3 Access Aisle.**		
Text:	In parking facilities where the accessible route must cross vehicular traffic lanes, marked crossings enhance pedestrian safety, particularly for people using wheelchairs and other mobility aids.		
Possible Solutions:	Add a marked crossing from the access aisle to the sidewalk.		
Violation #4 Cost:	$525	Priority	Level 9

		High Priority	1-4
Parking Violations Total	$10,500	Medium Priority	5-8
		Low Priority	9-12

TOWN OF ADDISON
BUILDING REPORT

Facility Information: **Facility Name:** Service Center

Facility Contact: Lisa Pyles **Contact Phone:** 972-450-2878

Accessology Inspector Information:

Inspector: Karen Jackson **Date:** April 17, 2017

Email: Kjackson@accessology.com

Latitude: 32.98127 **Longitude:** -96.839436

Address: 16801 Westgrove Drive **City:** Addison **County:** Dallas

General Accessible Route Notes:

Comments for the exterior route from the accessible parking to the building entrance are provided under an additional report.

Is the path of travel from accessible parking to building entrance compliant?	No
Does the path of travel serve all exterior amenities offered by the facility?	N/A
Is the path of travel from building entrances to all amenities served by the entrance substantially compliant?	N/A

Accessible Route Total $0

High Priority	1-4
Medium Priority	5-8
Low Priority	9-12

TOWN OF ADDISON
BUILDING REPORT

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Latitude: 32.98127 **Longitude:** -96.839436

Address: 16801 Westgrove Drive **City:** Addison **County:** Dallas

General Entrance Notes:

Entrance into the facility is substantially compliant.

Is the main entry door accessible?	Yes
Is there an alternate door that is accessible?	N/A
If so, does the inaccessible door have signage indicating the location of the nearest accessible door?	N/A

Entrance Total $0

High Priority	1-4
Medium Priority	5-8
Low Priority	9-12

TOWN OF ADDISON
BUILDING REPORT

Facility Information: **Facility Name:** Service Center

Facility Contact: Lisa Pyles **Contact Phone:** 972-450-2878

Accessology Inspector Information:

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Latitude: 32.98127 **Longitude:** -96.839436

Address: 16801 Westgrove Drive **City:** Addison **County:** Dallas

General Hallway Notes:

This facility includes many hallways and corridors. Many of the doors have non-compliant hardware and maneuvering clearances. There are several protruding objects. The room signs vary in style and designations are not accurate.

Does this facility have any hallways?	Yes
Do the doors have compliant hardware?	No
Do the doors have proper maneuvering clearances?	No
Is the hallway width at least 36” clear width?	Yes
Are visual strobes provided?	No
Are there any protruding objects?	Yes
Is the signage substantially compliant?	No

Violation #5: There are approximately 61 door knobs throughout the facility that require grasping and twisting to operate.

Standard: **2010 ADAAG 404.2.7 Door and Gate Hardware.**

Text: Handles, pulls, latches, locks, and other operable parts on doors and gates shall comply with 309.4.

Possible Solutions: Replace with lever style door hardware.

Violation #5 Cost: $32,025 Priority Level 2

TOWN OF ADDISON - Service Center

Hallway - Page 2

Violation #6:	The copy room in the Special Events area only has a 17" maneuvering clearance on the pull side of the door where a minimum of 18" is required.
Standard:	**2010 ADAAG 404.2.4.1 Swinging Doors and Gates.**
Text:	Swinging doors and gates shall have maneuvering clearances complying with Table 404.2.4.1.
Possible Solutions:	Modify the door to provide 18" minimum clearance on the pull side of the door.
Violation #6 Cost:	$2,625 — Priority: Level 5
Violation #7:	The door in the 1st floor break room and the restrooms serving the break room have fixed door stops and do not have a smooth surface 10" from the bottom of the door.
Standard:	**2010 ADAAG 404.2.10 Door and Gate Surfaces.**
Text:	Swinging door and gate surfaces within 10" of the finish floor or ground measured vertically shall have a smooth surface on the push side extending the full width of the door or gate.
Possible Solutions:	Remove the door stops from the 3 doors.
Violation #7 Cost:	$158 — Priority: Level 7
Violation #8:	The office door by the service center only has a 5" maneuvering clearance on the pull side of the door where a minimum of 18" is required.
Standard:	**2010 ADAAG 404.2.4.1 Swinging Doors and Gates.**

TOWN OF ADDISON - Service Center

Hallway - Page 3

Text:	Swinging doors and gates shall have maneuvering clearances complying with Table 404.2.4.1.
Possible Solutions:	Modify the door to provide 18" minimum clearance on the pull side of the door.
Violation #8 Cost:	$2,625 Priority Level 5
Violation #9:	The conference room signage has no Braille or tactile characters.
Standard:	**2010 ADAAG 703.1 General.**
Text:	Signs shall comply with 703. Where both visual and tactile characters are required, either one sign with both visual and tactile characters, or two separate signs, one with visual, and one with tactile characters, shall be provided
Possible Solutions:	Install compliant signage.
Violation #9 Cost:	$263 Priority Level 6
Violation #10:	The back exit door in the conference room only has an 8.5" maneuvering clearance on the pull side where a maximum of 18" is required.
Standard:	**2010 ADAAG 404.2.4.1 Swinging Doors and Gates.**
Text:	Swinging doors and gates shall have maneuvering clearances complying with Table 404.2.4.1.
Possible Solutions:	Modify the door to provide 18" minimum clearance on the pull side of the door.

TOWN OF ADDISON - Service Center

Hallway - Page 4

Violation #10 Cost:	$2,625	Priority	Level 5

Violation #11: The Special Events signage does not have Braille provided.

Standard: 2010 ADAAG 703.1 General.

Text: Signs shall comply with 703. Where both visual and tactile characters are required, either one sign with both visual and tactile characters, or two separate signs, one with visual, and one with tactile characters, shall be provided

Possible Solutions: Install compliant signage.

Violation #11 Cost:	$263	Priority	Level 6

Violation #12: The counter in the front office is mounted at 43-1/4" above finished floor.

Standard: **2010 ADAAG 904.4.1 Parallel Approach.**

Text: A portion of the counter surface that is 36" long min. and 36" high max. 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" min. length of counter.

Possible Solutions: Modify counter to provide a 36" length of counter at 36" high.

Violation #12 Cost:	$2,100	Priority	Level 7

Violation #13: The TV monitor in the front lobby protrudes into the path of travel.

TOWN OF ADDISON - Service Center

Hallway - Page 5

Standard:	**2010 ADAAG 307.2 Protrusion Limits.**
Text:	Objects with leading edges more than 27" and not more than 80" above the finish floor shall protrude 4" maximum horizontally into the circulation path
Possible Solutions:	Relocate TV monitor to a location where it is out of the circulation path or provide a fixed barrier beneath the monitor.
Violation #13 Cost:	$525 — Priority: Level 6
Violation #14:	There are two private offices on the 2nd floor do not have a minimum of 18" maneuvering clearance on the pull side of the doors.
Standard:	**2010 ADAAG 404.2.4.1 Swinging Doors and Gates.**
Text:	Swinging doors and gates shall have maneuvering clearances complying with Table 404.2.4.1.
Possible Solutions:	Modify the doors to provide 18" minimum clearance on the pull side of the doors.
Violation #14 Cost:	$5,250 — Priority: Level 5

		High Priority	1-4
Hallway Total	$48,459	Medium Priority	5-8
		Low Priority	9-12

TOWN OF ADDISON
BUILDING REPORT

Facility Information: **Facility Name:** Service Center

Facility Contact: Lisa Pyles **Contact Phone:** 972-450-2878

Accessology Inspector Information:

Inspector: Karen Jackson **Date:** April 17, 2017

Email: Kjackson@accessology.com

Latitude: 32.98127 **Longitude:** -96.839436

Address: 16801 Westgrove Drive **City:** Addison **County:** Dallas

General Restroom Notes:

There are two sets of restrooms on the first floor and one set of restrooms on the second floor. None of the restrooms are in substantial compliance even though they may have accessible elements.

Is the door to the restroom substantially compliant?	No
Does the room have the required turning radius?	Yes
Is the water closet substantially compliant?	No
Does the water closet have the required clear floor space?	No
Is the lavatory substantially compliant?	No
Is the urinal substantially compliant?	No
Is the mirror substantially compliant?	Yes

Violation #15: Breakroom area: Men's and Women's restroom signage is mounted on the door and does not have Braille or tactile characters.

Standard: **2010 ADAAG 703.1 General.**

Text: Signs shall comply with 703. Where both visual and tactile characters are required, either one sign with both visual and tactile characters, or two separate signs, one with visual, and one with tactile characters, shall be provided

Possible Solutions: Install compliant signage.

Violation #15 Cost: $525 Priority Level 6

TOWN OF ADDISON - Service Center

Restrooms - Page 2

Violation #16:	Breakroom area: The Men's restroom door only has a 5-1/4" maneuvering clearance on the pull side of the outer door and both of the Women's restroom doors only has a 6-1/2" maneuvering clearance on the pull side.
Standard:	**2010 ADAAG 404.2.4.1 Swinging Doors and Gates.**
Text:	Swinging doors and gates shall have maneuvering clearances complying with Table 404.2.4.1.
Possible Solutions:	Reverse the swing of the doors.
Violation #16 Cost:	$7,875 — Priority: Level 4
Violation #17:	Breakroom area: Men's and Women's restroom doors require more than 5lbs of pressure to operate.
Standard:	**2010 ADAAG 404.2.9 Door and Gate Opening Force.**
Text:	The force for pushing or pulling open a door shall be 5 pounds max.
Possible Solutions:	Adjust door closers to achieve a 5 pound maximum required presure to operate the doors.
Violation #17 Cost:	$158 — Priority: Level 5
Violation #18:	Breakroom Area: Men's room lavatory does not have the required knee clearance provided and the counter is too high at 36-1/4" above finished floor.
Standard:	**2010 ADAAG 606.2 Clear Floor Space.** **2010 ADAAG 606.3 Height.**

TOWN OF ADDISON - Service Center

Restrooms - Page 3

Text: **2010 ADAAG 606.2 Clear Floor Space.** A clear floor space complying with 305, positioned for a forward approach, and knee/toe clearance complying with 306 shall be provided.
2010 ADAAG 606.3 Height. Lavatories and sinks shall be installed with the front of the higher of the rim or counter surface 34 inches maximum above the finish floor or ground.

Possible Solutions: Modify counter to provide the required knee and toe clearance.

Violation #18 Cost: $2,100 Priority Level 4

Violation #19: Breakroom Area: Men's room lavatory faucets require grasping and twisting to operate.

Standard: **2010 ADAAG 606.4 Faucets.**

Text: Controls for faucets shall comply with 309. Hand-operated metering faucets shall remain open for 10 seconds minimum.

Possible Solutions: Replace with lever style hardware.

Violation #19 Cost: $525 Priority Level 5

Violation #20: Breakroom Area: Men's room has 3 urinals and no accessible urinal is provided.

Standard: **2010 ADAAG 213.3.3 Urinals.**

Text: Where more than one urinal is provided, at least one shall comply with 605.

TOWN OF ADDISON - Service Center

Restrooms - Page 4

Possible Solutions:	Lower one of the urinals to provide 17" maximum high rim.		
Violation #20 Cost:	$2,100	Priority	Level 4
Violation #21:	Breakroom Area: Men's restroom does not have an accessible toilet compartment.		
Standard:	**2010 ADAAG 213.3.1 Toilet Compartments.**		
Text:	Where toilet compartments are provided, at least one toilet compartment shall comply with 604.8.1.		
Possible Solutions:	Make modifications to restroom to provide fully accessible toilet compartment.		
Violation #21 Cost:	$2,100	Priority	Level 4
Violation #22:	Breakroom Area: Men's restroom does not have an accessible shower compartment.		
Standard:	**2010 ADAAG 213.3.6 Bathing Facilities.**		
Text:	Where showers are provided, at least one shower complying with 608 shall be provided.		
Possible Solutions:	Modify shower room to provide a fully accessible shower compartment.		
Violation #22 Cost:	$3,675	Priority	Level 6

TOWN OF ADDISON - Service Center

Restrooms - Page 5

Violation #23:	Breakroom Area: Men's room locker area has no accessible bench.
Standard:	**2010 ADAAG 803.4 Benches.**
Text:	A bench complying with 903 shall be provided within the room.
Possible Solutions:	Provide a compliant bench.
Violation #23 Cost:	$525 Priority Level 6
Violation #24:	Breakroom Area: Women's restroom lavatory faucets require grasping and twisting to operate and it does not have the required knee clearance.
Standard:	**2010 ADAAG 606.4 Faucets. 2010 ADAAG 606.2 Clear Floor Space.**
Text:	**2010 ADAAG 606.4 Faucets.** Controls for faucets shall comply with 309. Hand-operated metering faucets shall remain open for 10 seconds minimum. **2010 ADAAG 606.2 Clear Floor Space.** A clear floor space complying with 305, positioned for a forward approach, and knee and toe clearance complying with 306 shall be provided.
Possible Solutions:	Replace with lever style hardware and remove the cabinet below to allow for the required knee clearance.
Violation #24 Cost:	$2,625 Priority Level 5
Violation #25:	Breakroom Area: Women's restroom does not have an accessible toilet compartment.

TOWN OF ADDISON - Service Center

Restrooms - Page 6

Standard:	**2010 ADAAG 213.3.1 Toilet Compartments.**
Text:	Where toilet compartments are provided, at least one toilet compartment shall comply with 604.8.1.
Possible Solutions:	Make modifications to the restroom to provide an accessible toilet compartment.
Violation #25 Cost:	$2,100 Priority Level 4
Violation #26:	Breakroom Area: Women's restroom does not have an accessible shower compartment.
Standard:	**2010 ADAAG 213.3.6 Bathing Facilities.**
Text:	Where showers are provided, at least one shower complying with 608 shall be provided.
Possible Solutions:	Modify shower room to provide a fully accessible shower compartment.
Violation #26 Cost:	$3,675 Priority Level 6
Violation #27:	Breakroom Area: Women's room locker area does not have an accessible bench.
Standard:	**2010 ADAAG 803.4 Benches.**
Text:	A bench complying with 903 shall be provided within the room.

TOWN OF ADDISON - Service Center

Restrooms - Page 7

Possible Solutions:	Provide a compliant bench.
Violation #27 Cost:	$525 Priority Level 6
Violation #28:	1st floor lobby: Women's room door only has a 6" maneuvering clearance on the pull side and the door requires more than 5lbs of pressure to operate.
Standard:	**2010 ADAAG 404.2.4.1 Swinging Doors and Gates.** **2010 ADAAG 404.2.9 Door and Gate Opening Force.**
Text:	**2010 ADAAG 404.2.4.1 Swinging Doors and Gates.** Swinging doors and gates shall have maneuvering clearances complying with Table 404.2.4.1. The **2010 ADAAG 404.2.9 Door and Gate Opening Force.** force for pushing or pulling open a door shall be 5 pounds maximum.
Possible Solutions:	Reverse swing of the door and adjust the closer.
Violation #28 Cost:	$2,625 Priority Level 6
Violation #29:	1st floor lobby: Women's room has 2 doors in a series to enter with only 31" between each door.
Standard:	**404.2.6 Doors in Series and Gates in Series.**
Text:	The distance between two hinged or pivoted doors in series shall be 48" min. plus the width of doors swinging into the space.
Possible Solutions:	Reverse the swing of one of the doors.
Violation #29 Cost:	$5,250 Priority Level 5

TOWN OF ADDISON - Service Center

Restrooms - Page 8

Violation #30:	1st floor lobby: Women's room does not have an accessible toilet compartment.
Standard:	**2010 ADAAG 213.3.1 Toilet Compartments.**
Text:	Where toilet compartments are provided, at least one toilet compartment shall comply with 604.8.1.
Possible Solutions:	Make modifications to the restroom to provide an accessible toilet compartment.
Violation #30 Cost:	$2,625 Priority Level 4
Violation #31:	1st floor lobby: Men's room signage is mounted on the hinge side of the door.
Standard:	**2010 ADAAG 703.4.2 Location.**
Text:	Where a tactile sign is provided at a door, the sign shall be located alongside the door at the latch side.
Possible Solutions:	Relocate signage to the latch side of the door.
Violation #31 Cost:	$525 Priority Level 12
Violation #32:	1st floor lobby: Men's restroom door only has 8" maneuvering clearance on the pull side and the door requires more than 5lbs of pressure to operate.
Standard:	**2010 ADAAG 404.2.4.1 Swinging Doors and Gates.** **2010 ADAAG 404.2.9 Door and Gate Opening Force.**

TOWN OF ADDISON - Service Center

Restrooms - Page 9

Text:	**2010 ADAAG 404.2.4.1 Swinging Doors and Gates.** Swinging doors and gates shall have maneuvering clearances complying with Table 404.2.4.1. The **2010 ADAAG 404.2.9 Door and Gate Opening Force.** force for pushing or pulling open a door shall be 5 pounds maximum.
Possible Solutions:	Reverse swing of the door and adjust the closer.
Violation #32 Cost:	$2,625 — Priority: Level 6
Violation #33:	1st floor lobby: Men's room water closet in accessible stall is 21-1/2" to its centerline.
Standard:	**2010 ADAAG 604.2 Location.**
Text:	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"-18" maximum from the side wall or partition.
Possible Solutions:	Relocate water closet to provide 16"-18" centerline from the sidewall.
Violation #33 Cost:	$2,625 — Priority: Level 4
Violation #34:	1st floor lobby: Men's restroom accessible toilet compartment is only 51-1/2" deep.
Standard:	**2010 ADAAG 604.8.1.1 Size.**
Text:	Wheelchair accessible compartments shall be 60" wide min. measured perpendicular to the side wall, and 56" deep min. for wall hung water closets and 59" deep min. for floor mounted water closets measured perpendicular to the rear wall.

TOWN OF ADDISON - Service Center

Restrooms - Page 10

Possible Solutions:	Modify accessible toilet compartment to provide to provide 59" depth as the water clost is floor mounted.
Violation #34 Cost:	$2,625 Priority Level 4
Violation #35:	1st floor lobby: Men's restroom stall door swings into the stall and only has a 30" wide opening.
Standard:	**2010 ADAAG 604.8.1.2 Doors.**
Text:	Toilet compartment doors, including door hardware, shall comply with 404. Toilet compartment doors shall not swing into the minimum required compartment area.
Possible Solutions:	Replace stall partition with a 36" wide door with outward swinding door.
Violation #35 Cost:	$2,625 Priority Level 4
Violation #36:	1st floor lobby: Men's restroom toilet paper dispenser is mounted too close to the back wall.
Standard:	**604.7 Dispensers.**
Text:	Toilet paper dispensers shall comply with 309.4 and shall be 7" minimum and 9" maximum in front of the water closet measured to the centerline of the dispenser.
Possible Solutions:	Relocate toilet paper dispenser to 7"-9" from front edge of water closet.

TOWN OF ADDISON - Service Center

Restrooms - Page 11

Violation #36 Cost:	$525	Priority	Level 7

Violation #37: 2nd floor: Men's restroom entrance door maneuvering clearance is only 40" deep where a minimum of 48" is required.

Standard: **2010 ADAAG 404.2.4.1 Swinging Doors and Gates.**

Text: Swinging doors and gates shall have maneuvering clearances complying with Table 404.2.4.1.

Possible Solutions: Modify restroom door to provide 48" minimum required maneuvering clearance.

Violation #37 Cost:	$2,625	Priority	Level 5

Violation #38: 2nd floor: Men's room lavatory pipes are not properly protected against contact. Pipes are currently wrapped in electrical tape.

Standard: **2010 ADAAG 606.5 Exposed Pipes and Surfaces.**

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

Possible Solutions: Provide proper pipe protection against contact.

Violation #38 Cost:	$105	Priority	Level 5

Violation #39: 2nd floor: Men's restroom does not have an accessible toilet compartment.

TOWN OF ADDISON - Service Center

Restrooms - Page 12

Standard:	**213.3.1 Toilet Compartments.**
Text:	Where toilet compartments are provided, at least one toilet compartment shall comply with 604.8.1.
Possible Solutions:	Modify restroom to provide fully accessible toilet compartment.
Violation #39 Cost:	$2,625 Priority Level 4
Violation #40:	2nd floor: Men's restroom accessible toilet compartment door is not self-closing.
Standard:	**2010 ADAAG 604.8.1.2 Doors.**
Text:	The door shall be self-closing.
Possible Solutions:	Install a self-closing device on the compartment door.
Violation #40 Cost:	$105 Priority Level 10
Violation #41:	2nd floor: Women's restroom lavatory pipes are not protected against contact.
Standard:	**2010 ADAAG 606.5 Exposed Pipes and Surfaces.**
Text:	Water supply and drain pipes under lavatories and sinks shall be insulated or otherwise configured to protect against contact. There shall be no sharp or abrasive surfaces under lavatories and sinks.
Possible Solutions:	Provide protection at the exposed water and drian lines.

TOWN OF ADDISON - Service Center

Restrooms - Page 13

Violation #41 Cost:	$105	Priority	Level 5

Violation #42: 2nd floor: Women's restroom does not have an accessible toilet compartment.

Standard: **213.3.1 Toilet Compartments.**

Text: Where toilet compartments are provided, at least one toilet compartment shall comply with 604.8.1.

Possible Solutions: Modify restroom to provide fully accessible toilet compartment.

Violation #42 Cost:	$2,625	Priority	Level 4

Violation #43: The light switch in the Men's restroom on the first floor by the break rooms is mounted at 56" where a maximum of 48" is allowed.

Standard: **2010 ADAAG 308.2.1 Unobstructed Forward Reach.**

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

Possible Solutions: Lower the light switch so it is no higher than 48".

Violation #43 Cost:	$263	Priority	Level 7

		High Priority	1-4
Restrooms Total	$59,011	Medium Priority	5-8
		Low Priority	9-12

TOWN OF ADDISON
BUILDING REPORT

Facility Information: **Facility Name:** Service Center

Facility Contact: Lisa Pyles **Contact Phone:** 972-450-2878

Accessology Inspector Information:

Inspector: Karen Jackson **Date:** April 17, 2017

Email: Kjackson@accessology.com

Latitude: 32.98127 **Longitude:** -96.839436

Address: 16801 Westgrove Drive **City:** Addison **County:** Dallas

General Break Room Notes:

There are 2 breakrooms in this facility, one on the first floor and a smaller breakroom on the second floor.

Does the facility have a break room?	Yes
Is there a stove or cooktop?	Yes
Is there a sink?	Yes
Is the sink substantially compliant?	No
Are the counters at 34" aff?	No

Violation #44: The break room sink on the 1st floor is at 36-5/16" above finished floor where 34" maximum is required.

Standard: **2010 ADAAG 606.3 Height.**

Text: Lavatories and sinks shall be installed with the front of the higher of the rim or counter surface 34" maximum above the finish floor.

Possible Solutions: Modify sink and counter to provide 34" maximum height.

Violation #44 Cost: $2,100 Priority Level 5

Violation #45: The 2nd floor break room sink is at 36" above finished floor where a maximum of 34" is required.

Standard: **2010 ADAAG 606.3 Height.**

TOWN OF ADDISON - Service Center

Break Rooms - Page 2

Text:	Lavatories and sinks shall be installed with the front of the higher of the rim or counter surface 34" maximum above the finish floor.
Possible Solutions:	Modify sink and counter to provide 34" maximum height.
Violation #45 Cost:	$2,100 Priority Level 5
Violation #46:	The phone provided in the break room on the 2nd floor is mounted at 56" to the highest operable part.
Standard:	**2010 ADAAG 308.2.1 Unobstructed**
Text:	Where a forward reach is unobstructed, the high forward reach shall be 48" maximum and the low forward reach shall be 15" minimum above the finish floor or ground.
Possible Solutions:	Lower phone so the highest operable part is no higher than 48" above finished floor.
Violation #46 Cost:	$525 Priority Level 12
Violation #47:	The first aid box mounted on the wall in the 2nd floor break room is mounted with the operable part at 58.5" above finished floor.
Standard:	**2010 ADAAG 308.2.1 Unobstructed**
Text:	Where a forward reach is unobstructed, the high forward reach shall be 48" maximum and the low forward reach shall be 15" minimum above the finish floor or ground.
Possible Solutions:	Lower the box so the highest operable part is no higher than 48" above finished floor.

TOWN OF ADDISON - Service Center

Break Rooms - Page 3

Violation #47 Cost:	$525	Priority	Level 12
Violation #48:	The door leaving the breakroom on the 1st floor into the hallway has a 40" deep maneuvering clearance on the pull side where 60" minimum is required.		
Standard:	**2010 ADAAG 404.2.4.1 Swinging Doors and Gates.**		
Text:	Swinging doors and gates shall have maneuvering clearances complying with Table 404.2.4.1.		
Possible Solutions:	Modify door location or modify nearby protrusion to allow for a 60" deep maneuvering clearance.		
Violation #48 Cost:	$2,625	Priority	Level 7
Violation #49:	There is only a 6.5" maneuvering clearance on the pull side of the door exiting the first floor break room, a minimum of 18" is required.		
Standard:	**2010 ADAAG 404.2.4.1 Swinging Doors and Gates.**		
Text:	Swinging doors and gates shall have maneuvering clearances complying with Table 404.2.4.1.		
Possible Solutions:	Reverse the swing of the door.		
Violation #49 Cost:	$2,625	Priority	Level 5

		High Priority	1-4
Break Rooms Total	$10,500	Medium Priority	5-8
		Low Priority	9-12

TOWN OF ADDISON
BUILDING REPORT

Facility Information: **Facility Name:** Service Center

Facility Contact: Lisa Pyles **Contact Phone:** 972-450-2878

Accessology Inspector Information:

Inspector: Karen Jackson **Date:** April 17, 2017

Email: Kjackson@accessology.com

Latitude: 32.98127 **Longitude:** -96.839436

Address: 16801 Westgrove Drive **City:** Addison **County:** Dallas

General Misc Notes:

This facility includes interior drinking fountains and an outdoor seating area.

Are there exterior drinking fountains? No

Are there any other miscellaneous items not previously covered? N/A

Violation #50: There is one drinking fountain provided in the shop area but it is not an accessible unit.

Standard: **2010 ADAAG 211.2 Minimum Number.**

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

Possible Solutions: Remove existing drinking fountain and install new Hi/Low drinking fountain unit.

Violation #50 Cost: $5,250 Priority Level 9

Violation #51: There is only one drinking fountain provided in the front lobby area, two are required.

Standard: **2010 ADAAG 407.4.1 Car Dimensions.**

TOWN OF ADDISON - Service Center

Miscellaneous - Page 2

Text:	Inside dimensions of elevator cars and clear width of elevator doors shall comply with Table 407.4.1.
Possible Solutions:	Remove existing drinking fountain and install new Hi/Low drinking fountain unit.
Violation #51 Cost:	$5,250 — Priority: Level 7
Violation #52:	The outdoor seating area does not have any accessible picnic tables provided.
Standard:	**2010 ADAAG 902.2 Clear Floor or Ground Space.** **2010 ADAAG 902.3 Dining Surfaces and Work Surfaces Height.**
Text:	**2010 ADAAG 902.2 Clear Floor or Ground Space.** A clear floor space complying with (305 Clear Floor or Ground Space) positioned for a forward approach shall be provided. Knee and toe clearance complying with (306 Knee Clearance) shall be provided. **2010 ADAAG 902.3 Dining Surfaces and Work Surfaces Height.** The tops of dining surfaces and work surfaces shall be 28 inches minimum and 34 inches maximum above the finish floor or ground.
Possible Solutions:	Install a fully accessible picnic table unit.
Violation #52 Cost:	$2,415 — Priority: Level 12

		High Priority	1-4
Miscellaneous Total	$12,915	Medium Priority	5-8
		Low Priority	9-12

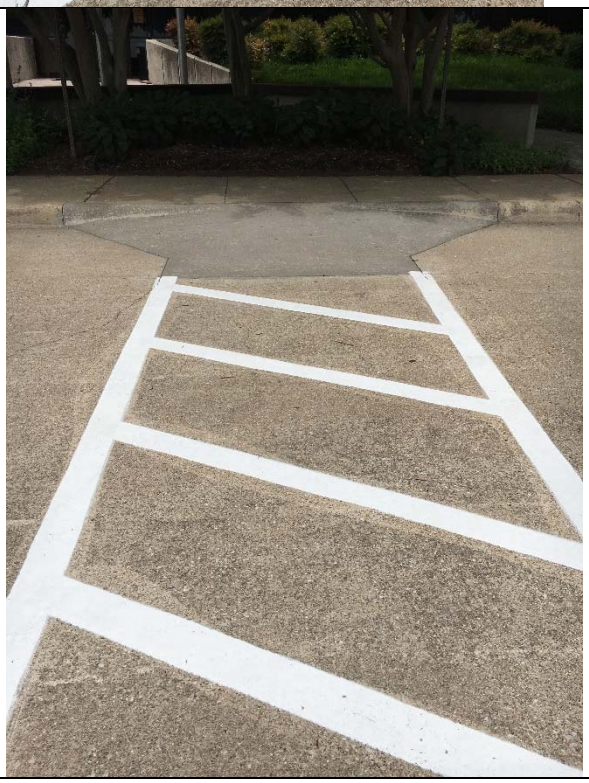
Summary Sheet for Service Center

Service Center

#	VIOLATION SUMMARY	PRIORITY LEVEL	COST
1	Rework the curb ramps so they do not project into the access aisles.	Level 5	$4,200.00
2	Add 5 additional accessible parking spaces with access aisles and compliant signage.	Level 5	$5,250.00
3	Add a compliant van accessible sign.	Level 5	$525.00
4	Add a marked crossing from the access aisle to the sidewalk.	Level 9	$525.00
5	Replace with lever style door hardware.	Level 2	$32,025.00
6	Modify the door to provide 18" minimum clearance on the pull side of the door.	Level 5	$2,625.00
7	Remove the door stops from the 3 doors.	Level 7	$158.00
8	Modify the door to provide 18" minimum clearance on the pull side of the door.	Level 5	$2,625.00
9	Install compliant signage.	Level 6	$263.00
10	Modify the door to provide 18" minimum clearance on the pull side of the door.	Level 5	$2,625.00
11	Install compliant signage.	Level 6	$263.00
12	Modify counter to provide a 36" length of counter at 36" high.	Level 7	$2,100.00
13	Relocate TV monitor to a location where it is out of the circulation path or provide a fixed barrier beneath the monitor.	Level 6	$525.00
14	Modify the doors to provide 18" minimum clearance on the pull side of the doors.	Level 5	$5,250.00
15	Install compliant signage.	Level 6	$525.00
16	Reverse the swing of the doors.	Level 4	$7,875.00
17	Adjust door closers to achieve a 5 pound maximum required presure to operate the doors.	Level 5	$158.00
18	Modify counter to provide the required knee and toe clearance.	Level 4	$2,100.00
19	Replace with lever style hardware.	Level 5	$525.00
20	Lower one of the urinals to provide 17" maximum high rim.	Level 4	$2,100.00
21	Make modifications to restroom to provide fully accessible toilet compartment.	Level 4	$2,100.00
22	Modify shower room to provide a fully accessible shower compartment.	Level 6	$3,675.00
23	Replace with lever style hardware and remove the cabinet below to allow for the required knee clearance.	Level 6	$525.00
24	Replace with lever style hardware and remove the cabinet below to allow for the required knee clearance.	Level 5	$2,625.00
25	Make modifications to the restroom to provide an accessible toilet compartment.	Level 4	$2,100.00
26	Modify shower room to provide a fully accessible shower compartment.	Level 6	$3,675.00
27	Provide a compliant bench.	Level 6	$525.00
28	Reverse swing of the door and adjust the closer.	Level 6	$2,625.00
29	Reverse the swing of one of the doors.	Level 5	$5,250.00

#	VIOLATION SUMMARY	PRIORITY LEVEL	COST
30	Make modifications to the restroom to provide an accessible toilet compartment.	Level 4	$2,625.00
31	Relocate signage to the latch side of the door.	Level 12	$525.00
32	Reverse swing of the door and adjust the closer.	Level 6	$2,625.00
33	Relocate water closet to provide 16"-18" centerline from the sidewall.	Level 4	$2,625.00
34	Modify accessible toilet compartment to provide to provide 59" depth as the water clost is floor mounted.	Level 4	$2,625.00
35	Replace stall partition with a 36" wide door with outward swinding door.	Level 4	$2,625.00
36	Relocate toilet paper dispenser to 7"-9" from front edge of water closet.	Level 7	$525.00
37	Modify restroom door to provide 48" minimum required maneuvering clearance.	Level 5	$2,625.00
38	Provide proper pipe protection against contact.	Level 5	$105.00
39	Modify restroom to provide fully accessible toilet compartment.	Level 4	$2,625.00
40	Install a self-closing device on the compartment door.	Level 10	$105.00
41	Install pipe protection on water lines and drain pipe.	Level 5	$105.00
42	Modify restroom to provide fully accessible toilet compartment.	Level 4	$2,625.00
43	Lower the light switch so it is no higher than 48".	Level 7	$263.00
44	Modify sink and counter to provide 34" maximum height.	Level 5	$2,100.00
45	Modify sink and counter to provide 34" maximum height.	Level 5	$2,100.00
46	Lower phone so the highest operable part is no higher than 48" above finished floor.	Level 12	$525.00
47	Lower the box so the highest operable part is no higher than 48" above finished floor.	Level 12	$525.00
48	Modify door location or modify nearby protrusion to allow for a 60" deep maneuvering clearance.	Level 7	$2,625.00
49	Reverse the swing of the door.	Level 5	$2,625.00
50	Remove existing drinking fountain and install new Hi/Low drinking fountain unit.	Level 9	$5,250.00
51	Remove existing drinking fountain and install new Hi/Low drinking fountain unit.	Level 7	$5,250.00
52	Install a fully accessible picnic table unit.	Level 12	$2,415.00

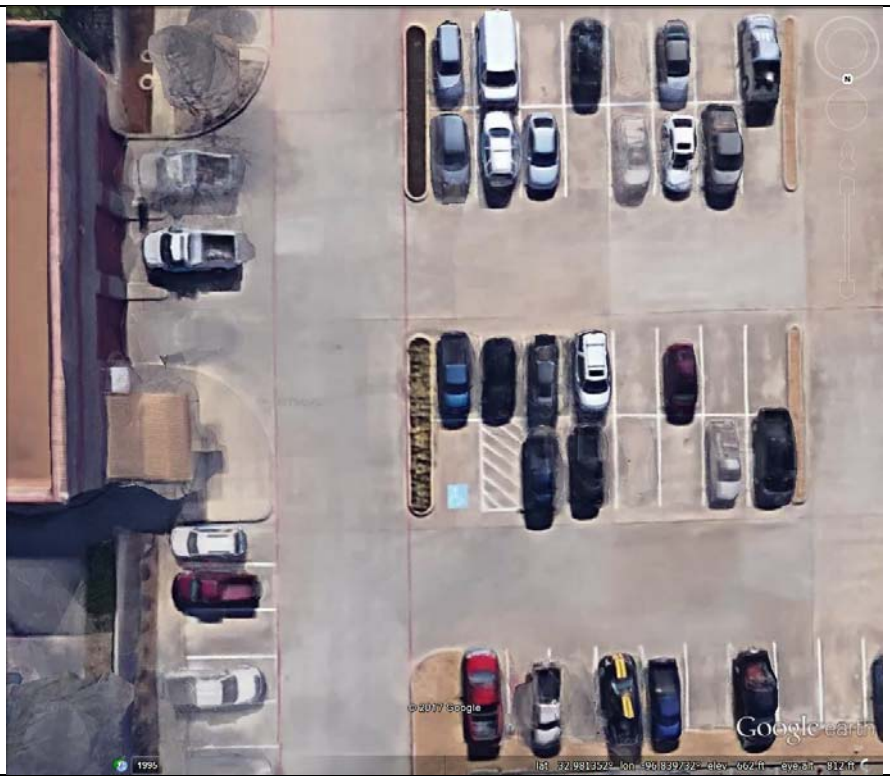
Grand Total	$141,385.00



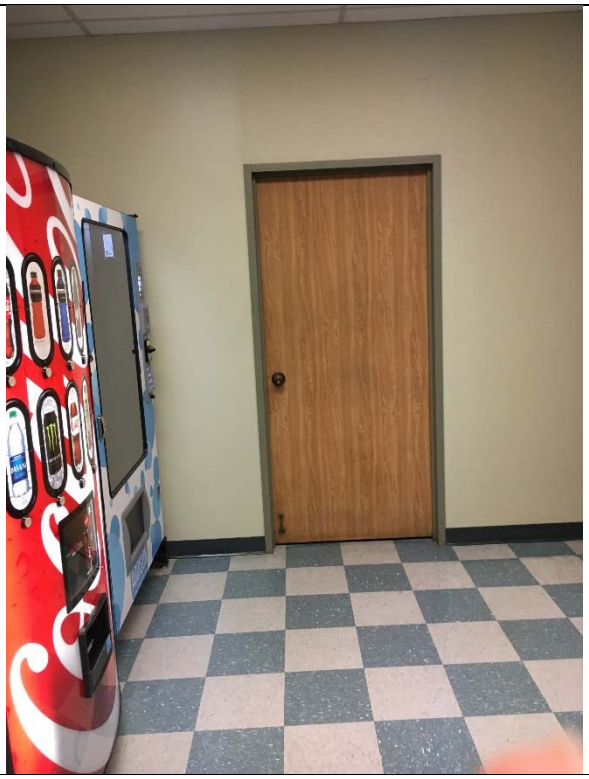
Violation 1 - There are built up curb ramps protruding into the access aisles.

Violation 2 - There are 155 parking spaces provided in the employee lot, only 1 accessible space is provided where 6 are required to be provided.

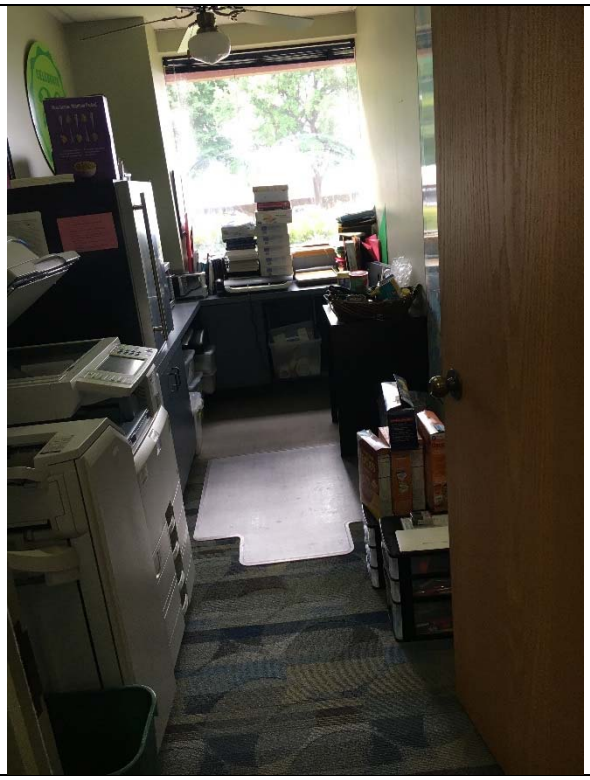
Violation 3 - The accessible parking in the employee lot does not have signage provided.

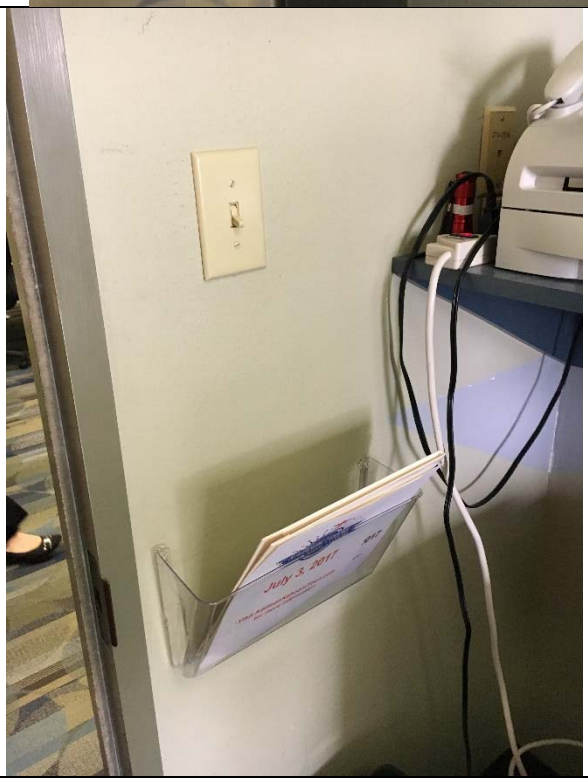


Violation 4 - There is not a striped cross walk leading from the accessible parking in the employee lot to the sidewalk.

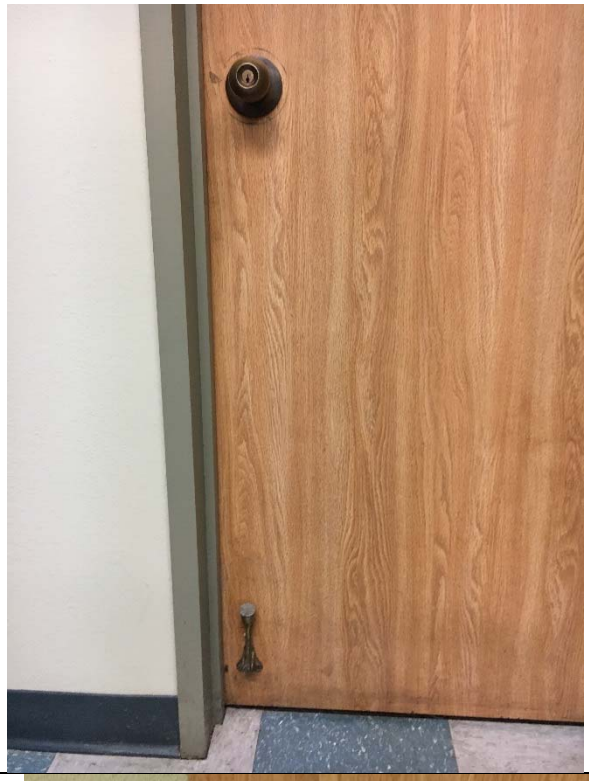


Violation 5 - There are approximately 61 door knobs throughout the facility that require grasping and twisting to operate.





Violation 6 - The copy room in the Special Events area only has a 17" maneuvering clearance on the pull side of the door where a minimum of 18" is required.



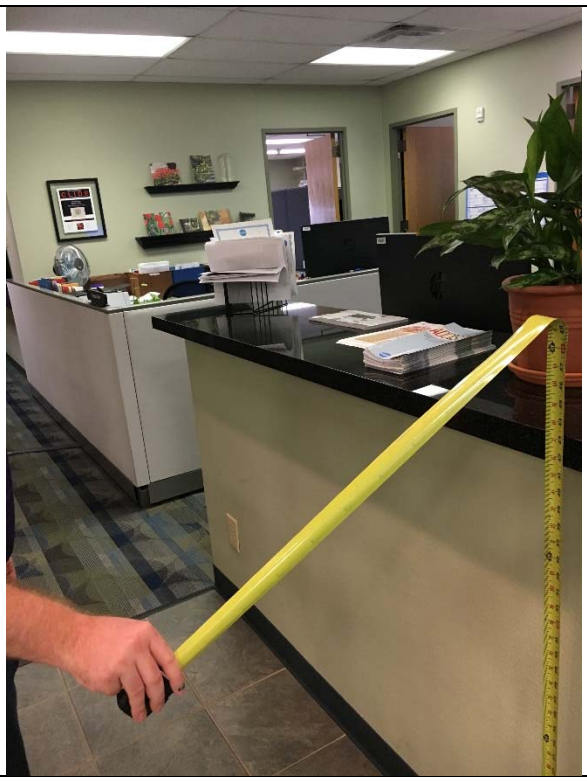
Violation 7 - The door in the 1st floor break room and the restrooms serving the break room have fixed door stops and do not have a smooth surface 10" from the bottom of the door.

Violation 8 - The office door by the service center only has a 5" maneuvering clearance on the pull side of the door where a minimum of 18" is required.

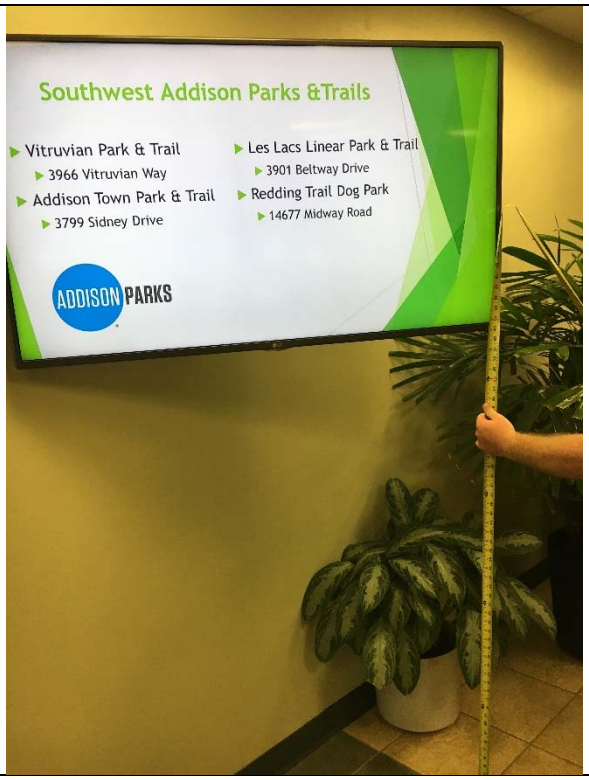
Violation 9 - The conference room signage has no Braille or tactile characters.

Violation 10 - The back exit door in the conference room only has an 8.5" maneuvering clearance on the pull side where a maximum of 18" is required.

Violation 11 - The Special Events signage does not have Braille provided.

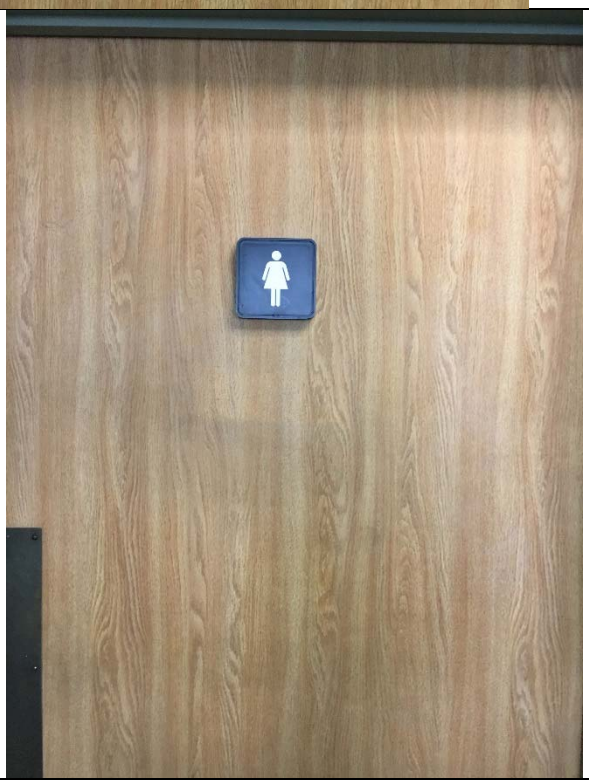


Violation 12 - The counter in the front office is mounted at 43-1/4" above finished floor.



Violation 13 - The TV monitor in the front lobby protrudes into the path of travel.

Violation 14 - There are two private offices on the 2nd floor do not have a minimum of 18" maneuvering clearance on the pull side of the doors.



Violation 15 - Breakroom area: Men's and Women's restroom signage is mounted on the door and does not have Braille or tactile characters.

Violation 16 - Breakroom area: The Men's restroom door only has a 5-1/4" maneuvering clearance on the pull side of the outer door and both of the Women's restroom doors only has a 6-1/2" maneuvering clearance on the pull side.

Violation 17 - Breakroom area: Men's and Women's restroom doors require more than 5lbs of pressure to operate.

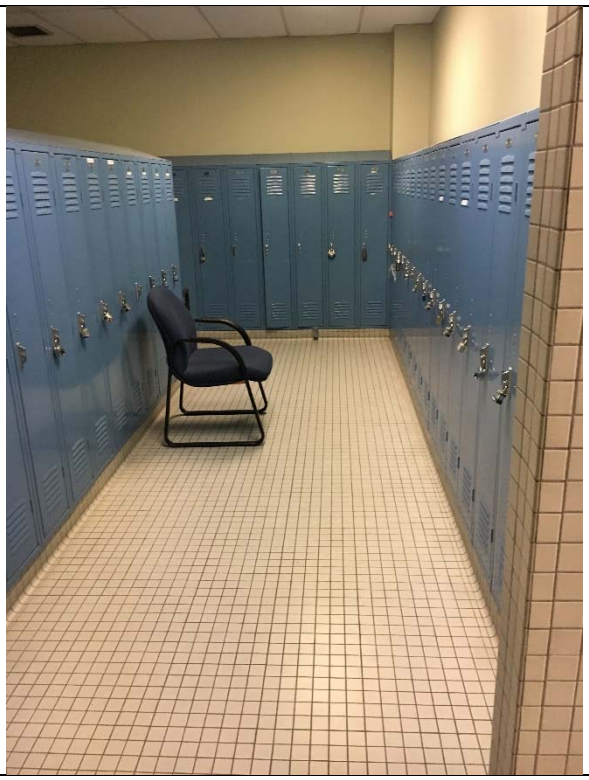
Violation 18 - Breakroom Area: Men's room lavatory does not have the required knee clearance provided and the counter is too high at 36-1/4" above finished floor.

Violation 19 - Breakroom Area: Men's room lavatory faucets require grasping and twisting to operate.

Violation 20 - Breakroom Area: Men's room has 3 urinals and no accessible urinal is provided.

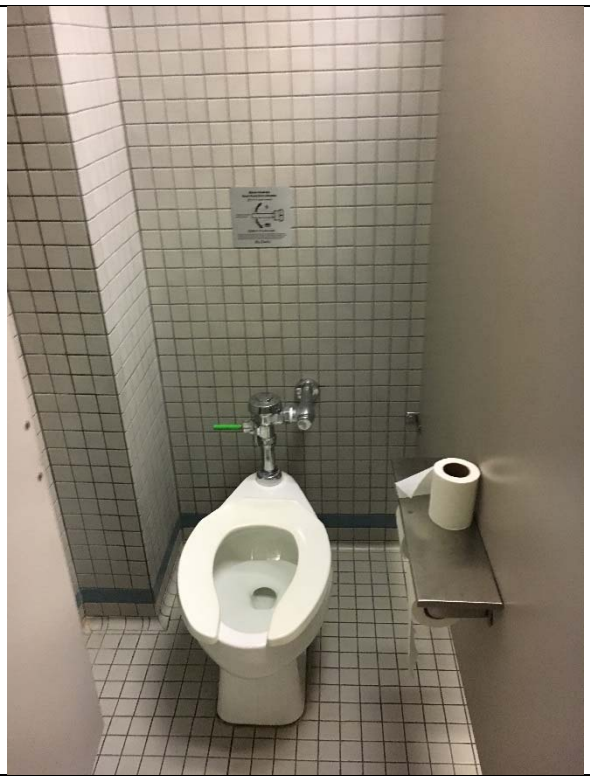
Violation 21 - Breakroom Area: Men's restroom does not have an accessible toilet compartment.

Violation 22 - Breakroom Area: Men's restroom does not have an accessible shower compartment.

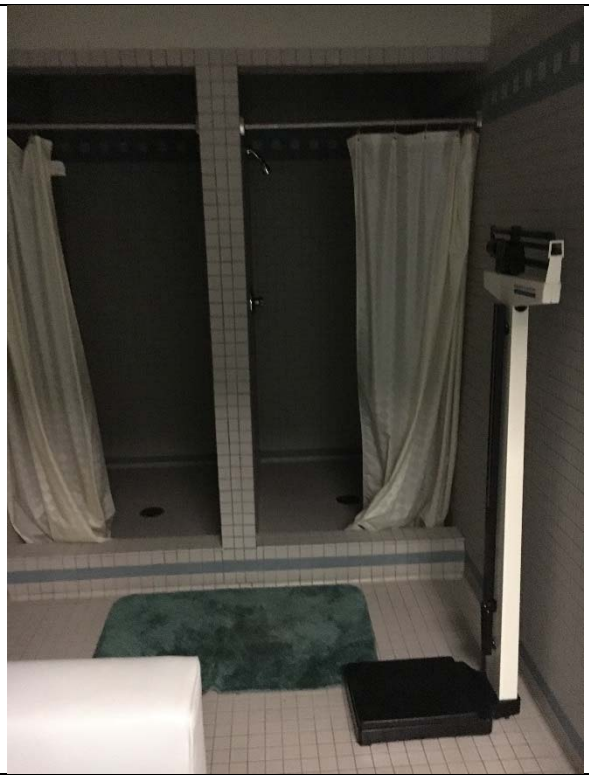


Violation 23 - Breakroom Area: Men's room locker area has no accessible bench.

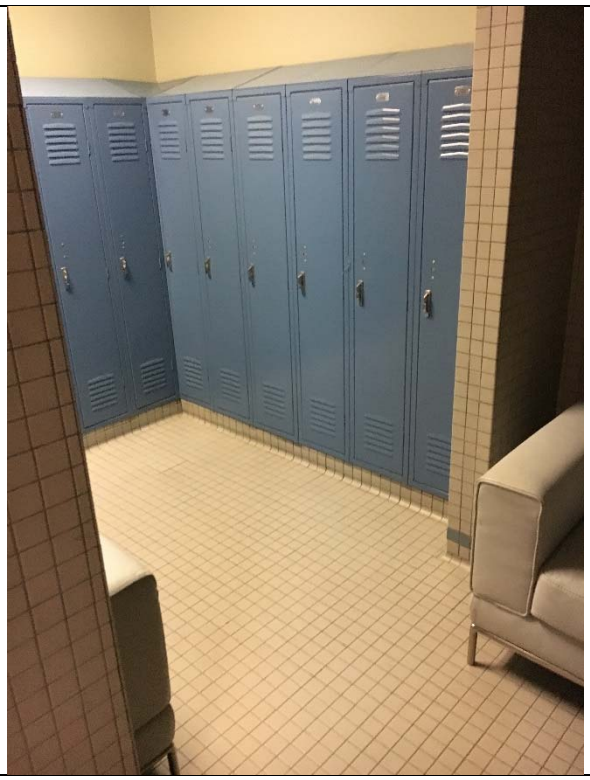
Violation 24 - Breakroom Area: Women's restroom lavatory faucets require grasping and twisting to operate and it does not have the required knee clearance.



Violation 25 - Breakroom Area: Women's restroom does not have an accessible toilet compartment.



Violation 26 - Breakroom Area: Women's restroom does not have an accessible shower compartment.



Violation 27 - Breakroom Area: Women's room locker area does not have an accessible bench.

Violation 28 - 1st floor lobby: Women's room door only has a 6" maneuvering clearance on the pull side and the door requires more than 5lbs of pressure to operate.

Violation 29 - 1st floor lobby: Women's room has 2 doors in a series to enter with only 31" between each door.

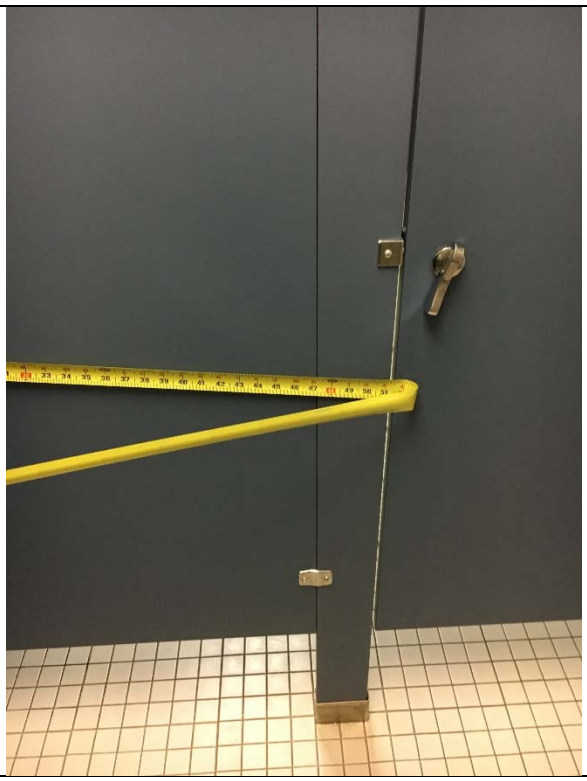
Violation 30 - 1st floor lobby: Women's room does not have an accessible toilet compartment.

Violation 31 - 1st floor lobby: Men's room signage is mounted on the hinge side of the door.

Violation 32 - 1st floor lobby: Men's restroom door only has 8" maneuvering clearance on the pull side and the door requires more than 5lbs of pressure to operate.

Violation 33 - 1st floor lobby: Men's room water closet in accessible stall is 21-1/2" to its centerline.

Violation 34 - 1st floor lobby: Men's restroom accessible toilet compartment is only 51-1/2" deep.



Violation 35 - 1st floor lobby: Men's restroom stall door swings into the stall and only has a 30" wide opening.

Violation 36 - 1st floor lobby: Men's restroom toilet paper dispenser is mounted too close to the back wall.

Violation 37 - 2nd floor: Men's restroom entrance door maneuvering clearance is only 40" deep where a minimum of 48" is required.

Violation 38 - 2nd floor: Men's room lavatory pipes are not properly protected against contact. Pipes are currently wrapped in electrical tape.

Violation 39 - 2nd floor: Men's restroom does not have an accessible toilet compartment.

Violation 40 - 2nd floor: Men's restroom accessible toilet compartment door is not self-closing.

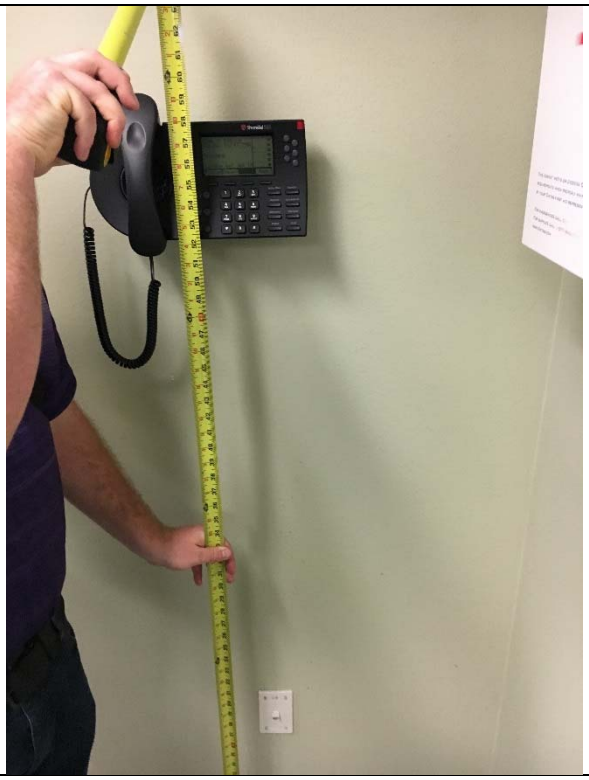
Violation 41 - 2nd floor: Women's restroom lavatory pipes are not protected against contact.

Violation 42 - 2nd floor: Women's restroom does not have an accessible toilet compartment.

Violation 43 - The light switch in the Men's restroom on the first floor by the break rooms is mounted at 56" where a maximum of 48" is allowed.

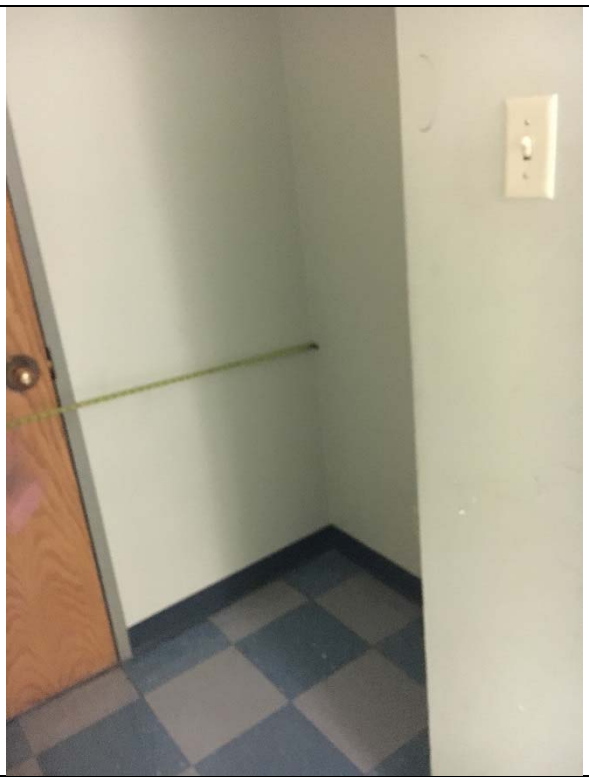
Violation 44 - The counter/sink in the 1st floor break room is at 36 5/16" above finished floor.

Violation 45 - The counter/sink in the 2nd floor break room is at 36" above finished floor.



Violation 46 - The phone provided in the break room on the 2nd floor is mounted at 56" to the highest operable part.

Violation 47 - The first aid box mounted on the wall in the 2nd floor break room is mounted with the operable part at 58.5" above finished floor.



Violation 48 - The door leaving the breakroom on the 1st floor into the hallway has a 40" deep maneuvering clearance on the pull side where 60" minimum is required.

Violation 49 - There is only a 6.5" maneuvering clearance on the pull side of the door exiting the first floor break room, a minimum of 18" is required.

Violation 50 - There is one drinking fountain provided in the shop area but it is not an accessible unit.

Violation 51 - There is only one drinking fountain provided in the front lobby area, two are required.

Violation 52 - The outdoor seating area does not have any accessible picnic tables provided.

ACCESSOLOGY

TOWN OF ADDISON
BUILDING REPORT

Facility Information: **Facility Name:** Stone Cottage

Facility Contact: Lisa Pyles **Contact Phone:** 972-450-2878

Accessology Inspector Information:

Inspector: Karen Jackson **Date:** April 17, 2017

Email: Kjackson@accessology.com

Latitude: 32.96184 **Longitude:** -96.828414

Address: 15650 Addison Road **City:** Addison **County:** Dallas

General Parking Notes:

There is one parking lot serving this facility.

Total Parking Spaces:	24
Total Accessible Parking Spaces:	2
Number of van accessible spaces:	0
Is the accessible parking substantially compliant?	Yes

Violation #1: There is no marked van accessible parking space provided.

Standard: **2010 ADAAG 502.6 Identification.**

Text: Signs identifying van parking spaces shall contain the designation “van accessible.” Signs shall be 60 inches minimum above the finish floor or ground surface measured to the bottom of the sign.

Possible Solutions: Add van accessible signage.

TOWN OF ADDISON - Stone Cottage

Parking - Page 2

Violation #1 Cost:	$525	Priority	Level 4

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		High Priority	1-4
Parking Violations Total	$525	Medium Priority	5-8
		Low Priority	9-12

TOWN OF ADDISON

BUILDING REPORT

Facility Information: **Facility Name:** Stone Cottage

Facility Contact: Lisa Pyles **Contact Phone:** 972-450-2878

Accessology Inspector Information:

Inspector: Karen Jackson **Date:** April 17, 2017

Email: Kjackson@accessology.com

Latitude: 32.96184 **Longitude:** -96.828414

Address: 15650 Addison Road **City:** Addison **County:** Dallas

General Accessible Route Notes:

Comments for the exterior route leading to the building's front porch is provided under an additional report.

Is the path of travel from accessible parking to building entrance compliant?	No
Does the path of travel serve all exterior amenities offered by the facility?	N/A
Is the path of travel from building entrances to all amenities served by the entrance substantially compliant?	N/A

Violation #2: The front porch at the cottage has a change in level of 11/16" where only a 1/4" change in level max is allowed.

Standard: **2010 ADAAG 303.2 Vertical.**

Text: Changes in level of ¼ inch high maximum shall be permitted to be vertical.

Possible Solutions: Modify pavement to achieve a smooth transition from the sidewalk to the porch.

TOWN OF ADDISON - Stone Cottage

Accessible Route Exterior - Page 2

Violation #2 Cost:	$2,100	Priority	Level 7

		High Priority	1-4
Accessible Route Total	$2,100	Medium Priority	5-8
		Low Priority	9-12

TOWN OF ADDISON
BUILDING REPORT

Facility Information: **Facility Name:** Stone Cottage

Facility Contact: Lisa Pyles **Contact Phone:** 972-450-2878

Accessology Inspector Information:

Inspector: Karen Jackson **Date:** April 17, 2017

Email: Kjackson@accessology.com

Latitude: 32.96184 **Longitude:** -96.828414

Address: 15650 Addison Road **City:** Addison **County:** Dallas

General Entrance Notes:

The main entrance to the Stone Cottage is not accessible.

Is the main entry door accessible?	No
Is there an alternate door that is accessible?	Yes
If so, does the inaccessible door have signage indicating the location of the nearest accessible door?	No

Violation #3: The main entrance door to the cottage has a threshold greater than 1/2".

Standard: **2010 ADAAG 404.2.5 Thresholds.**

Text: Thresholds, if provided at doorways, shall be 1/2 inch high maximum. Raised thresholds and changes in level at doorways shall comply with 302 and 303.

Possible Solutions: Modify threshold to achieve 1/2" maximum threshold.

Violation #3 Cost: $1,575 Priority Level 3

Violation #4: There is not a 60" minimum deep maneuvering clearance provided at the "Accessible" entrance at the side of the building. A ramp leads up to it and the landing at the door is only 44" deep.

Standard: **2010 ADAAG 404.2.4.1 Swinging Doors and Gates.**

TOWN OF ADDISON - Stone Cottage

Parking - Page 2

Text:	Swinging doors and gates shall have maneuvering clearances complying with Table 404.2.4.1.		
Possible Solutions:	Cost is included in Violation #5.		
Violation #4 Cost:	$0	Priority	Level 3
Violation #5:	The ramp leading up to the side entrance has a running slope of 16.6%.		
Standard:	**2010 ADAAG 405.2 Slope.**		
Text:	Ramp runs shall have a running slope not steeper than 1:12		
Possible Solutions:	Remove and install a new compliant ramp with a 60" x 60" level landing at the entrance door.		
Violation #5 Cost:	$3,150	Priority	Level 3

		High Priority	1-4
Entrance Total	$4,725	Medium Priority	5-8
		Low Priority	9-12

TOWN OF ADDISON
BUILDING REPORT

Facility Information: **Facility Name:** Stone Cottage

Facility Contact: Lisa Pyles **Contact Phone:** 972-450-2878

Accessology Inspector Information:

Inspector: Karen Jackson **Date:** April 17, 2017

Email: Kjackson@accessology.com

Latitude: 32.96184 **Longitude:** -96.828414

Address: 15650 Addison Road **City:** Addison **County:** Dallas

General Hallway Notes:

This facility does not have any hallways or corridors.

Does this facility have any hallways?	No
Do the doors have compliant hardware?	Yes
Do the doors have proper maneuvering clearances?	No
Is the hallway width at least 36” clear width?	N/A
Are visual strobes provided?	No
Are there any protruding objects?	No
Is the signage substantially compliant?	Yes

Hallway Total $0

High Priority 1-4

Medium Priority 5-8

Low Priority 9-12

TOWN OF ADDISON

BUILDING REPORT

Facility Information: **Facility Name:** Stone Cottage

Facility Contact: Lisa Pyles **Contact Phone:** 972-450-2878

Accessology Inspector Information:

Inspector: Karen Jackson **Date:** April 17, 2017

Email: Kjackson@accessology.com

Latitude: 32.96184 **Longitude:** -96.828414

Address: 15650 Addison Road **City:** Addison **County:** Dallas

General Restroom Notes:

There is one single-user restroom serving this facility.

Is the door to the restroom substantially compliant?	Yes
Does the room have the required turning radius?	Yes
Is the water closet substantially compliant?	Yes
Does the water closet have the required clear floor space?	Yes
Is the lavatory substantially compliant?	No
Is the urinal substantially compliant?	N/A
Is the mirror substantially compliant?	Yes

Violation #6: The lavatory is sitting on a ceramic shelf resulting in a knee clearance of only 25" where a minimum of 27" high knee clearance is required.

Standard: **2010 ADAAG 606.2 Lavatories and Sinks Clear Floor Space.**

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

Possible Solutions: Modify lavatory apron to provide 27" knee clearance.

TOWN OF ADDISON - Stone Cottage

Restrooms - Page 2

Violation #6 Cost:	$4,200	Priority	Level 4

		High Priority	1-4
Restrooms Total	$4,200	Medium Priority	5-8
		Low Priority	9-12

TOWN OF ADDISON

BUILDING REPORT

Facility Information: **Facility Name:** Stone Cottage

Facility Contact: Lisa Pyles **Contact Phone:** 972-450-2878

Accessology Inspector Information:

Inspector: Karen Jackson **Date:** April 17, 2017
Email: Kjackson@accessology.com

Latitude: 32.96184 **Longitude:** -96.828414

Address: 15650 Addison Road **City:** Addison **County:** Dallas

General Misc Notes:

This facility is an open meeting room with movable seating and a small storage room at the back of the room.

Are there exterior drinking fountains? Yes
Are there any other miscellaneous items not previously covered? No

Violation #7: The storage room at the back has a small ramped area at the threshold as you exit the room.

Standard: **2010 ADAAG 404.2.4.4 Floor or Ground Surfaces.**

Text: Floor or ground surface within required maneuvering clearances shall comply with 302. Changes in level are not permitted.

Possible Solutions: Level the floor at the door so there is a smooth transition.

Violation #7 Cost: $2,100 Priority Level 2

Violation #8: The storage room door does not have an 18" maneuvering clearance on the pull side.

Standard: **2010 ADAAG 404.2.4.1 Swinging Doors and Gates**

TOWN OF ADDISON - Stone Cottage

Miscellaneous - Page 2

Text:	Swinging doors and gates shall have maneuvering clearances complying with Table 404.2.4.1.
Possible Solutions:	Modify door to provide 18" clearance.
Violation #8 Cost:	$2,625 Priority Level 7
Violation #9:	There is only one (1) drinking fountain provided outside where two are required. The drinking fountain provided is at for standing persons, there is not an accessible fountain provided.
Standard:	**2010 ADAAG 211.2 Minimum Number.**
Text:	No fewer than two drinking fountains shall be provided. One drinking fountain shall comply with 602.1 through 602.6 and one drinking fountain shall comply with 602.7.
Possible Solutions:	Add an accessible drinking fountain.
Violation #9 Cost:	$5,250 Priority Level 8

		High Priority	1-4
Miscellaneous Total	$9,975	Medium Priority	5-8
		Low Priority	9-12

Summary Sheet for Stone Cottage

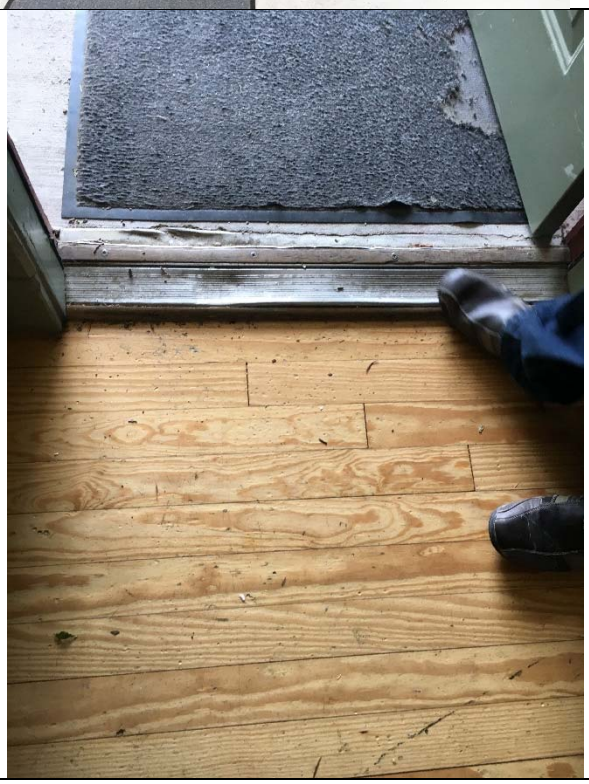
Stone Cottage

#	VIOLATION SUMMARY	PRIORITY LEVEL	COST
1	Add van accessible signage.	Level 4	$525.00
2	Modify pavement to achieve a smooth transition from the sidewalk to the porch.	Level 7	$2,100.00
3	Modify threshold to achieve 1/2" maximum threshold.	Level 3	$1,575.00
4	Cost is included in Violation #5.	Level 3	$0.00
5	Remove and install a new compliant ramp with a 60" x 60" level landing at the entrance door.	Level 3	$3,150.00
6	Modify lavatory apron to provide 27" knee clearance.	Level 4	$4,200.00
7	Level the floor at the door so there is a smooth transition.	Level 2	$2,100.00
8	Modify door to provide 18" clearance.	Level 7	$2,625.00
9	Add an accessible drinking fountain.	Level 8	$5,250.00

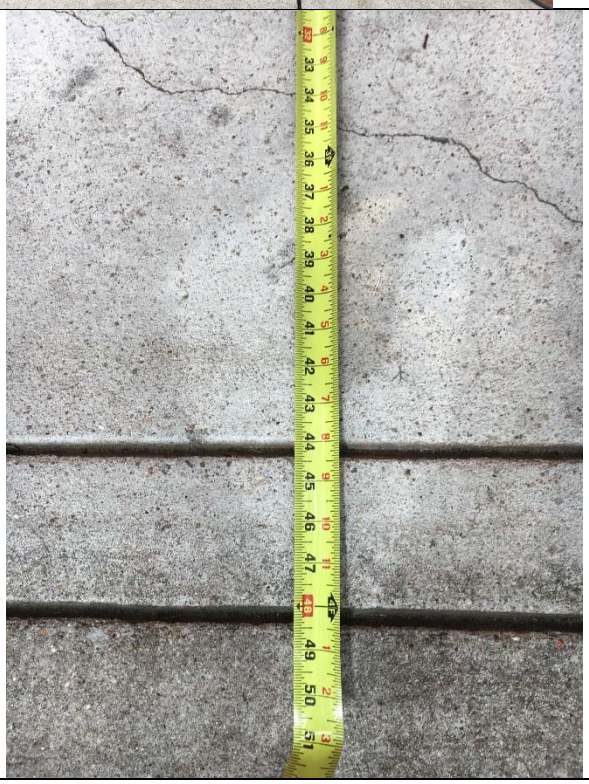
Grand Total	$21,525.00

Violation 1 - There is no marked van accessible parking space provided.

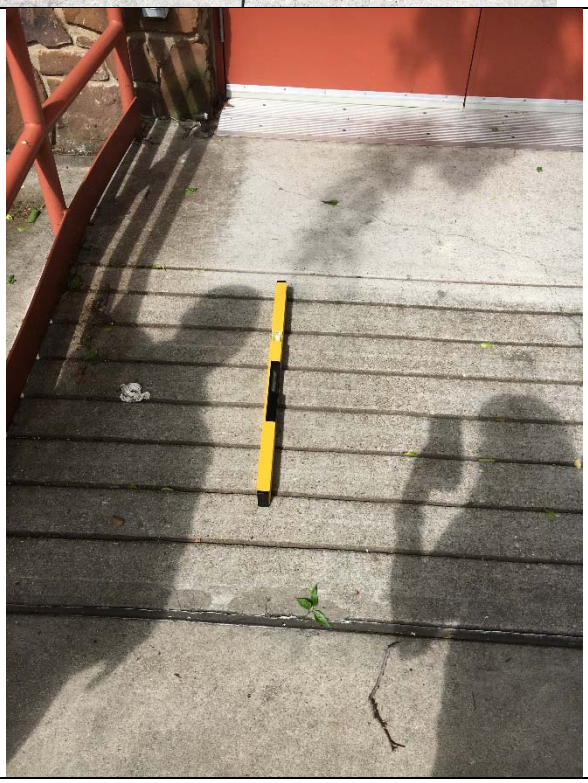
Violation 2 - The front porch at the cottage has a change in level of 11/16" where only a 1/4" change in level max is allowed.



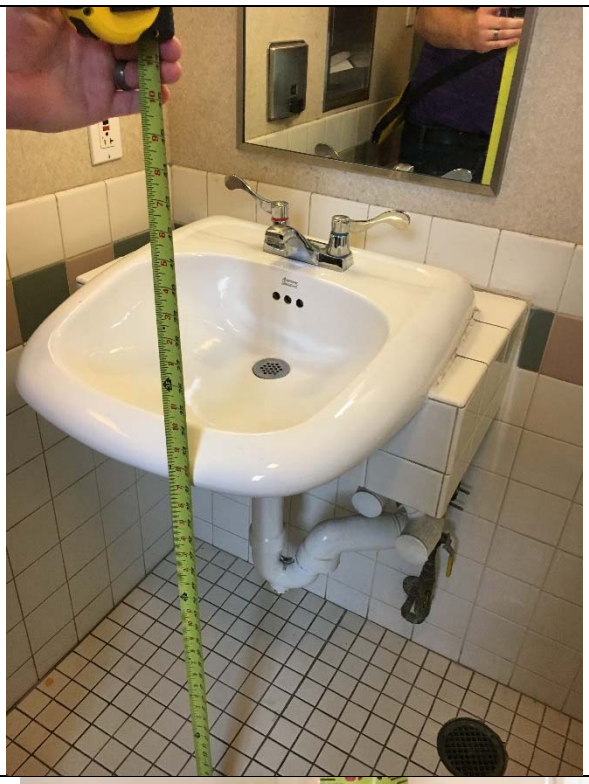
Violation 3 - The main entrance door to the cottage has a threshold greater than 1/2".



Violation 4 - There is not a 60" minimum deep maneuvering clearance provided at the "Accessible" entrance at the side of the building. A ramp leads up to it and the landing at the door is only 44" deep.



Violation 5 - The ramp leading up to the side entrance has a running slope of 16.6%.



Violation 6 - The lavatory is sitting on a ceramic shelf resulting in a knee clearance of only 25" where a minimum of 27" high knee clearance is required.

Violation 7 - The storage room at the back has a small ramped area at the threshold as you exit the room.

Violation 8 - The storage room door does not have an 18" maneuvering clearance on the pull side.

Violation 9 - There is only one (1) drinking fountain provided outside where two are required. The drinking fountain provided is at for standing persons, there is not an accessible fountain provided.

ACCESSOLOGY

TOWN OF ADDISON
BUILDING REPORT

Facility Information: **Facility Name:** Theatre Centre

Facility Contact: Lisa Pyles **Contact Phone:** 972-450-2878

Accessology Inspector Information:

Inspector: Karen Jackson **Date:** April 19, 2017

Email: Kjackson@accessology.com

Latitude: 32.961853 **Longitude:** -96.828709

Address: 15650 Addison Road **City:** Addison **County:** Dallas

General Parking Notes:

The parking evaluated on this report is shared with the Conference Centre. Additionally, there is an employee parking lot provided.

Total Parking Spaces: Employee Lot	27
Total Accessible Parking Spaces:	0
Number of van accessible spaces:	0
Is the accessible parking substantially compliant?	N/A

Total Parking Spaces: Public Parking	159
Total Accessible Parking Spaces:	6
Number of van accessible spaces:	2
Is the accessible parking substantially compliant?	No

Violation #1: There are no accessible parking spaces provided in the employee parking lot.

Standard: **2010 ADAAG 502 Parking Spaces**

TOWN OF ADDISON - Theatre Centre

Parking - Page 2

Text:	Car and van parking spaces shall comply with (502 Parking Spaces). Where parking spaces are marked with lines, width measurements of parking spaces and access aisles shall be made from the centerline of the markings.
Possible Solutions:	Add two (2) accessible parking spaces, one being van accessible with an access aisle and compliant signage.
Violation #1 Cost:	$3,150 — Priority: Level 4

.

Violation #2:	In the public parking lot, two of the accessible parking spaces are not a minimum of 96" wide: The third space is 92-1/2" wide and the fifth space is 93" wide.
Standard:	**2010 ADAAG 502.2 Vehicle Spaces.**
Text:	Car parking spaces shall be 96" wide minimum and van parking spaces shall be 132" wide minimum, shall be marked to define the width, and shall have an adjacent access aisle complying with 502.3.
Possible Solutions:	Restripe spaces to achieve a minimum of 96" wide car parking spaces while maintaining the 11' wide van accessible space.
Violation #2 Cost:	$1,050 — Priority: Level 4

		High Priority	1-4
Parking Violations Total	$4,200	Medium Priority	5-8
		Low Priority	9-12

TOWN OF ADDISON
BUILDING REPORT

Facility Information: **Facility Name:** Theatre Centre

Facility Contact: Lisa Pyles **Contact Phone:** 972-450-2878

Accessology Inspector Information:

Inspector: Karen Jackson **Date:** April 19, 2017

Email: Kjackson@accessology.com

Latitude: 32.961853 **Longitude:** -96.828709

Address: 15650 Addison Road **City:** Addison **County:** Dallas

General Accessible Route Notes:

Comments for the exterior route from the accessible parking to the building entrance are provided under an additional report.

Is the path of travel from accessible parking to building entrance compliant?	Yes
Does the path of travel serve all exterior amenities offered by the facility?	Yes
Is the path of travel from building entrances to all amenities served by the entrance substantially compliant?	Yes

Accessible Route Total $0

High Priority	1-4
Medium Priority	5-8
Low Priority	9-12

TOWN OF ADDISON
BUILDING REPORT

Facility Information: **Facility Name:** Theatre Centre

Facility Contact: Lisa Pyles **Contact Phone:** 972-450-2878

Accessology Inspector Information:

Inspector: Karen Jackson **Date:** April 19, 2017

Email: Kjackson@accessology.com

Latitude: 32.961853 **Longitude:** -96.828709

Address: 15650 Addison Road **City:** Addison **County:** Dallas

General Entrance Notes:

The entrance into the theater is substantially compliant.

Is the main entry door accessible?	Yes
Is there an alternate door that is accessible?	Yes
If so, does the inaccessible door have signage indicating the location of the nearest accessible door?	N/A

Entrance Total $0

High Priority	1-4
Medium Priority	5-8
Low Priority	9-12

TOWN OF ADDISON
BUILDING REPORT

Facility Information: **Facility Name:** Theatre Centre

Facility Contact: Lisa Pyles **Contact Phone:** 972-450-2878

Accessology Inspector Information:

Inspector: Karen Jackson **Date:** April 19, 2017

Email: Kjackson@accessology.com

Latitude: 32.961853 **Longitude:** -96.828709

Address: 15650 Addison Road **City:** Addison **County:** Dallas

General Hallway Notes:

This is a 2 level Theatre with no access to the 2nd floor other than stairs.

Does this facility have any hallways?	Yes
Do the doors have compliant hardware?	No
Do the doors have proper maneuvering clearances?	No
Is the hallway width at least 36" clear width?	Yes
Are visual strobes provided?	No
Are there any protruding objects?	No
Is the signage substantially compliant?	No

Violation #3: There are approximately 35 doors throughout the facility that have door knob hardware requiring grasping and twisting to operate.

Standard: **2010 ADAAG 404.2.7 Door and Gate Hardware.**

Text: Handles, pulls, latches, locks, and other operable parts on doors and gates shall comply with (309.4 Operation) operable parts of such hardware shall be 34 inches minimum and 48 inches maximum above the finish floor or ground.

Possible Solutions: Replace all existing knob hardware with lever type hardware.

Violation #3 Cost: $13,781 Priority Level 5

TOWN OF ADDISON - Theatre Centre

Hallway - Page 2

Violation #4:	Access into the ticket booth is only 28" wide where 32" minimum is required.
Standard:	**2010 ADAAG 404.2.3 Clear Width.**
Text:	Door openings shall provide a clear width of 32" 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.
Possible Solutions:	Modify door into ticket booth to provide 32" minimum clear width.
Violation #4 Cost:	$2,625 Priority Level 7
Violation #5:	The concessions stand counter is at 45" above finished floor to the counter.
Standard:	**2010 ADAAG 904.4.1 Parallel Approach.**
Text:	A portion of the counter surface that is 36" long minimum and 36" high maximum above the finish floor shall be provided. A clear floor space complying with 305 shall be positioned for a parallel approach adjacent to the 36" minimum length of counter.
Possible Solutions:	Modify counter to provide a 36" high and 36" long portion.
Violation #5 Cost:	$2,625 Priority Level 5
Violation #6:	There is no accessible route to the 2nd floor of the building.
Standard:	**2010 ADAAG 206.2.3 Multi-Story Buildings and Facilities.**

TOWN OF ADDISON - Theatre Centre

Hallway - Page 3

Text: At least one accessible route shall connect each story and mezzanine in multi-story buildings and facilities.

Possible Solutions: Install an elevator to provide access to the amenities on the 2nd floor.

Violation #6 Cost: $157,500 Priority Level 4

Violation #7: There are approximately 15 permanent signs throughout the building that are mounted in the incorrect location and do not have Braille or tactile characters.

Standard: **2010 ADAAG 703.1 General.**

Text: Signs shall comply with 703. Where both visual and tactile characters are required, either one sign with both visual and tactile characters, or two separate signs, one with visual, and one with tactile characters, shall be provided.

Possible Solutions: Replace with compliant signage on the hinge side of the doors.

Violation #7 Cost: $3,938 Priority Level 5

Violation #8: The scene shop has 2 doors in a series with only 13-1/2" between doors.

Standard: **2010 ADAAG 404.2.6 Doors in Series and Gates in Series.**

Text: The distance between two hinged or pivoted doors in series and gates in series shall be 48" minimum plus the width of doors or gates swinging into the space.

TOWN OF ADDISON - Theatre Centre

Hallway - Page 4

Possible Solutions:	Remove one of the doors to alleviate doors in series condition.		
Violation #8 Cost:	$2,625	Priority	Level 6
Violation #9:	Multiple doors throughout the Theatre (3 offices, board room, crew restroom, Theatre staff only area and the scene shop) do not have the minimum 18" maneuvering clearance on the pull side.		
Standard:	**2010 ADAAG 404.2.4.1 Swinging Doors and Gates.**		
Text:	Swinging doors and gates shall have maneuvering clearances complying with Table 404.2.4.1.		
Possible Solutions:	Modify doors to provide 18" minimum clearance.		
Violation #9 Cost:	$18,375	Priority	Level 7

		High Priority	1-4
Hallway Total	$201,469	Medium Priority	5-8
		Low Priority	9-12

TOWN OF ADDISON
BUILDING REPORT

Facility Information: **Facility Name:** Theatre Centre

Facility Contact: Lisa Pyles **Contact Phone:** 972-450-2878

Accessology Inspector Information:

Inspector: Karen Jackson **Date:** April 19, 2017

Email: Kjackson@accessology.com

Latitude: 32.961853 **Longitude:** -96.828709

Address: 15650 Addison Road **City:** Addison **County:** Dallas

General Restroom Notes:

There are two sets of Men's and Women's restrooms serving the building, the restrooms on the 2nd floor were not evaluated as there is no accessible route to the 2nd floor. There are restrooms provided in each dressing room as well as a crew restroom.

Is the door to the restroom substantially compliant?	No
Does the room have the required turning radius?	No
Is the water closet substantially compliant?	No
Does the water closet have the required clear floor space?	No
Is the lavatory substantially compliant?	No
Is the urinal substantially compliant?	N/A
Is the mirror substantially compliant?	No

Violation #10: The crew shower room is too small and is has no compliant fixtures.

Standard: **2010 ADAAG 213.2 Toilet Rooms and Bathing Rooms.**

Text: Where toilet rooms are provided, each toilet room shall comply with 603. Where bathing rooms are provided, each bathing room shall comply with 603.

Possible Solutions: Modify room to provide accessible water closet, shower stall, lavatory and dispensers.

Violation #10 Cost: $10,500 Priority Level 4

TOWN OF ADDISON - Theatre Centre

Restrooms - Page 2

Violation #11:	Dressing room #5 is noted to be the accessible dressing room. There is a restroom with a shower provided that is too small and is not fully accessible.
Standard:	**2010 ADAAG 222.1 General.**
Text:	Where dressing rooms, fitting rooms, or locker rooms are provided, at least 5 percent, but no fewer than one, of each type of use in each cluster provided shall comply with 803.
Possible Solutions:	Modify dressing room to provide fully accessible restroom/shower facilities.
Violation #11 Cost:	$6,300 Priority Level 4
Violation #12:	Men's Restroom - Accessible stall is only 36.5" wide.
Standard:	**2010 ADAAG 604.8.1.1 Size.**
Text:	Wheelchair accessible compartments shall be 60" wide minimum measured perpendicular to the side wall, and 56" deep minimum for wall hung water closets and 59" deep minimum for floor mounted water closets measured perpendicular to the rear wall.
Possible Solutions:	Modify restroom to provide an fully accessible stall.
Violation #12 Cost:	$4,200 Priority Level 4
Violation #13:	Men's Room - Stall door is not self-closing.
Standard:	**2010 ADAAG 604.8.1.2 Doors.**

TOWN OF ADDISON - Theatre Centre

Restrooms - Page 3

Text:	The door shall be self-closing.
Possible Solutions:	Install a self-closing mechanism on the stall door.
Violation #13 Cost:	$105 Priority Level 7
Violation #14:	Men's Room - Flush control is on the closed side of the stall.
Standard:	**2010 ADAAG 604.6 Flush Controls.**
Text:	Flush controls shall be located on the open side of the water closet.
Possible Solutions:	Replace flush valve to the open side of the water closet.
Violation #14 Cost:	$525 Priority Level 5
Violation #15:	Men's Restroom - Coat hook is mounted at 66.5" above finished floor.
Standard:	**2010 ADAAG 308.2.1 Unobstructed Front Reach.** **2010 ADAAG 308.3.1 Unobstructed Side Reach**
Text:	Where a forward or side reach is unobstructed, the high forward and side reaches shall be 48" maximum and the low forward and side reach shall be 15" minimum above the finish floor or ground.
Possible Solutions:	Install a coat hook that is no higher than 48" above finished floor.

TOWN OF ADDISON - Theatre Centre

Restrooms - Page 4

Violation #15 Cost:	$105	Priority	Level 7

		High Priority	1-4
Restrooms Total	$21,735	Medium Priority	5-8
		Low Priority	9-12

TOWN OF ADDISON
BUILDING REPORT

Facility Information: **Facility Name:** Theatre Centre

Facility Contact: Lisa Pyles **Contact Phone:** 972-450-2878

Accessology Inspector Information:

Inspector: Karen Jackson **Date:** April 19, 2017

Email: Kjackson@accessology.com

Latitude: 32.961853 **Longitude:** -96.828709

Address: 15650 Addison Road **City:** Addison **County:** Dallas

General Break Room Notes:

There is one break room serving this facility.

Does the facility have a break room?	Yes
Is there a stove or cooktop?	Yes
Is there a sink?	Yes
Is the sink substantially compliant?	Yes
Are the counters at 34” aff?	Yes

Violation #16: The microwave provided is mounted above the stove and out of reach.

Standard: **2010 ADAAG 308.3.2 Obstructed High Reach.**

Text: Where a clear floor space allows a parallel approach to an element and the high side reach is over an obstruction, the height of the obstruction shall be 34" max and the depth of the obstruction shall be 24" max.

Possible Solutions: Provide a microwave within the required reach range.

TOWN OF ADDISON - Theatre Centre

Break Rooms - Page 2

Violation #16 Cost:	$525	Priority	Level 12

		High Priority	1-4
Break Rooms Total	$525	Medium Priority	5-8
		Low Priority	9-12

TOWN OF ADDISON
BUILDING REPORT

Facility Information: **Facility Name:** Theatre Centre

Facility Contact: Lisa Pyles **Contact Phone:** 972-450-2878

Accessology Inspector Information:

Inspector: Karen Jackson **Date:** April 19, 2017

Email: Kjackson@accessology.com

Latitude: 32.961853 **Longitude:** -96.828709

Address: 15650 Addison Road **City:** Addison **County:** Dallas

General Misc Notes:

The facility includes interior drinking fountains and transaction counters.

Are there exterior drinking fountains? No

Are there any other miscellaneous items not previously covered? N/A

Violation #17: The drinking fountain provided in the employee area is for standing persons only and has no knee clearance and requires grasping and twisting to operate.

Standard: **2010 ADAAG 211.2 Minimum Number.**

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

Possible Solutions: Install new Hi/Low drinking fountain.

Violation #17 Cost: $5,250 Priority Level 5

Violation #18: There is only one drinking fountain provided on the second floor, two are required.

Standard: **2010 ADAAG 211.2 Minimum Number.**

TOWN OF ADDISON - Theatre Centre

Miscellaneous - Page 2

Text:	No fewer than two drinking fountains shall be provided. One drinking fountain shall comply with 602.1 through 602.6 and one drinking fountain shall comply with 602.7.
Possible Solutions:	Install new Hi/Low drinking fountain.
Violation #18 Cost:	$5,250
Priority	Level 5

		High Priority	1-4
Miscellaneous Total	$10,500	Medium Priority	5-8
		Low Priority	9-12

Summary Sheet for Theatre Centre

Theatre Centre

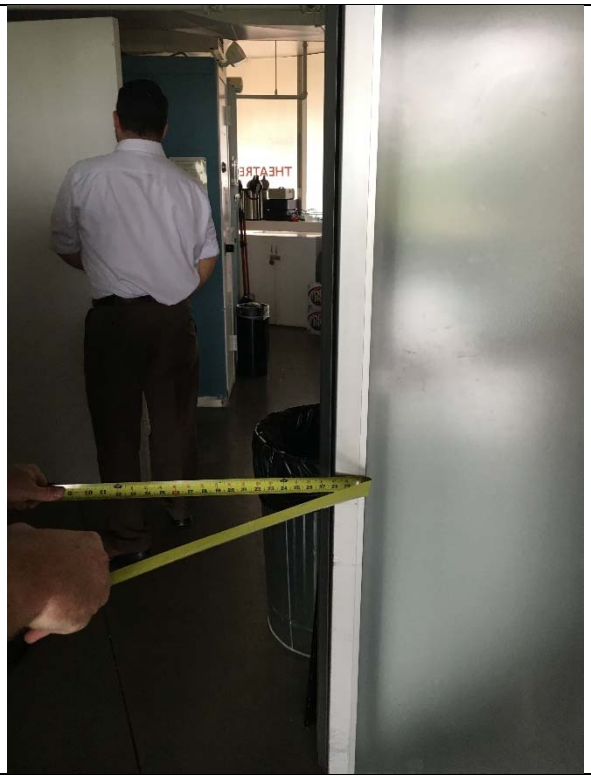
#	VIOLATION SUMMARY	PRIORITY LEVEL	COST
1	Add two (2) accessible parking spaces, one being van accessible with an access aisle and compliant signage.	Level 4	$3,150.00
2	Restripe spaces to achieve a minimum of 96" wide car parking spaces while maintaining the 11' wide van accessible space.	Level 4	$1,050.00
3	Replace all existing knob hardware with lever type hardware.	Level 5	$13,781.00
4	Modify door into ticket booth to provide 32" minimum clear width.	Level 7	$2,625.00
5	Modify counter to provide a 36" high and 36" long portion.	Level 5	$2,625.00
6	Install an elevator to provide access to the amenities on the 2nd floor.	Level 4	$157,500.00
7	Replace with compliant signage on the hinge side of the doors.	Level 5	$3,938.00
8	Remove one of the doors to alleviate doors in series condition.	Level 6	$2,625.00
9	Modify doors to provide 18" minimum clearance.	Level 7	$18,375.00
10	Modify room to provide accessible water closet, shower stall, lavatory and dispensers.	Level 4	$10,500.00
11	Modify dressing room to provide fully accessible restroom/shower facilities.	Level 4	$6,300.00
12	Modify restroom to provide an fully accessible stall.	Level 4	$4,200.00
13	Install a self-closing mechanism on the stall door.	Level 7	$105.00
14	Replace flush valve to the open side of the water closet.	Level 5	$525.00
15	Install a coat hook that is no higher than 48" above finished floor.	Level 7	$105.00
16	Provide a microwave within the required reach range.	Level 12	$525.00
17	Install new Hi/Low drinking fountain.	Level 5	$5,250.00
18	Install new Hi/Low drinking fountain.	Level 5	$5,250.00

Grand Total	$238,429.00

Violation 1 - There are no accessible parking spaces provided in the employee parking lot.

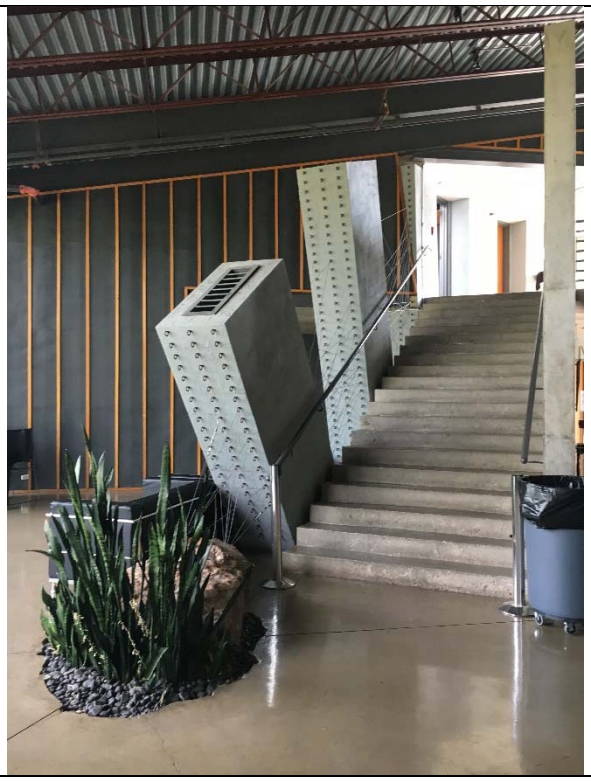
Violation 2 - Two of the accessible parking spaces are not a minimum of 96" wide: The third space is 92-1/2" wide and the fifth space is 93" wide.

Violation 3 - There are approximately 35 doors throughout the facility that have door knob style hardware requiring grasping and twisting to operate.



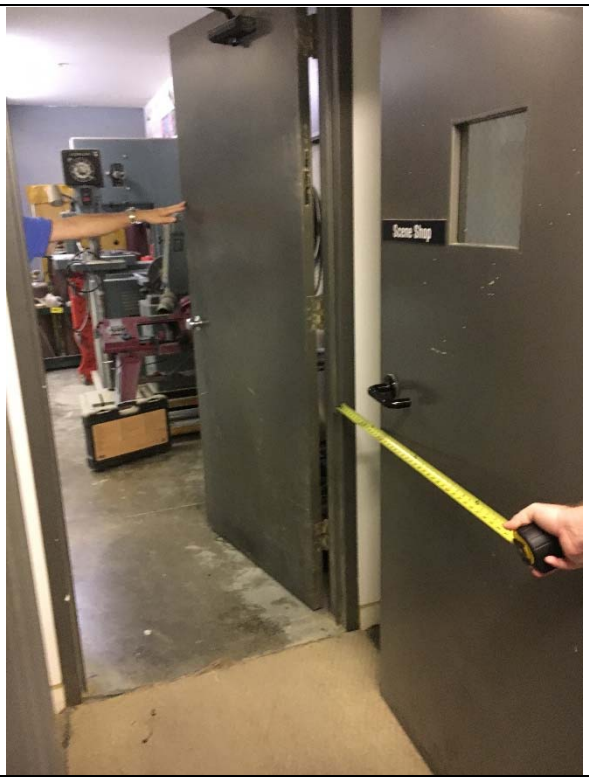
Violation 4 - Access into the ticket booth is only 28" wide.

Violation 5 - The concessions stand counter is at 45" above finished floor to the counter.



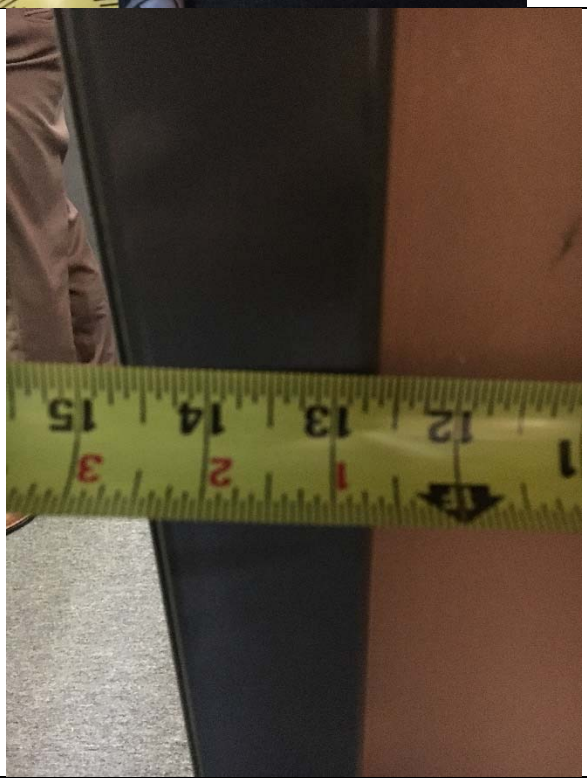
Violation 6 - There is no accessible route to the 2nd floor of the building.

Violation 7 - There are approximately 15 permanent signs throughout the building that are not compliant.



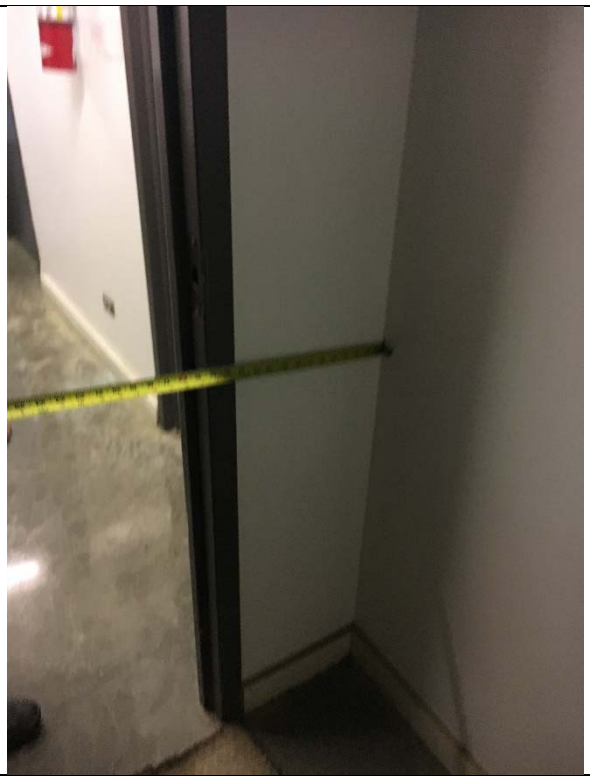
Violation 8 -The scene shop has 2 doors in a series with only 13-1/2" between doors.

STANLEY

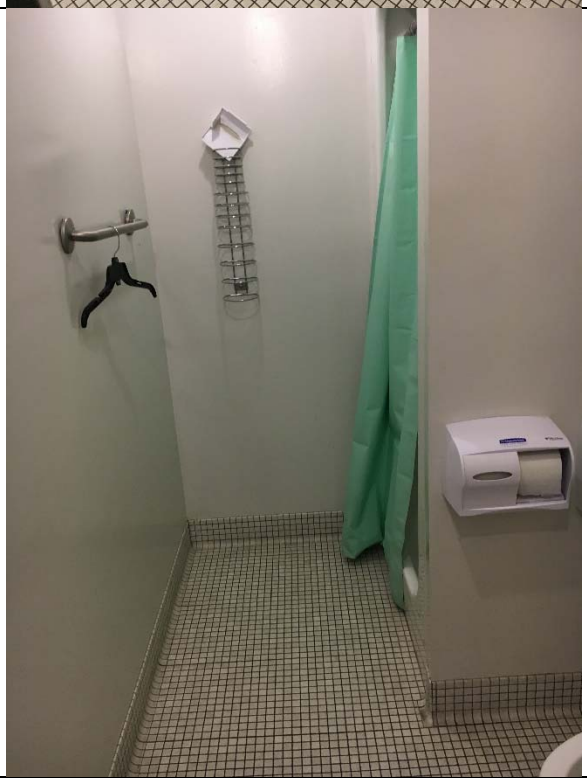


Urban
Dreams
Midtown
Revisited

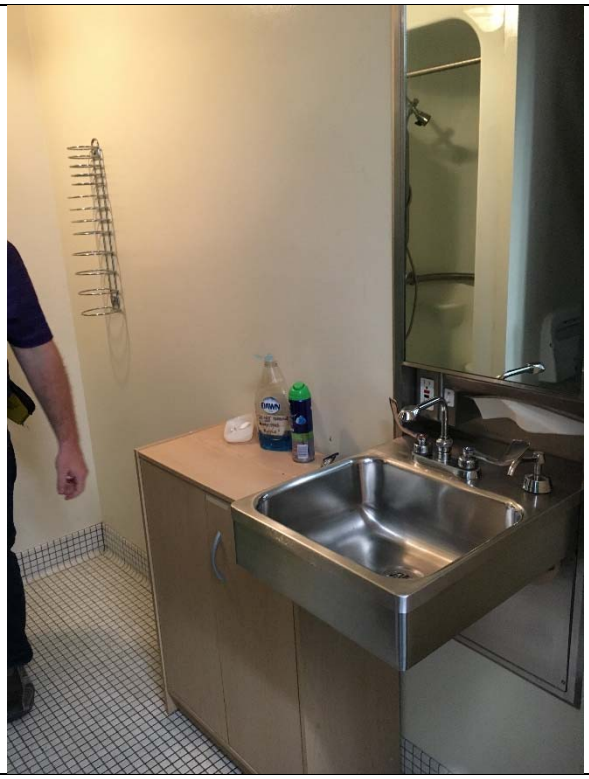
EAW



Violation 9 - Multiple doors throughout the theater (3 offices, board room, crew restroom, theater staff only area and the scene shop) do not have the minimum 18" maneuvering clearance on the pull side.

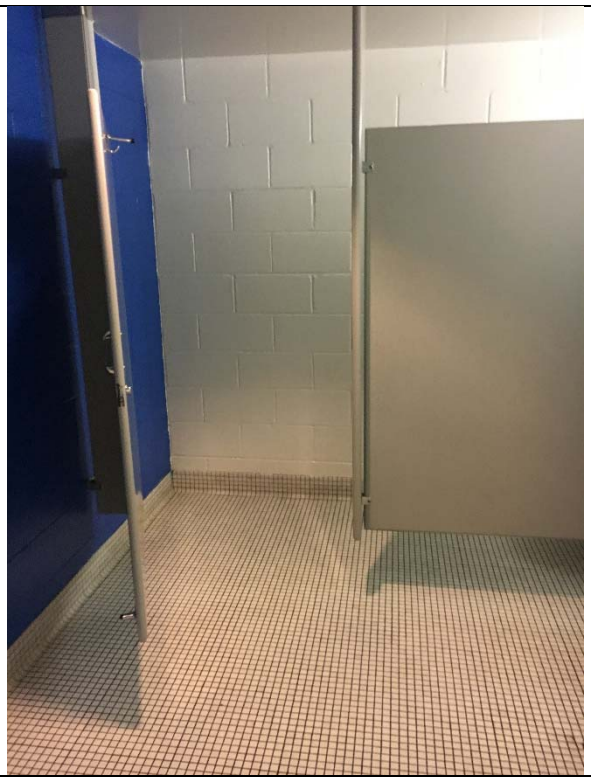


Violation 10 - The crew shower room is too small and is not fully compliant.

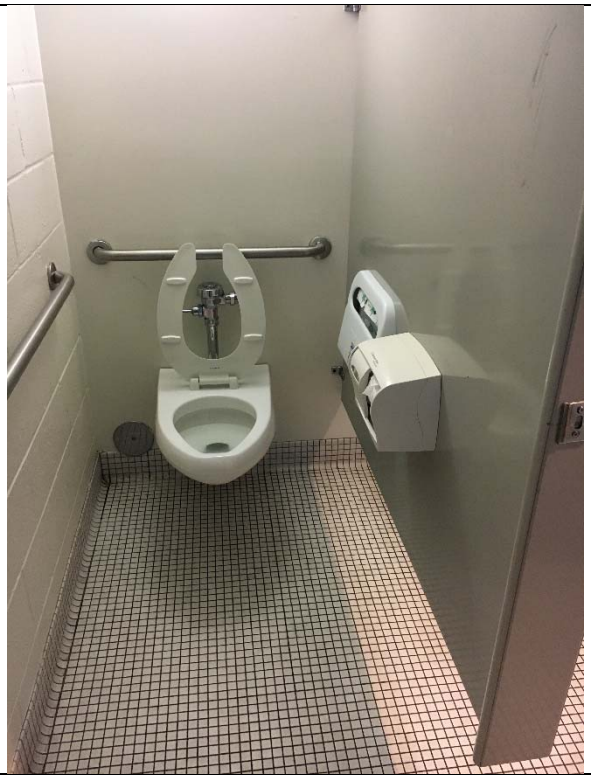


Violation 11 - Dressing room #5 is noted to be the accessible dressing room. There is a restroom with a shower provided that is too small and is not fully accessible.

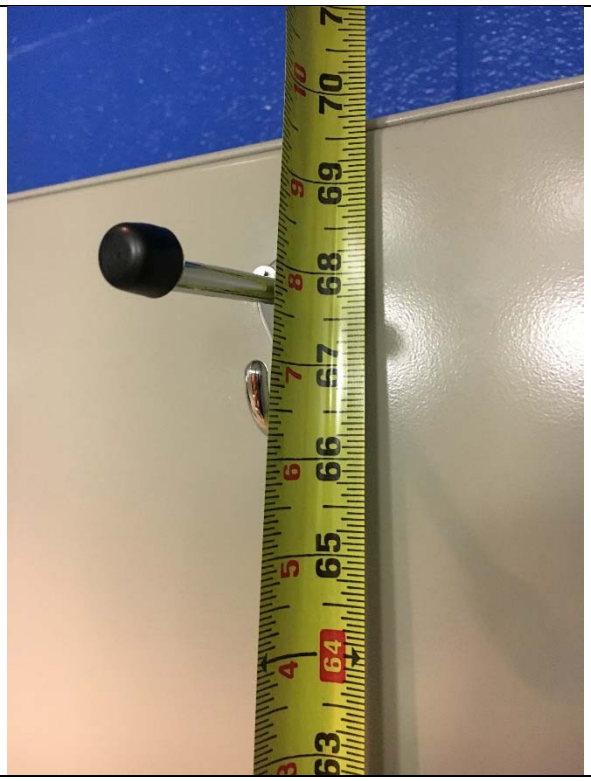
Violation 12 - Men's Restroom - Accessible stall is only 36.5" wide.



Violation 13 - Men's Room - Stall door is not self-closing.



Violation 14 - Men's Room - Flush control is on the closed side of the stall.



Violation 15 - Men's Restroom - Coat hook is mounted at 66.5" above finished floor.

Violation 16 - The microwave provided is mounted above the stove and out of reach.

Violation 17 - The drinking fountain provided in the employee is for standing persons only and has no knee clearance and requires grasping and twisting to operate.

Violation 18 - There is only one drinking fountain provided on the second floor, two are required.

ACCESSOLOGY

TOWN OF ADDISON
BUILDING REPORT

Facility Information: **Facility Name:** Town Hall

Facility Contact: Lisa Pyles **Contact Phone:** 972-450-2878

Accessology Inspector Information:

Inspector: Karen Jackson **Date:** April 21, 2017

Email: Kjackson@accessology.com

Latitude: 32.952568 **Longitude:** -96.81562

Address: 5300 Beltline Road **City:** Addison **County:** Dallas

General Parking Notes:

There is one parking lot provided at the side of the building.

Total Parking Spaces:	17
Total Accessible Parking Spaces:	1
Number of van accessible spaces:	1
Is the accessible parking substantially compliant?	No

Violation #1: The accessible parking space provided has slopes from 2.6% to 3.6%.

Standard: **2010 ADAAG 502.4 Floor or Ground Surfaces.**

Text: 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. EXCEPTION: Slopes not steeper than 1:48 shall be permitted.

Possible Solutions: Regrade parking the space to achieve slopes no greater than 2% in all directions.

TOWN OF ADDISON - Town Hall

Parking - Page 2

Violation #1 Cost:	$3,150	Priority	Level 4
Violation #2:	The access aisle has slopes from 2.6% to 3%.		
Standard:	**2010 ADAAG 502.4 Floor or Ground Surfaces.**		
Text:	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. EXCEPTION: Slopes not steeper than 1:48 shall be permitted.		
Possible Solutions:	Regrade access aisle to achieve slopes no greater than 2% in all directions. Price included in Violation #1.		
Violation #2 Cost:	$0	Priority	Level 4
Violation #3:	The access aisle has broken concrete.		
Standard:	**2010 ADAAG 302.1 General.**		
Text:	Floor and ground surfaces shall be stable, firm, and slip resistant and shall comply with 302.		
Possible Solutions:	Regrade access aisle. Price included in violation #1.		
Violation #3 Cost:	$0	Priority	Level 4
Violation #4:	There is no accessible parking signage provided.		
Standard:	**2010 ADAAG 502.6 Identification.**		

TOWN OF ADDISON - Town Hall

Parking - Page 3

Text: 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" min. above the finish floor or ground surface measured to the bottom of the sign.

Possible Solutions: Add van accessible signage.

Violation #4 Cost: $263 Priority Level 9

		High Priority	1-4
Parking Violations Total	$3,413	Medium Priority	5-8
		Low Priority	9-12

TOWN OF ADDISON
BUILDING REPORT

Facility Information: **Facility Name:** Town Hall

Facility Contact: Lisa Pyles **Contact Phone:** 972-450-2878

Accessology Inspector Information:

Inspector: Karen Jackson **Date:** April 21, 2017

Email: Kjackson@accessology.com

Latitude: 32.952568 **Longitude:** -96.81562

Address: 5300 Beltline Road **City:** Addison **County:** Dallas

General Accessible Route Notes:

Comments for the exterior route from the accessible parking to the building entrance are provided under an additional report.

Is the path of travel from accessible parking to building entrance compliant?	No
Does the path of travel serve all exterior amenities offered by the facility?	N/A
Is the path of travel from building entrances to all amenities served by the entrance substantially compliant?	N/A

Violation #5: There is no accessible route to the 2nd floor.

Standard: 2010 ADAAG 206.2.3 Multi-Story Buildings and Facilities.

Text: At least one accessible route shall connect each story and mezzanine in multi-story buildings and facilities.

Possible Solutions: Install an elevator.

Violation #5 Cost: $157,500 Priority Level 3

		High Priority	1-4
Accessible Route Total	$157,500	Medium Priority	5-8
		Low Priority	9-12

TOWN OF ADDISON
BUILDING REPORT

Facility Information: **Facility Name:** Town Hall

Facility Contact: Lisa Pyles **Contact Phone:** 972-450-2878

Accessology Inspector Information:

Inspector: Karen Jackson **Date:** April 21, 2017

Email: Kjackson@accessology.com

Latitude: 32.952568 **Longitude:** -96.81562

Address: 5300 Beltline Road **City:** Addison **County:** Dallas

General Entrance Notes:

There are 3 entrances at the back of the building, one is noted to be the accessible entrance. None of these entrances are accessible.

Is the main entry door accessible?	No
Is there an alternate door that is accessible?	No
If so, does the inaccessible door have signage indicating the location of the nearest accessible door?	N/A

Violation #6: The entrance leading into the Council of Chambers has a ramp with a running slope from up to 9.9%.

Standard: **2010 ADAAG 405.2 Slope.**

Text: Ramp runs shall have a running slope not steeper than 1:12.

Possible Solutions: Remove and repour the ramp to achieve a running slope no greater than 1:12.

Violation #6 Cost: $4,725 Priority Level 3

Violation #7: The ramp at the Council of Chambers entrance does not have edge protection.

Standard: **2010 ADAAG 405.9 Edge Protection.**

TOWN OF ADDISON - Town Hall

Entrance - Page 2

Text:	Edge protection complying with 405.9.1 or 405.9.2 shall be provided on each side of ramp runs and at each side of ramp landings.
Possible Solutions:	Provide edge protection.
Violation #7 Cost:	$1,575 Priority Level 4
Violation #8:	The landing at the entrance to the Council of Chambers has a 10.5% running slope.
Standard:	**2010 ADAAG 404.2.4.4 Floor or Ground Surface.**
Text:	Floor or ground surface within required maneuvering clearances shall comply with 302. Changes in level are not permitted.
Possible Solutions:	Remove and repour the landing to a achieve a level landing with slopes no greater than 2% in all directions. Price included in Violation #6.
Violation #8 Cost:	$0 Priority Level 3
Violation #9:	The entrance door into the Council of Chambers only has a 16" maneuvering clearance on the pull side and does not have a 60" deep maneuvering clearance provided.
Standard:	**2010 ADAAG 404.2.4.1 Swinging Doors and Gates.**
Text:	Swinging doors and gates shall have maneuvering clearances complying with Table 404.2.4.1.

TOWN OF ADDISON - Town Hall

Entrance - Page 3

Possible Solutions:	Widen the landing to provided a minimum of 18" on the pull side and provide a 60" minimum deep maneuvering clearance. Price included in Violation #6.
Violation #9 Cost:	$0 — Priority: Level 3
Violation #10:	There is a 1" threshold/change in level at the door leading into the Council of Chambers.
Standard:	**2010 ADAAG 404.2.5 Thresholds.**
Text:	Thresholds, if provided at doorways, shall be 1/2" high maximum. Raised thresholds and changes in level at doorways shall comply with 302 and 303.
Possible Solutions:	Modify entrance door threshold to 3/4" maximum with 1:2 bevel.
Violation #10 Cost:	$263 — Priority: Level 5
Violation #11:	The back middle entrance that leads to the restrooms has an 8% running slope at the landing.
Standard:	**2010 ADAAG 404.2.4.4 Floor or Ground Surface.**
Text:	Floor or ground surface within required maneuvering clearances shall comply with 302. Changes in level are not permitted.
Possible Solutions:	Remove and repour the landing to a achieve a level landing with a slope no greater than 2% in all directions.
Violation #11 Cost:	$3,675 — Priority: Level 3

TOWN OF ADDISON - Town Hall

Entrance - Page 4

Violation #12:	The back middle entrance door does not have a minimum of 18" on the pull side.
Standard:	**2010 ADAAG 404.2.4.1 Swinging Doors and Gates.**
Text:	Swinging doors and gates shall have maneuvering clearances complying with Table 404.2.4.1.
Possible Solutions:	Widen the landing to provided a minimum of 18" on the pull side or provide an automatic door opener. Additionally, ensure the depth of the maneuvering clearance is a minimum of 60" deep. Price included in Violation #11.
Violation #12 Cost:	$0 — Priority: Level 3
Violation #13:	The far right entrance at the back is ramped to the entrance and does not have a level landing.
Standard:	**2010 ADAAG 404.2.4.1 Swinging Doors and Gates.**
Text:	Swinging doors and gates shall have maneuvering clearances complying with Table 404.2.4.1.
Possible Solutions:	Widen the landing to provided a minimum of 18" on the pull side or provide an automatic door opener. Additionally, ensure the depth of the maneuvering clearance is a minimum of 60" deep.
Violation #13 Cost:	$2,625 — Priority: Level 4
Violation #14:	The ramp up to the far right back entrance has a 5-3/8" drop off with no edge protection.

TOWN OF ADDISON - Town Hall

Entrance - Page 5

Standard:	**2010 ADAAG 405.9 Edge Protection.**
Text:	Edge protection complying with 405.9.1 or 405.9.2 shall be provided on each side of ramp runs and at each side of ramp landings.
Possible Solutions:	Provide edge protection.
Violation #14 Cost:	$1,575 Priority Level 4
Violation #15:	The far right back entrance has a threshold that is greater than 1/2".
Standard:	**2010 ADAAG 404.2.5 Thresholds.**
Text:	Thresholds, if provided at doorways, shall be 1/2" high maximum. Raised thresholds and changes in level at doorways shall comply with 302 and 303.
Possible Solutions:	Modify entrance door threshold to 3/4" maximum with 1:2 bevel.
Violation #15 Cost:	$263 Priority Level 5

		High Priority	1-4
Entrance Total	$14,701	Medium Priority	5-8
		Low Priority	9-12

TOWN OF ADDISON
BUILDING REPORT

Facility Information: **Facility Name:** Town Hall

Facility Contact: Lisa Pyles **Contact Phone:** 972-450-2878

Accessology Inspector Information:

Inspector: Karen Jackson **Date:** April 21, 2017

Email: Kjackson@accessology.com

Latitude: 32.952568 **Longitude:** -96.81562

Address: 5300 Beltline Road **City:** Addison **County:** Dallas

General Hallway Notes:

There are 3 entrances at the back of the building. One of these entrance is indicated as the "Accessible" entrance, however, none of the entrances are fully accessible.

Does this facility have any hallways?	Yes
Do the doors have compliant hardware?	No
Do the doors have proper maneuvering clearances?	No
Is the hallway width at least 36” clear width?	Yes
Are visual strobes provided?	No
Are there any protruding objects?	No
Is the signage substantially compliant?	Yes

Violation #16: There are approximately 7 doors throughout the facility with door hardware that requires grasping and twisting to operate.

Standard: **2010 ADAAG 404.2.7 Door and Gate Hardware.**

Text: Handles, pulls, latches, locks, and other operable parts on doors and gates shall comply with 309.4.

Possible Solutions: Replace entrance door hardware with lever type hardware.

Violation #16 Cost: $2,756 Priority Level 5

TOWN OF ADDISON - Town Hall

Hallway - Page 2

Violation #17:	Doorways throughout the facility have openings that range from 28"-31" wide openings.
Standard:	**2010 ADAAG 404.2.3 Clear Width.**
Text:	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.
Possible Solutions:	Remove door frames to provide a minimum opening of 32".
Violation #17 Cost:	$10,500 — Priority: Level 2
Violation #18:	There is a 6" step up to the bench seating in the council of chambers.
Standard:	**2010 ADAAG 303.4 Ramps.**
Text:	Changes in level greater than ½" high shall be ramped, and shall comply with 405 or 406.
Possible Solutions:	Provide access to the bench seating area.
Violation #18 Cost:	$3,150 — Priority: Level 2
Violation #19:	The counter in the council of chambers room is too high at 37".
Standard:	**2010 ADAAG 904.4.1 Parallel Approach.**

TOWN OF ADDISON - Town Hall

Hallway - Page 3

Text:	A portion of the counter surface that is 36 inches long minimum and 36 inches high maximum above the finish floor shall be provided.
Possible Solutions:	Modify counter to provide 36" length at 36" high maximum.
Violation #19 Cost:	$2,100 — Priority: Level 7
Violation #20:	Entrance into the Council of Chambers room from the office area requires steps to enter the room.
Standard:	**2010 ADAAG 303.4 Ramps.**
Text:	Changes in level greater than ½" high shall be ramped, and shall comply with 405 or 406.
Possible Solutions:	Provide an accessible route into the Council of Chambers room.
Violation #20 Cost:	$3,150 — Priority: Level 2

		High Priority	1-4
Hallway Total	$21,656	Medium Priority	5-8
		Low Priority	9-12

TOWN OF ADDISON
BUILDING REPORT

Facility Information: **Facility Name:** Town Hall

Facility Contact: Lisa Pyles **Contact Phone:** 972-450-2878

Accessology Inspector Information:

Inspector: Karen Jackson **Date:** April 21, 2017

Email: Kjackson@accessology.com

Latitude: 32.952568 **Longitude:** -96.81562

Address: 5300 Beltline Road **City:** Addison **County:** Dallas

General Restroom Notes:

There are both a Men's and a Women's restrooms provided, neither of which are compliant.

Is the door to the restroom substantially compliant?	No
Does the room have the required turning radius?	No
Is the water closet substantially compliant?	No
Does the water closet have the required clear floor space?	No
Is the lavatory substantially compliant?	No
Is the urinal substantially compliant?	N/A
Is the mirror substantially compliant?	No

Violation #21: Women's Room: Room is only 56" wide by 65-1/2" deep and is not large enough to accommodate a wheelchair turning space.

Standard: **2010 ADAAG 213.2 Toilet Rooms and Bathing Rooms.**

Text: Where toilet rooms are provided, each toilet room shall comply with 603. Where bathing rooms are provided, each bathing room shall comply with 603.

Possible Solutions: Enlarge restroom to accommodate accessible water closet and lavatory and wheelchair turning space.

Violation #21 Cost: $12,600 Priority Level 4

TOWN OF ADDISON - Town Hall

Restrooms - Page 2

Violation #22:	Women's Room: There is only a 10-1/2" maneuvering clearance provided on the pull side of the door.
Standard:	**2010 ADAAG 404.2.4.1 Swinging Doors and Gates.**
Text:	Swinging doors and gates shall have maneuvering clearances complying with Table 404.2.4.1.
Possible Solutions:	Modify door to provide 18" clearance.
Violation #22 Cost:	$2,625 Priority Level 4
Violation #23:	Women's Room: There is a 1-3/4" step to get into the restroom.
Standard:	**2010 ADAAG 303.4 Ramps.**
Text:	Changes in level greater than ½" high shall be ramped, and shall comply with 405 or 406.
Possible Solutions:	Modify floor to achieve a smooth transition into the room.
Violation #23 Cost:	$2,625 Priority Level 2
Violation #24:	Women's Room: Lavatory pipes and controls are not protected against contact.
Standard:	**2010 ADAAG 606.5 Exposed Pipes and Surfaces.**

TOWN OF ADDISON - Town Hall

Restrooms - Page 3

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

Possible Solutions: Provide protection at the exposed drains and water lines under the lavatory.

Violation #24 Cost: $105 Priority Level 5

Violation #25: Women's Room: The required knee clearance depth is not provided at the lavatory.

Standard: **2010 ADAAG 306.3.3 Minimum Required Depth.**

Text: Where knee clearance is required under an element as part of a clear floor space, the knee clearance shall be 11" deep minimum at 9" above the finish floor or ground, and 8" deep minimum at 27" above the finish floor or ground.

Possible Solutions: Replace lavatory to provide required clearances.

Violation #25 Cost: $2,100 Priority Level 5

Violation #26: Women's Room: The operation portion of the paper towel dispenser is at 50" above finished floor.

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

TOWN OF ADDISON - Town Hall

Restrooms - Page 4

Text:	Where a clear floor or ground space allows a parallel approach to an element and the side reach is unobstructed, the high side reach shall be 48" maximum and the low side reach shall be 15" minimum above the finish floor or ground.
Possible Solutions:	Lower dispenser to 48" to operable control.
Violation #26 Cost:	$525 Priority Level 7
Violation #27:	Women's Room: Mirror is at 45" to the bottom of the reflective surface.
Standard:	**2010 ADAAG 603.3 Mirrors.**
Text:	Mirrors located above lavatories or countertops shall be installed with the bottom edge of the reflecting surface 40" maximum above the finish floor or ground.
Possible Solutions:	Lower mirror so bottom of the reflective edge is 40" maximum high.
Violation #27 Cost:	$525 Priority Level 7
Violation #28:	Women's Room: The side grab bar has over a 2" space between the grab bar and the wall. The rear grab bar is only 12" long.
Standard:	**2010 ADAAG 609.3 Grab bar Spacing & 604.5.2 Rear Wall Grab bar.**
Text:	The space between the wall and the grab bar shall be 1½ ". The rear wall grab bar shall be 36" long minimum and extend from the centerline of the water closet 12" minimum on one side and 24" minimum on the other side.

TOWN OF ADDISON - Town Hall

Restrooms - Page 5

Possible Solutions:	Reposition side grab bar and replace rear grab bar with a 36" long grab bar.
Violation #28 Cost:	$525 Priority Level 6
Violation #29:	Women's Room: Water closet centerline is at 14" where 16"-18" is required.
Standard:	**2010 ADAAG 604.2 Location.**
Text:	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" minimum to 18" maximum from the side wall or partition.
Possible Solutions:	Relocate water closet.
Violation #29 Cost:	$2,625 Priority Level 5
Violation #30:	Women's Room: Water closet flush control is on the closed side.
Standard:	**2010 ADAAG 604.6 Flush Controls.**
Text:	Flush controls shall be located on the open side of the water closet.
Possible Solutions:	Relocate flush control to the open side of the water closet.
Violation #30 Cost:	$525 Priority Level 5
Violation #31:	Women's Room: Coat hook is mounted at 61-1/2" above finished floor.

TOWN OF ADDISON - Town Hall

Restrooms - Page 6

Standard:	**2010 ADAAG 603.4 Coat Hooks and Shelves.**
Text:	Coat hooks shall be located within one of the reach ranges specified in 308, no higher than 48" above finished floor.
Possible Solutions:	Lower coat hook or add an additional coat hook no higher than 48" above finished floor.
Violation #31 Cost:	$105 Priority Level 9
Violation #32:	Women's Room: Cabinet provided over the water closet is an overhead protrusion.
Standard:	**2010 ADAAG 307.4 Vertical Clearance.**
Text:	Vertical clearance shall be 80" high minimum. Guardrails or other barriers shall be provided where the vertical clearance is less than 80" high. The leading edge of such guardrail or barrier shall be located 27" maximum above the finish floor or ground.
Possible Solutions:	Remove cabinet.
Violation #32 Cost:	$525 Priority Level 8
Violation #33:	Men's Room: Room is only 56" wide by 65-1/2" deep and is not large enough to accommodate a wheelchair turning space.
Standard:	**2010 ADAAG 213.2 Toilet Rooms and Bathing Rooms.**

TOWN OF ADDISON - Town Hall

Restrooms - Page 7

Text:	Where toilet rooms are provided, each toilet room shall comply with 603. Where bathing rooms are provided, each bathing room shall comply with 603.
Possible Solutions:	Enlarge restroom to accommodate accessible water closet and lavatory and wheelchair turning space.
Violation #33 Cost:	$12,600 Priority Level 4
Violation #34:	Men's Room: There is only an 11" maneuvering clearance provided on the pull side of the door.
Standard:	**2010 ADAAG 404.2.4.1 Swinging Doors and Gates.**
Text:	Swinging doors and gates shall have maneuvering clearances complying with Table 404.2.4.1.
Possible Solutions:	Modify door to provide 18" clearance.
Violation #34 Cost:	$2,625 Priority Level 4
Violation #35:	Men's Room: There is a 1-3/4" step to get into the restroom.
Standard:	**2010 ADAAG 303.4 Ramps.**
Text:	Changes in level greater than ½" high shall be ramped, and shall comply with 405 or 406.
Possible Solutions:	Modify floor to achieve a smooth transition into the room.

TOWN OF ADDISON - Town Hall

Restrooms - Page 8

Violation #35 Cost:	$2,625	Priority	Level 2

Violation #36: Men's Room: Lavatory pipes and controls are not protected against contact.

Standard: **2010 ADAAG 606.5 Exposed Pipes and Surfaces.**

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

Possible Solutions: Provide protection at the exposed drains and water lines under the lavatory.

Violation #36 Cost:	$105	Priority	Level 5

Violation #37: Men's Room: The required knee clearance depth is not provided at the lavatory.

Standard: **2010 ADAAG 306.3.3 Minimum Required Depth.**

Text: Where knee clearance is required under an element as part of a clear floor space, the knee clearance shall be 11" deep minimum at 9" above the finish floor or ground, and 8" deep minimum at 27" above the finish floor or ground.

Possible Solutions: Replace lavatory.

Violation #37 Cost:	$2,100	Priority	Level 5

Violation #38: Men's Room: The operation portion of the paper towel dispenser is at 50" above finished floor.

TOWN OF ADDISON - Town Hall

Restrooms - Page 9

Standard:	**2010 ADAAG 308.3.1 Side Reach Unobstructed.**
Text:	Where a clear floor or ground space allows a parallel approach to an element and the side reach is unobstructed, the high side reach shall be 48" maximum and the low side reach shall be 15" minimum above the finish floor or ground.
Possible Solutions:	Lower dispenser.
Violation #38 Cost:	$525 Priority Level 7
Violation #39:	Men's Room: Mirror is at 44-1/2" to the bottom of the reflective surface.
Standard:	**2010 ADAAG 603.3 Mirrors.**
Text:	Mirrors located above lavatories or countertops shall be installed with the bottom edge of the reflecting surface 40" maximum above the finish floor or ground.
Possible Solutions:	Lower mirror.
Violation #39 Cost:	$525 Priority Level 7
Violation #40:	Men's Room: The side grab bar has over a 2" space between the grab bar and the wall. The rear grab bar is only 12" long.
Standard:	**2010 ADAAG 609.3 Grab bar Spacing & 604.5.2 Rear Wall Grab bar.**

TOWN OF ADDISON - Town Hall

Restrooms - Page 10

Text:	The space between the wall and the grab bar shall be 1½ ". The rear wall grab bar shall be 36" long minimum and extend from the centerline of the water closet 12" minimum on one side and 24" minimum on the other side.
Possible Solutions:	Reposition side grab bar and replace rear grab bar with a 36" long grab bar.
Violation #40 Cost:	$525 Priority Level 6
Violation #41:	Men's Room: Water closet centerline is at 14-1/2".
Standard:	**2010 ADAAG 604.2 Location.**
Text:	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" minimum to 18" maximum from the side wall or partition.
Possible Solutions:	Relocate water closet.
Violation #41 Cost:	$2,625 Priority Level 5
Violation #42:	Men's Room: Water closet flush control is on the closed side.
Standard:	**2010 ADAAG 604.6 Flush Controls.**
Text:	Flush controls shall be located on the open side of the water closet.
Possible Solutions:	Relocate flush control to the open side of the water closet.

TOWN OF ADDISON - Town Hall

Restrooms - Page 11

Violation #42 Cost:	$525	Priority	Level 5
Violation #43:	Men's Room: Cabinet provided over the water closet is an overhead protrusion.		
Standard:	**2010 ADAAG 307.4 Vertical Clearance.**		
Text:	Vertical clearance shall be 80" high minimum. Guardrails or other barriers shall be provided where the vertical clearance is less than 80" high. The leading edge of such guardrail or barrier shall be located 27" maximum above the finish floor or ground.		
Possible Solutions:	Remove cabinet.		
Violation #43 Cost:	$525	Priority	Level 8
Violation #44:	The small restroom at the front of the building has no accessible features.		
Standard:	**2010 ADAAG 216.8 Toilet Rooms and Bathing Rooms**		
Text:	Where existing toilet rooms or bathing rooms do not comply with 603, directional signs indicating the location of the nearest toilet room or bathing room complying with 603 within the facility shall be provided.		
Possible Solutions:	Add directional signage.		
Violation #44 Cost:	$263	Priority	Level 6

		High Priority	1-4
Restrooms Total	$50,978	Medium Priority	5-8
		Low Priority	9-12

TOWN OF ADDISON
BUILDING REPORT

Facility Information: **Facility Name:** Town Hall

Facility Contact: Lisa Pyles **Contact Phone:** 972-450-2878

Accessology Inspector Information:

Inspector: Karen Jackson **Date:** April 21, 2017

Email: Kjackson@accessology.com

Latitude: 32.952568 **Longitude:** -96.81562

Address: 5300 Beltline Road **City:** Addison **County:** Dallas

General Break Room Notes:

There is one break room serving the facility.

Does the facility have a break room?	Yes
Is there a stove or cooktop?	Yes
Is there a sink?	Yes
Is the sink substantially compliant?	No
Are the counters at 34" aff?	No

Violation #45: There is a 5/8" step to get into the break room.

Standard: **2010 ADAAG 303.4 Ramps.**

Text: Changes in level greater than ½" high shall be ramped, and shall comply with 405 or 406.

Possible Solutions: Modify floor to achieve a smooth transition into the break room.

Violation #45 Cost: $2,625 Priority Level 2

Violation #46: The door width leading into the break room is only 29" wide.

Standard: **2010 ADAAG 404.2.3 Clear Width.**

TOWN OF ADDISON - Town Hall

Break Rooms - Page 2

Text:	Door openings shall provide a clear width of 32" 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.
Possible Solutions:	Replace door to achieve 32" minimum clear width.
Violation #46 Cost:	$2,625 — Priority: Level 3
Violation #47:	Break room sink is 34-9/16" high with no knee clearance, where 34" maximum is required.
Standard:	**2010 ADAAG 606.2 Clear Floor Space.**
Text:	A clear floor space complying with 305, positioned for a forward approach, and knee and toe clearance complying with 306 shall be provided.
Possible Solutions:	Modify sink to provide 34" maximum height with a 27" minimum knee clearance.
Violation #47 Cost:	$2,100 — Priority: Level 4

		High Priority: 1-4
Break Rooms Total	$7,350	Medium Priority: 5-8
		Low Priority: 9-12

TOWN OF ADDISON
BUILDING REPORT

Facility Information: **Facility Name:** Town Hall

Facility Contact: Lisa Pyles **Contact Phone:** 972-450-2878

Accessology Inspector Information:

Inspector: Karen Jackson **Date:** April 21, 2017

Email: Kjackson@accessology.com

Latitude: 32.952568 **Longitude:** -96.81562

Address: 5300 Beltline Road **City:** Addison **County:** Dallas

General Misc Notes:

There is one interior drinking fountain provided at this building.

Are there exterior drinking fountains? No

Are there any other miscellaneous items not previously covered? N/A

Violation #48: There is only one drinking fountain provided, where two are required.

Standard: **2010 ADAAG 211.2 Minimum Number.**

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

Possible Solutions: Provide a new Hi/Lo fountain.

Violation #48 Cost: $5,250 Priority Level 6

Violation #49: The drinking fountain is a protruding object.

Standard: **2010 ADAAG 307.2 Protrusion Limits.**

TOWN OF ADDISON - Town Hall

Miscellaneous - Page 2

Text:	Objects with leading edges more than 27" and not more than 80" above the finish floor or ground shall protrude 4" maximum horizontally into the circulation path.
Possible Solutions:	Relocate drinking fountain to a place where it is not a protruding object. Cost is included in Violation #47.

Violation #49 Cost: $0 Priority Level 6

		High Priority	1-4
Miscellaneous Total	$5,250	Medium Priority	5-8
		Low Priority	9-12

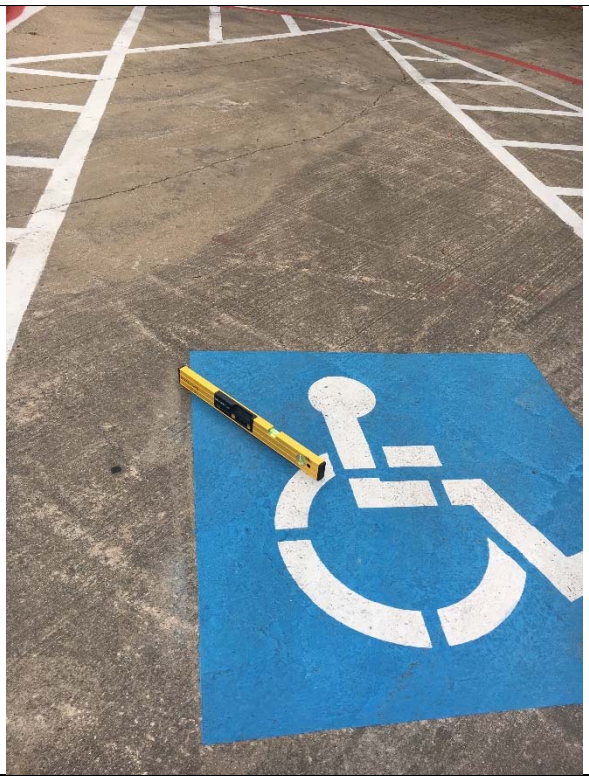
Summary Sheet for Town Hall

Town Hall

#	VIOLATION SUMMARY	PRIORITY LEVEL	COST
1	Regrade parking the space to achieve slopes no greater than 2% in all directions.	Level 4	$3,150.00
2	Regrade access aisle to achieve slopes no greater than 2% in all directions. Price included in Violation #1.	Level 4	$0.00
3	Regrade access aisle. Price included in violation #1.	Level 4	$0.00
4	Add van accessible signage.	Level 9	$263.00
5	Install an elevator.	Level 3	$157,500.00
6	Remove and repour the ramp to achieve a running slope no greater than 1:12.	Level 3	$4,725.00
7	Provide edge protection.	Level 4	$1,575.00
8	Remove and repour the landing to a achieve a level landing with slopes no greater than 2% in all directions. Price included in Violation #6.	Level 3	$0.00
9	Widen the landing to provided a minimum of 18" on the pull side and provide a 60" minimum deep maneuvering clearance. Price included in Violation #6.	Level 3	$0.00
10	Modify entrance door threshold to 3/4" maximum with 1:2 bevel.	Level 5	$263.00
11	Remove and repour the landing to a achieve a level landing with a slope no greater than 2% in all directions.	Level 3	$3,675.00
12	Widen the landing to provided a minimum of 18" on the pull side or provide an automatic door opener. Additionally, ensure the depth of the maneuvering clearance is a minimum of 60" deep. Price included in Violation #11.	Level 3	$0.00
13	Widen the landing to provided a minimum of 18" on the pull side or provide an automatic door opener. Additionally, ensure the depth of the maneuvering clearance is a minimum of 60" deep.	Level 4	$2,625.00
14	Provide edge protection.	Level 4	$1,575.00
15	Modify entrance door threshold to 3/4" maximum with 1:2 bevel.	Level 5	$263.00
16	Replace entrance door hardware with lever type hardware.	Level 5	$2,756.00
17	Remove door frames to provide a minimum opening of 32".	Level 2	$10,500.00
18	Provide access to the bench seating area.	Level 2	$3,150.00
19	Modify counter to provide 36" length at 36" high maximum.	Level 7	$2,100.00
20	Provide an accessible route into the Council of Chambers room.	Level 2	$3,150.00
21	Enlarge restroom to accommodate accessible water closet and lavatory and wheelchair turning space.	Level 4	$12,600.00
22	Modify door to provide 18" clearance.	Level 4	$2,625.00
23	Modify floor to achieve a smooth transition into the room.	Level 2	$2,625.00
24	Provide protection at the exposed drains and water lines under the lavatory.	Level 5	$105.00
25	Replace lavatory to provide required clearances.	Level 5	$2,100.00
26	Lower dispenser to 48" to operable control.	Level 7	$525.00

#	VIOLATION SUMMARY	PRIORITY LEVEL	COST
27	Lower mirror so bottom of the reflective edge is 40" maximum high.	Level 7	$525.00
28	Reposition side grab bar and replace rear grab bar with a 36" long grab bar.	Level 6	$525.00
29	Relocate flush control to the open side of the water closet.	Level 5	$2,625.00
30	Relocate flush control to the open side of the water closet.	Level 5	$525.00
31	Lower coat hook or add an additional coat hook no higher than 48" above finished floor.	Level 9	$105.00
32	Remove cabinet.	Level 8	$525.00
33	Enlarge restroom to accommodate accessible water closet and lavatory and wheelchair turning space.	Level 4	$12,600.00
34	Modify door to provide 18" clearance.	Level 4	$2,625.00
35	Modify floor to achieve a smooth transition into the room.	Level 2	$2,625.00
36	Provide protection at the exposed drains and water lines under the lavatory.	Level 5	$105.00
37	Replace lavatory.	Level 5	$2,100.00
38	Lower dispenser.	Level 7	$525.00
39	Lower mirror.	Level 7	$525.00
40	Reposition side grab bar and replace rear grab bar with a 36" long grab bar.	Level 6	$525.00
41	Relocate water closet.	Level 5	$2,625.00
42	Relocate flush control to the open side of the water closet.	Level 5	$525.00
43	Remove cabinet.	Level 8	$525.00
44	Add directional signage.	Level 6	$263.00
45	Modify floor to achieve a smooth transition into the break room.	Level 2	$2,625.00
46	Replace door to achieve 32" minimum clear width.	Level 3	$2,625.00
47	Modify sink to provide 34" maximum height with a 27" minimum knee clearance.	Level 4	$2,100.00
48	Provide a new Hi/Lo fountain.	Level 6	$5,250.00
49	Relocate drinking fountain to a place where it is not a protruding object. Cost is included in Violation #47.	Level 6	$0.00

Grand Total	$260,848.00



Violation 1 - The accessible parking space provided has slopes from 2.6% to 3.6%.

Violation 2 - The access aisle has slopes from 2.6% to 3%.

Violation 3 - The access aisle has broken concrete.

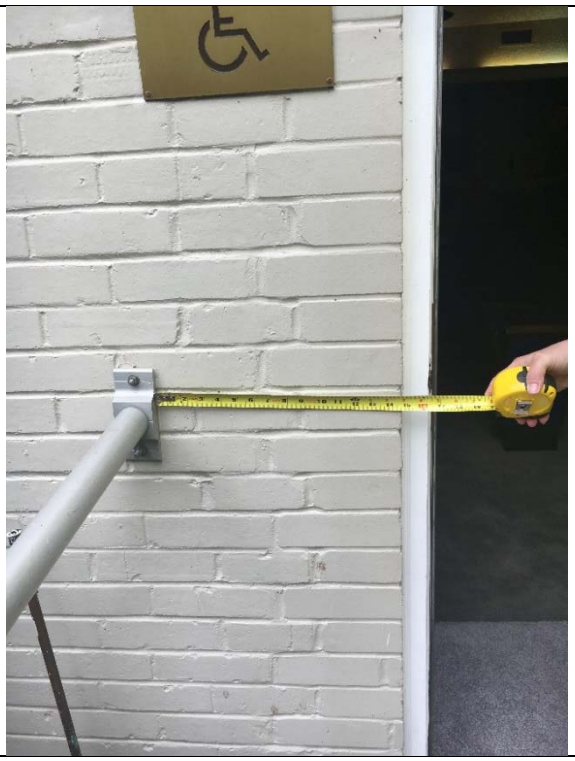
Violation 4 - There is no accessible parking signage provided.

Violation 5 - There is no accessible route to the 2nd floor.

Violation 6 - The entrance leading into the Council of Chambers has a ramp with a running slope from up to 9.9%.

Violation 7 - The ramp at the Council of Chambers entrance does not have edge protection.

Violation 8 - The landing at the entrance to the Council of Chambers has a 10.5% running slope.



Violation 9 - The entrance door into the Council of Chambers only has a 16" maneuvering clearance on the pull side and does not have a 60" deep maneuvering clearance provided.

Violation 10 – There is a 1" threshold/change in level at the door leading into the Council of Chambers.

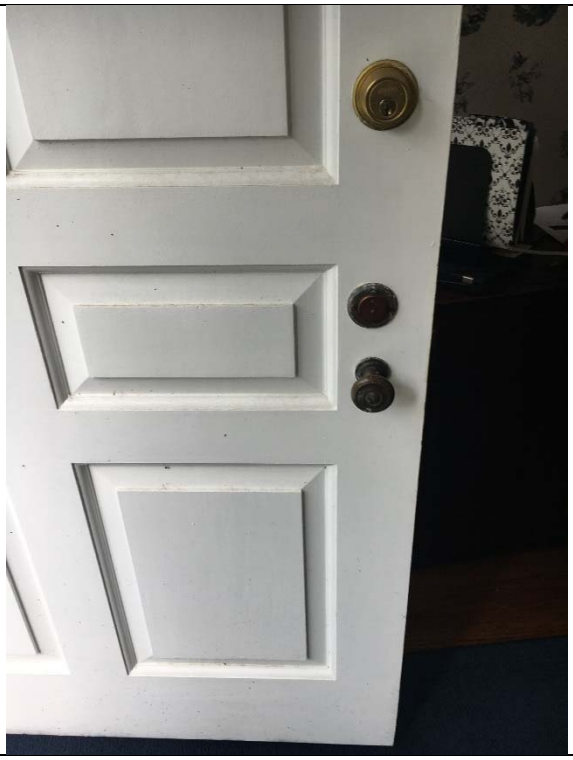
Violation 11 - The middle entrance at the back that leads to the restrooms has an 8% running slope at the landing. Additionally, the floor mat at the door is not secured to the ground.

Violation 12 - The back middle entrance door does not have a minimum of 18" on the pull side.

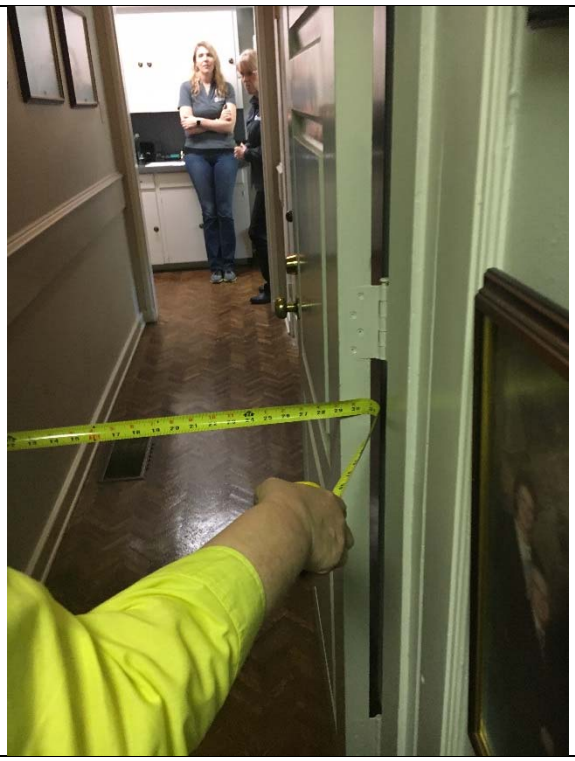
Violation 13 - The far right entrance at the back is ramped to the entrance and does not have a level landing.

Violation 14 - The ramp up to the far right back entrance has a 5-3/8" drop off with no edge protection.

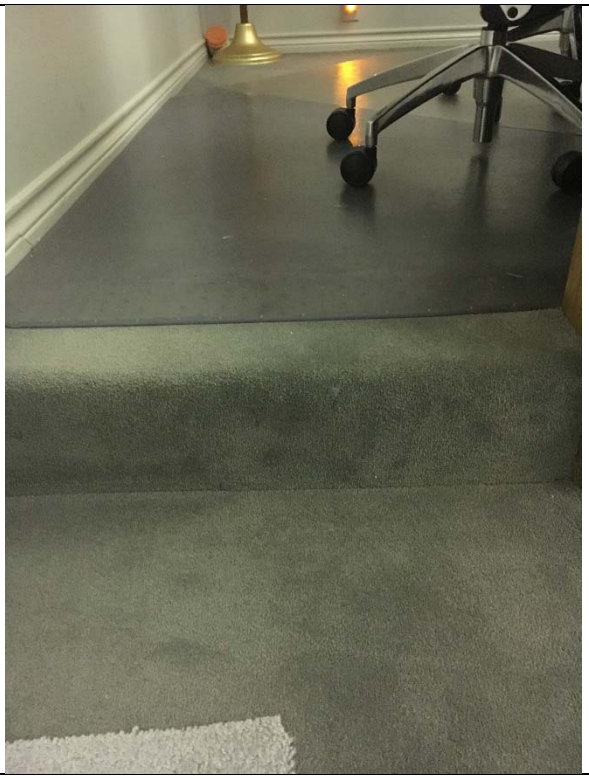
Violation 15 - The far right back entrance has a threshold that is greater than 1/2".



Violation 16 - There are approximately 7 doors throughout the facility with door hardware that requires grasping and twisting to operate.



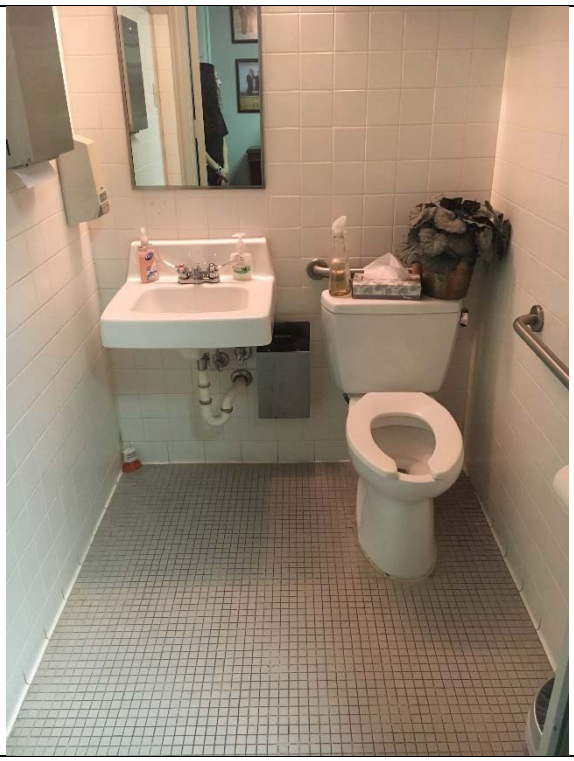
Violation 17 - Doorways throughout the facility have openings that range from 28"-31" wide openings.



Violation 18 - There is a 6" step up to the bench seating in the council of chambers.

Violation 19 - The counter in the council of chambers room is too high at 37".

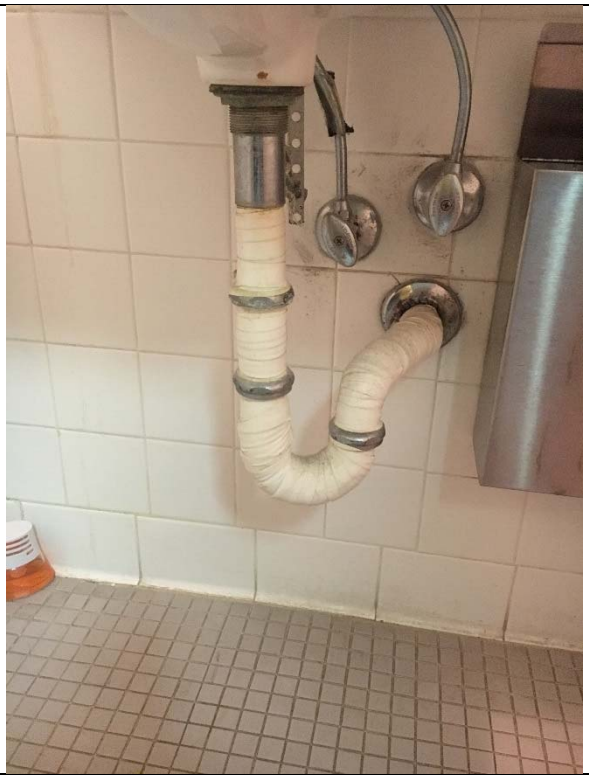
Violation 20 - Entrance into the Council of Chambers room from the office area requires steps to enter the room.



Violation 21 - Women's Room: Room is only 56" wide by 65-1/2" deep and is not large enough to accommodate a wheelchair turning space.

Violation 22 - Women's Room: There is only a 10-1/2" maneuvering clearance provided on the pull side of the door.

Violation 23 - Women's Room: There is a 1-3/4" step to get into the restroom.

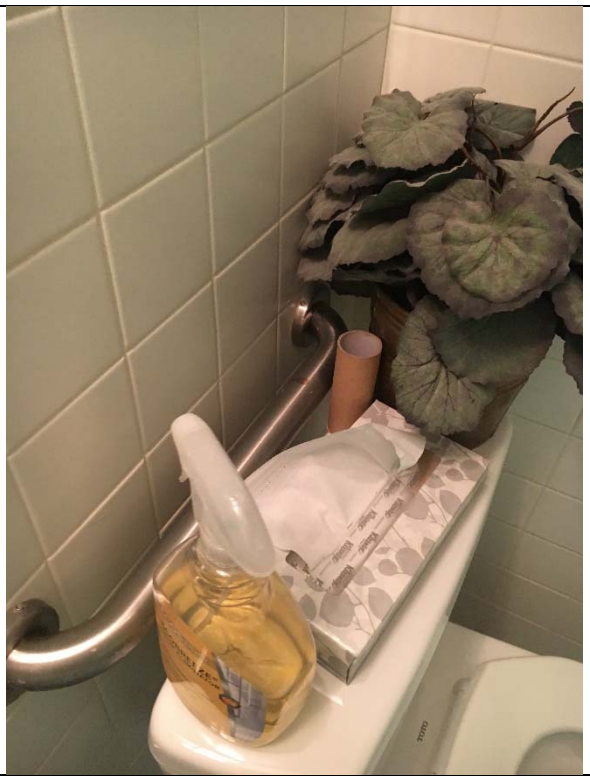


Violation 24 - Women's Room: Lavatory pipes and controls are not protected against contact.

Violation 25 - Women's Room: The required knee clearance depth is not provided at the lavatory.

Violation 26 - Women's Room: The operation portion of the paper towel dispenser is at 50" above finished floor.

Violation 27 - Women's Room: Mirror is at 45" to the bottom of the reflective surface.

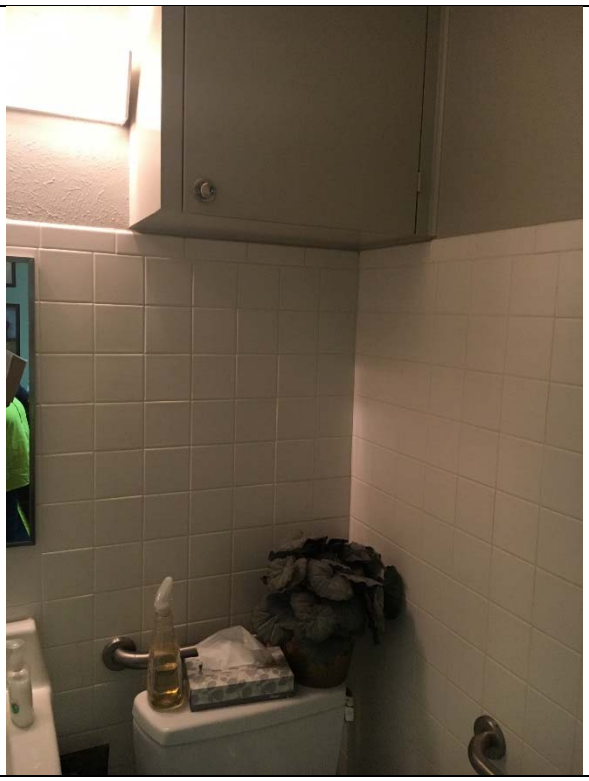


Violation 28 - Women's Room: The side grab bar has over a 2" space between the grab bar and the wall. The rear grab bar is only 12" long.

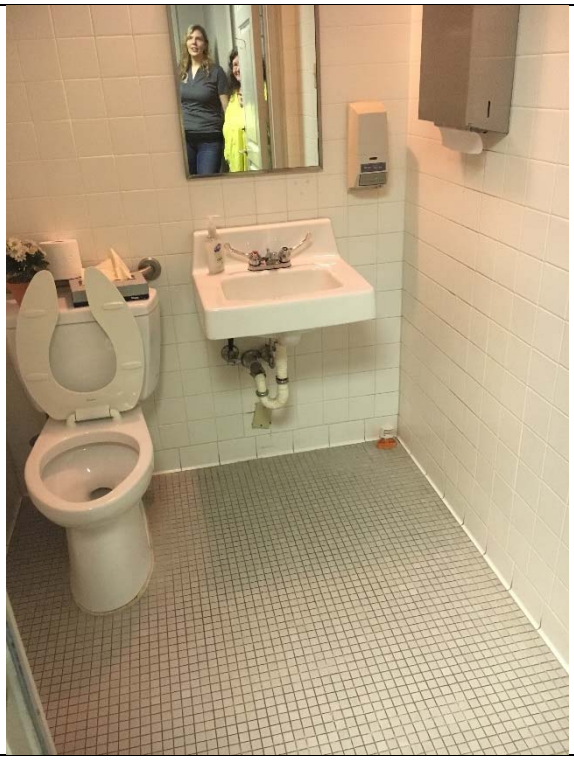
Violation 29 - Women's Room: Water closet centerline is at 14".

Violation 30 - Women's Room: Water closet flush control is on the closed side.

Violation 31 - Women's Room: Coat hook is mounted at 61-1/2" above finished floor.

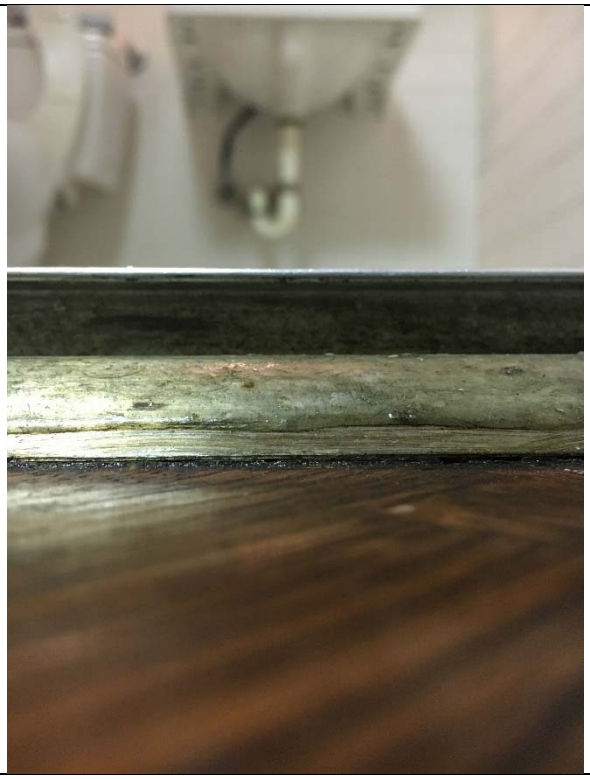


Violation 32 - Women's Room: Cabinet provided over the water closet is an overhead protrusion.



Violation 33 - Men's Room: Room is only 56" wide by 65-1/2" deep and is not large enough to accommodate a wheelchair turning space.

Violation 34 - Men's Room: There is only an 11" maneuvering clearance provided on the pull side of the door.



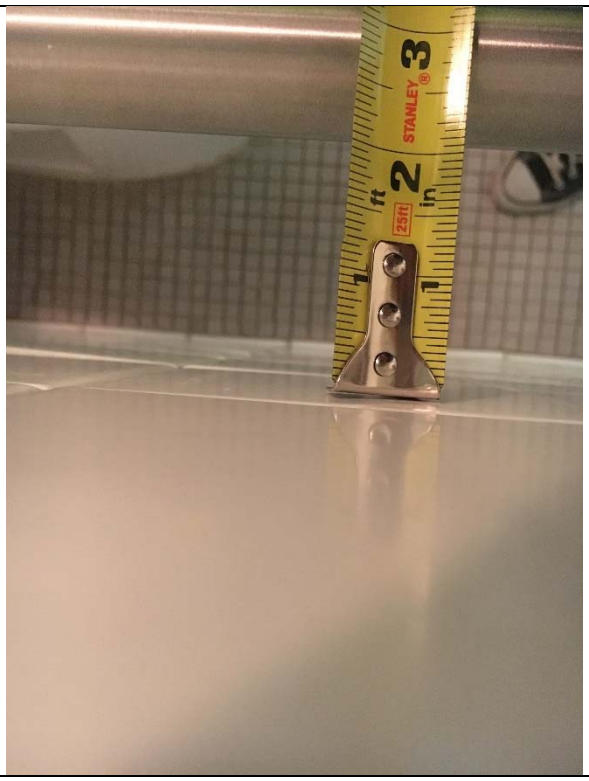
Violation 35 - Men's Room: There is a 1-3/4" step to get into the restroom.

Violation 36 - Men's Room: Lavatory pipes and controls are not protected against contact.

Violation 37 - Men's Room: The required knee clearance depth is not provided at the lavatory.

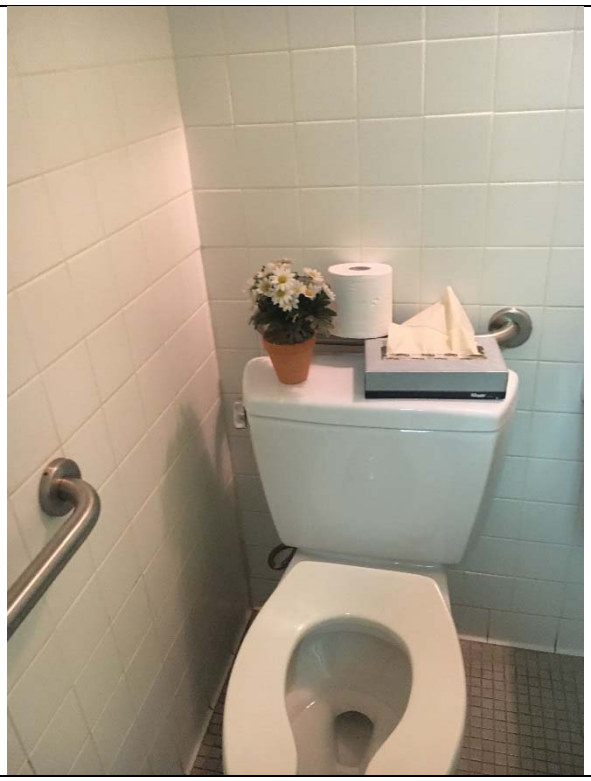
Violation 38 - Men's Room: The operation portion of the paper towel dispenser is at 50" above finished floor.

Violation 39 - Men's Room: Mirror is at 44-1/2" to the bottom of the reflective surface.

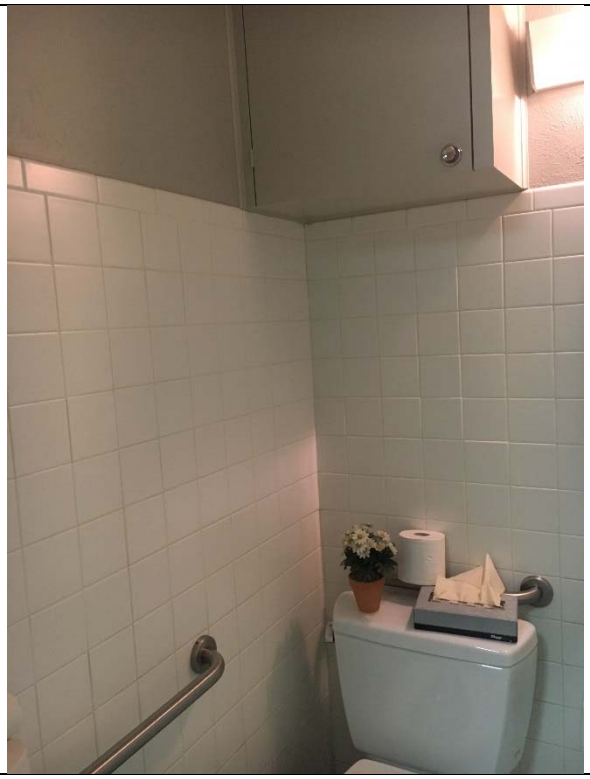


Violation 40 - Men's Room: The side grab bar has over a 2" space between the grab bar and the wall. The rear grab bar is only 12" long.

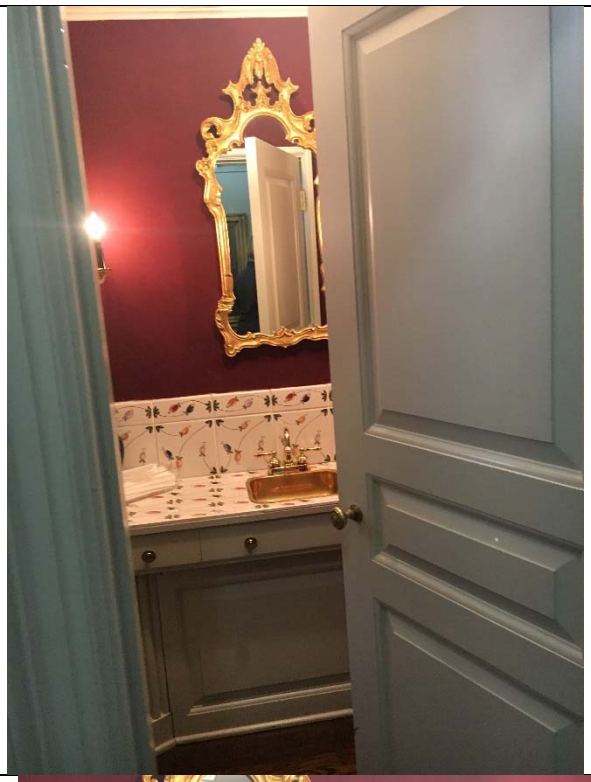
Violation 41 - Men's Room: Water closet centerline is at 14-1/2".



Violation 42 - Men's Room: Water closet flush control is on the closed side.

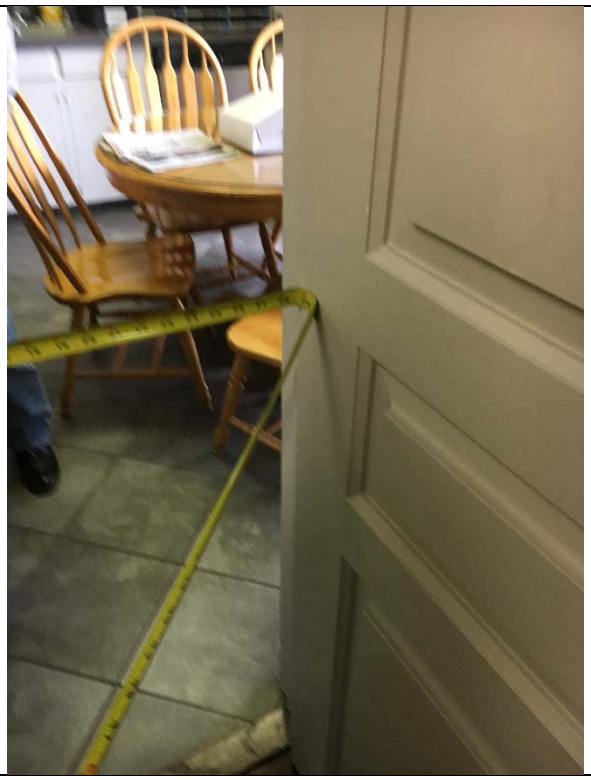


Violation 43 - Men's Room: Cabinet provided over the water closet is an overhead protrusion.

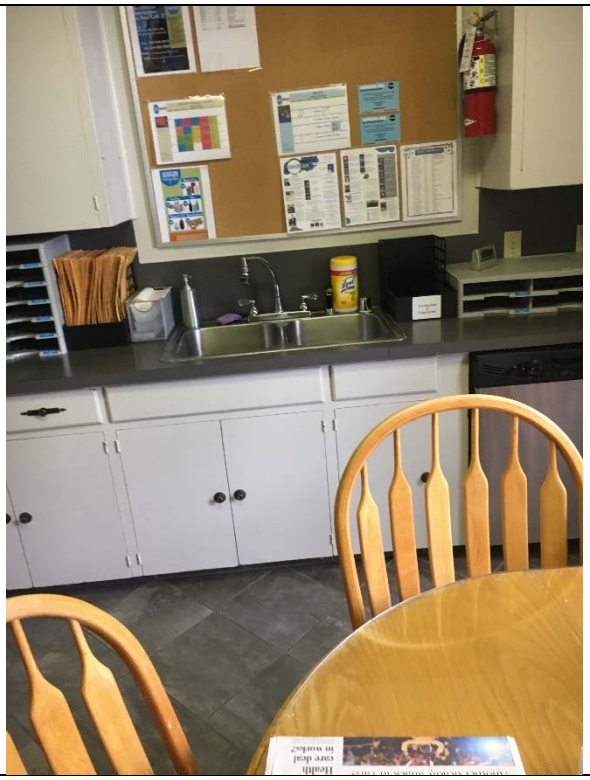


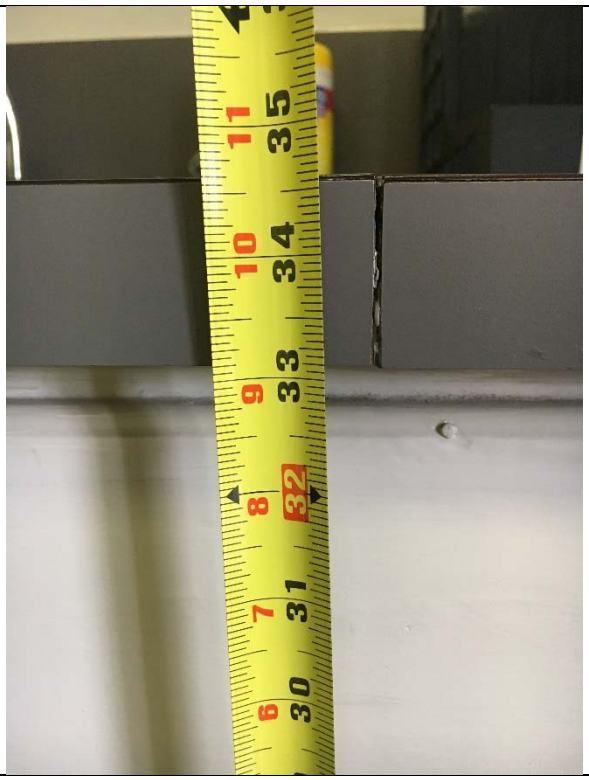
Violation 44 – The small restroom at the front of the building has no accessible features.

Violation 45 - There is a 5/8" step to get into the break room.



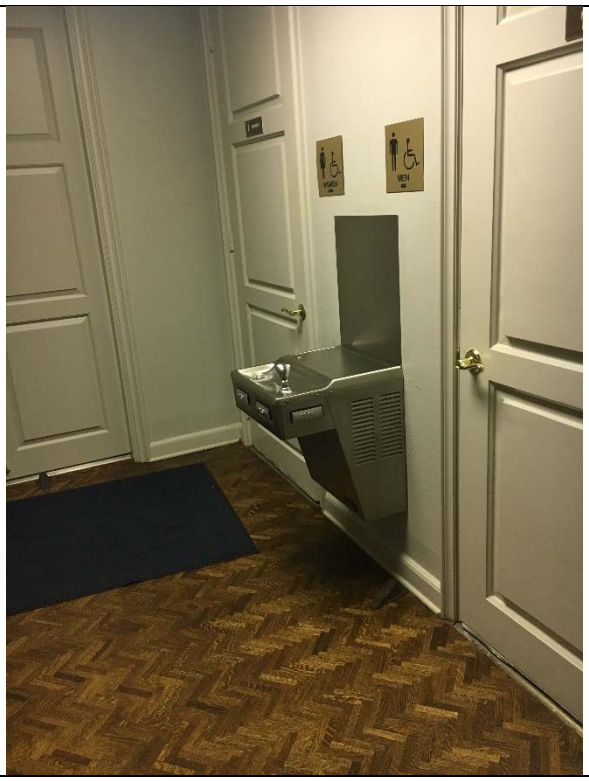
Violation 46 - The door width leading into the break room is only 29" wide.





Violation 47 - Break room sink is 34-9/16" high with no knee clearance, where 34" maximum is required.

Violation 48 - There is only one drinking fountain provided, where two are required.



Violation 49 - The drinking fountain is a protruding object.

ACCESSOLOGY

TOWN OF ADDISON
BUILDING REPORT

Facility Information:

Facility Name: Police Substation - Addison Circle

Facility Contact: Lisa Pyles

Contact Phone: 972-450-2878

Accessology Inspector Information:

Inspector: Karen Jackson

Date: April 10, 2017

Email: Kjackson@accessology.com

Latitude: 32.961612

Longitude: -96.82752

Address: 4943 Addison Circle

City: Addison

County: Dallas

General Parking Notes:

This is a lease space, not a town owned facility. The closest parking to this space serves the Stone Cottage. Refer to the Stone Cottage for the parking conditions.

Total Parking Spaces:	N/A
Total Accessible Parking Spaces:	N/A
Number of van accessible spaces:	N/A
Is the accessible parking substantially compliant?	N/A

Parking Violations Total $0

High Priority	1-4
Medium Priority	5-8
Low Priority	9-12

TOWN OF ADDISON
BUILDING REPORT

Facility Information: **Facility Name:** Police Substation - Addison Circle

Facility Contact: Lisa Pyles **Contact Phone:** 972-450-2878

Accessology Inspector Information:

Inspector: Karen Jackson **Date:** April 10, 2017

Email: Kjackson@accessology.com

Latitude: 32.961612 **Longitude:** -96.82752

Address: 4943 Addison Circle **City:** Addison **County:** Dallas

General Accessible Route Notes:

Comments for the exterior route from the accessible parking to the building entrance are provided under an additional report.

Is the path of travel from accessible parking to building entrance compliant?	N/A
Does the path of travel serve all exterior amenities offered by the facility?	N/A
Is the path of travel from building entrances to all amenities served by the entrance substantially compliant?	N/A

Accessible Route Total $0

High Priority	1-4
Medium Priority	5-8
Low Priority	9-12

TOWN OF ADDISON
BUILDING REPORT

Facility Information: **Facility Name:** Police Substation - Addison Circle

Facility Contact: Lisa Pyles **Contact Phone:** 972-450-2878

Accessology Inspector Information:

Inspector: Karen Jackson **Date:** April 10, 2017

Email: Kjackson@accessology.com

Latitude: 32.961612 **Longitude:** -96.82752

Address: 4943 Addison Circle **City:** Addison **County:** Dallas

General Entrance Notes:

The entrance into this lease space had door knob hardware that requires grasping and twisting to operate.

Is the main entry door accessible?	No
Is there an alternate door that is accessible?	No
If so, does the inaccessible door have signage indicating the location of the nearest accessible door?	N/A

Violation #1: The entrance door has knob hardware requiring grasping and twisting to operate.

Standard: **2010 ADAAG 404.2.7 Door and Gate Hardware**

Text: Door hardware that can be operated with a closed fist or a loose grip accommodates the greatest range of users. Hardware that requires simultaneous hand and finger movements require greater dexterity and coordination, and is not recommended.

Possible Solutions: Replace with lever type door hardware.

Violation #1 Cost: $525 Priority Level 5

High Priority	1-4
Medium Priority	5-8
Low Priority	9-12

Entrance Total $525

TOWN OF ADDISON

BUILDING REPORT

Facility Information: **Facility Name:** Police Substation - Addison Circle

Facility Contact: Lisa Pyles **Contact Phone:** 972-450-2878

Accessology Inspector Information:

Inspector: Karen Jackson **Date:** April 10, 2017

Email: Kjackson@accessology.com

Latitude: 32.961612 **Longitude:** -96.82752

Address: 4943 Addison Circle **City:** Addison **County:** Dallas

General Hallway Notes:

This lease space is an open front area with an office, restroom and break area. There are no hallways in this facility.

Does this facility have any hallways?	No
Do the doors have compliant hardware?	No
Do the doors have proper maneuvering clearances?	Yes
Is the hallway width at least 36” clear width?	Yes
Are visual strobes provided?	No
Are there any protruding objects?	No
Is the signage substantially compliant?	N/A

Violation #2: Two doors inside the space have knob hardware.

Standard: **2010 ADAAG 404.2.7 Door and Gate Hardware**

Text: Door hardware that can be operated with a closed fist or a loose grip accommodates the greatest range of users. Hardware that requires simultaneous hand and finger movements require greater dexterity and coordination, and is not recommended.

Possible Solutions: Replace with lever type door hardware.

TOWN OF ADDISON - Police Substation - Addison Circle

Hallway - Page 2

Violation #2 Cost:	$1,050	Priority	Level 5

		High Priority	1-4
Hallway Total	$1,050	Medium Priority	5-8
		Low Priority	9-12

TOWN OF ADDISON
BUILDING REPORT

Facility Information: **Facility Name:** Police Substation - Addison Circle

Facility Contact: Lisa Pyles **Contact Phone:** 972-450-2878

Accessology Inspector Information:

Inspector: Karen Jackson **Date:** April 10, 2017

Email: Kjackson@accessology.com

Latitude: 32.961612 **Longitude:** -96.82752

Address: 4943 Addison Circle **City:** Addison **County:** Dallas

General Restroom Notes:

There is one single-user restroom provided in this lease space.

Is the door to the restroom substantially compliant?	Yes
Does the room have the required turning radius?	Yes
Is the water closet substantially compliant?	No
Does the water closet have the required clear floor space?	No
Is the lavatory substantially compliant?	Yes
Is the urinal substantially compliant?	N/A
Is the mirror substantially compliant?	Yes

Violation #3: The flush control is on the closed side of the water closet.

Standard: **2010 ADAAG 604.6 Flush Controls.**

Text: 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.

Possible Solutions: Relocate flush control to open side of water closet.

Violation #3 Cost: $525 Priority Level 5

TOWN OF ADDISON - Police Substation - Addison Circle

Restrooms - Page 2

Violation #4:	There is a cabinet in front of the water closet that blocks the required clear floor space.
Standard:	**2010 ADAAG 604.3.1 Size.**
Text:	Clearance around a water closet shall be 60 inches (1525 mm) minimum measured perpendicular from the side wall and 56 inches (1420 mm) minimum measured perpendicular from the rear wall.
Possible Solutions:	Relocate the cabinet to allow for the required clear floor space.
Violation #4 Cost:	$105

Priority: Level 5

		High Priority	1-4
Restrooms Total	$630	Medium Priority	5-8
		Low Priority	9-12

TOWN OF ADDISON
BUILDING REPORT

Facility Information: **Facility Name:** Police Substation - Addison Circle

Facility Contact: Lisa Pyles **Contact Phone:** 972-450-2878

Accessology Inspector Information:

Inspector: Karen Jackson **Date:** April 10, 2017

Email: Kjackson@accessology.com

Latitude: 32.961612 **Longitude:** -96.82752

Address: 4943 Addison Circle **City:** Addison **County:** Dallas

General Break Room Notes:

Break room is substantially compliant.

Does the facility have a break room?	Yes
Is there a stove or cooktop?	No
Is there a sink?	Yes
Is the sink substantially compliant?	Yes
Are the counters at 34” aff?	Yes

Break Rooms Total $0

High Priority	1-4
Medium Priority	5-8
Low Priority	9-12

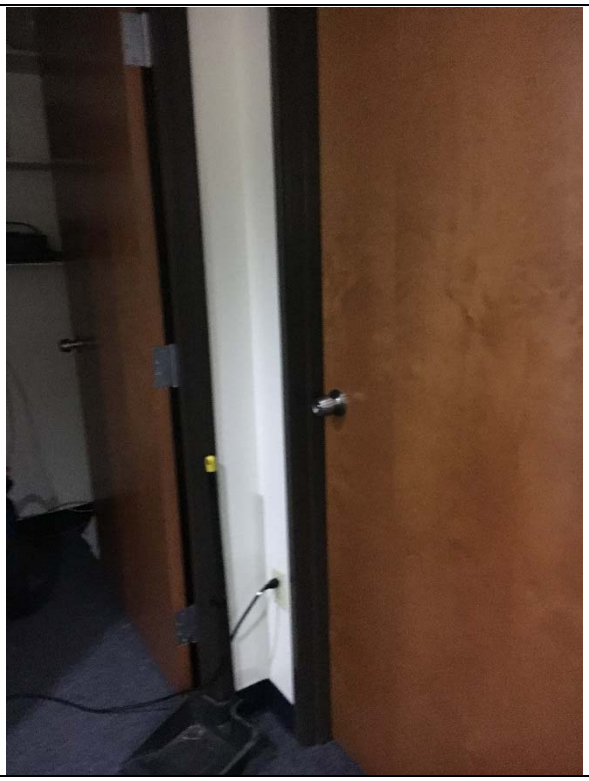
Summary Sheet for Police Substation - Addison Circle

Police Substation - Addison Circle

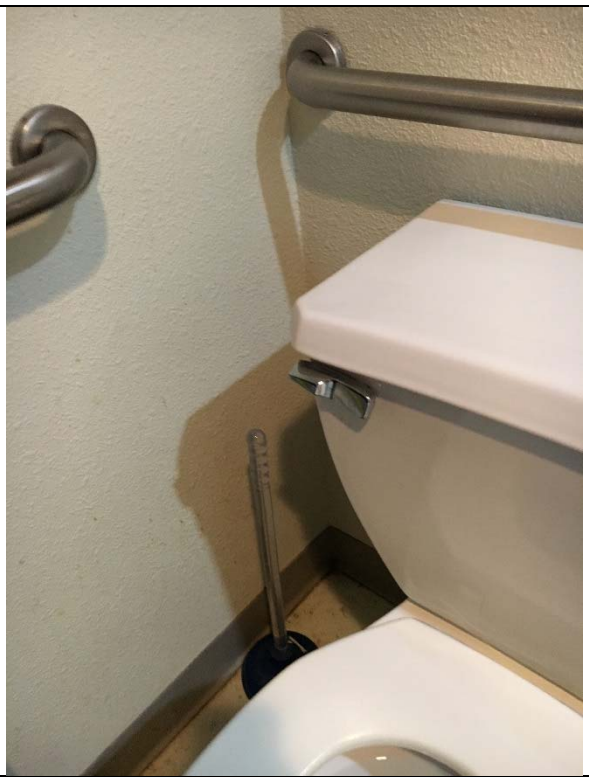
#	VIOLATION SUMMARY	PRIORITY LEVEL	COST
1	Replace with lever type door hardware.	Level 5	$525.00
2	Replace with lever type door hardware.	Level 5	$1,050.00
3	Relocate flush control to open side of water closet.	Level 5	$525.00
4	Relocate the cabinet to allow for the required clear floor space.	Level 5	$105.00

Grand Total	$2,205.00

Violation 1 - The entrance door has knob hardware requiring grasping and twisting to operate.



Violation 2 - Two doors inside the space have knob hardware.



Violation 3 - The flush control is on the closed side of the water closet.

Violation 4 - There is a cabinet in front of the water closet that blocks the required clear floor space.

ACCESSOLOGY

TOWN OF ADDISON
BUILDING REPORT

Facility Information: **Facility Name:** Police Substation - Vitruvian

Facility Contact: Lisa Pyles **Contact Phone:** 972-450-2878

Accessology Inspector Information:

Inspector: Karen Jackson **Date:** April 19, 2017

Email: Kjackson@accessology.com

Latitude: 32.937526 **Longitude:** -96.849994

Address: 4015 Vitruvian Way **City:** Addison **County:** Dallas

General Parking Notes:

There are no accessible parking spaces provided in the parking lot adjacent to this building.

Total Parking Spaces:	17
Total Accessible Parking Spaces:	0
Number of van accessible spaces:	0
Is the accessible parking substantially compliant?	No

Violation #1: There are no accessible parking spaces provided to serve this parking lot.

Standard: **2010 ADAAG 208.2 Minimum Number.**

Text: Parking spaces complying with 502 shall be provided in accordance with Table 208.2 except as required by 208.2.1, 208.2.2, and 208.2.3.

Possible Solutions: Create one accessible parking space and access an access aisle serving it with accessible signage.

TOWN OF ADDISON - Police Substation - Vitruvian

Parking - Page 2

Violation #1 Cost:	$3,150	Priority	Level 3

.

		High Priority	1-4
Parking Violations Total	$3,150	Medium Priority	5-8
		Low Priority	9-12

TOWN OF ADDISON
BUILDING REPORT

Facility Information: **Facility Name:** Police Substation - Vitruvian

Facility Contact: Lisa Pyles **Contact Phone:** 972-450-2878

Accessology Inspector Information:

Inspector: Karen Jackson **Date:** April 19, 2017
Email: Kjackson@accessology.com

Latitude: 32.937526 **Longitude:** -96.849994
Address: 4015 Vitruvian Way **City:** Addison **County:** Dallas

General Accessible Route Notes:

The accessible route to the building entrance from the ramp is in substantial compliance.

Is the path of travel from accessible parking to building entrance compliant?	Yes
Does the path of travel serve all exterior amenities offered by the facility?	N/A
Is the path of travel from building entrances to all amenities served by the entrance substantially compliant?	N/A

Violation #2: The ramp leading to the building entrance has no edge protection.

Standard: **2010 ADAAG 405.9 Edge Protection.**

Text: Edge protection complying with 405.9.1 or 405.9.2 shall be provided on each side of ramp runs and at each side of ramp landings.

Possible Solutions: Add edge protection.

Violation #2 Cost: $5,250 Priority Level 4

Violation #3: The bottom section of the ramp where it connects to the parking lot has uneven and broken concrete.

Standard: **2010 ADAAG 405.7.1 Slope 2010 ADAAG 302.1 General.**

TOWN OF ADDISON - Police Substation - Vitruvian

Accessible Route Exterior - Page 2

Text:

2010 ADAAG 405.7.1 Slope Landings shall comply with 302. Changes in level are not permitted. EXCEPTION: Slopes not steeper than 1:48 shall be permitted.
2010 ADAAG 302.1 General. Floor and ground surfaces shall be stable, firm, and slip resistant and shall comply with 302.

Possible Solutions:

Remove and replace the area at the end of the ramp to achieve a smooth transition with changes in level are no greater than 1:48 in all directions

Violation #3 Cost: $525 Priority Level 4

		High Priority	1-4
Accessible Route Total	$5,775	Medium Priority	5-8
		Low Priority	9-12

TOWN OF ADDISON
BUILDING REPORT

Facility Information: **Facility Name:** Police Substation - Vitruvian

Facility Contact: Lisa Pyles **Contact Phone:** 972-450-2878

Accessology Inspector Information:

Inspector: Karen Jackson **Date:** April 19, 2017

Email: Kjackson@accessology.com

Latitude: 32.937526 **Longitude:** -96.849994

Address: 4015 Vitruvian Way **City:** Addison **County:** Dallas

General Entrance Notes:

The entrance into this facility is not compliant.

Is the main entry door accessible?	No
Is there an alternate door that is accessible?	No
If so, does the inaccessible door have signage indicating the location of the nearest accessible door?	N/A

Violation #4: There is a 5.5% running slope up to the entrance door.

Standard: **2010 ADAAG 404.2.4.4 Floor or Ground Surface**

Text: Floor or ground surface within required maneuvering clearances shall comply with 302. Changes in level are not permitted. Slopes not steeper than 1:48 (2%) shall be permitted.

Possible Solutions: Modify exterior of entrance door to provide level maneuvering clearance area.

Violation #4 Cost: $2,625 Priority Level 4

Violation #5: There is a 3/8" threshold at the entrance door.

Standard: **2010 ADAAG 404.2.5 Thresholds**

TOWN OF ADDISON - Police Substation - Vitruvian

Parking - Page 2

Text:	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.		
Possible Solutions:	Modify threshold to achieve a change in level no greater than 1/2".		
Violation #5 Cost:	$525	Priority	Level 4
Violation #6:	There is only a 16-3/8" maneuvering clearance on the pull side of the entrance door, a minimum of 18" maneuvering clearance is required.		
Standard:	**404.2.4.1 Swinging Doors and Gates.**		
Text:	Swinging doors and gates shall have maneuvering clearances complying with Table 404.2.4.1.		
Possible Solutions:	Modify door to provide 18" minimum clearance on the pull side of the door.		
Violation #6 Cost:	$2,625	Priority	Level 4

		High Priority	1-4
Entrance Total	$5,775	Medium Priority	5-8
		Low Priority	9-12

TOWN OF ADDISON
BUILDING REPORT

Facility Information: **Facility Name:** Police Substation - Vitruvian

Facility Contact: Lisa Pyles **Contact Phone:** 972-450-2878

Accessology Inspector Information:

Inspector: Karen Jackson **Date:** April 19, 2017

Email: Kjackson@accessology.com

Latitude: 32.937526 **Longitude:** -96.849994

Address: 4015 Vitruvian Way **City:** Addison **County:** Dallas

General Hallway Notes:

There are no hallways in this building. Additionally, this is a lease space and is not owned by the Town of Addison.

Does this facility have any hallways?	No
Do the doors have compliant hardware?	No
Do the doors have proper maneuvering clearances?	No
Is the hallway width at least 36” clear width?	Yes
Are visual strobes provided?	No
Are there any protruding objects?	No
Is the signage substantially compliant?	N/A

Violation #7: There are four (4) interior doors with knob hardware.

Standard: **2010 ADAAG 404.2.7 Door and Gate Hardware.**

Text: Handles, pulls, latches, locks, and other operable parts on doors and gates shall comply with 309.4.

Possible Solutions: Replace with lever hardware.

Violation #7 Cost: $1,575 Priority Level 6

Violation #8: There is only a 11" maneuvering clearance on the pull side of the storage room door.

TOWN OF ADDISON - Police Substation - Vitruvian

Hallway - Page 2

Standard:	**404.2.4.1 Swinging Doors and Gates.**
Text:	Swinging doors and gates shall have maneuvering clearances complying with Table 404.2.4.1.
Possible Solutions:	Modify door to provide 18" minimum clearance on the pull side of the door.
Violation #8 Cost:	$2,625
Priority	Level 12

		High Priority	1-4
Hallway Total	$4,200	Medium Priority	5-8
		Low Priority	9-12

TOWN OF ADDISON
BUILDING REPORT

Facility Information: **Facility Name:** Police Substation - Vitruvian

Facility Contact: Lisa Pyles **Contact Phone:** 972-450-2878

Accessology Inspector Information:

Inspector: Karen Jackson **Date:** April 19, 2017

Email: Kjackson@accessology.com

Latitude: 32.937526 **Longitude:** -96.849994

Address: 4015 Vitruvian Way **City:** Addison **County:** Dallas

General Restroom Notes:

There is one single-user restroom provided in this facility.

Is the door to the restroom substantially compliant?	No
Does the room have the required turning radius?	Yes
Is the water closet substantially compliant?	No
Does the water closet have the required clear floor space?	Yes
Is the lavatory substantially compliant?	Yes
Is the urinal substantially compliant?	N/A
Is the mirror substantially compliant?	Yes

Violation #9: The restroom door opening is only 30-1/2" wide.

Standard: **2010 ADAAG 404.2.3 Clear Width.**

Text: Door openings shall provide a clear width of 32 inches minimum. Clear openings of doorways with swinging doors shall be measured between the face of the door and the stop, with the door open 90 degrees.

Possible Solutions: Modify door to provide 32" minimum clear width.

Violation #9 Cost: $2,625 Priority Level 4

Violation #10: The centerline of the water closet is only at 15".

TOWN OF ADDISON - Police Substation - Vitruvian

Restrooms - Page 2

Standard:	**2010 ADAAG 604.2 Location**
Text:	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 minimum to 18 inchesmaximum from the side wall or partition.
Possible Solutions:	Relocate water closet to provide 16"-18" centerline.
Violation #10 Cost:	$2,625 Priority Level 5
Violation #11:	The grab bars are mounted at 39" above finished floor to the top of the gripping surface.
Standard:	**2010 ADDAG 609.4 Position of Grab Bars.**
Text:	Grab bars shall be installed in a horizontal position, 33 inches minimum and 36 inches maximum above the finish floor measured to the top of the gripping surface.
Possible Solutions:	Remove and reinstall grab bars at 33"-36" to the top of the gripping surface.
Violation #11 Cost:	$525 Priority Level 8

		High Priority	1-4
Restrooms Total	$5,775	Medium Priority	5-8
		Low Priority	9-12

TOWN OF ADDISON
BUILDING REPORT

Facility Information: **Facility Name:** Police Substation - Vitruvian

Facility Contact: Lisa Pyles **Contact Phone:** 972-450-2878

Accessology Inspector Information:

Inspector: Karen Jackson **Date:** April 19, 2017

Email: Kjackson@accessology.com

Latitude: 32.937526 **Longitude:** -96.849994

Address: 4015 Vitruvian Way **City:** Addison **County:** Dallas

General Break Room Notes:

The break room provided in this facility does not have a compliant sink.

Does the facility have a break room?	Yes
Is there a stove or cooktop?	No
Is there a sink?	Yes
Is the sink substantially compliant?	No
Are the counters at 34" aff?	No

Violation #12: The sink in the break room is at 36" above finished floor to the counter.

Standard: **2010 ADAAG Height.**

Text: Lavatories and sinks shall be installed with the front of the higher of the rim or counter surface 34 inches maximum above the finish floor or ground.

Possible Solutions: Modify sink to provide 34" maximum height.

Violation #12 Cost: $2,100 Priority Level 4

Violation #13: The knee clearance is only 4" deep at 27" above finished floor where a minimum of 8" is required.

Standard: **2010 ADAAG 306.3.3 Minimum Required Depth**

TOWN OF ADDISON - Police Substation - Vitruvian

Break Rooms - Page 2

Text: Where knee clearance is required under an element as part of a clear floor space, the knee clearance shall be 11" deep minimum at 9" above the finish floor or ground, and 8" deep minimum at 27" above the finish floor or ground.

Possible Solutions: Modify cabinet apron to achieve required knee clearance. The cost of compliance is included in Violation #12.

Violation #13 Cost: $0 Priority Level 4

Break Rooms Total $2,100

High Priority 1-4

Medium Priority 5-8

Low Priority 9-12

Summary Sheet for Police Substation - Vitruvian

Police Substation - Vitruvian

#	VIOLATION SUMMARY	PRIORITY LEVEL	COST
1	Create one accessible parking space and access an access aisle serving it with accessible signage.	Level 3	$3,150.00
2	Add edge protection.	Level 4	$5,250.00
3	Remove and replace the area at the end of the ramp to achieve a smooth transition with changes in level are no greater than 1:48 in all directions	Level 4	$525.00
4	Modify exterior of entrance door to provide level maneuvering clearance area.	Level 4	$2,625.00
5	Modify threshold to achieve a change in level no greater than 1/2".	Level 4	$525.00
6	Modify door to provide 18" minimum clearance on the pull side of the door.	Level 4	$2,625.00
7	Replace with lever hardware.	Level 6	$1,575.00
8	Modify door to provide 18" minimum clearance on the pull side of the door.	Level 12	$2,625.00
9	Modify door to provide 32" minimum clear width.	Level 4	$2,625.00
10	Relocate water closet to provide 16"-18" centerline.	Level 5	$2,625.00
11	Remove and reinstall grab bars at 33"-36" to the top of the gripping surface.	Level 8	$525.00
12	Modify sink to provide 34" maximum height.	Level 4	$2,100.00
13	Modify cabinet apron to achieve required knee clearance. The cost of compliance is included in Violation #12.	Level 4	$0.00

Grand Total	$26,775.00

Violation 1 - There are no accessible parking spaces provided to serve this parking lot.

Violation 2 - The ramp leading to the building entrance has no edge protection.

POLICE

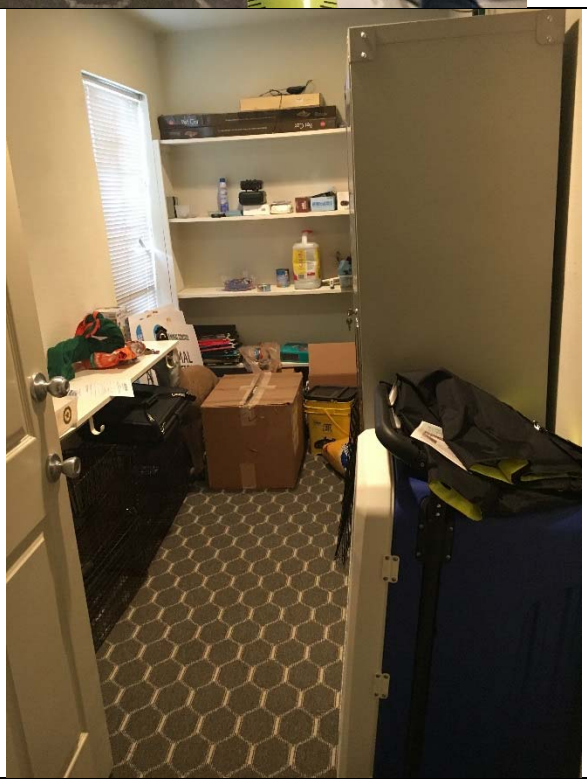
Violation 3 - The bottom section of the ramp where it connects to the parking lot has uneven and broken concrete.

Violation 4 - There is a 5.5% running slope up to the entrance door.

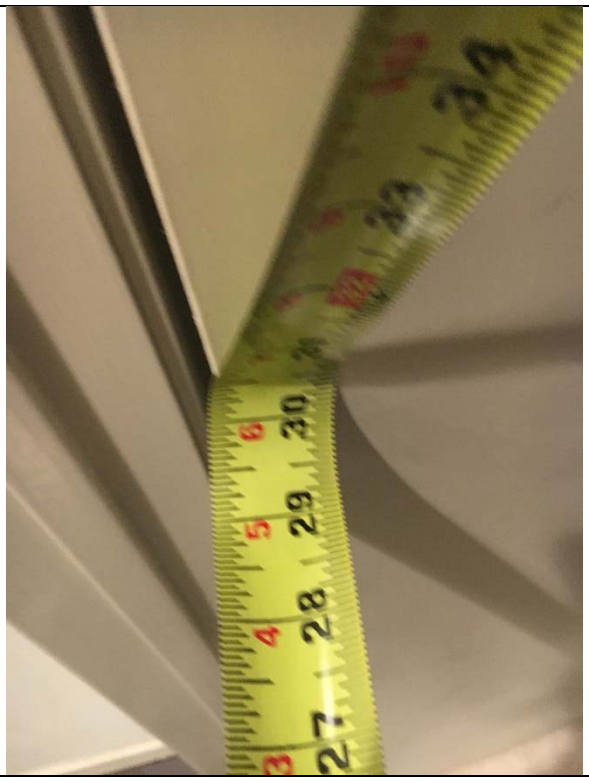
Violation 5 - There is a 3/8" threshold at the entrance door.

Violation 6 - There is only a 16-3/8" maneuvering clearance on the pull side of the entrance door, a minimum of 18" maneuvering clearance is required.

Violation 7 - There are four (4) interior doors with knob hardware.



Violation 8 - There is only a 11" maneuvering clearance on the pull side of the storage room door.



Violation 9 - The restroom door opening is only 30.5" wide.

Violation 10 - The centerline of the water closet is only at 15".

Violation 11 – The grab bars are mounted at 39" above finished floor to the top of the gripping surface.

Violation 12 - The sink in the break room is at 36" above finished floor to the counter.

Violation 13 - The knee clearance is only 4" deep at 27" above finished floor where a minimum of 8" is required.

ACCESSOLOGY

TOWN OF ADDISON
BUILDING REPORT

Facility Information: **Facility Name:** Tree House

Facility Contact: Lisa Pyles **Contact Phone:** 972-450-2878

Accessology Inspector Information:

Inspector: Karen Jackson **Date:** April 4, 2016

Email: Kjackson@accessology.com

Latitude: 32.947856 **Longitude:** -96.84084

Address: 14681 Midway Road, #200 **City:** Addison **County:** Dallas

General Parking Notes:

The Treehouse is located in suite 200 of a multi-tenant building. The suite takes up the entire 2nd floor. Parking count is based on the spaces directly in front and to the side of the building.

Total Parking Spaces:	56
Total Accessible Parking Spaces:	1
Number of van accessible spaces:	0
Is the accessible parking substantially compliant?	No

Violation #1: The accessible parking space has a running slope of 3.8% and a cross slope of 2.4%.

Standard: **2010 ADAAG 502.4 Floor or Ground Surfaces.**

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

TOWN OF ADDISON - Tree House

Parking - Page 2

Possible Solutions:	Relocate accessible parking. Ensure slopes are no greater than 2% in all directions.
Violation #1 Cost:	$2,625 — Priority: Level 4
Violation #2:	The access aisle is only 38" wide and has a built up curb ramp in it.
Standard:	**2010 ADAAG 502.3 Parking Spaces Access Aisle.**
Text:	Access aisles serving parking spaces shall comply with (502.3 Access Aisle). Access aisles shall adjoin an accessible route. Two parking spaces shall be permitted to share a common access aisle.
Possible Solutions:	Add compliant access aisles that fully complies with 502.3 with slopes no greater than 2% in all directions.
Violation #2 Cost:	$4,725 — Priority: Level 4
Violation #3:	The curb ramp provided projects into the access aisle and the accessible parking space and has a running slope of 11.4%.
Standard:	**2010 ADAAG 406.5 Curb Ramp Location.** **2010 ADAAG 406.1 Curb Ramps General.**
Text:	**2010 ADAAG 406.5 Curb Ramp Location.** Curb ramps and the flared sides of curb ramps shall be located so that they do not project into vehicular traffic lanes, parking spaces, or parking access aisles. **2010 ADAAG 406.1 Curb Ramps General.** Curb ramps on accessible routes shall comply with 406, 405.2 through 405.5, and 405.10.

TOWN OF ADDISON - Tree House

Parking - Page 3

Possible Solutions:	When parking is reworked, install a compliant curb ramp complying with sections 405 and 406.
Violation #3 Cost:	$2,100 — Priority: Level 4
Violation #4:	There is only 1 accessible parking space provided and 3 are required.
Standard:	**2010 ADAAG 208.2 Minimum Number.** **2010 ADAAG 502.6 Parking Spaces Identification.**
Text:	**2010 ADAAG 208.2 Minimum Number.** Parking spaces complying with 502 shall be provided in accordance with Table 208.2 **2010 ADAAG 502.6 Parking Spaces Identification.** Parking space identification signs shall include the International Symbol of Accessibility. Signs identifying van parking spaces shall contain the designation "van accessible." Signs shall be 60" min. above the finish floor or ground surface measured to the bottom of the sign.
Possible Solutions:	Add two parking spaces and ensure one is van accessible with compliant signage. Two of the accessible parking spaces can share an access aisle.
Violation #4 Cost:	$6,300 — Priority: Level 4

		High Priority	1-4
Parking Violations Total	$15,750	Medium Priority	5-8
		Low Priority	9-12

TOWN OF ADDISON
BUILDING REPORT

Facility Information: **Facility Name:** Tree House

Facility Contact: Lisa Pyles **Contact Phone:** 972-450-2878

Accessology Inspector Information:

Inspector: Karen Jackson **Date:** April 4, 2016

Email: Kjackson@accessology.com

Latitude: 32.947856 **Longitude:** -96.84084

Address: 14681 Midway Road, #200 **City:** Addison **County:** Dallas

General Accessible Route Notes:

There is one path of travel leading to the main entrance to the building. It is not fully compliant.

Is the path of travel from accessible parking to building entrance compliant?	No
Does the path of travel serve all exterior amenities offered by the facility?	N/A
Is the path of travel from building entrances to all amenities served by the entrance substantially compliant?	N/A

Violation #5: There is a 5'-0" ramped area where the sidewalk meets the brick pavers that has a running slope of 16.1%.

Standard: **2010 ADAAG 403.3 Walking Surface Slope.**

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

Possible Solutions: Remove portion of the sidewalk leading up to the brick porch and extend the slope to provide a sidewalk with a running slope of less than 5%.

Violation #5 Cost: $4,200 Priority Level 3

Accessible Route Total $4,200

High Priority	1-4
Medium Priority	5-8
Low Priority	9-12

TOWN OF ADDISON
BUILDING REPORT

Facility Information:

Facility Name: Tree House

Facility Contact: Lisa Pyles

Contact Phone: 972-450-2878

Accessology Inspector Information:

Inspector: Karen Jackson

Date: April 4, 2016

Email: Kjackson@accessology.com

Latitude: 32.947856

Longitude: -96.84084

Address: 14681 Midway Road, #200

City: Addison

County: Dallas

General Entrance Notes:

The main entrance into the building is substantially compliant.

Is the main entry door accessible?	Yes
Is there an alternate door that is accessible?	No
If so, does the inaccessible door have signage indicating the location of the nearest accessible door?	N/A

Entrance Total: $0

High Priority	1-4
Medium Priority	5-8
Low Priority	9-12

TOWN OF ADDISON
BUILDING REPORT

Facility Information: **Facility Name:** Tree House

Facility Contact: Lisa Pyles **Contact Phone:** 972-450-2878

Accessology Inspector Information:

Inspector: Karen Jackson **Date:** April 4, 2016

Email: Kjackson@accessology.com

Latitude: 32.947856 **Longitude:** -96.84084

Address: 14681 Midway Road, #200 **City:** Addison **County:** Dallas

General Hallway Notes:

This suite is located in a multi-tenant building that is leased, not owned by the Town of Addison. The Town of Addison leases out the entire 2nd floor. Drinking fountains, signage and door hardware are not fully compliant on the 2nd floor.

Does this facility have any hallways?	Yes
Do the doors have compliant hardware?	No
Do the doors have proper maneuvering clearances?	No
Is the hallway width at least 36” clear width?	Yes
Are visual strobes provided?	No
Are there any protruding objects?	Yes
Is the signage substantially compliant?	No

Violation #5: The supply and storage rooms in the main hallway have knob door hardware.

Standard: **2010 ADAAG 404.2.7 Door and Gate Hardware.**

Text: Handles, pulls, latches, locks, and other operable parts on doors and gates shall comply with (309.4 Operation) operable parts of such hardware shall be 34 inches minimum and 48 inches maximum above the finish floor or ground.

Possible Solutions: Replace door hardware with lever type hardware that does not require tight grasping or twisting to operate.

TOWN OF ADDISON - Tree House

Hallway - Page 2

Violation #5 Cost:	$788	Priority	Level 5

Violation #6: There are 11 green room designation signs with no Braille or tactile characters. The Men's, Women's, storage and supply signage have no Braille or tactile characters and are not properly mounted.

Standard: **2010 ADAAG 216.2 Designations.**

Text: Interior and exterior signs identifying permanent rooms and spaces shall comply with 703.1, 703.2, and 703.5.

Possible Solutions: Replace all room signs.

Violation #6 Cost:	$3,938	Priority	Level 6

Violation #7: The Lifepak AED box in the hallway is a protruding object protruding out 7" into the walkway at 37-5/16" above finished floor.

Standard: **2010 ADAAG 307.2 Protruding Objects Protrusion Limits.**

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

Possible Solutions: Relocate the AED box to a location where it does not protrude into the path of travel.

Violation #7 Cost:	$525	Priority	Level 10

Violation #8: The drinking fountain in the hallway protrudes more than 4" into the path of travel at 28"above finished floor.

TOWN OF ADDISON - Tree House

Hallway - Page 3

Standard:	**2010 ADAAG 307.2 Protruding Objects Protrusion Limits.**
Text:	Objects with leading edges more than 27 inches and not more than 80 inches above the finish floor or ground shall protrude 4 inches maximum horizontally into the circulation path.
Possible Solutions:	Install new hi/lo compliant drinking fountain in a compliant location. Price included under violation #9.
Violation #8 Cost:	$0 — Priority: Level 11
Violation #9:	There is only one drinking fountain provided at accessible height. Two are required, one is required to be provided for standing persons.
Standard:	**2010 ADAAG 211.2 Minimum Number.**
Text:	No fewer than two drinking fountains shall be provided. One drinking fountain shall comply with 602.1 through 602.6 and one drinking fountain shall comply with 602.7.
Possible Solutions:	Install a unit for standing persons.
Violation #9 Cost:	$5,250 — Priority: Level 8
Violation #10:	Interior hallway door only has 16" maneuvering clearance on the pull side.
Standard:	**2010 ADAAG 404.2.4.1 Swinging Doors and Gates.**
Text:	Swinging doors and gates shall have maneuvering clearances complying with Table 404.2.4.1.

TOWN OF ADDISON - Tree House

Hallway - Page 4

Possible Solutions:	Modify door to provide 18" clearance.		
Violation #10 Cost:	$2,625	Priority	Level 4

		High Priority	1-4
Hallway Total	$13,126	Medium Priority	5-8
		Low Priority	9-12

TOWN OF ADDISON
BUILDING REPORT

Facility Information: **Facility Name:** Tree House

Facility Contact: Lisa Pyles **Contact Phone:** 972-450-2878

Accessology Inspector Information:

Inspector: Karen Jackson **Date:** April 4, 2016

Email: Kjackson@accessology.com

Latitude: 32.947856 **Longitude:** -96.84084

Address: 14681 Midway Road, #200 **City:** Addison **County:** Dallas

General Restroom Notes:

This facility has a set of Men's and Women's restrooms provided in the common hallway.

Is the door to the restroom substantially compliant?	No
Does the room have the required turning radius?	Yes
Is the water closet substantially compliant?	No
Does the water closet have the required clear floor space?	No
Is the lavatory substantially compliant?	No
Is the urinal substantially compliant?	No
Is the mirror substantially compliant?	Yes

Violation #11: The Women's restroom maneuvering clearance between two doors in a series is only 39" between doors.

Standard: **2010 ADAAG 404.2.6 Doors in Series and Gates in Series.**

Text: The distance between two hinged or pivoted doors in series and gates in series shall be 48 inches minimum plus the width of doors or gates swinging into the space.

Possible Solutions: Remove one of the doors to alleviate the doors in series condition.

Violation #11 Cost: $2,625 Priority Level 5

Violation #12: There is no accessible stall provided in the Women's restroom.

TOWN OF ADDISON - Tree House

Restrooms - Page 2

Standard:	**2010 ADAAG 604.8.1.1 Size.**
Text:	Wheelchair accessible compartments shall be 60" wide minimum measured perpendicular to the side wall, and 56" deep minimum for wall hung water closets and 59" deep minimum for floor mounted water closets measured perpendicular to the rear wall.
Possible Solutions:	Remodel toilet room to provide a fully compliant stall.
Violation #12 Cost:	$6,300 Priority Level 4
Violation #13:	Women's restroom lavatory pipes are not wrapped.
Standard:	**2010 ADAAG 606.5 Exposed Pipes and Surfaces.**
Text:	Water supply and drain pipes under lavatories and sinks shall be insulated or otherwise configured to protect against contact. There shall be no sharp or abrasive surfaces under lavatories and sinks.
Possible Solutions:	Provide protection at the exposed drains and water lines under the lavatory.
Violation #13 Cost:	$105 Priority Level 5
Violation #14:	The feminine product dispenser provided in the Women's restroom requires tight grasping and twisting to operate.
Standard:	**2010 ADAAG 309.4 Operable Parts Operation.**

TOWN OF ADDISON - Tree House

Restrooms - Page 3

Text:	Operable parts shall be operable with one hand and shall not require tight grasping, pinching, or twisting of the wrist.
Possible Solutions:	Remove or replace with a dispenser that does not require grasping or twisting to operate.
Violation #14 Cost:	$525 Priority Level 12
Violation #15:	There is no accessible stall provided in the Men's restroom.
Standard:	**2010 ADAAG 604.8.1.1 Size.**
Text:	Wheelchair accessible compartments shall be 60" wide minimum measured perpendicular to the side wall, and 56" deep minimum for wall hung water closets and 59" deep minimum for floor mounted water closets measured perpendicular to the rear wall.
Possible Solutions:	Remodel toilet room to provide a fully compliant stall.
Violation #15 Cost:	$6,300 Priority Level 4
Violation #16:	Men's restroom lavatory pipes are not wrapped.
Standard:	**2010 ADAAG 606.5 Exposed Pipes and Surfaces.**
Text:	Water supply and drain pipes under lavatories and sinks shall be insulated or otherwise configured to protect against contact. There shall be no sharp or abrasive surfaces under lavatories and sinks.

TOWN OF ADDISON - Tree House

Restrooms - Page 4

Possible Solutions:	Provide protection at the exposed drains and water lines under the lavatory.		
Violation #16 Cost:	$105	Priority	Level 5
Violation #17:	Men's restroom accessible urinal is mounted at 18-1/2" to the rim where a maximum of 17" is required.		
Standard:	**2010 ADAAG 605.2 Urinals Height and Depth.**		
Text:	Urinals shall be the stall-type or the wall-hung type with the rim 17 inches maximum above the finish floor or ground.		
Possible Solutions:	Lower the urinal to 17" to the rim.		
Violation #17 Cost:	$2,100	Priority	Level 10

		High Priority	1-4
Restrooms Total	$18,060	Medium Priority	5-8
		Low Priority	9-12

TOWN OF ADDISON
BUILDING REPORT

Facility Information: **Facility Name:** Tree House

Facility Contact: Lisa Pyles **Contact Phone:** 972-450-2878

Accessology Inspector Information:

Inspector: Karen Jackson **Date:** April 4, 2016

Email: Kjackson@accessology.com

Latitude: 32.947856 **Longitude:** -96.84084

Address: 14681 Midway Road, #200 **City:** Addison **County:** Dallas

General Break Room Notes:

There is one break room provided.

Does the facility have a break room?	Yes
Is there a stove or cooktop?	No
Is there a sink?	Yes
Is the sink substantially compliant?	Yes
Are the counters at 34” aff?	Yes

Violation #18: The sink in the break room is at 34-3/4" to the top of the counter where 34" maximum is required.

Standard: **2010 ADAAG 606.3 Lavatories and Sinks Height.**

Text: Lavatories and sinks shall be installed with the front of the higher of the rim or counter surface 34 inches maximum above the finish floor or ground.

Possible Solutions: Modify sink to provide 34" maximum height.

TOWN OF ADDISON - Tree House

Break Rooms - Page 2

Violation #18 Cost:	$2,100	Priority	Level 4

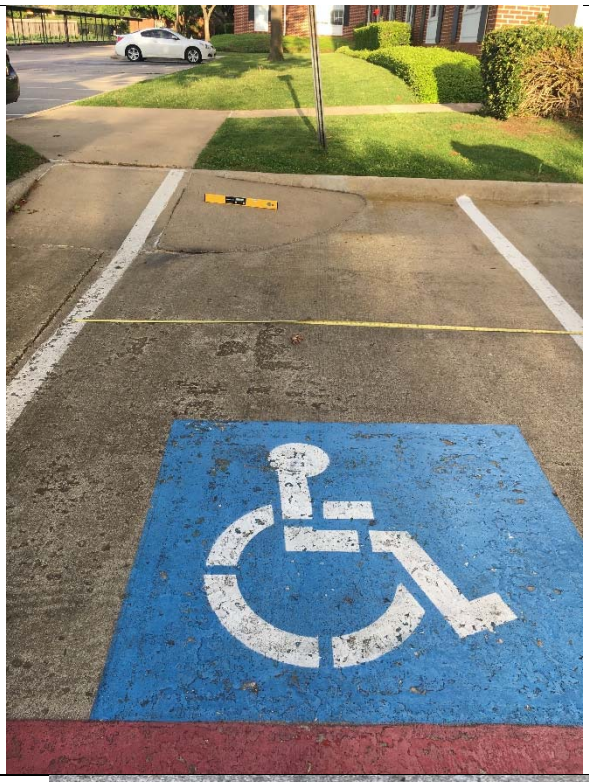
		High Priority	1-4
Break Rooms Total	$2,100	Medium Priority	5-8
		Low Priority	9-12

Summary Sheet for Tree House

Tree House

#	VIOLATION SUMMARY	PRIORITY LEVEL	COST
1	Relocate accessible parking. Ensure slopes are no greater than 2% in all directions.	Level 4	$2,625.00
2	Add compliant access aisles that fully complies with 502.3 with slopes no greater than 2% in all directions.	Level 4	$4,725.00
3	When parking is reworked, install a compliant curb ramp complying with sections 405 and 406.	Level 4	$2,100.00
4	Add two parking spaces and ensure one is van accessible with compliant signage. Two of the accessible parking spaces can share an access aisle.	Level 4	$6,300.00
5	Remove portion of the sidewalk leading up to the brick porch and extend the slope to provide a sidewalk with a running slope of less than 5%.	Level 3	$4,200.00
6	Replace door hardware with lever type hardware that does not require tight grasping or twisting to operate.	Level 5	$788.00
7	Replace all room signs.	Level 6	$3,938.00
8	Relocate the AED box to a location where it does not protrude into the path of travel.	Level 10	$525.00
9	Install new hi/lo compliant drinking fountain in a compliant location. Price included under violation #10.	Level 11	$0.00
10	Install a unit for standing persons.	Level 8	$5,250.00
11	Modify door to provide 18" clearance.	Level 4	$2,625.00
12	Remove one of the doors to alleviate the doors in series condition.	Level 5	$2,625.00
13	Remodel toilet room to provide a fully compliant stall.	Level 4	$6,300.00
14	Provide protection at the exposed drains and water lines under the lavatory.	Level 5	$105.00
15	Remove or replace with a dispenser that does not require grasping or twisting to operate.	Level 12	$525.00
16	Remodel toilet room to provide a fully compliant stall.	Level 4	$6,300.00
17	Provide protection at the exposed drains and water lines under the lavatory.	Level 5	$105.00
18	Lower the urinal to 17" to the rim.	Level 10	$2,100.00
19	Modify sink to provide 34" maximum height.	Level 4	$2,100.00

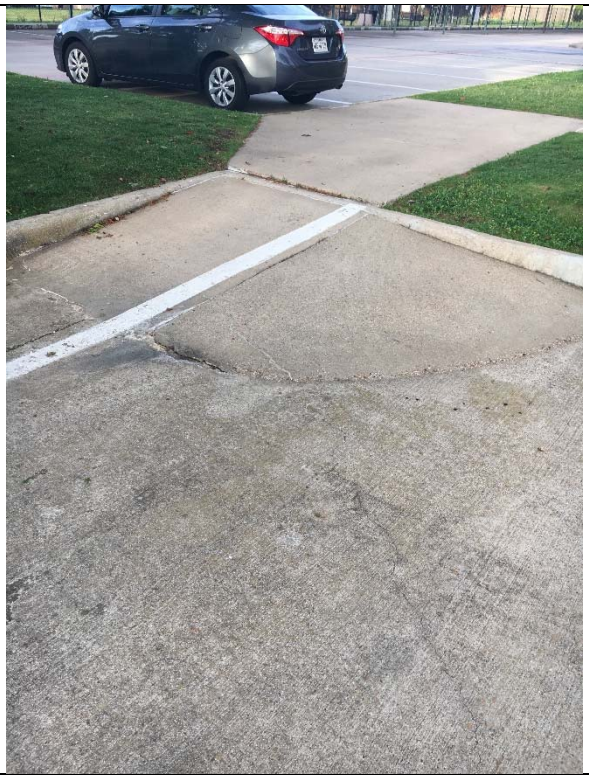
Grand Total	$53,236.00



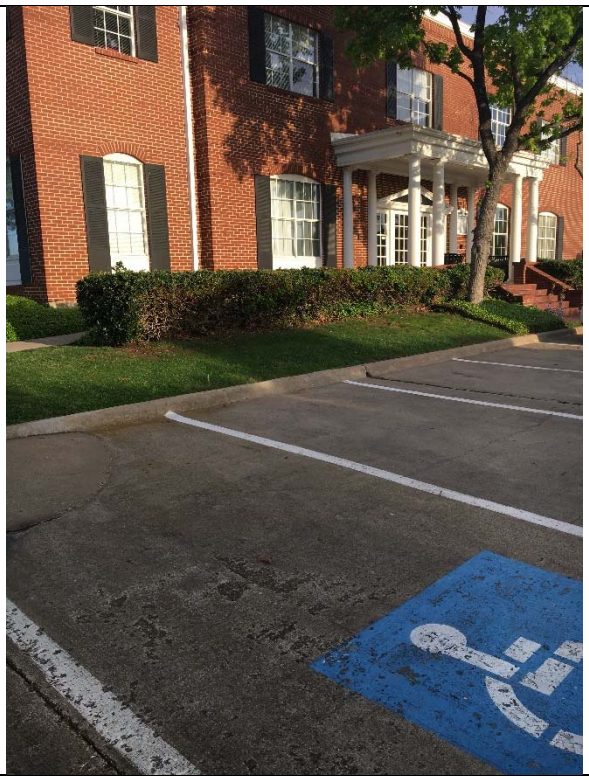
SMARTTool

Violation 1 - The accessible parking space has a running slope of 3.8% and a cross slope of 2.4%.

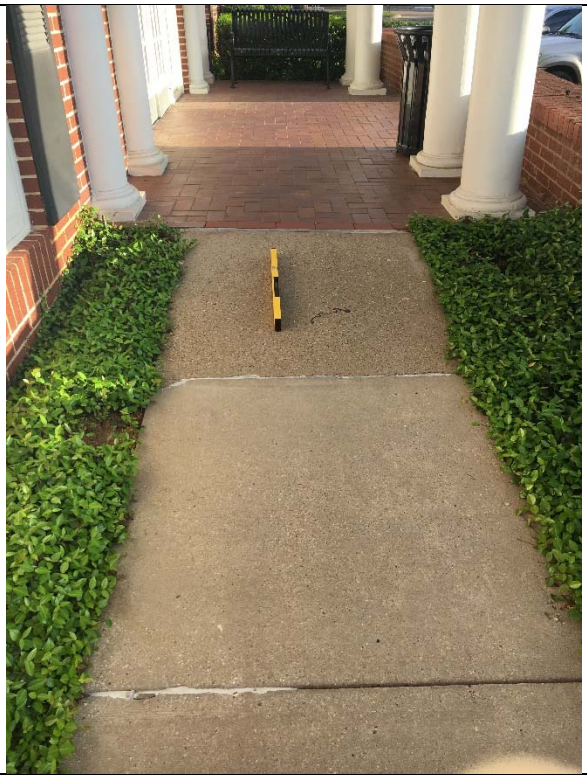
Violation 2 - The access aisle is only 38" wide and has a built up curb ramp in it.



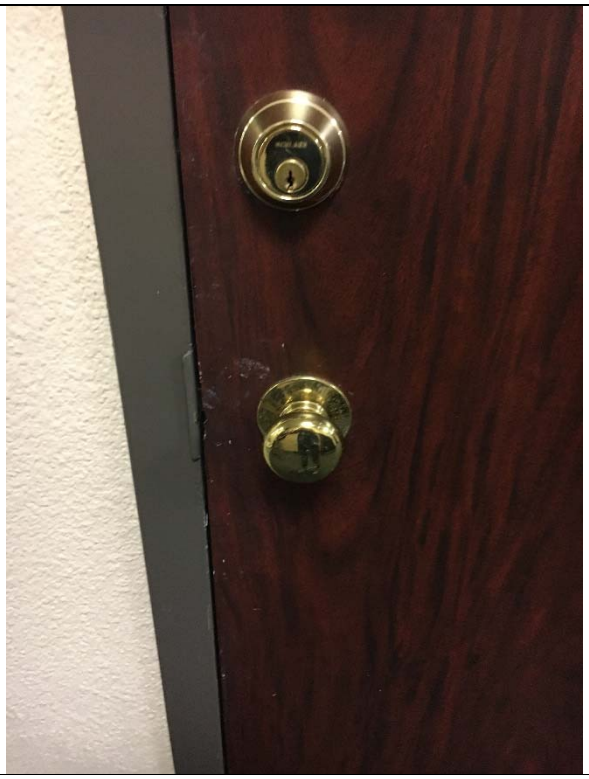
Violation 3 - The curb ramp provided projects into the access aisle and the accessible parking space and has a running slope of 11.4%.

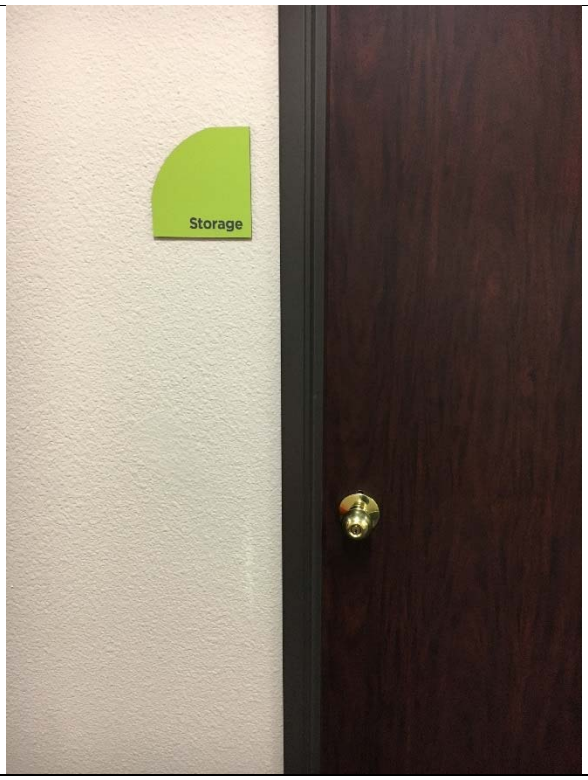


Violation 4: - There is only 1 accessible parking space provided, with the parking count, 3 are required.



Violation 5 - There is a 5'-0" ramped area where the sidewalk meets the brick pavers that has a running slope of 16.1%.





Violation 6 - The supply and storage rooms in the main hallway have knob door hardware.

Violation 7 - There are 11 green room designation signs with no Braille or tactile characters. The Men's, Women's, storage and supply signage have no Braille or tactile characters and are not properly mounted.

Violation 8 - The Lifepak AED box in the hallway is a protruding object protruding out 7" into the walkway at 37-5/16" above finished floor.

Violation 9 - The drinking fountain in the hallway protrudes more than 4" into the path of travel at 28"above finished floor.

Violation 10- There is only one drinking fountain provided at accessible height. Two are required, one is required to be provided for standing persons.

Violation 11 - Interior hallway door only has 16" maneuvering clearance on the pull side.

Violation 12 - The Women's restroom maneuvering clearance between two doors in a series is only 39" between doors.

Violation 13 - There is no accessible stall provided in the Women's restroom.

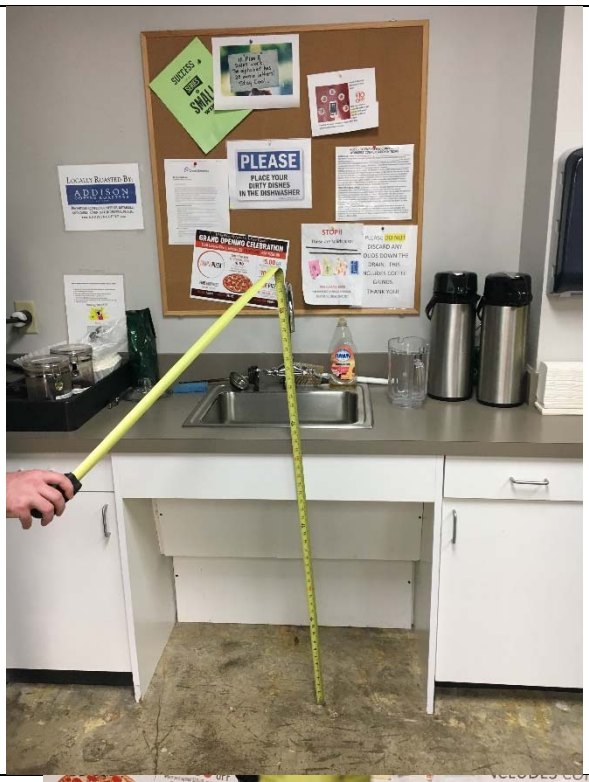
Violation 14 - Women's restroom lavatory pipes are not wrapped.

Violation 15 - The feminine product dispenser provided in the Women's restroom requires tight grasping and twisting to operate.

Violation 16 - There is no accessible stall provided in the Men's restroom.

Violation 17 - Men's restroom lavatory pipes are not wrapped.

Violation 18 - Men's restroom accessible urinal is mounted at 18-1/2" to the rim where a maximum of 17" is required.



Violation 19 - The sink in the break room is at 34-3/4" to the top of the counter where 34" maximum is required.

Town of Addison
ADA Self-Evaluation and Transition Plan
Sidewalk Cost Projection Summary - Buildings
1/2/2018

GPS ID	Project Name	Cost Projection
100	Service Center	$ 6,000
101	Police and Courts	$ 6,000
102	Central Fire Station	$ 7,000
103	Conference Center / Theatre Center / Stone Cottage	$ 10,000
104	Conference Center / Theatre Center / Stone Cottage	$ 2,000
105	Athletic Club	$ 52,000
106	Fire Station 2	$ -
107	TreeHouse	$ 9,000
108	Town Hall	$ 4,000
109	Finance Building	$ 5,000
	TOTAL	**$ 101,000**

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

Client:	**Town of Addison**	**Date: 01/02/18**
Program:	**ADA Self-Evaluation and Transition Plan**	**Prepared By: CMP**
KHA No.:	**063543021**	**Checked By: EPE**

Corridor:	**Service Center**	**GPS ID: 100**
Town:	**Addison**	

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost *Includes Engineering (15%) and Contingency (20%)*
TxDOT 450	RAIL (HANDRAIL)	0	LF	$ 89.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	77	SY	$ 45.00	$ 4,861.62
TxDOT 530-6004	DRIVEWAYS (CONC)	0	SY	$ 60.00	$ -
TxDOT 104-6017	REMOVING CONC (DRIVEWAYS)	0	SY	$ 15.00	$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	77	SY	$ 9.00	$ 972.32
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	$ 50.00	$ -
---	CONCRETE RAILROAD PANEL	0	LS	$ 16,000.00	$ -
TxDOT 530-6005	DRIVEWAYS (ASPHALT CONC PAV)	0	SY	$ 35.00	$ -
---	WELDED STEEL GRATE	0	EA	$ 1,300.00	$ -
---	RELOCATE FIRE HYDRANT	0	LS	$ 2,000.00	$ -
---	ADJUST UTILITY ELEVATION	0	LS	$ 1,000.00	$ -
---	REMOVE OBSTRUCTION	0	LS	$ 1,000.00	$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	$ 500.00	$ -
---	RAILROAD COMPANY FLAGGER	0	Day(s)	$ 1,000.00	$ -
---	REMOVE CONCRETE RAILROAD PANEL	0	LS	$ 2,000.00	$ -
TxDOT 105-6008	REMOVING STAB BASE AND ASPH PAV (6")	0	SY	$ 5.10	$ -
---	INSTALLATION OF ASPHALT PAVEMENT (6")	0	SY	$ 5.00	$ -

Basis for Cost Projection

☑ No Design Completed
❑ Preliminary Design
❑ Final Design

Subtotal:		$	5,833.94
Estimated Project Cost:		**$**	**6,000.00**
Engineering: (% +/-)	*20%*	*$*	*833.42*
Contingency: (% +/-)	*20%*	*$*	*833.42*

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	106	$ 5,833.94
Medium	0	$ -
Low	0	$ -
Compliant	111	
Not Prioritized	0	
Subtotal	**217**	$ 5,833.94
Sidewalk Total		**$ 6,000.00**

Corridor Summary

Facility	**Cost**
Sidewalk Total	$ 6,000.00
Unsignalized Intersection Total	$ 5,000.00
Corridor Total	**$ 11,000.00**

End of Project Description for Project 100 Service Center

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

Client:	**Town of Addison**	**Date: 01/02/18**
Program:	**ADA Self-Evaluation and Transition Plan**	**Prepared By: CMP**
KHA No.:	**063543021**	**Checked By: EPE**

Corridor:	**Police and Courts**	**GPS ID: 101**
Town:	**Addison**	

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost *Includes Engineering (15%) and Contingency (20%)*
TxDOT 450	RAIL (HANDRAIL)	0	LF	$ 89.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	73	SY	$ 45.00	$ 4,607.77
TxDOT 530-6004	DRIVEWAYS (CONC)	0	SY	$ 60.00	$ -
TxDOT 104-6017	REMOVING CONC (DRIVEWAYS)	0	SY	$ 15.00	$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	73	SY	$ 9.00	$ 921.55
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	$ 50.00	$ -
---	CONCRETE RAILROAD PANEL	0	LS	$ 16,000.00	$ -
TxDOT 530-6005	DRIVEWAYS (ASPHALT CONC PAV)	0	SY	$ 35.00	$ -
---	WELDED STEEL GRATE	0	EA	$ 1,300.00	$ -
---	RELOCATE FIRE HYDRANT	0	LS	$ 2,000.00	$ -
---	ADJUST UTILITY ELEVATION	0	LS	$ 1,000.00	$ -
---	REMOVE OBSTRUCTION	0	LS	$ 1,000.00	$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	$ 500.00	$ -
---	RAILROAD COMPANY FLAGGER	0	Day(s)	$ 1,000.00	$ -
---	REMOVE CONCRETE RAILROAD PANEL	0	LS	$ 2,000.00	$ -
TxDOT 105-6008	REMOVING STAB BASE AND ASPH PAV (6")	0	SY	$ 5.10	$ -
---	INSTALLATION OF ASPHALT PAVEMENT (6")	0	SY	$ 5.00	$ -

Basis for Cost Projection

☑ No Design Completed
❑ Preliminary Design
❑ Final Design

Subtotal:		$	5,529.32
Estimated Project Cost:		**$**	**6,000.00**
Engineering: (% +/-)	*20%*	*$*	*789.90*
Contingency: (% +/-)	*20%*	*$*	*789.90*

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Sidewalk Summary

Priority	Length (LF)	Cost
High	46	$ 2,316.89
Medium	64	$ 3,212.43
Low	0	$ -
Compliant	125	
Not Prioritized	0	
Subtotal	**234**	$ 5,529.32
Sidewalk Total		**$ 6,000.00**

Corridor Summary

Facility	**Cost**
Sidewalk Total	$ 6,000.00
Unsignalized Intersection Total	$ 7,000.00
Corridor Total	**$ 13,000.00**

End of Project Description for Project 101 Police and Courts

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

Client:	**Town of Addison**	**Date: 01/02/18**
Program:	**ADA Self-Evaluation and Transition Plan**	**Prepared By: CMP**
KHA No.:	**063543021**	**Checked By: EPE**

Corridor:	**Central Fire Station**	**GPS ID: 102**
Town:	**Addison**	

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost *Includes Engineering (15%) and Contingency (20%)*
TxDOT 450	RAIL (HANDRAIL)	0	LF	$ 89.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	80	SY	$ 45.00	$ 5,069.25
TxDOT 530-6004	DRIVEWAYS (CONC)	0	SY	$ 60.00	$ -
TxDOT 104-6017	REMOVING CONC (DRIVEWAYS)	0	SY	$ 15.00	$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	76	SY	$ 9.00	$ 963.60
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	$ 50.00	$ -
---	CONCRETE RAILROAD PANEL	0	LS	$ 16,000.00	$ -
TxDOT 530-6005	DRIVEWAYS (ASPHALT CONC PAV)	0	SY	$ 35.00	$ -
---	WELDED STEEL GRATE	0	EA	$ 1,300.00	$ -
---	RELOCATE FIRE HYDRANT	0	LS	$ 2,000.00	$ -
---	ADJUST UTILITY ELEVATION	0	LS	$ 1,000.00	$ -
---	REMOVE OBSTRUCTION	0	LS	$ 1,000.00	$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	$ 500.00	$ -
---	RAILROAD COMPANY FLAGGER	0	Day(s)	$ 1,000.00	$ -
---	REMOVE CONCRETE RAILROAD PANEL	0	LS	$ 2,000.00	$ -
TxDOT 105-6008	REMOVING STAB BASE AND ASPH PAV (6")	0	SY	$ 5.10	$ -
---	INSTALLATION OF ASPHALT PAVEMENT (6")	0	SY	$ 5.00	$ -

Basis for Cost Projection

☑ No Design Completed
❑ Preliminary Design
❑ Final Design

Subtotal:		$	6,032.85
Estimated Project Cost:		**$**	**7,000.00**
Engineering: (% +/-)	*20%*	*$*	*861.84*
Contingency: (% +/-)	*20%*	*$*	*861.84*

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	101	$ 4,472.99
Medium	31	$ 1,559.86
Low	0	$ -
Compliant	99	
Not Prioritized	0	
Subtotal	**231**	$ 6,032.85
Sidewalk Total		**$ 7,000.00**

Corridor Summary

Facility	**Cost**
Sidewalk Total	$ 7,000.00
Unsignalized Intersection Total	$ 6,000.00
Corridor Total	**$ 13,000.00**

End of Project Description for Project 102 Central Fire Station

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

Client:	**Town of Addison**	**Date: 01/02/18**
Program:	**ADA Self-Evaluation and Transition Plan**	**Prepared By: CMP**
KHA No.:	**063543021**	**Checked By: EPE**

Corridor:	**Conference Center / Theatre Center / Stone Cottage**	**GPS ID: 103**
Town:	**Addison**	

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost *Includes Engineering (15%) and Contingency (20%)*
TxDOT 450	RAIL (HANDRAIL)	0	LF	$ 89.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	120	SY	$ 45.00	$ 7,546.96
TxDOT 530-6004	DRIVEWAYS (CONC)	0	SY	$ 60.00	$ -
TxDOT 104-6017	REMOVING CONC (DRIVEWAYS)	0	SY	$ 15.00	$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	117	SY	$ 9.00	$ 1,475.12
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	$ 50.00	$ -
---	CONCRETE RAILROAD PANEL	0	LS	$ 16,000.00	$ -
TxDOT 530-6005	DRIVEWAYS (ASPHALT CONC PAV)	0	SY	$ 35.00	$ -
---	WELDED STEEL GRATE	0	EA	$ 1,300.00	$ -
---	RELOCATE FIRE HYDRANT	0	LS	$ 2,000.00	$ -
---	ADJUST UTILITY ELEVATION	0	LS	$ 1,000.00	$ -
---	REMOVE OBSTRUCTION	0	LS	$ 1,000.00	$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	$ 500.00	$ -
---	RAILROAD COMPANY FLAGGER	0	Day(s)	$ 1,000.00	$ -
---	REMOVE CONCRETE RAILROAD PANEL	0	LS	$ 2,000.00	$ -
TxDOT 105-6008	REMOVING STAB BASE AND ASPH PAV (6")	0	SY	$ 5.10	$ -
---	INSTALLATION OF ASPHALT PAVEMENT (6")	0	SY	$ 5.00	$ -

Basis for Cost Projection

☑ No Design Completed
❑ Preliminary Design
❑ Final Design

Subtotal:		$	9,022.07
Estimated Project Cost:		**$**	**10,000.00**
Engineering: (% +/-)	*20%*	*$*	*1,288.87*
Contingency: (% +/-)	*20%*	*$*	*1,288.87*

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Sidewalk Summary

Priority	Length (LF)	Cost
High	13	$ 740.97
Medium	154	$ 8,281.10
Low	0	$ -
Compliant	806	
Not Prioritized	0	
Subtotal	**973**	$ 9,022.07
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 103 Conference Center / Theatre Center / Stone Cottage

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

Client:	**Date:**
Program:	**Prepared By: EPE**
KHA No.:	**Checked By: SRA**

Corridor:	**GPS ID:**
Limits:	
City:	

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost *Includes Engineering (15%) and Contingency (20%)*
TxDOT 450	RAIL (HANDRAIL)	0	LF	$ 89.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	16	SY	$ 45.00	$ 966.70
TxDOT 530-6004	DRIVEWAYS (CONC)	0	SY	$ 60.00	$ -
TxDOT 104-6017	REMOVING CONC (DRIVEWAYS)	0	SY	$ 15.00	$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	13	SY	$ 9.00	$ 159.61
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	$ 50.00	$ -
---	CONCRETE RAILROAD PANEL	0	LS	$ 16,000.00	$ -
TxDOT 530-6005	DRIVEWAYS (ASPHALT CONC PAV)	0	SY	$ 35.00	$ -
---	WELDED STEEL GRATE	0	EA	$ 1,300.00	$ -
---	RELOCATE FIRE HYDRANT	0	LS	$ 2,000.00	$ -
---	ADJUST UTILITY ELEVATION	0	LS	$ 1,000.00	$ -
---	REMOVE OBSTRUCTION	0	LS	$ 1,000.00	$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	$ 500.00	$ -
---	RAILROAD COMPANY FLAGGER	0	Day(s)	$ 1,000.00	$ -
---	REMOVE CONCRETE RAILROAD PANEL	0	LS	$ 2,000.00	$ -
TxDOT 105-6008	REMOVING STAB BASE AND ASPH PAV (6")	0	SY	$ 5.10	$ -
---	INSTALLATION OF ASPHALT PAVEMENT (6")	0	SY	$ 5.00	$ -

Basis for Cost Projection

☑ No Design Completed
❑ Preliminary Design
❑ Final Design

Subtotal:		$ 1,126.31
Estimated Project Cost:		**$ 2,000.00**
Engineering: (% +/-)	*15%*	*$ 125.15*
Contingency: (% +/-)	*20%*	*$ 166.86*

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Sidewalk Summary

Priority	Length (LF)	Cost
High	29	$ 1,126.31
Medium	0	$ -
Low	0	$ -
Compliant	0	
Not Prioritized	0	
Subtotal	**29**	$ 1,126.31
Sidewalk Total		**$ 2,000.00**

Corridor Summary

Facility	**Cost**
Sidewalk Total	$ 2,000.00
Unsignalized Intersection Total	$ -
Corridor Total	**$ 2,000.00**

End of Page 1

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

Client:	**Town of Addison**	**Date: 01/02/18**
Program:	**ADA Self-Evaluation and Transition Plan**	**Prepared By: CMP**
KHA No.:	**063543021**	**Checked By: EPE**

Corridor:	**Athletic Club**	**GPS ID: 105**
Town:	**Addison**	

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost *Includes Engineering (15%) and Contingency (20%)*
TxDOT 450	RAIL (HANDRAIL)	0	LF	$ 89.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	656	SY	$ 45.00	$ 41,325.67
TxDOT 530-6004	DRIVEWAYS (CONC)	0	SY	$ 60.00	$ -
TxDOT 104-6017	REMOVING CONC (DRIVEWAYS)	0	SY	$ 15.00	$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	649	SY	$ 9.00	$ 8,183.00
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	$ 50.00	$ -
---	CONCRETE RAILROAD PANEL	0	LS	$ 16,000.00	$ -
TxDOT 530-6005	DRIVEWAYS (ASPHALT CONC PAV)	0	SY	$ 35.00	$ -
---	WELDED STEEL GRATE	0	EA	$ 1,300.00	$ -
---	RELOCATE FIRE HYDRANT	0	LS	$ 2,000.00	$ -
---	ADJUST UTILITY ELEVATION	0	LS	$ 1,000.00	$ -
---	REMOVE OBSTRUCTION	1	LS	$ 1,000.00	$ 1,400.00
---	REMOVE TEMPORARY OBSTRUCTION	1	LS	$ 500.00	$ 700.00
---	RAILROAD COMPANY FLAGGER	0	Day(s)	$ 1,000.00	$ -
---	REMOVE CONCRETE RAILROAD PANEL	0	LS	$ 2,000.00	$ -
TxDOT 105-6008	REMOVING STAB BASE AND ASPH PAV (6")	0	SY	$ 5.10	$ -
---	INSTALLATION OF ASPHALT PAVEMENT (6")	0	SY	$ 5.00	$ -

Basis for Cost Projection

☑ No Design Completed
❑ Preliminary Design
❑ Final Design

Subtotal:		$	51,608.67
Estimated Project Cost:		**$**	**52,000.00**
Engineering: (% +/-)	*20%*	*$*	*7,372.67*
Contingency: (% +/-)	*20%*	*$*	*7,372.67*

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Sidewalk Summary

Priority	Length (LF)	Cost
High	253	$ 14,040.57
Medium	714	$ 34,481.64
Low	57	$ 3,086.46
Compliant	945	
Not Prioritized	0	
Subtotal	**1,970**	$ 51,608.67
Sidewalk Total		**$ 52,000.00**

Corridor Summary

Facility	**Cost**
Sidewalk Total	$ 52,000.00
Unsignalized Intersection Total	$ 17,000.00
Corridor Total	**$ 69,000.00**

End of Project Description for Project 105 Athletic Club

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

Client:	**Town of Addison**	**Date: 01/02/18**
Program:	**ADA Self-Evaluation and Transition Plan**	**Prepared By: CMP**
KHA No.:	**063543021**	**Checked By: EPE**

Corridor:	**Fire Station 2**	**GPS ID: 106**
Town:	**Addison**	

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost *Includes Engineering (15%) and Contingency (20%)*
TxDOT 450	RAIL (HANDRAIL)	0	LF	$ 89.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	0	SY	$ 45.00	$ -
TxDOT 530-6004	DRIVEWAYS (CONC)	0	SY	$ 60.00	$ -
TxDOT 104-6017	REMOVING CONC (DRIVEWAYS)	0	SY	$ 15.00	$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	0	SY	$ 9.00	$ -
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	$ 50.00	$ -
---	CONCRETE RAILROAD PANEL	0	LS	$ 16,000.00	$ -
TxDOT 530-6005	DRIVEWAYS (ASPHALT CONC PAV)	0	SY	$ 35.00	$ -
---	WELDED STEEL GRATE	0	EA	$ 1,300.00	$ -
---	RELOCATE FIRE HYDRANT	0	LS	$ 2,000.00	$ -
---	ADJUST UTILITY ELEVATION	0	LS	$ 1,000.00	$ -
---	REMOVE OBSTRUCTION	0	LS	$ 1,000.00	$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	$ 500.00	$ -
---	RAILROAD COMPANY FLAGGER	0	Day(s)	$ 1,000.00	$ -
---	REMOVE CONCRETE RAILROAD PANEL	0	LS	$ 2,000.00	$ -
TxDOT 105-6008	REMOVING STAB BASE AND ASPH PAV (6")	0	SY	$ 5.10	$ -
---	INSTALLATION OF ASPHALT PAVEMENT (6")	0	SY	$ 5.00	$ -

Basis for Cost Projection

☑ No Design Completed
❑ Preliminary Design
❑ Final Design

Subtotal:		$ -
Estimated Project Cost:		**$ -**
Engineering: (% +/-)	*20%*	*$ -*
Contingency: (% +/-)	*20%*	*$ -*

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	0	$ -
Medium	0	$ -
Low	0	$ -
Compliant	382	
Not Prioritized	0	
Subtotal	**382**	$ -
Sidewalk Total		**$ -**

Corridor Summary

Facility	**Cost**
Sidewalk Total	$ -
Unsignalized Intersection Total	$ -
Corridor Total	**$ -**

End of Project Description for Project 106 Fire Station 2

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

Client:	**Town of Addison**	**Date: 01/02/18**
Program:	**ADA Self-Evaluation and Transition Plan**	**Prepared By: CMP**
KHA No.:	**063543021**	**Checked By: EPE**

Corridor:	**TreeHouse**	**GPS ID: 107**
Town:	**Addison**	

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost *Includes Engineering (15%) and Contingency (20%)*
TxDOT 450	RAIL (HANDRAIL)	0	LF	$ 89.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	72	SY	$ 45.00	$ 4,553.88
TxDOT 530-6004	DRIVEWAYS (CONC)	0	SY	$ 60.00	$ -
TxDOT 104-6017	REMOVING CONC (DRIVEWAYS)	0	SY	$ 15.00	$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	71	SY	$ 9.00	$ 898.36
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	$ 50.00	$ -
---	CONCRETE RAILROAD PANEL	0	LS	$ 16,000.00	$ -
TxDOT 530-6005	DRIVEWAYS (ASPHALT CONC PAV)	0	SY	$ 35.00	$ -
---	WELDED STEEL GRATE	0	EA	$ 1,300.00	$ -
---	RELOCATE FIRE HYDRANT	0	LS	$ 2,000.00	$ -
---	ADJUST UTILITY ELEVATION	0	LS	$ 1,000.00	$ -
---	REMOVE OBSTRUCTION	2	LS	$ 1,000.00	$ 2,800.00
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	$ 500.00	$ -
---	RAILROAD COMPANY FLAGGER	0	Day(s)	$ 1,000.00	$ -
---	REMOVE CONCRETE RAILROAD PANEL	0	LS	$ 2,000.00	$ -
TxDOT 105-6008	REMOVING STAB BASE AND ASPH PAV (6")	0	SY	$ 5.10	$ -
---	INSTALLATION OF ASPHALT PAVEMENT (6")	0	SY	$ 5.00	$ -

Basis for Cost Projection

☑ No Design Completed
❑ Preliminary Design
❑ Final Design

Subtotal:		$	8,252.24
Estimated Project Cost:		**$**	**9,000.00**
Engineering: (% +/-)	*20%*	*$*	*1,178.89*
Contingency: (% +/-)	*20%*	*$*	*1,178.89*

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Sidewalk Summary

Priority	Length (LF)	Cost
High	34	$ 4,121.17
Medium	82	$ 4,131.07
Low	0	$ -
Compliant	221	
Not Prioritized	0	
Subtotal	**337**	$ 8,252.24
Sidewalk Total		**$ 9,000.00**

Corridor Summary

Facility	**Cost**
Sidewalk Total	$ 9,000.00
Unsignalized Intersection Total	$ 3,000.00
Corridor Total	**$ 12,000.00**

End of Project Description for Project 107 TreeHouse

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

Client:	**Town of Addison**	**Date: 01/02/18**
Program:	**ADA Self-Evaluation and Transition Plan**	**Prepared By: CMP**
KHA No.:	**063543021**	**Checked By: EPE**

Corridor:	**Town Hall**	**GPS ID: 108**
Town:	**Addison**	

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost *Includes Engineering (15%) and Contingency (20%)*
TxDOT 450	RAIL (HANDRAIL)	0	LF	$ 89.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	51	SY	$ 45.00	$ 3,193.01
TxDOT 530-6004	DRIVEWAYS (CONC)	0	SY	$ 60.00	$ -
TxDOT 104-6017	REMOVING CONC (DRIVEWAYS)	0	SY	$ 15.00	$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	15	SY	$ 9.00	$ 191.46
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	$ 50.00	$ -
---	CONCRETE RAILROAD PANEL	0	LS	$ 16,000.00	$ -
TxDOT 530-6005	DRIVEWAYS (ASPHALT CONC PAV)	0	SY	$ 35.00	$ -
---	WELDED STEEL GRATE	0	EA	$ 1,300.00	$ -
---	RELOCATE FIRE HYDRANT	0	LS	$ 2,000.00	$ -
---	ADJUST UTILITY ELEVATION	0	LS	$ 1,000.00	$ -
---	REMOVE OBSTRUCTION	0	LS	$ 1,000.00	$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	$ 500.00	$ -
---	RAILROAD COMPANY FLAGGER	0	Day(s)	$ 1,000.00	$ -
---	REMOVE CONCRETE RAILROAD PANEL	0	LS	$ 2,000.00	$ -
TxDOT 105-6008	REMOVING STAB BASE AND ASPH PAV (6")	0	SY	$ 5.10	$ -
---	INSTALLATION OF ASPHALT PAVEMENT (6")	0	SY	$ 5.00	$ -

Basis for Cost Projection

☑ No Design Completed

❑ Preliminary Design

❑ Final Design

Subtotal:		$	3,384.47
Estimated Project Cost:		**$**	**4,000.00**
Engineering: (% +/-)	*20%*	*$*	*483.50*
Contingency: (% +/-)	*20%*	*$*	*483.50*

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Sidewalk Summary

Priority	Length (LF)	Cost
High	80	$ 3,025.92
Medium	7	$ 358.55
Low	-	$ -
Compliant	30	
Not Prioritized	0	
Subtotal	**117**	$ 3,384.47
Sidewalk Total		**$ 4,000.00**

Corridor Summary

Facility	**Cost**
Sidewalk Total	$ 4,000.00
Unsignalized Intersection Total	$ -
Corridor Total	**$ 4,000.00**

End of Project Description for Project 108 Town Hall

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

Client:	**Town of Addison**	**Date: 01/02/18**
Program:	**ADA Self-Evaluation and Transition Plan**	**Prepared By: CMP**
KHA No.:	**063543021**	**Checked By: EPE**

Corridor:	**Finance Building**	**GPS ID: 109**
Town:	**Addison**	

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost *Includes Engineering (15%) and Contingency (20%)*
TxDOT 450	RAIL (HANDRAIL)	0	LF	$ 89.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	35	SY	$ 45.00	$ 2,196.46
TxDOT 530-6004	DRIVEWAYS (CONC)	23	SY	$ 60.00	$ 1,911.13
TxDOT 104-6017	REMOVING CONC (DRIVEWAYS)	23	SY	$ 15.00	$ 477.78
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	32	SY	$ 9.00	$ 402.68
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	$ 50.00	$ -
---	CONCRETE RAILROAD PANEL	0	LS	$ 16,000.00	$ -
TxDOT 530-6005	DRIVEWAYS (ASPHALT CONC PAV)	0	SY	$ 35.00	$ -
---	WELDED STEEL GRATE	0	EA	$ 1,300.00	$ -
---	RELOCATE FIRE HYDRANT	0	LS	$ 2,000.00	$ -
---	ADJUST UTILITY ELEVATION	0	LS	$ 1,000.00	$ -
---	REMOVE OBSTRUCTION	0	LS	$ 1,000.00	$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	$ 500.00	$ -
---	RAILROAD COMPANY FLAGGER	0	Day(s)	$ 1,000.00	$ -
---	REMOVE CONCRETE RAILROAD PANEL	0	LS	$ 2,000.00	$ -
TxDOT 105-6008	REMOVING STAB BASE AND ASPH PAV (6")	0	SY	$ 5.10	$ -
---	INSTALLATION OF ASPHALT PAVEMENT (6")	0	SY	$ 5.00	$ -

Basis for Cost Projection

☑ No Design Completed
❑ Preliminary Design
❑ Final Design

Subtotal:		$	4,988.06
Estimated Project Cost:		**$**	**5,000.00**
Engineering: (% +/-)	*20%*	*$*	*712.58*
Contingency: (% +/-)	*20%*	*$*	*712.58*

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Sidewalk Summary

Priority	Length (LF)	Cost
High	83	$ 4,988.06
Medium	0	$ -
Low	0	$ -
Compliant	118	
Not Prioritized	0	
Subtotal	**201**	$ 4,988.06
Sidewalk Total		**$ 5,000.00**

Corridor Summary

Facility	**Cost**
Sidewalk Total	$ 5,000.00
Unsignalized Intersection Total	$ 14,000.00
Corridor Total	**$ 19,000.00**

End of Project Description for Project 109 Finance Building

Town of Addison
ADA Self-Evaluation and Transition Plan
Unsignalized Intersection Cost Projection Summary - Buildings
12/21/2017

GPS ID	Project Name	Cost Projection	Priority
90010	Intersection of TreeHouse and parking lot (Lat. 32.9478; Long. -96.8405)	$ 3,000	3
90012	Intersection of Fire Station and parking lot (Lat. 32.9508; Long. -96.8482)	$ 1,000	9
90013	Intersection of Athletic Club and parking lot (Lat. 32.9505; Long. -96.8486)	$ 1,000	2
90014	Intersection of Athletic Club and parking lot (Lat. 32.9503; Long. -96.8488)	$ 8,000	9
90015	Intersection of Athletic Club and parking lot (Lat. 32.9498; Long. -96.8492)	$ 3,000	9
90016	Intersection of Athletic Club and parking lot (Lat. 32.9496; Long. -96.8490)	$ 1,000	9
90017	Intersection of Athletic Club and parking lot (Lat. 32.9496; Long. -96.8482)	$ 3,000	2
90023	Intersection of Police and Courts and parking lot (Lat. 32.9664; Long. -96.8308)	$ 7,000	2
90024	Intersection of Central Fire Station and parking lot (Lat. 32.9659; Long. -96.8303)	$ 3,000	2
90025	Intersection of Central Fire Station and parking lot (Lat. 32.9654; Long. -96.8303)	$ 3,000	3
90026	Intersection of Service Center and parking lot (Lat. 32.9809; Long. -96.8392)	$ 5,000	2
90027	Intersection of Finance Building and parking lot (Lat. 32.9535; Long. -96.8138)	$ 8,000	2
90111	Intersection of Finance Building and driveway (Lat. 32.9533; Long. -96.8140)	$ 6,000	5
	TOTAL	**$ 52,000**	

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

Client:	**Town of Addison**	**Date: 12/21/17**
Program:	**ADA Self-Evaluation and Transition Plan**	**Prepared By: CMP**
KHA No.:	**063543021**	**Checked By: EPE**

Corridor :	**TreeHouse**	**GPS ID: 90010**
Project Name:	**Intersection of TreeHouse and parking lot (Lat. 32.9478; Long. -96.8405)**	
Town:	**Addison**	

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	$ 10.00	$ -
TxDOT 529-6002	CONC CURB (TY II)	0	LF	$ 15.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	0	SY	$ 45.00	$ -
TxDOT 531	CURB RAMPS	1	EA	$ 1,500.00	$ 1,500.00
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	$ 50.00	$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	0	SY	$ 9.00	$ -
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	$ 2.80	$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	0	LF	$ 8.50	$ -
---	REPAVE ROADWAY	0	LS	$ 5,000.00	$ -
---	FIX PONDING	0	LS	$ 2,000.00	$ -
---	FIX CURB RAMP TRANSITION	0	LS	$ 2,000.00	$ -
---	MEDIAN NOSE MODIFICATION	0	LS	$ 5,000.00	$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	$ 500.00	$ -
---	FIX CURB RAMP COUNTER SLOPE	0	LS	$ 2,000.00	$ -

Basis for Cost Projection

- ☑ No Design Completed
- ❑ Preliminary Design
- ❑ Final Design

Subtotal:		$ 1,500.00
Engineering: (% +/-)	20%	$ 750.00
Contingency: (% +/-)	20%	$ 750.00
Estimated Project Cost:		**$ 3,000.00**

Project Location

Field Observations

Intersection Issues	Crosswalk N	E	S	W	Possible Solutions
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' or 'i' in ramp label indicates no existing ramp) 1z	2z		Possible Solutions
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				
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				

Kimley-Horn and Associates, Inc.	Intersection of TreeHouse and parking lot (Lat. 32.9478; Long. -96.8405)
Photographs	GPS ID: 90010

Corner 1 No Ramp (1*z*)

Corner 2 No Ramp (2*z*)

Opinion of Probable Construction Cost Disclaimer:
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Project Location Map Sources:
Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

End of Project Description for Project 90010 Intersection of TreeHouse and parking lot (Lat. 32.9478; Long. -96.8405)

Kimley-Horn and Associates, Inc. **Priority: 9**
Project Description for Unsignalized Intersection

Client:	**Town of Addison**	**Date:**	**12/21/17**
Program:	**ADA Self-Evaluation and Transition Plan**	**Prepared By:**	**CMP**
KHA No.:	**063543021**	**Checked By:**	**EPE**

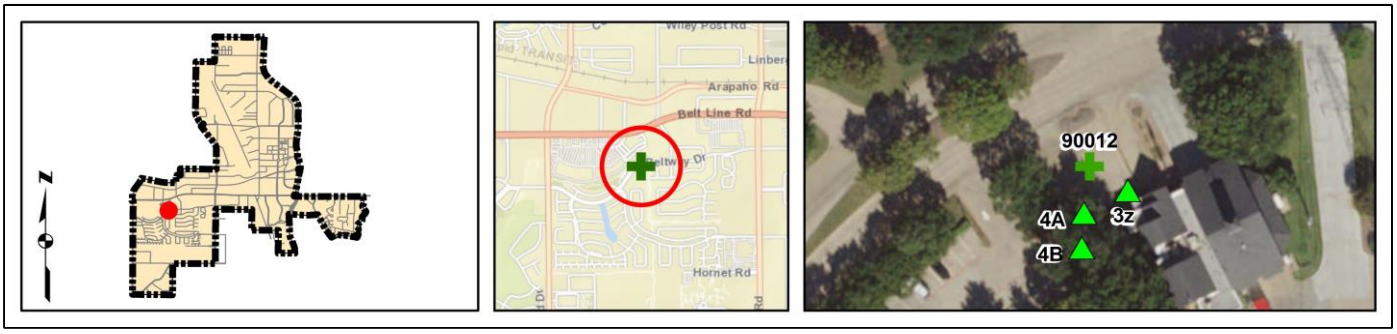
Corridor :	**Athletic Club**	**GPS ID:**	**90012**
Project Name:	**Intersection of Fire Station and parking lot (Lat. 32.9508; Long. -96.8482)**		
Town:	**Addison**		

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	$ 10.00	$ -
TxDOT 529-6002	CONC CURB (TY II)	0	LF	$ 15.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	3	SY	$ 45.00	$ 135.00
TxDOT 531	CURB RAMPS	0	EA	$ 1,500.00	$ -
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	$ 50.00	$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	3	SY	$ 9.00	$ 27.00
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	$ 2.80	$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	0	LF	$ 8.50	$ -
---	REPAVE ROADWAY	0	LS	$ 5,000.00	$ -
---	FIX PONDING	0	LS	$ 2,000.00	$ -
---	FIX CURB RAMP TRANSITION	0	LS	$ 2,000.00	$ -
---	MEDIAN NOSE MODIFICATION	0	LS	$ 5,000.00	$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	$ 500.00	$ -
---	FIX CURB RAMP COUNTER SLOPE	0	LS	$ 2,000.00	$ -

Basis for Cost Projection
- ☑ No Design Completed
- ❑ Preliminary Design
- ❑ Final Design

Subtotal:		$	162.00
Engineering: (% +/-)	20%	$	419.00
Contingency: (% +/-)	20%	$	419.00
Estimated Project Cost:		**$**	**1,000.00**

Project Location



Field Observations

Intersection Issues	Crosswalk N	E	S	W	Possible Solutions
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' or 'i' in ramp label indicates no existing ramp) 3z	4A	4B		Possible Solutions
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%		X			Remove and replace landing area
Curb ramp transition onto roadway is greater than 0.25"					
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
Ponding occurs at base of curb ramp					

Corner 3 No Ramp (3z)

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

End of Project Description for Project 90012 Intersection of Fire Station and parking lot (Lat. 32.9508; Long. -96.8482)

Kimley-Horn and Associates, Inc. **Priority: 2**
Project Description for Unsignalized Intersection

Client:	**Town of Addison**	**Date:**	**12/21/17**
Program:	**ADA Self-Evaluation and Transition Plan**	**Prepared By:**	**CMP**
KHA No.:	**063543021**	**Checked By:**	**EPE**

Corridor :	**Athletic Club**	**GPS ID:**	**90013**
Project Name:	**Intersection of Athletic Club and parking lot (Lat. 32.9505; Long. -96.8486)**		
Town:	**Addison**		

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	$ 10.00	$ -
TxDOT 529-6002	CONC CURB (TY II)	0	LF	$ 15.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	3	SY	$ 45.00	$ 135.00
TxDOT 531	CURB RAMPS	0	EA	$ 1,500.00	$ -
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	$ 50.00	$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	3	SY	$ 9.00	$ 27.00
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	$ 2.80	$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	0	LF	$ 8.50	$ -
---	REPAVE ROADWAY	0	LS	$ 5,000.00	$ -
---	FIX PONDING	0	LS	$ 2,000.00	$ -
---	FIX CURB RAMP TRANSITION	0	LS	$ 2,000.00	$ -
---	MEDIAN NOSE MODIFICATION	0	LS	$ 5,000.00	$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	$ 500.00	$ -
---	FIX CURB RAMP COUNTER SLOPE	0	LS	$ 2,000.00	$ -

Basis for Cost Projection
- ☑ No Design Completed
- ❑ Preliminary Design
- ❑ Final Design

Subtotal:		$	162.00
Engineering: (% +/-)	20%	$	419.00
Contingency: (% +/-)	20%	$	419.00
Estimated Project Cost:		**$**	**1,000.00**

Project Location

Field Observations

Intersection Issues	Crosswalk N	E	S	W	Possible Solutions
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' or 'i' in ramp label indicates no existing ramp) 3H	4H		Possible Solutions
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%	X			Remove and replace landing area
Curb ramp transition onto roadway is greater than 0.25"				
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%				
Ponding occurs at base of curb ramp				

Ramp 3H

Ramp 4H

Opinion of Probable Construction Cost Disclaimer:
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Project Location Map Sources:
Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

End of Project Description for Project 90013 Intersection of Athletic Club and parking lot (Lat. 32.9505; Long. -96.8486)

Kimley-Horn and Associates, Inc. **Priority: 9**
Project Description for Unsignalized Intersection

Client:	**Town of Addison**	**Date:**	**12/21/17**
Program:	**ADA Self-Evaluation and Transition Plan**	**Prepared By:**	**CMP**
KHA No.:	**063543021**	**Checked By:**	**EPE**

Corridor :	**Athletic Club**	**GPS ID:**	**90014**
Project Name:	**Intersection of Athletic Club and parking lot (Lat. 32.9503; Long. -96.8488)**		
Town:	**Addison**		

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	$ 10.00	$ -
TxDOT 529-6002	CONC CURB (TY II)	0	LF	$ 15.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	0	SY	$ 45.00	$ -
TxDOT 531	CURB RAMPS	2	EA	$ 1,500.00	$ 3,000.00
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	$ 50.00	$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	18	SY	$ 9.00	$ 162.00
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	$ 2.80	$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	0	LF	$ 8.50	$ -
---	REPAVE ROADWAY	0	LS	$ 5,000.00	$ -
---	FIX PONDING	0	LS	$ 2,000.00	$ -
---	FIX CURB RAMP TRANSITION	0	LS	$ 2,000.00	$ -
---	MEDIAN NOSE MODIFICATION	0	LS	$ 5,000.00	$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	$ 500.00	$ -
---	FIX CURB RAMP COUNTER SLOPE	1	LS	$ 2,000.00	$ 2,000.00

Basis for Cost Projection
- ☑ No Design Completed
- ❑ Preliminary Design
- ❑ Final Design

Subtotal:		$ 5,162.00
Engineering: (% +/-)	20%	$ 1,419.00
Contingency: (% +/-)	20%	$ 1,419.00
Estimated Project Cost:		**$ 8,000.00**

Project Location

Field Observations

Intersection Issues	Crosswalk N	E	S	W	Possible Solutions
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' or 'i' in ramp label indicates no existing ramp) 1A	4A	Possible Solutions
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			Remove and replace curb ramp
Flare cross slope is greater than 10%			
Curb ramp running slope is greater than 8.3%	X	X	
Blended transition running slope is greater than 5%			
Cut-thru ramp running slope is greater than 5%			
Curb ramp cross slope is greater than 2%			
Cut-thru ramp cross slope is greater than 2%			
Curb ramp width is less than 48"	X		
Cut-thru ramp width is less than 60"			
Permanent obstruction (>0.25") in curb ramp/landing/flares			
Temporary obstruction (>0.25") in curb ramp/landing/flares			
No textured surface at base of curb ramp			
No color contrast at base of curb ramp			
Landing area does not exist and is needed			
Landing area is less than 5' x 5' or slopes greater than 2%	X		Remove and replace landing area
Curb ramp transition onto roadway is greater than 0.25"			
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%		X	Fix curb ramp counter slope
Ponding occurs at base of curb ramp			

Ramp 1A

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

End of Project Description for Project 90014 Intersection of Athletic Club and parking lot (Lat. 32.9503; Long. -96.8488)

Kimley-Horn and Associates, Inc. **Priority: 9**
Project Description for Unsignalized Intersection

Client:	**Town of Addison**		**Date: 12/21/17**
Program:	**ADA Self-Evaluation and Transition Plan**		**Prepared By: CMP**
KHA No.:	**063543021**		**Checked By: EPE**

Corridor :	**Athletic Club**	**GPS ID: 90015**
Project Name:	**Intersection of Athletic Club and parking lot (Lat. 32.9498; Long. -96.8492)**	
Town:	**Addison**	

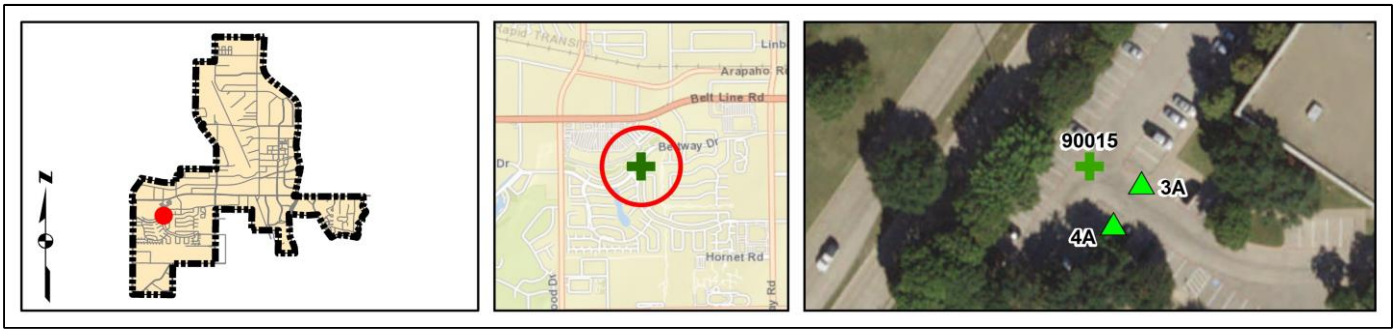
Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	$ 10.00	$ -
TxDOT 529-6002	CONC CURB (TY II)	0	LF	$ 15.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	3	SY	$ 45.00	$ 135.00
TxDOT 531	CURB RAMPS	1	EA	$ 1,500.00	$ 1,500.00
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	$ 50.00	$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	13	SY	$ 9.00	$ 117.00
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	$ 2.80	$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	0	LF	$ 8.50	$ -
---	REPAVE ROADWAY	0	LS	$ 5,000.00	$ -
---	FIX PONDING	0	LS	$ 2,000.00	$ -
---	FIX CURB RAMP TRANSITION	0	LS	$ 2,000.00	$ -
---	MEDIAN NOSE MODIFICATION	0	LS	$ 5,000.00	$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	$ 500.00	$ -
---	FIX CURB RAMP COUNTER SLOPE	0	LS	$ 2,000.00	$ -

Basis for Cost Projection

- ☑ No Design Completed
- ❑ Preliminary Design
- ❑ Final Design

Subtotal:		$ 1,752.00
Engineering: (% +/-)	20%	$ 624.00
Contingency: (% +/-)	20%	$ 624.00
Estimated Project Cost:		**$ 3,000.00**

Project Location



Field Observations

Intersection Issues	Crosswalk N	E	S	W	Possible Solutions
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' or 'i' in ramp label indicates no existing ramp) 3A	4A		Possible Solutions
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%		X		Remove and replace curb ramp
Cut-thru ramp cross slope is greater than 2%				
Curb ramp width is less than 48"				
Cut-thru ramp width is less than 60"				
Permanent obstruction (>0.25") in curb ramp/landing/flares				
Temporary obstruction (>0.25") in curb ramp/landing/flares				
No textured surface at base of curb ramp				
No color contrast at base of curb ramp				
Landing area does not exist and is needed				
Landing area is less than 5' x 5' or slopes greater than 2%	X	X		Remove and replace landing area
Curb ramp transition onto roadway is greater than 0.25"				
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%				
Ponding occurs at base of curb ramp				

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

End of Project Description for Project 90015 Intersection of Athletic Club and parking lot (Lat. 32.9498; Long. -96.8492)

Kimley-Horn and Associates, Inc. **Priority: 9**
Project Description for Unsignalized Intersection

Client:	**Town of Addison**	**Date:**	**12/21/17**
Program:	**ADA Self-Evaluation and Transition Plan**	**Prepared By:**	**CMP**
KHA No.:	**063543021**	**Checked By:**	**EPE**

Corridor :	**Athletic Club**	**GPS ID:**	**90016**
Project Name:	**Intersection of Athletic Club and parking lot (Lat. 32.9496; Long. -96.8490)**		
Town:	**Addison**		

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	$ 10.00	$ -
TxDOT 529-6002	CONC CURB (TY II)	0	LF	$ 15.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	4	SY	$ 45.00	$ 180.00
TxDOT 531	CURB RAMPS	0	EA	$ 1,500.00	$ -
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	$ 50.00	$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	4	SY	$ 9.00	$ 36.00
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	$ 2.80	$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	0	LF	$ 8.50	$ -
---	REPAVE ROADWAY	0	LS	$ 5,000.00	$ -
---	FIX PONDING	0	LS	$ 2,000.00	$ -
---	FIX CURB RAMP TRANSITION	0	LS	$ 2,000.00	$ -
---	MEDIAN NOSE MODIFICATION	0	LS	$ 5,000.00	$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	$ 500.00	$ -
---	FIX CURB RAMP COUNTER SLOPE	0	LS	$ 2,000.00	$ -

Basis for Cost Projection

- ☑ No Design Completed
- ❑ Preliminary Design
- ❑ Final Design

Subtotal:		$ 216.00
Engineering: (% +/-)	20%	$ 392.00
Contingency: (% +/-)	20%	$ 392.00
Estimated Project Cost:		**$ 1,000.00**

Project Location

Field Observations

Intersection Issues	Crosswalk N	E	S	W	Possible Solutions
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' or 'i' in ramp label indicates no existing ramp) 1z	4A		Possible Solutions
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%		X		Remove and replace landing area
Curb ramp transition onto roadway is greater than 0.25"				
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%				
Ponding occurs at base of curb ramp				

Corner 1 No Ramp (1z)

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

End of Project Description for Project 90016 Intersection of Athletic Club and parking lot (Lat. 32.9496; Long. -96.8490)

Kimley-Horn and Associates, Inc. **Priority: 2**
Project Description for Unsignalized Intersection

Client:	**Town of Addison**	**Date:**	**12/21/17**
Program:	**ADA Self-Evaluation and Transition Plan**	**Prepared By:**	**CMP**
KHA No.:	**063543021**	**Checked By:**	**EPE**

Corridor :	**Athletic Club**	**GPS ID:**	**90017**
Project Name:	**Intersection of Athletic Club and parking lot (Lat. 32.9496; Long. -96.8482)**		
Town:	**Addison**		

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	$ 10.00	$ -
TxDOT 529-6002	CONC CURB (TY II)	0	LF	$ 15.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	3	SY	$ 45.00	$ 135.00
TxDOT 531	CURB RAMPS	1	EA	$ 1,500.00	$ 1,500.00
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	$ 50.00	$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	13	SY	$ 9.00	$ 117.00
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	$ 2.80	$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	0	LF	$ 8.50	$ -
---	REPAVE ROADWAY	0	LS	$ 5,000.00	$ -
---	FIX PONDING	0	LS	$ 2,000.00	$ -
---	FIX CURB RAMP TRANSITION	0	LS	$ 2,000.00	$ -
---	MEDIAN NOSE MODIFICATION	0	LS	$ 5,000.00	$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	$ 500.00	$ -
---	FIX CURB RAMP COUNTER SLOPE	0	LS	$ 2,000.00	$ -

Basis for Cost Projection
- ☑ No Design Completed
- ❑ Preliminary Design
- ❑ Final Design

Subtotal:		$ 1,752.00
Engineering: (% +/-)	20%	$ 624.00
Contingency: (% +/-)	20%	$ 624.00
Estimated Project Cost:		**$ 3,000.00**

Project Location

Field Observations

Intersection Issues	Crosswalk N	E	S	W	Possible Solutions
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' or 'i' in ramp label indicates no existing ramp) 1H	2H		Possible Solutions
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				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%				
Cut-thru ramp running slope is greater than 5%				
Curb ramp cross slope is greater than 2%		X		
Cut-thru ramp cross slope is greater than 2%				
Curb ramp width is less than 48"				
Cut-thru ramp width is less than 60"				
Permanent obstruction (>0.25") in curb ramp/landing/flares				
Temporary obstruction (>0.25") in curb ramp/landing/flares				
No textured surface at base of curb ramp	X	X		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	X		Remove and replace landing area
Curb ramp transition onto roadway is greater than 0.25"				
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%				
Ponding occurs at base of curb ramp				

Ramp 1H

Ramp 2H

Opinion of Probable Construction Cost Disclaimer:
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Project Location Map Sources:
Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

End of Project Description for Project 90017 Intersection of Athletic Club and parking lot (Lat. 32.9496; Long. -96.8482)

Kimley-Horn and Associates, Inc. **Priority: 2**
Project Description for Unsignalized Intersection

Client:	**Town of Addison**	**Date:**	**12/21/17**
Program:	**ADA Self-Evaluation and Transition Plan**	**Prepared By:**	**CMP**
KHA No.:	**063543021**	**Checked By:**	**EPE**

Corridor :	**Police and Courts**	**GPS ID:**	**90023**
Project Name:	**Intersection of Police and Courts and parking lot (Lat. 32.9664; Long. -96.8308)**		
Town:	**Addison**		

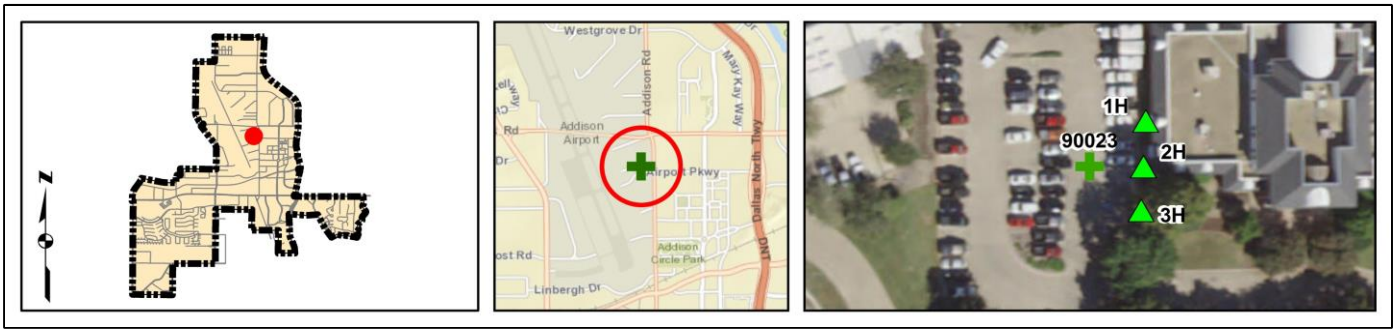
Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	$ 10.00	$ -
TxDOT 529-6002	CONC CURB (TY II)	0	LF	$ 15.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	0	SY	$ 45.00	$ -
TxDOT 531	CURB RAMPS	3	EA	$ 1,500.00	$ 4,500.00
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	$ 50.00	$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	29	SY	$ 9.00	$ 261.00
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	$ 2.80	$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	0	LF	$ 8.50	$ -
---	REPAVE ROADWAY	0	LS	$ 5,000.00	$ -
---	FIX PONDING	0	LS	$ 2,000.00	$ -
---	FIX CURB RAMP TRANSITION	0	LS	$ 2,000.00	$ -
---	MEDIAN NOSE MODIFICATION	0	LS	$ 5,000.00	$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	$ 500.00	$ -
---	FIX CURB RAMP COUNTER SLOPE	0	LS	$ 2,000.00	$ -

Basis for Cost Projection

- ☑ No Design Completed
- ❑ Preliminary Design
- ❑ Final Design

Subtotal:		$	4,761.00
Engineering: (% +/-)	20%	$	1,119.50
Contingency: (% +/-)	20%	$	1,119.50
Estimated Project Cost:		**$**	**7,000.00**

Project Location



Field Observations

Intersection Issues	Crosswalk N	E	S	W	Possible Solutions
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' or 'i' in ramp label indicates no existing ramp) 1H	2H	3H	Possible Solutions
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				Remove and replace curb ramp
Flare cross slope is greater than 10%	X	X		
Curb ramp running slope is greater than 8.3%	X	X	X	
Blended transition running slope is greater than 5%				
Cut-thru ramp running slope is greater than 5%				
Curb ramp cross slope is greater than 2%			X	
Cut-thru ramp cross slope is greater than 2%				
Curb ramp width is less than 48"		X		
Cut-thru ramp width is less than 60"				
Permanent obstruction (>0.25") in curb ramp/landing/flares	X			
Temporary obstruction (>0.25") in curb ramp/landing/flares				
No textured surface at base of curb ramp	X	X	X	For intersection, commercial driveway, and park ramps, install color truncated domes
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%		X	X	Remove and replace landing area
Curb ramp transition onto roadway is greater than 0.25"				
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%				
Ponding occurs at base of curb ramp				

Ramp 1H

Ramp 2H

Ramp 3H

Opinion of Probable Construction Cost Disclaimer:
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Project Location Map Sources:
Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

End of Project Description for Project 90023 Intersection of Police and Courts and parking lot (Lat. 32.9664; Long. -96.8308)

Kimley-Horn and Associates, Inc. **Priority: 2**
Project Description for Unsignalized Intersection

Client:	**Town of Addison**	**Date:**	**12/21/17**
Program:	**ADA Self-Evaluation and Transition Plan**	**Prepared By:**	**CMP**
KHA No.:	**063543021**	**Checked By:**	**EPE**

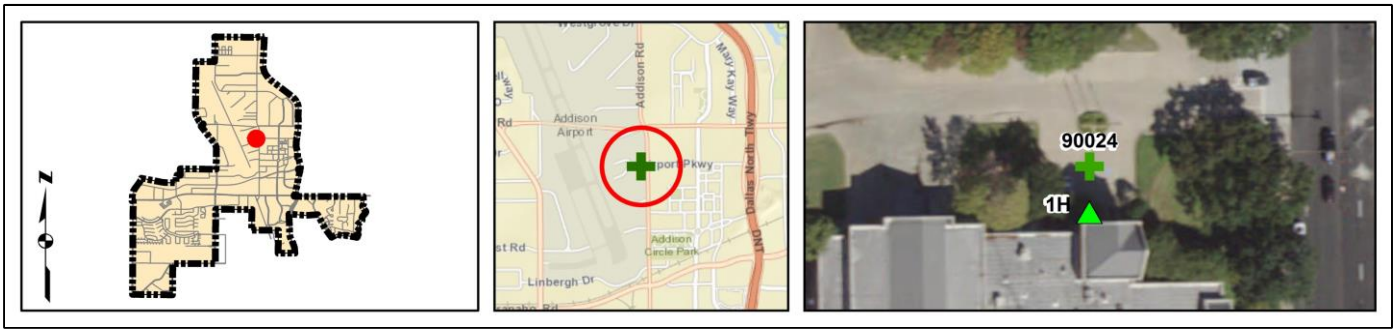
Corridor :	**Central Fire Station**	**GPS ID:**	**90024**
Project Name:	**Intersection of Central Fire Station and parking lot (Lat. 32.9659; Long. -96.8303)**		
Town:	**Addison**		

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	$ 10.00	$ -
TxDOT 529-6002	CONC CURB (TY II)	0	LF	$ 15.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	0	SY	$ 45.00	$ -
TxDOT 531	CURB RAMPS	1	EA	$ 1,500.00	$ 1,500.00
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	$ 50.00	$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	11	SY	$ 9.00	$ 99.00
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	$ 2.80	$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	0	LF	$ 8.50	$ -
---	REPAVE ROADWAY	0	LS	$ 5,000.00	$ -
---	FIX PONDING	0	LS	$ 2,000.00	$ -
---	FIX CURB RAMP TRANSITION	0	LS	$ 2,000.00	$ -
---	MEDIAN NOSE MODIFICATION	0	LS	$ 5,000.00	$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	$ 500.00	$ -
---	FIX CURB RAMP COUNTER SLOPE	0	LS	$ 2,000.00	$ -

Basis for Cost Projection
- ☑ No Design Completed
- ❑ Preliminary Design
- ❑ Final Design

Subtotal:		$ 1,599.00
Engineering: (% +/-)	20%	$ 700.50
Contingency: (% +/-)	20%	$ 700.50
Estimated Project Cost:		**$ 3,000.00**

Project Location



Field Observations

Intersection Issues	Crosswalk N	E	S	W	Possible Solutions
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' or 'i' in ramp label indicates no existing ramp) 1H	Possible Solutions
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	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 2%		
Curb ramp width is less than 48"		
Cut-thru ramp width is less than 60"		
Permanent obstruction (>0.25") in curb ramp/landing/flares		
Temporary obstruction (>0.25") in curb ramp/landing/flares		
No textured surface at base of curb ramp	X	For intersection, commercial driveway, and park ramps, install color truncated domes
No color contrast at base of curb ramp	X	
Landing area does not exist and is needed		
Landing area is less than 5' x 5' or slopes greater than 2%	X	Remove and replace landing area
Curb ramp transition onto roadway is greater than 0.25"		
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%		
Ponding occurs at base of curb ramp		

Ramp 1H

Opinion of Probable Construction Cost Disclaimer:
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Project Location Map Sources:
Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

End of Project Description for Project 90024 Intersection of Central Fire Station and parking lot (Lat. 32.9659; Long. -96.8303)

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

Client:	**Town of Addison**	**Date:**	**12/21/17**
Program:	**ADA Self-Evaluation and Transition Plan**	**Prepared By:**	**CMP**
KHA No.:	**063543021**	**Checked By:**	**EPE**

Corridor :	**Central Fire Station**	**GPS ID:**	**90025**
Project Name:	**Intersection of Central Fire Station and parking lot (Lat. 32.9654; Long. -96.8303)**		
Town:	**Addison**		

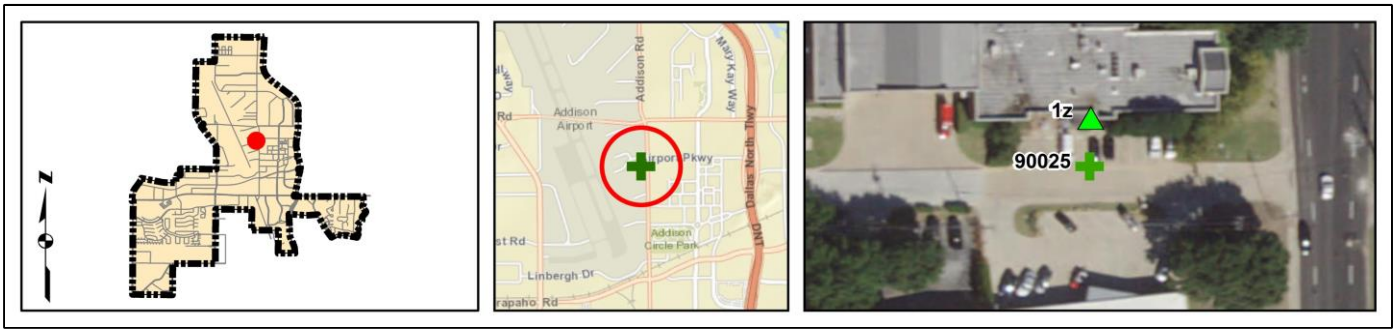
Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	$ 10.00	$ -
TxDOT 529-6002	CONC CURB (TY II)	0	LF	$ 15.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	0	SY	$ 45.00	$ -
TxDOT 531	CURB RAMPS	1	EA	$ 1,500.00	$ 1,500.00
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	$ 50.00	$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	0	SY	$ 9.00	$ -
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	$ 2.80	$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	0	LF	$ 8.50	$ -
---	REPAVE ROADWAY	0	LS	$ 5,000.00	$ -
---	FIX PONDING	0	LS	$ 2,000.00	$ -
---	FIX CURB RAMP TRANSITION	0	LS	$ 2,000.00	$ -
---	MEDIAN NOSE MODIFICATION	0	LS	$ 5,000.00	$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	$ 500.00	$ -
---	FIX CURB RAMP COUNTER SLOPE	0	LS	$ 2,000.00	$ -

Basis for Cost Projection

- ☑ No Design Completed
- ❑ Preliminary Design
- ❑ Final Design

Subtotal:		$ 1,500.00
Engineering: (% +/-)	20%	$ 750.00
Contingency: (% +/-)	20%	$ 750.00
Estimated Project Cost:		**$ 3,000.00**

Project Location



Field Observations

Intersection Issues	Crosswalk N	E	S	W	Possible Solutions
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' or 'i' in ramp label indicates no existing ramp) 1z	Possible Solutions
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		
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)

Opinion of Probable Construction Cost Disclaimer:
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Project Location Map Sources:
Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

End of Project Description for Project 90025 Intersection of Central Fire Station and parking lot (Lat. 32.9654; Long. -96.8303)

Kimley-Horn and Associates, Inc. **Priority: 2**
Project Description for Unsignalized Intersection

Client:	**Town of Addison**	**Date: 12/21/17**
Program:	**ADA Self-Evaluation and Transition Plan**	**Prepared By: CMP**
KHA No.:	**063543021**	**Checked By: EPE**

Corridor :	**Service Center**	**GPS ID: 90026**
Project Name:	**Intersection of Service Center and parking lot (Lat. 32.9809; Long. -96.8392)**	
Town:	**Addison**	

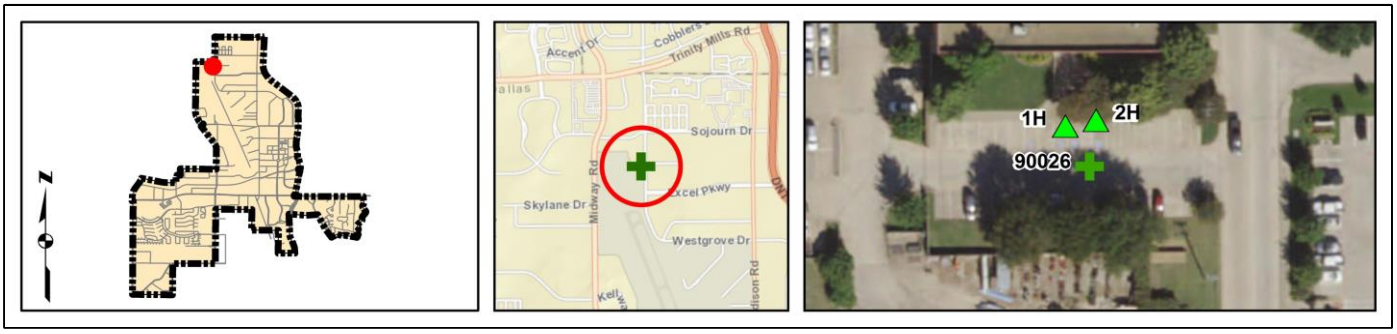
Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	$ 10.00	$ -
TxDOT 529-6002	CONC CURB (TY II)	0	LF	$ 15.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	0	SY	$ 45.00	$ -
TxDOT 531	CURB RAMPS	2	EA	$ 1,500.00	$ 3,000.00
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	$ 50.00	$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	15	SY	$ 9.00	$ 135.00
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	$ 2.80	$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	0	LF	$ 8.50	$ -
---	REPAVE ROADWAY	0	LS	$ 5,000.00	$ -
---	FIX PONDING	0	LS	$ 2,000.00	$ -
---	FIX CURB RAMP TRANSITION	0	LS	$ 2,000.00	$ -
---	MEDIAN NOSE MODIFICATION	0	LS	$ 5,000.00	$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	$ 500.00	$ -
---	FIX CURB RAMP COUNTER SLOPE	0	LS	$ 2,000.00	$ -

Basis for Cost Projection

- ☑ No Design Completed
- ❑ Preliminary Design
- ❑ Final Design

Subtotal:		$ 3,135.00
Engineering: (% +/-)	20%	$ 932.50
Contingency: (% +/-)	20%	$ 932.50
Estimated Project Cost:		**$ 5,000.00**

Project Location



Field Observations

Intersection Issues	Crosswalk N	E	S	W	Possible Solutions
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' or 'i' in ramp label indicates no existing ramp) 1H	2H		Possible Solutions
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				Remove and replace curb ramp
Flare cross slope is greater than 10%		X		
Curb ramp running slope is greater than 8.3%	X	X		
Blended transition running slope is greater than 5%				
Cut-thru ramp running slope is greater than 5%				
Curb ramp cross slope is greater than 2%				
Cut-thru ramp cross slope is greater than 2%				
Curb ramp width is less than 48"		X		
Cut-thru ramp width is less than 60"				
Permanent obstruction (>0.25") in curb ramp/landing/flares				
Temporary obstruction (>0.25") in curb ramp/landing/flares				
No textured surface at base of curb ramp	X	X		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				

Ramp 1H

Ramp 2H

Opinion of Probable Construction Cost Disclaimer:
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Project Location Map Sources:
Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

End of Project Description for Project 90026 Intersection of Service Center and parking lot (Lat. 32.9809; Long. -96.8392)

Kimley-Horn and Associates, Inc. **Priority: 2**
Project Description for Unsignalized Intersection

Client:	**Town of Addison**	**Date:**	**12/21/17**
Program:	**ADA Self-Evaluation and Transition Plan**	**Prepared By:**	**CMP**
KHA No.:	**063543021**	**Checked By:**	**EPE**

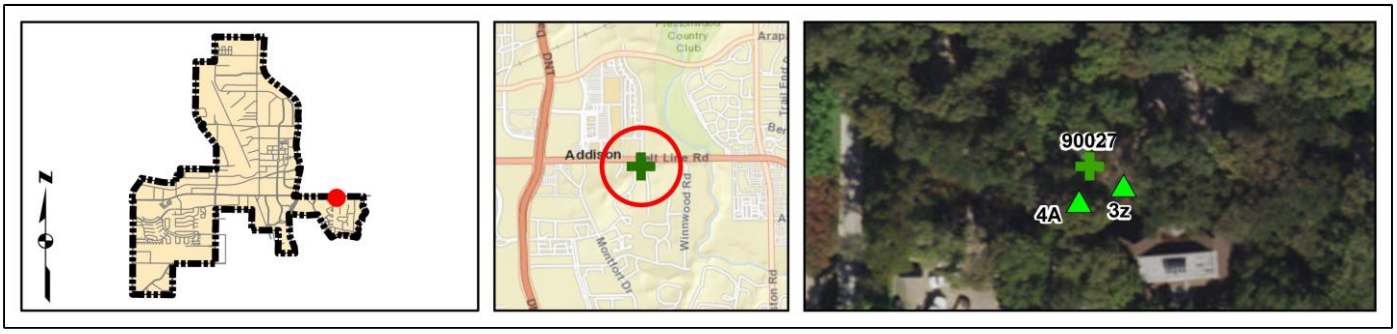
Corridor :	**Finance Building**	**GPS ID:**	**90027**
Project Name:	**Intersection of Finance Building and parking lot (Lat. 32.9535; Long. -96.8138)**		
Town:	**Addison**		

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	$ 10.00	$ -
TxDOT 529-6002	CONC CURB (TY II)	0	LF	$ 15.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	0	SY	$ 45.00	$ -
TxDOT 531	CURB RAMPS	1	EA	$ 1,500.00	$ 1,500.00
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	$ 50.00	$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	9	SY	$ 9.00	$ 81.00
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	$ 2.80	$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	0	LF	$ 8.50	$ -
---	REPAVE ROADWAY	0	LS	$ 5,000.00	$ -
---	FIX PONDING	1	LS	$ 2,000.00	$ 2,000.00
---	FIX CURB RAMP TRANSITION	1	LS	$ 2,000.00	$ 2,000.00
---	MEDIAN NOSE MODIFICATION	0	LS	$ 5,000.00	$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	$ 500.00	$ -
---	FIX CURB RAMP COUNTER SLOPE	0	LS	$ 2,000.00	$ -

Basis for Cost Projection
- ☑ No Design Completed
- ❑ Preliminary Design
- ❑ Final Design

Subtotal:		$ 5,581.00
Engineering: (% +/-)	20%	$ 1,209.50
Contingency: (% +/-)	20%	$ 1,209.50
Estimated Project Cost:		**$ 8,000.00**

Project Location



Field Observations

Intersection Issues	Crosswalk N	E	S	W	Possible Solutions
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' or 'i' in ramp label indicates no existing ramp) 3z	4A	Possible Solutions
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			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%			
Cut-thru ramp running slope is greater than 5%			
Curb ramp cross slope is greater than 2%			
Cut-thru ramp cross slope is greater than 2%			
Curb ramp width is less than 48"		X	
Cut-thru ramp width is less than 60"			
Permanent obstruction (>0.25") in curb ramp/landing/flares			
Temporary obstruction (>0.25") in curb ramp/landing/flares			
No textured surface at base of curb ramp		X	For intersection, commercial driveway, and park ramps, install color truncated domes
No color contrast at base of curb ramp		X	
Landing area does not exist and is needed			
Landing area is less than 5' x 5' or slopes greater than 2%		X	Remove and replace landing area
Curb ramp transition onto roadway is greater than 0.25"		X	Fix curb ramp transition
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%			
Ponding occurs at base of curb ramp		X	Fix ponding

Kimley-Horn and Associates, Inc.	Intersection of Finance Building and parking lot (Lat. 32.9535; Long. -96.8138)
Photographs	GPS ID: 90027

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

End of Project Description for Project 90027 Intersection of Finance Building and parking lot (Lat. 32.9535; Long. -96.8138)

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

Client:	**Town of Addison**	**Date:**	**12/21/17**
Program:	**ADA Self-Evaluation and Transition Plan**	**Prepared By:**	**CMP**
KHA No.:	**063543021**	**Checked By:**	**EPE**

Corridor :	**Finance Building**	**GPS ID:**	**90111**
Project Name:	**Intersection of Finance Building and driveway (Lat. 32.9533; Long. -96.8140)**		
Town:	**Addison**		

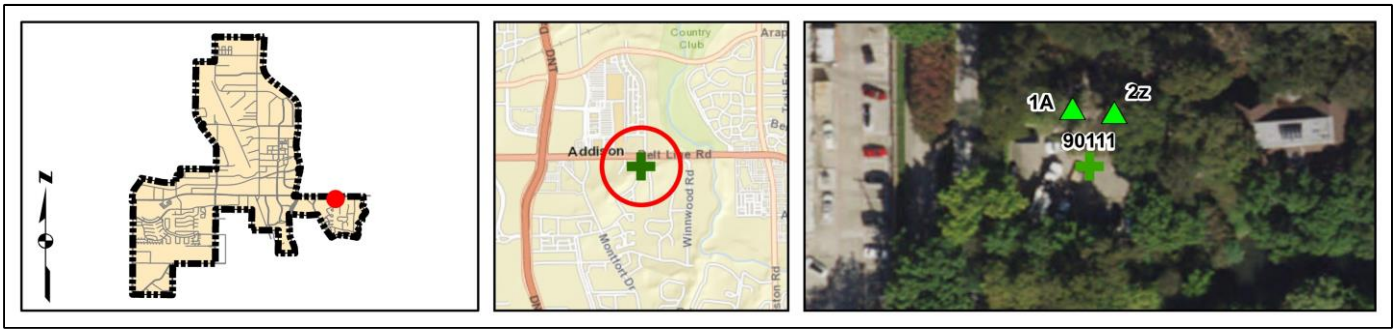
Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	$ 10.00	$ -
TxDOT 529-6002	CONC CURB (TY II)	0	LF	$ 15.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	0	SY	$ 45.00	$ -
TxDOT 531	CURB RAMPS	1	EA	$ 1,500.00	$ 1,500.00
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	$ 50.00	$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	10	SY	$ 9.00	$ 90.00
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	$ 2.80	$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	0	LF	$ 8.50	$ -
---	REPAVE ROADWAY	0	LS	$ 5,000.00	$ -
---	FIX PONDING	0	LS	$ 2,000.00	$ -
---	FIX CURB RAMP TRANSITION	1	LS	$ 2,000.00	$ 2,000.00
---	MEDIAN NOSE MODIFICATION	0	LS	$ 5,000.00	$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	$ 500.00	$ -
---	FIX CURB RAMP COUNTER SLOPE	0	LS	$ 2,000.00	$ -

Basis for Cost Projection

- ☑ No Design Completed
- ❑ Preliminary Design
- ❑ Final Design

Subtotal:		$ 3,590.00
Engineering: (% +/-)	20%	$ 1,205.00
Contingency: (% +/-)	20%	$ 1,205.00
Estimated Project Cost:		**$ 6,000.00**

Project Location



Field Observations

Intersection Issues	Crosswalk N	E	S	W	Possible Solutions
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' or 'i' in ramp label indicates no existing ramp) 1A	2z		Possible Solutions
Curb ramp does not exist and is needed				
Curb ramp does not land in crosswalk				
No 4' x 4' clear space at base of curb ramp				
Curbed side is not 90° or has traversable adjacent surface	X			Remove and replace curb ramp
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"	X			
Cut-thru ramp width is less than 60"				
Permanent obstruction (>0.25") in curb ramp/landing/flares				
Temporary obstruction (>0.25") in curb ramp/landing/flares				
No textured surface at base of curb ramp	X			For intersection, commercial driveway, and park ramps, install color truncated domes
No color contrast at base of curb ramp	X			
Landing area does not exist and is needed				
Landing area is less than 5' x 5' or slopes greater than 2%	X			Remove and replace landing area
Curb ramp transition onto roadway is greater than 0.25"	X			Fix curb ramp transition
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%				
Ponding occurs at base of curb ramp				

Kimley-Horn and Associates, Inc.	Intersection of Finance Building and driveway (Lat. 32.9533; Long. -96.8140)
Photographs	GPS ID: 90111

Ramp 1A

Corner 2 No Ramp (2z)

Opinion of Probable Construction Cost Disclaimer:
The Engineer has no control over the cost of labor, materials, equipment, or over the Contractor's methods of determining prices or over competitive bidding or market conditions. Opinions of probable costs provided herein are based on the information known to Engineer at this time and represent only the Engineer's judgment as a design professional familiar with the construction industry. The Engineer cannot and does not guarantee that proposals, bids, or actual construction costs will not vary from its opinions of probable costs.

Project Location Map Sources:
Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

End of Project Description for Project 90111 Intersection of Finance Building and driveway (Lat. 32.9533; Long. -96.8140)

Town of Addison
ADA Self-Evaluation and Transition Plan
Park Cost Projection Summary
12/21/2017

GPS ID	Project Name	Facilities	Sidewalks	Unsignalized Intersections	Cost Projection
1	Addison Circle Park	$ 5,000	$ 48,000	$ 6,000	$ 59,000
2	Addison Town Park	$ 18,000	$ 69,000	$ 8,000	$ 95,000
3	Beckert Park	$ 2,000	$ 51,000	-	$ 53,000
4	Les Lacs Park	$ 20,000	$ 151,000	-	$ 171,000
5	Redding Trail Dog Park	$ 17,000	$ 1,000	-	$ 18,000
	Redding Trail	-	$ 241,000	$ 19,000	$ 260,000
6	Spruill Park	$ 4,000	$ 40,000	-	$ 44,000
7	Vitruvian Park	$ 15,000	$ 95,000	$ 34,000	$ 144,000
	TOTAL	**$ 81,000**	**$ 696,000**	**$ 67,000**	**$ 844,000**

ROSCOE TURNER DR

ADDISON CIR

WITT PL

ADDISON RD

QUORUM DR

FESTIVAL WAY

MCENTIRE PL

JULIAN ST

Evaluated Facilities

Pedestrian Path of Travel - Sidewalk, Driveway and Street Crossings, and Curb Ramps (Details Provided in Park/Building Sidewalk Reports)

Stairs (Not Evaluated)

Town of Addison
ADA Transition Plan
Addison Circle Park Map

November 2017

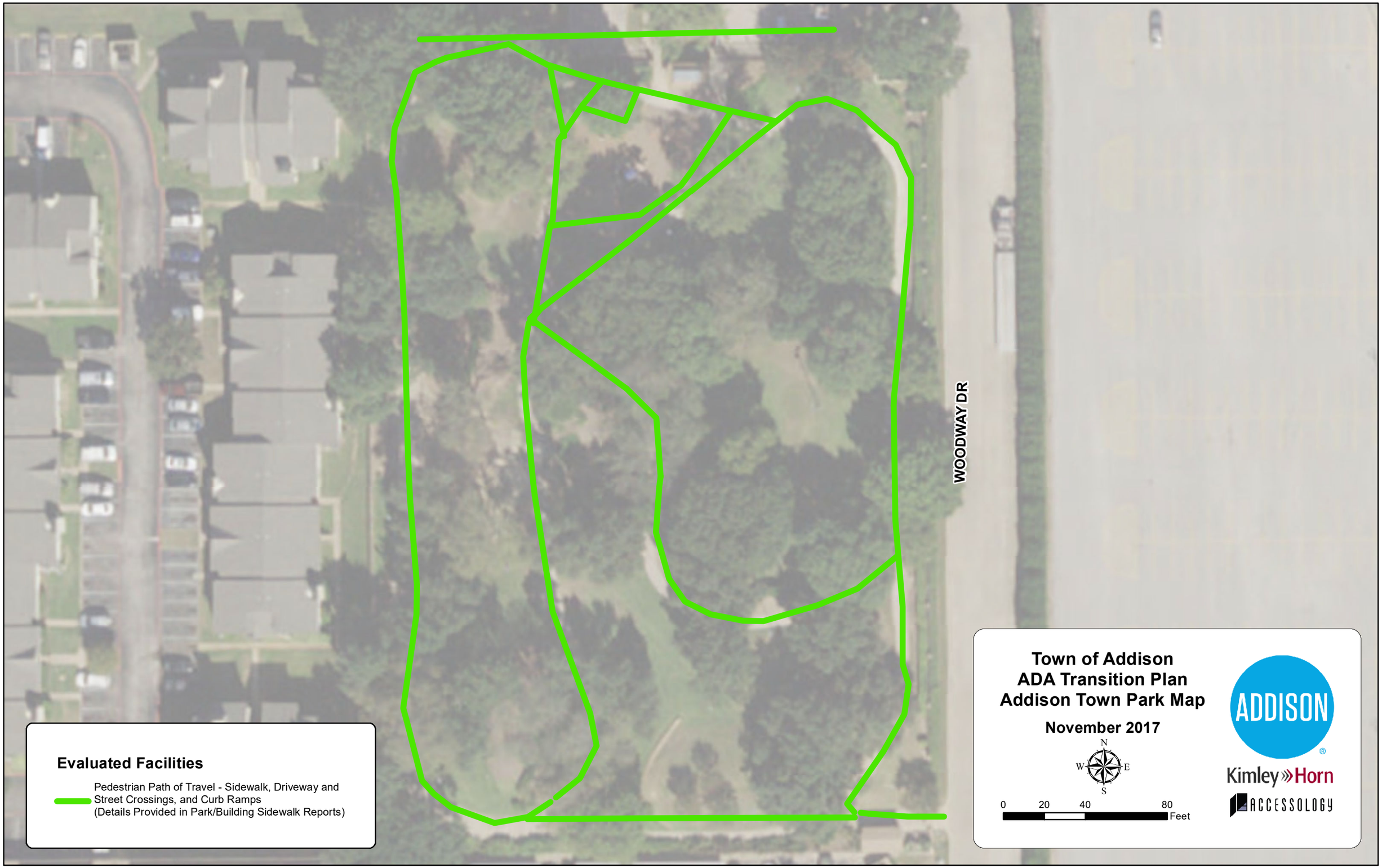
N W E S

0 37.5 75 150 Feet

ADDISON

Kimley»Horn

ACCESSOLOGY


WOODWAY DR
Evaluated Facilities
Pedestrian Path of Travel - Sidewalk, Driveway and Street Crossings, and Curb Ramps
(Details Provided in Park/Building Sidewalk Reports)
Town of Addison
ADA Transition Plan
Addison Town Park Map
November 2017
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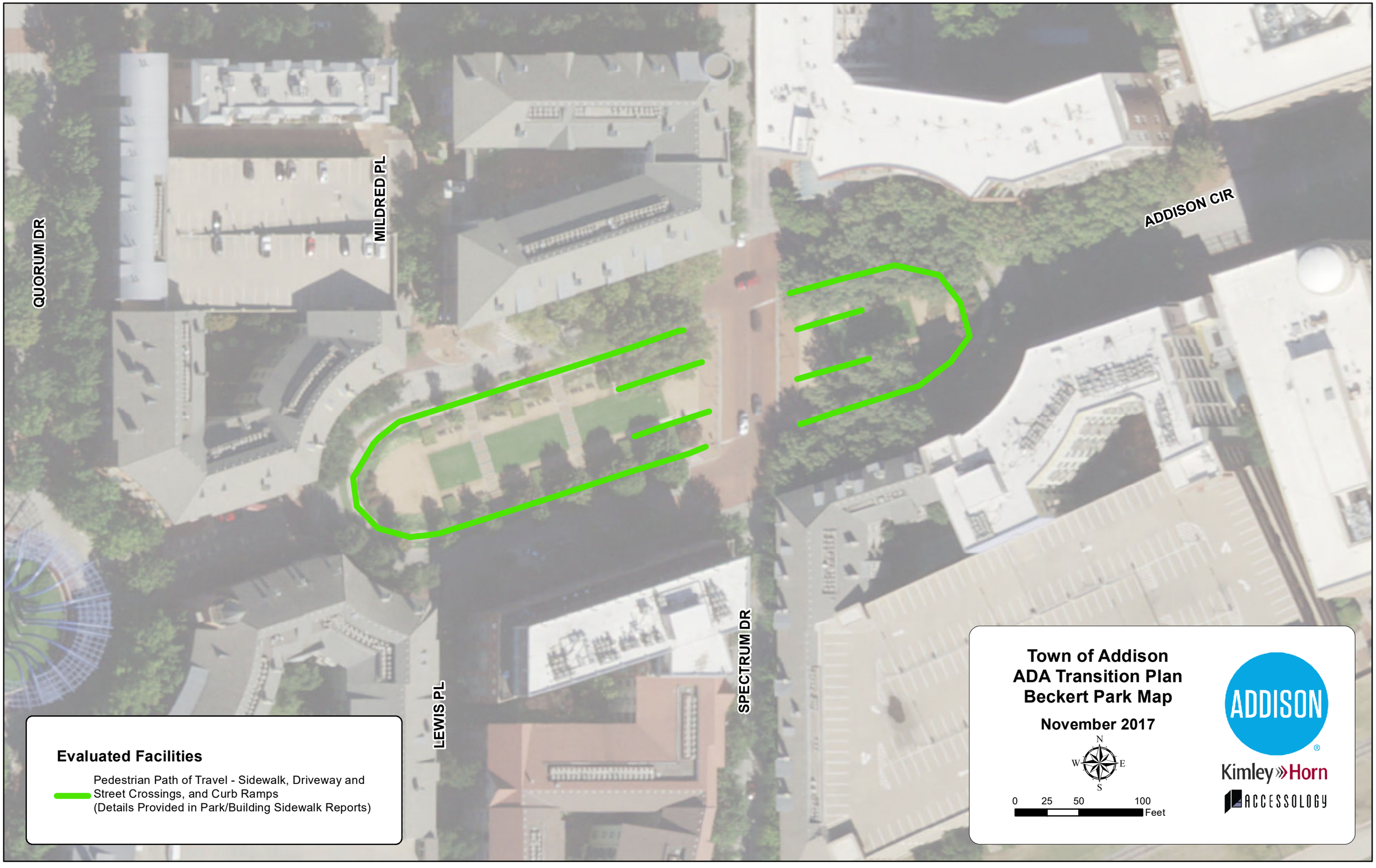
Kimley»Horn
ACCESSOLOGY


QUORUM DR
MILDRED PL
ADDISON CIR
LEWIS PL
SPECTRUM DR
Evaluated Facilities
Pedestrian Path of Travel - Sidewalk, Driveway and Street Crossings, and Curb Ramps
(Details Provided in Park/Building Sidewalk Reports)
Town of Addison
ADA Transition Plan
Beckert Park Map
November 2017
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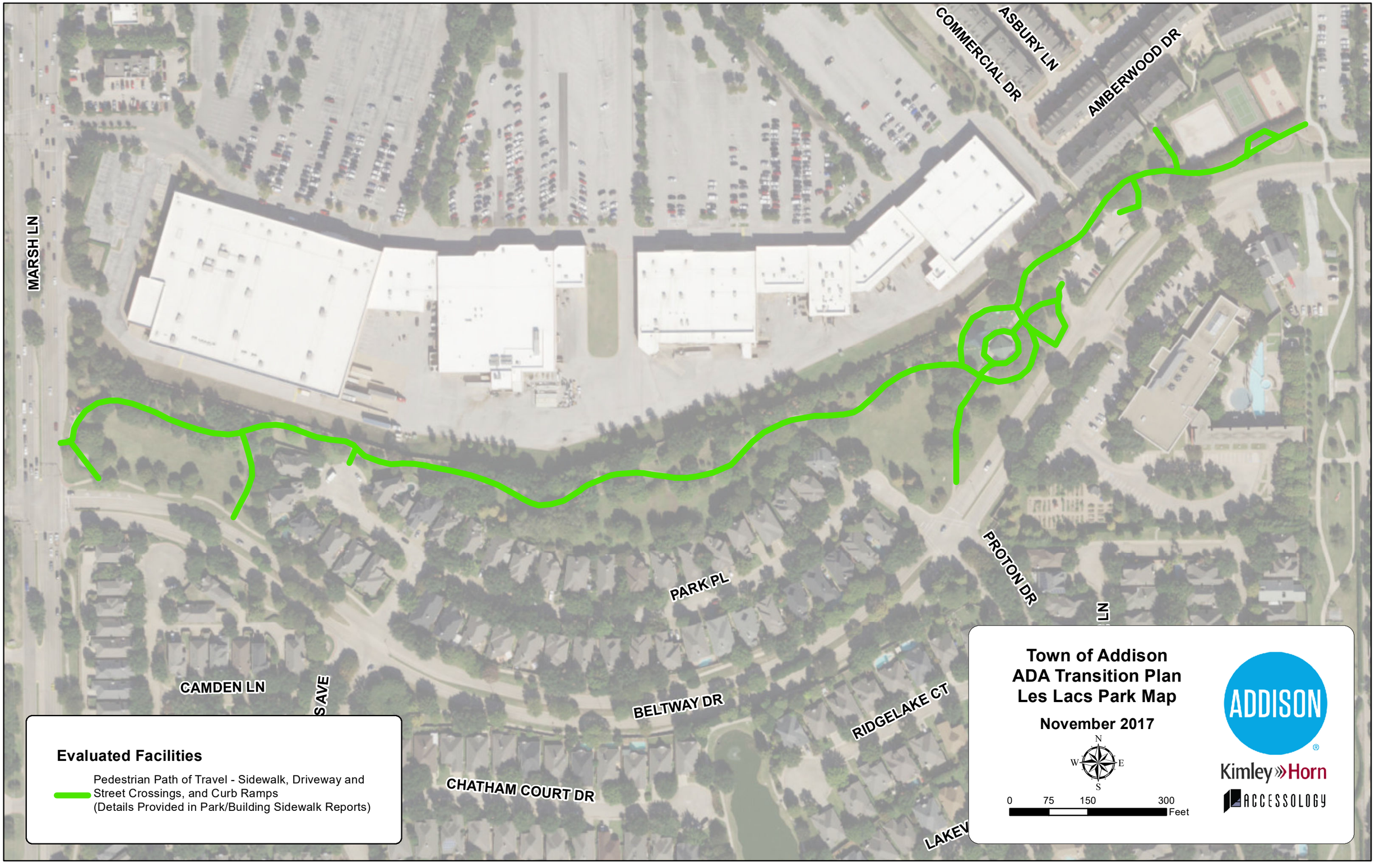
ACCESSOLOGY


MARSH LN
COMMERCIAL DR
ASBURY LN
AMBERWOOD DR
PROTON DR
PARK PL
CAMDEN LN
BELTWAY DR
RIDGELAKE CT
CHATHAM COURT DR
Evaluated Facilities
Pedestrian Path of Travel - Sidewalk, Driveway and Street Crossings, and Curb Ramps
(Details Provided in Park/Building Sidewalk Reports)
Town of Addison
ADA Transition Plan
Les Lacs Park Map
November 2017
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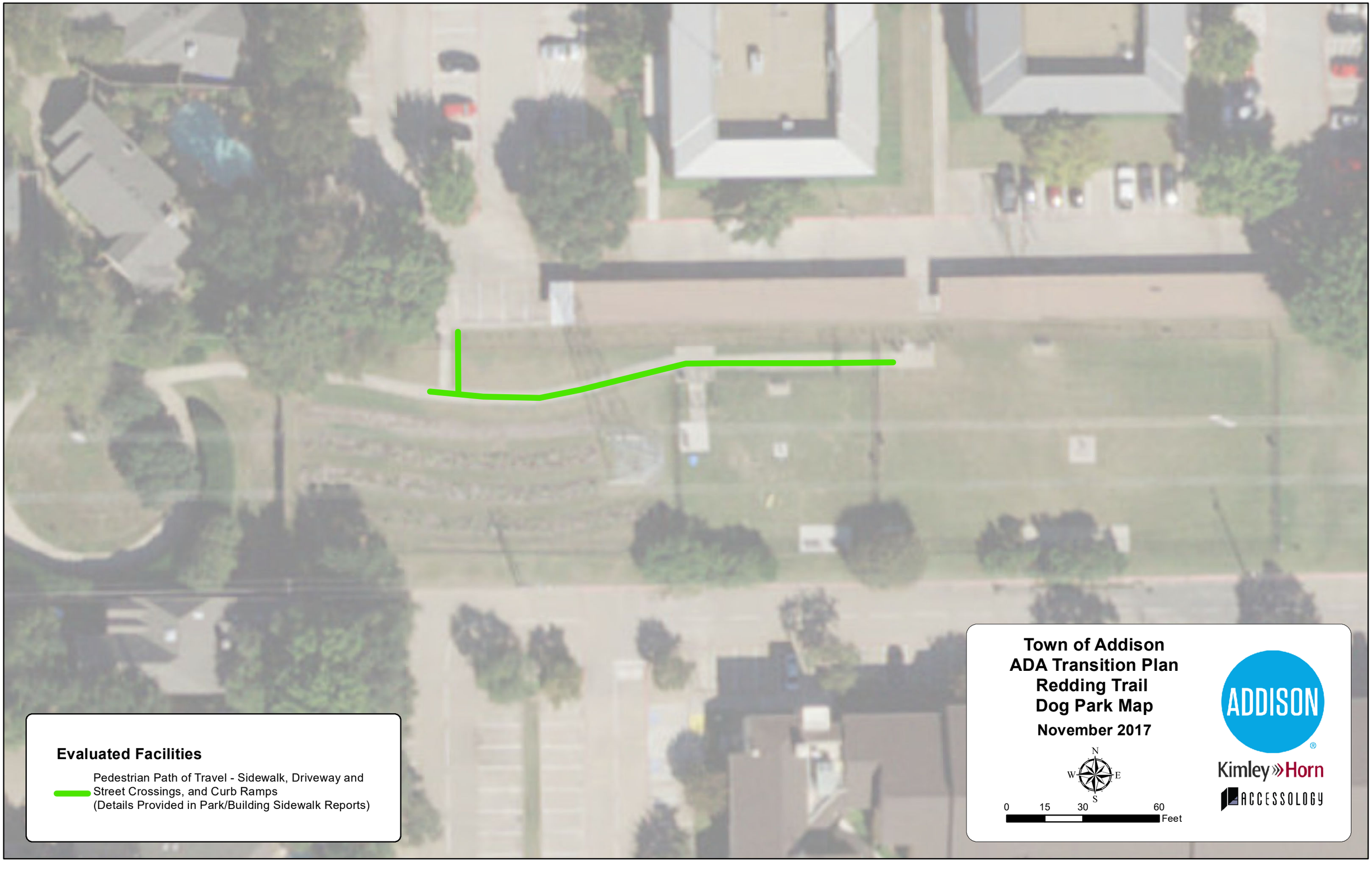
ACCESSOLOGY



Evaluated Facilities

Pedestrian Path of Travel - Sidewalk, Driveway and Street Crossings, and Curb Ramps
(Details Provided in Park/Building Sidewalk Reports)

Town of Addison
ADA Transition Plan
Redding Trail
Dog Park Map
November 2017

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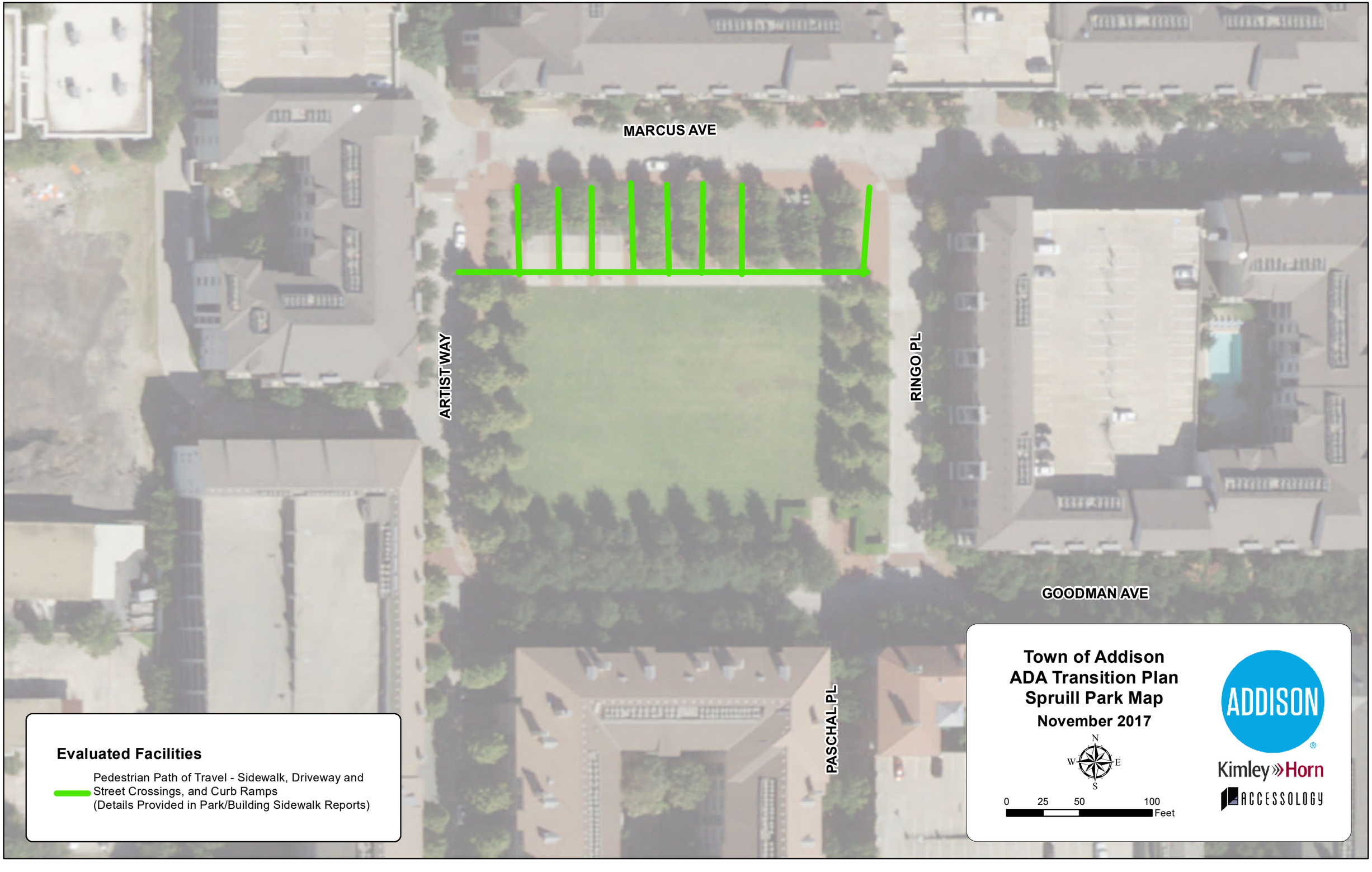
ADDISON

Kimley»Horn

ACCESSOLOGY


MARCUS AVE
ARTIST WAY
RINGO PL
PASCHAL PL
GOODMAN AVE
Evaluated Facilities
Pedestrian Path of Travel - Sidewalk, Driveway and Street Crossings, and Curb Ramps
(Details Provided in Park/Building Sidewalk Reports)
Town of Addison
ADA Transition Plan
Spruill Park Map
November 2017
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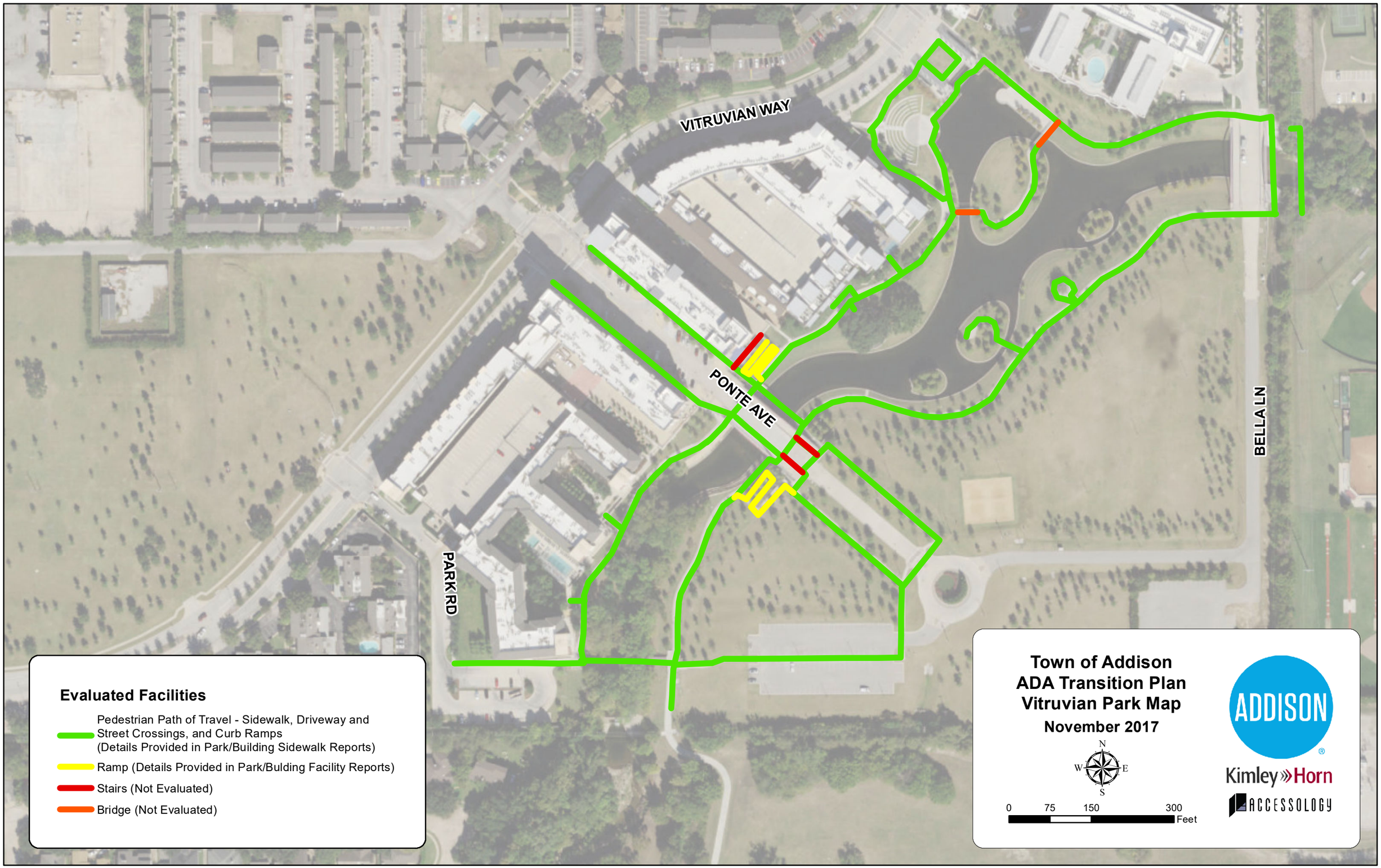
ACCESSOLOGY


VITRUVIAN WAY
PONTE AVE
BELLA LN
PARK RD
Evaluated Facilities
Pedestrian Path of Travel - Sidewalk, Driveway and Street Crossings, and Curb Ramps (Details Provided in Park/Building Sidewalk Reports)
Ramp (Details Provided in Park/Bulding Facility Reports)
Stairs (Not Evaluated)
Bridge (Not Evaluated)
Town of Addison
ADA Transition Plan
Vitruvian Park Map
November 2017
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ADDISON
Kimley»Horn
ACCESSOLOGY

Town of Addison
ADA Self-Evaluation and Transition Plan
Park Cost Projection Summary
12/20/2017

GPS ID	Project Name	Cost Projection
1	Addison Circle Park	$ 5,000
2	Addison Town Park	$ 18,000
3	Beckert Park	$ 2,000
4	Les Lacs Park	$ 20,000
5	Redding Trail Dog Park	$ 17,000
6	Spruill Park	$ 4,000
7	Vitruvian Park	$ 15,000
	TOTAL	**$ 81,000**

ACCESSOLOGY

TOWN OF ADDISON
BUILDING REPORT

Facility Information:

Facility Name: Addison Circle Park

Facility Contact: Lisa Pyles

Contact Phone: 972-450-2878

Accessology Inspector Information:

Inspector: Karen Jackson

Date: May 11, 2017

Email: Kjackson@accessology.com

Latitude: 32.960824

Longitude: -96.827594

Address: 4950 Addison Circle

City: Addison

County: Dallas

General Parking Notes:

There is no parking provided to specifically serve the park. There is parking available that serves businesses around the area.

Total Parking Spaces:	N/A
Total Accessible Parking Spaces:	N/A
Number of van accessible spaces:	N/A
Is the accessible parking substantially compliant?	N/A

Parking Violations Total $0

High Priority

Medium Priority

Low Priority

TOWN OF ADDISON
BUILDING REPORT

Facility Information: **Facility Name:** Addison Circle Park

Facility Contact: Lisa Pyles **Contact Phone:** 972-450-2878

Accessology Inspector Information:

Inspector: Karen Jackson **Date:** May 11, 2017

Email: Kjackson@accessology.com

Latitude: 32.960824 **Longitude:** -96.827594

Address: 4950 Addison Circle **City:** Addison **County:** Dallas

General Accessible Route Notes:

A sidewalk and path are provided throughout the park. Comments regarding the sidewalk and path serving the park are provided in an additional report.

Is the path of travel from accessible parking to building entrance compliant?	N/A
Does the path of travel serve all exterior amenities offered by the facility?	N/A
Is the path of travel from building entrances to all amenities served by the entrance substantially compliant?	N/A

Accessible Route Total $0

High Priority

Medium Priority

Low Priority

TOWN OF ADDISON
BUILDING REPORT

Facility Information: **Facility Name:** Addison Circle Park

Facility Contact: Lisa Pyles **Contact Phone:** 972-450-2878

Accessology Inspector Information:

Inspector: Karen Jackson **Date:** May 11, 2017

Email: Kjackson@accessology.com

Latitude: 32.960824 **Longitude:** -96.827594

Address: 4950 Addison Circle **City:** Addison **County:** Dallas

General Misc Notes:

There are multiple benches and drinking fountains provided throughout the park.

Are there exterior drinking fountains? Yes

Are there any other miscellaneous items not previously covered? No

Violation #1: There is not a 30" x 48" clear floor space provided next to drinking fountains throughout the park.

Standard: **2010 ADAAG 305.3 Size.**

Text: The clear floor or ground space shall be 30 inches minimum by 48 inches minimum.

Possible Solutions: Provide a 30" x 48" space next to each drinking fountain.

Violation #1 Cost: $3,150 Priority Level 5

Violation #2: The button to operate the dog portion of the drinking fountains is too low at 5" above ground floor.

Standard: **2010 ADAAG 308.2.1 Unobstructed Forward Reach**

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

TOWN OF ADDISON - Addison Circle Park
Miscellaneous - Page 2

Possible Solutions:	Relcoate or add an additional operator at 15" minimum for the dog bowl portion of the fountain.		
Violation #2 Cost:	$525	Priority	Level 12

		High Priority	
Miscellaneous Total	$3,675	Medium Priority	
		Low Priority	

TOWN OF ADDISON
BUILDING REPORT

Facility Information: **Facility Name:** Addison Circle Park

Facility Contact: Lisa Pyles **Contact Phone:** 972-450-2878

Accessology Inspector Information:

Inspector: Karen Jackson **Date:** May 11, 2017

Email: Kjackson@accessology.com

Latitude: 32.960824 **Longitude:** -96.827594

Address: 4950 Addison Circle **City:** Addison **County:** Dallas

General Amenities Notes:

The park includes benches and drinking fountains.

Does each amenity have an accessible route leading into it?	Yes
Is there a playground?	No
Does it have accessible play elements?	N/A
Are they substantially compliant?	N/A
Are there sports fields?	No
Do the accessible routes extend into the dugout?	N/A
Is seating provided?	N/A
Is accessible seating provided?	N/A
Is it compliant?	N/A
Are pavilions and/or picnic tables provided?	No
Is an accessible route provided to them?	N/A
Are accessible picnic tables provided?	No
Are grills provided?	N/A
Are they accessible?	N/A

Violation #3: The benches throughout the park do not provide an area for companion seating.

Standard: **2010 ADAAG 305.3 Size.**

Text: The clear floor or ground space shall be 30 inches minimum by 48 inches minimum.

TOWN OF ADDISON - Addison Circle Park
Park Amenities - Page 2

Possible Solutions:	Provide wheelchair space areas for companion seating.		
Violation #3 Cost:	$1,050	Priority	Level 5

		High Priority	
Park Amenities Total	$1,050	Medium Priority	
		Low Priority	

Summary Sheet for Addison Circle Park

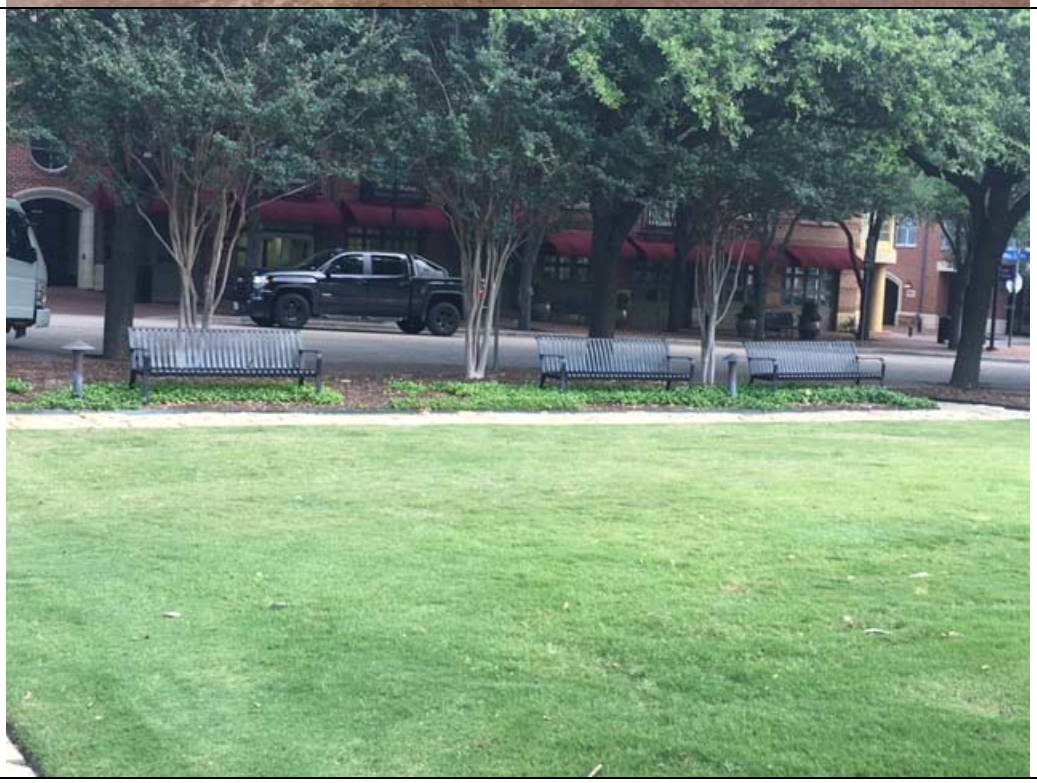
Addison Circle Park

#	VIOLATION SUMMARY	PRIORITY LEVEL	COST
1	Provide a 30" x 48" space next to each drinking fountain.	Level 5	$3,150.00
2	Relcoate or add an additional operator at 15" minimum for the dog bowl portion of the fountain.	Level 12	$525.00
3	Provide wheelchair space areas for companion seating.	Level 5	$1,050.00

Grand Total	$4,725.00

Violation 1 - There is not a 30" x 48" clear floor space provided next to drinking fountains throughout the park.

Violation 2 - The button to operate the dog portion of the drinking fountains is too low at 5" above ground floor.



Violation 3: - The benches throughout the park do not provide an area for companion seating.

ACCESSOLOGY

TOWN OF ADDISON
PARK REPORT

Facility Information: **Facility Name:** Addison Town Park

Facility Contact: Lisa Pyles **Contact Phone:** 972-450-2878

Accessology Inspector Information:

Inspector: Karen Jackson **Date:** April 4, 2017

Email: kjackson@accessology.com

Latitude: 32.941646 **Longitude:** -96.852422

Address: 3799 Sidney Drive **City:** Addison **County:** Dallas

General Parking Notes:

There is a small parking area that serves the park on Sidney Drive.

Total Parking Spaces:	10
Total Accessible Parking Spaces:	1
Number of van accessible spaces:	0
Is the accessible parking substantially compliant?	0

Violation #1: The accessible parking space provided is only 109" wide where it should be a minimum of 132" wide to serve as a van accessible space.

Standard: **2010 ADAAG 502.2 Parking Spaces Vehicle Spaces.**

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

Possible Solutions: Restripe accessible parking space so it is a minimum of 132" wide with an access aisle that is 60" wide.

TOWN OF ADDISON - Addison Town

Park Parking - Page 2

Violation #1 Cost:	$525	Priority	Level 4
Violation #2:	The accessible parking space has a running slope of 4.9% where 2% is the maximum slope allowed.		
Standard:	**2010 ADAAG 502.4 Floor or Ground Surfaces.**		
Text:	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. Slopes not steeper than 1:48 shall be permitted.		
Possible Solutions:	Re-grade parking space to achieve slopes in all directions that are no greater than 2%.		
Violation #2 Cost:	$2,100	Priority	Level 4
Violation #3:	The access aisle narrows down to 55" wide where the ramp is located.		
Standard:	**2010 ADAAG 502.3.1 Access Aisle Width.** **2010 ADAAG 502.3.2 Access Aisle Length.**		
Text:	**2010 ADAAG 502.3.1 Access Aisle Width.** Access aisles shall extend the full length of the parking spaces they serve. **2010 ADAAG 502.3.2 Access Aisle Length.** Access aisles serving car and van parking spaces shall be 60 inches wide minimum.		
Possible Solutions:	Remove ramp.		
Violation #3 Cost:	$2,100	Priority	Level 3

TOWN OF ADDISON - Addison Town Park

Parking - Page 3

Violation #4:	The ramp serving the accessible parking protrudes into the access aisle.
Standard:	**2010 ADAAG 406.5 Curb Ramp Location.**
Text:	Curb ramps and the flared sides of curb ramps shall be located so that they do not project into vehicular traffic lanes, parking spaces, or parking access aisles.
Possible Solutions:	Remove ramp and install a compliant curb ramp in a location where it does not protrude into the accessible parking space or access aisle.
Violation #4 Cost:	$2,100
Priority	Level 3

		High Priority	1-4
Parking Violations Total	$6,825	Medium Priority	5-8
		Low Priority	9-12

TOWN OF ADDISON

PARK REPORT

Facility Information: **Facility Name:** Addison Town Park

Facility Contact: Lisa Pyles **Contact Phone:** 972-450-2878

Accessology Inspector Information:

Inspector: Karen Jackson **Date:** April 4, 2017

Email: kjackson@accessology.com

Latitude: 32.941646 **Longitude:** -96.852422

Address: 3799 Sidney Drive **City:** Addison **County:** Dallas

General Accessible Route Notes:

Accessible route around the park and to the play ground provided.

Is the path of travel from accessible parking to building entrance compliant?	N/A
Does the path of travel serve all exterior amenities offered by the facility?	Yes
Is the path of travel from building entrances to all amenities served by the entrance substantially compliant?	N/A

Violation #5: There is a tree along the path around the park that hangs down at 59"aff.

Standard: **2010 ADAAG 307.4 Protruding Objects Vertical Clearance.**

Text: Vertical clearance shall be 80" high min. Guardrails or other barriers shall be provided where the vertical clearance is less than 80" high. The leading edge of such guardrail or barrier shall be located 27" max. above the finish floor or ground.

Possible Solutions: Trim all foliage along the path of travel so it is above 80" above the finished floor or ground.

TOWN OF ADDISON - Addison Town

Park Accessible Route Exterior - Page 2

Violation #5 Cost:	$525	Priority	Level 4

		High Priority	1-4
Accessible Route Total	$525	Medium Priority	5-8
		Low Priority	9-12

TOWN OF ADDISON
PARK REPORT

Facility Information: **Facility Name:** Addison Town Park

Facility Contact: Lisa Pyles **Contact Phone:** 972-450-2878

Accessology Inspector Information:

Inspector: Karen Jackson **Date:** April 4, 2017

Email: kjackson@accessology.com

Latitude: 32.941646 **Longitude:** -96.852422

Address: 3799 Sidney Drive **City:** Addison **County:** Dallas

General Amenities Notes:

The park includes an arbor, playground, benches, a drinking fountain, trash cans and pet waste bags.

Does each amenity have an accessible route leading into it?	No
Is there a playground?	Yes
Does it have accessible play elements?	Yes
Are they substantially compliant?	No
Are there sports fields?	No
Do the accessible routes extend into the dugout?	N/A
Is seating provided?	N/A
Is accessible seating provided?	N/A
Is it compliant?	N/A
Are pavilions and/or picnic tables provided?	Yes
Is an accessible route provided to them?	Yes
Are accessible picnic tables provided?	N/A
Are grills provided?	No
Are they accessible?	N/A

Violation #6: The transition from the sidewalk to the playground surface has a gap greater than 1/4" wide.

Standard: **2010 ADAAG 303.2 Changes in Level Vertical.**

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

TOWN OF ADDISON - Addison Town

Park Park Amenities - Page 2

Possible Solutions:	Fill in the gap to achieve a smooth transition.
Violation #6 Cost:	$105 Priority Level 10
Violation #7:	There is not a level transfer space next to the play structure. The area has a drop off.
Standard:	**2010 ADAAG 1008.3.1.3 Transfer Space.**
Text:	A transfer space complying with (305.2 & 305.3) shall be provided adjacent to the transfer platform. The 48" long min. dimension of the transfer space shall be centered on and parallel to the 24" long mi. side of the transfer platform.
Possible Solutions:	Extend the transfer area to ensure a clear and level 48" by 24" area is provided.
Violation #7 Cost:	$1,050 Priority Level 7
Violation #8:	The portion of the pet waste disposal containers where the bags are located at 51" above finished floor.
Standard:	**2010 ADAAG 308.2.1 Reach Ranges Forward Reach Unobstructed. & 308.3.1 Side Reach Unobstructed.**
Text:	Where a forward or parallel approach to an element is unobstructed, the high forward and side reaches shall be 48 inches maximum above the finish floor or ground.
Possible Solutions:	Lower the waste disposal containers.

TOWN OF ADDISON - Addison Town

Park Park Amenities - Page 3

Violation #8 Cost:	$1,050	Priority	Level 7
Violation #9:	The benches along the path do not provide an area next to them for companion seating.		
Standard:	**2010 ADAAG 802.1.1 Floor or Ground Surface & 802.1.2 Width.**		
Text:	The floor or ground surface of wheelchair spaces shall comply with 302. Changes in level are not permitted. EXCEPTION: Slopes not steeper than 1:48 (2%) shall be permitted. A single wheelchair space shall be 36 inches wide minimum.		
Possible Solutions:	Provide wheelchair space areas for companion seating.		
Violation #9 Cost:	$1,050	Priority	Level 4
Violation #10:	The controls on the drinking fountain require more than 5lbs of pressure to operate.		
Standard:	**2010 ADAAG 309.4 Operable Parts Operation.**		
Text:	The force required to activate operable parts shall be 5 pounds maximum.		
Possible Solutions:	Replace drinking fountain with a compliant fountain.		
Violation #10 Cost:	$5,250	Priority	Level 7
Violation #11:	There is a building on the park site that requires a 7" step to enter.		

TOWN OF ADDISON - Addison Town

Park Park Amenities - Page 4

Standard:	**2010 ADAAG 303.4 Changes in Level Ramps**
Text:	Changes in level greater than 1/2 inch high shall be ramped, and shall comply with (405 Ramps & 406 Curb Ramps)
Possible Solutions:	Install ramp to provide access into building.
Violation #11 Cost:	$1,050 Priority Level 4
Violation #12:	The playground surface consists of wood chips and is not stable.
Standard:	**2010 ADAAG 1008.2.6.1 Play Areas Accessible Routes Ground Surfaces Accessibility.** **2010 ADAAG 1008.2.6.2 Play Areas Accessible Routes Ground Surfaces Use Zones.**
Text:	**2010 ADAAG 1008.2.6.1 Play Areas Accessible Routes Ground Surfaces Accessibility.** Ground surfaces shall comply with ASTM F 1951 (incorporated by reference, see "Referenced Standards" in Chapter 1). **2010 ADAAG 1008.2.6.2 Play Areas Accessible Routes Ground Surfaces Use Zones.** Ground surfaces located within use zones shall comply with ASTM F 1292 (1999 edition or 2004 edition) (incorporated by reference, see "Referenced Standards" in Chapter 1)
Possible Solutions:	The playground surface must be replaced with a surface that complies with ASTM F 1951.

TOWN OF ADDISON - Addison Town

Park Park Amenities - Page 5

Violation #12 Cost:	$1,050	Priority	Level 5

		High Priority	1-4
Park Amenities Total	$10,605	Medium Priority	5-8
		Low Priority	9-12

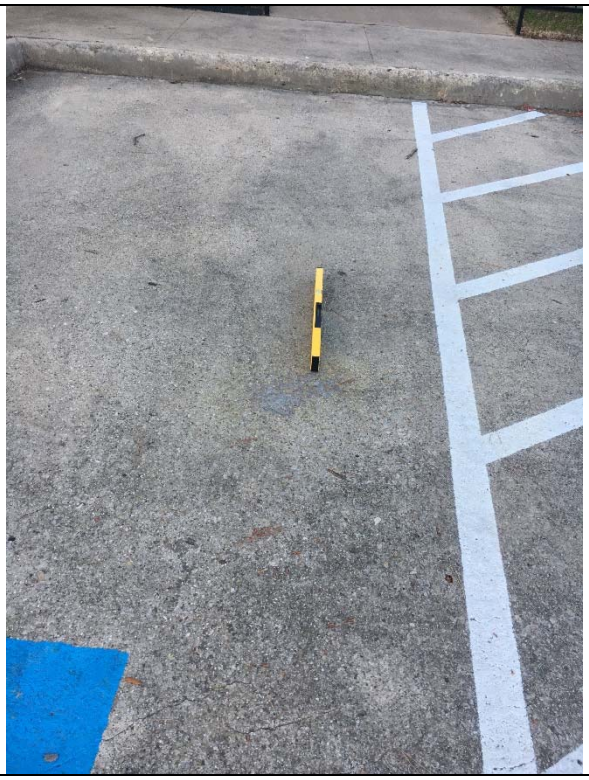
Summary Sheet for Addison Town Park

Addison Town Park

#	VIOLATION SUMMARY	PRIORITY LEVEL	COST
1	Restripe accessible parking space so it is a minimum of 132" wide with an access aisle that is 60" wide.	Level 4	$525.00
2	Re-grade parking space to achieve slopes in all directions that are no greater than 2%.	Level 4	$2,100.00
3	Remove ramp.	Level 3	$2,100.00
4	Remove ramp and install a compliant curb ramp in a location where it does not protrude into the accessible parking space or access aisle.	Level 3	$2,100.00
5	Trim all foliage along the path of travel so it is above 80" above the finished floor or ground.	Level 4	$525.00
6	Fill in the gap to achieve a smooth transition.	Level 10	$105.00
7	Extend the transfer area to ensure a clear and level 48" by 24" area is provided.	Level 7	$1,050.00
8	Lower the waste disposal containers.	Level 7	$1,050.00
9	Provide wheelchair space areas for companion seating.	Level 4	$1,050.00
10	Replace drinking fountain with a compliant fountain.	Level 7	$5,250.00
11	Install ramp to provide access into building.	Level 4	$1,050.00
12	The playground surface must be replaced with a surface that complies with ASTM F 1951.	Level 5	$1,050.00

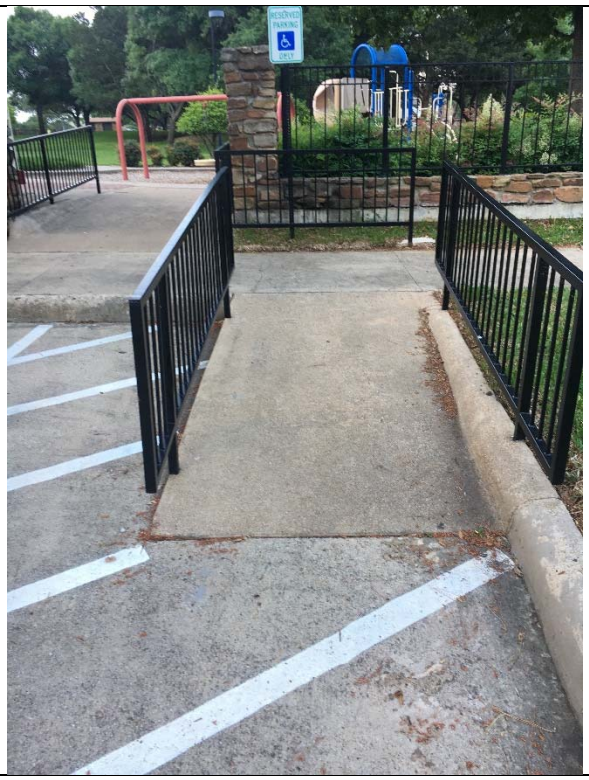
Grand Total	$17,955.00

Violation 1 - The accessible parking space provided is only 109" wide where it should be a minimum of 132" wide to serve as a van accessible space.



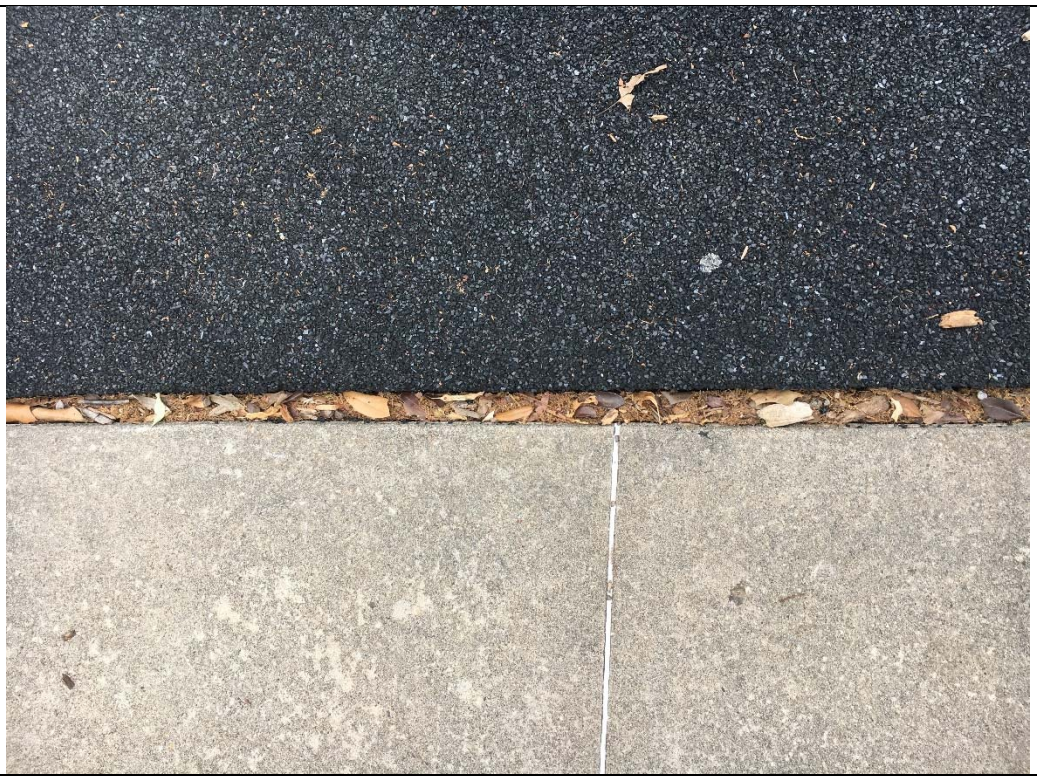
Violation 2 - The accessible parking space has a running slope of 4.9% where 2% is the maximum slope allowed.

Violation 3 - The access aisle narrows down to 55" wide where the ramp is located.



Violation 4 - The ramp serving the accessible parking protrudes into the access aisle.

Violation 5 - There is a tree along the path around the park that hangs down at 59"aff.



Violation 6 - The transition from the sidewalk to the playground surface has a gap greater than 1/4" wide.

Violation 7 - There is not a level transfer space next to the play structure. The area has a drop off.

Violation 8 - The portion of the pet waste disposal containers where the bags are located at 51" above finished floor.

Violation 9 - The benches along the path do not provide an area next to them for companion seating.

Violation 10 - The controls on the drinking fountain require more than 5lbs of pressure to operate.

Violation 11 - There is a building on the park site that requires a 7" step to enter.

Violation 12 - The playground surface consists of wood chips and is not stable.

ACCESSOLOGY

TOWN OF ADDISON
PARK REPORT

Facility Information:

Facility Name: Beckert Park

Facility Contact: Lisa Pyles

Contact Phone: 972-450-2878

Accessology Inspector Information:

Inspector: Karen Jackson

Date: April 4, 2017

Email: kjackson@accessology.com

Latitude: 32.961837

Longitude: -96.824393

Address: 5044 Addison Circle

City: Addison

County: Dallas

General Parking Notes:

Beckert Park is located in Addison Circle and has no parking to specifically serve the park. The parking provided serves the shops that surround the park area.

Total Parking Spaces:	N/A
Total Accessible Parking Spaces:	N/A
Number of van accessible spaces:	N/A
Is the accessible parking substantially compliant?	N/A

Parking Violations Total $0

High Priority	1-4
Medium Priority	5-8
Low Priority	9-12

TOWN OF ADDISON
PARK REPORT

Facility Information:

Facility Name: Beckert Park

Facility Contact: Lisa Pyles

Contact Phone: 972-450-2878

Accessology Inspector Information:

Inspector: Karen Jackson

Date: April 4, 2017

Email: kjackson@accessology.com

Latitude: 32.961837

Longitude: -96.824393

Address: 5044 Addison Circle

City: Addison

County: Dallas

General Accessible Route Notes:

There is a sidewalk provided around the park. Comments regarding this pathway are provided in an additional report.

Is the path of travel from accessible parking to building entrance compliant?	N/A
Does the path of travel serve all exterior amenities offered by the facility?	Yes
Is the path of travel from building entrances to all amenities served by the entrance substantially compliant?	N/A

Accessible Route Total: $0

High Priority	1-4
Medium Priority	5-8
Low Priority	9-12

TOWN OF ADDISON
PARK REPORT

Facility Information: **Facility Name:** Beckert Park

Facility Contact: Lisa Pyles **Contact Phone:** 972-450-2878

Accessology Inspector Information:

Inspector: Karen Jackson **Date:** April 4, 2017

Email: kjackson@accessology.com

Latitude: 32.961837 **Longitude:** -96.824393

Address: 5044 Addison Circle **City:** Addison **County:** Dallas

General Amenities Notes:

The park includes benches, a drinking fountain, trash cans and pet waste bags.

Does each amenity have an accessible route leading into it?	No
Is there a playground?	No
Does it have accessible play elements?	N/A
Are they substantially compliant?	N/A
Are there sports fields?	No
Do the accessible routes extend into the dugout?	N/A
Is seating provided?	N/A
Is accessible seating provided?	N/A
Is it compliant?	N/A
Are pavilions and/or picnic tables provided?	No
Is an accessible route provided to them?	N/A
Are accessible picnic tables provided?	N/A
Are grills provided?	No
Are they accessible?	N/A

Violation #1: There are 4 Mutt Mitt dispensers provided to serve the park. None of them are provided in an accessible location.

Standard: **2010 ADAAG 206.2.2 Within a Site**

TOWN OF ADDISON - Beckert Park

Park Amenities - Page 2

Text:	At least one accessible route shall connect accessible buildings, accessible facilities, accessible elements, and accessible spaces that are on the same site.
Possible Solutions:	Relocate or provide at least one Mutt Mitt in each location.
Violation #1 Cost:	$2,100
Priority	Level 7

		High Priority	1-4
Park Amenities Total	$2,100	Medium Priority	5-8
		Low Priority	9-12

Summary Sheet for Beckert Park

Beckert Park

#	VIOLATION SUMMARY	PRIORITY LEVEL	COST
1	Relocate or provide at least one Mutt Mitt in each location.	Level 7	$2,100.00

Grand Total	$2,100.00

Violation 1 - There are 4 Mutt Mitt dispensers provided to serve the parkn. None of them are provided in an accessible location.

ACCESSOLOGY

TOWN OF ADDISON
PARK REPORT

Facility Information:

Facility Name: Les Lacs Linear Park

Facility Contact: Lisa Pyles

Contact Phone: 972-450-2878

Accessology Inspector Information:

Inspector: Karen Jackson

Date: April 4, 2017

Email: kjackson@accessology.com

Latitude: 32.949955

Longitude: -96.850309

Address: 3901 Beltway Drive

City: Addison

County: Dallas

General Parking Notes:

There is one parking lot serving the park, it is located on Beltway Drive.

Total Parking Spaces:	32
Total Accessible Parking Spaces:	3
Number of van accessible spaces:	0
Is the accessible parking substantially compliant?	No

Violation #1: None of the accessible parking spaces are marked as Van Accessible.

Standard: **2010 ADAAG 502.6 Parking Spaces Identification.**

Text: Signs identifying van parking spaces shall contain the designation "van accessible." Signs shall be 60 inches minimum above the finish floor or ground surface measured to the bottom of the sign.

Possible Solutions: Install a "van accessible" sign at one accessible space below the accessible parking sign at 60" minimum high to the bottom of the sign.

Violation #1 Cost: $263

Priority Level 6

TOWN OF ADDISON - Les Lacs Linear Park

Parking - Page 2

Violation #2:	The middle accessible parking space is only 83" wide where a minimum of 96" wide is required.
Standard:	**2010 ADAAG 502.2 Parking Spaces Vehicle Spaces.**
Text:	Car parking spaces shall be 96 inches wide (8') minimum and van parking spaces shall be 132 inches wide (11') minimum, shall be marked to define the width, and shall have an adjacent access aisle complying with (502.3 Access Aisle).
Possible Solutions:	Restripe parking to achieve a minimum 96" wide accessible parking space.
Violation #2 Cost:	$1,050 — Priority: Level 4
Violation #3:	The accessible parking signage is mounted too low.
Standard:	**2010 ADAAG 502.6 Parking Spaces Identification.**
Text:	Parking space identification signs shall include the International Symbol of Accessibility. Signs shall be 60" min above the ground surface measured to the bottom of the sign.
Possible Solutions:	Raise signage.
Violation #3 Cost:	$263 — Priority: Level 9
Violation #4:	Both curb ramps have gaps where the ramp meets the access aisle.
Standard:	**2010 ADAAG 302.3 Floor or Ground Surfaces Openings**

TOWN OF ADDISON - Les Lacs Linear Park

Parking - Page 3

Text:	Openings in floor or ground surfaces shall not allow passage of a sphere more than ½ inch.
Possible Solutions:	Fill in gaps to achieve a smooth transition.
Violation #4 Cost:	$1,575 — Priority: Level 4
Violation #5:	Neither curb ramp has a level landing at the top.
Standard:	**2010 ADAAG 406.4 Curb Ramp Landings.**
Text:	Landings shall be provided at the tops of curb ramps. The landing clear length shall be 36 inches minimum. The landing clear width shall be at least as wide as the curb ramp, excluding flared sides, leading to the landing.
Possible Solutions:	Provide a 36" long level landing that is as wide as the curb ramp.
Violation #5 Cost:	$2,100 — Priority: Level 4

		High Priority: 1-4
Parking Violations Total	$5,251	Medium Priority: 5-8
		Low Priority: 9-12

TOWN OF ADDISON
PARK REPORT

Facility Information: **Facility Name:** Les Lacs Linear Park

Facility Contact: Lisa Pyles **Contact Phone:** 972-450-2878

Accessology Inspector Information:

Inspector: Karen Jackson **Date:** April 4, 2017

Email: kjackson@accessology.com

Latitude: 32.949955 **Longitude:** -96.850309

Address: 3901 Beltway Drive **City:** Addison **County:** Dallas

General Accessible Route Notes:

There is a paved pathway provided around the park. Comments regarding this pathway are provided in an additional report.

Is the path of travel from accessible parking to building entrance compliant?	N/A
Does the path of travel serve all exterior amenities offered by the facility?	N/A
Is the path of travel from building entrances to all amenities served by the entrance substantially compliant?	N/A

Accessible Route Total $0

High Priority	1-4
Medium Priority	5-8
Low Priority	9-12

TOWN OF ADDISON
PARK REPORT

Facility Information: **Facility Name:** Les Lacs Linear Park

Facility Contact: Lisa Pyles **Contact Phone:** 972-450-2878

Accessology Inspector Information:

Inspector: Karen Jackson **Date:** April 4, 2017

Email: kjackson@accessology.com

Latitude: 32.949955 **Longitude:** -96.850309

Address: 3901 Beltway Drive **City:** Addison **County:** Dallas

General Amenities Notes:

Les Lacs Linear Park features two playgrounds, a pavilion, picnic tables, a grill, two sand volley ball courts, an outdoor basketball court, tennis courts, park benches, trash cans, a drinking fountain and pet waste dispensers.

Does each amenity have an accessible route leading into it?	Yes
Is there a playground?	Yes
Does it have accessible play elements?	Yes
Are they substantially compliant?	Yes
Are there sports fields?	Yes
Do the accessible routes extend into the dugout?	N/A
Is seating provided?	N/A
Is accessible seating provided?	N/A
Is it compliant?	N/A
Are pavilions and/or picnic tables provided?	Yes
Is an accessible route provided to them?	Yes
Are accessible picnic tables provided?	No
Are grills provided?	Yes
Are they accessible?	Yes

Violation #6: There are no accessible picnic tables provided at the park.

Standard: **2010 ADAAG 226.1 Dining Surfaces and Work Surfaces General.**

TOWN OF ADDISON - Les Lacs Linear Park

Park Amenities - Page 2

Text:	Where dining surfaces are provided for the consumption of food or drink, at least 5 percent of the seating spaces and standing spaces at the dining surfaces shall comply with 902.
Possible Solutions:	Provide an accessible picnic table.
Violation #6 Cost:	$2,625 Priority Level 5
Violation #7:	The caulking around the joint of the gazebo is cracked and causes level changes exceeding 1/2".
Standard:	**2010 ADAAG 302.3 Floor or Ground Surfaces Openings.**
Text:	Changes in level of 1/4 inch high maximum shall be permitted to be vertical.
Possible Solutions:	Recaulk the joints to achieve a level area.
Violation #7 Cost:	$2,100 Priority Level 4
Violation #8:	There is no drinking fountain provided for standing persons.
Standard:	**2010 ADAAG 211.2 Minimum Number**
Text:	No fewer than two drinking fountains shall be provided. One drinking fountain shall comply with 602.1 through 602.6 and one drinking fountain shall comply with 602.7.
Possible Solutions:	Add a new hi-lo fountain.
Violation #8 Cost:	$5,250 Priority Level 6

TOWN OF ADDISON - Les Lacs Linear Park

Park Amenities - Page 3

Violation #9:	There is no access to the volley ball courts.
Standard:	**2010 ADAAG 206.2.2 Accessible Routes Within a Site.**
Text:	At least one accessible route shall connect accessible buildings, accessible facilities, accessible elements, and accessible spaces that are on the same site.
Possible Solutions:	Provide an accessible route to the volley ball courts.
Violation #9 Cost:	$2,100 Priority Level 4
Violation #10:	There is no access to the basketball court.
Standard:	**2010 ADAAG 206.2.2 Accessible Routes Within a Site.**
Text:	At least one accessible route shall connect accessible buildings, accessible facilities, accessible elements, and accessible spaces that are on the same site.
Possible Solutions:	Provide an accessible route to the basketball court.
Violation #10 Cost:	$2,100 Priority Level 4
Violation #11:	There is a 1" gap at the transition from the sidewalk to the tennis court.
Standard:	**2010 ADAAG 302.3 Floor or Ground Surfaces Openings.**
Text:	Changes in level of 1/4 inch high maximum shall be permitted to be vertical.

TOWN OF ADDISON - Les Lacs Linear Park

Park Amenities - Page 4

Possible Solutions:	Fill in the gap.		
Violation #11 Cost:	$525	Priority	Level 4

		High Priority	1-4
Park Amenities Total	$14,700	Medium Priority	5-8
		Low Priority	9-12

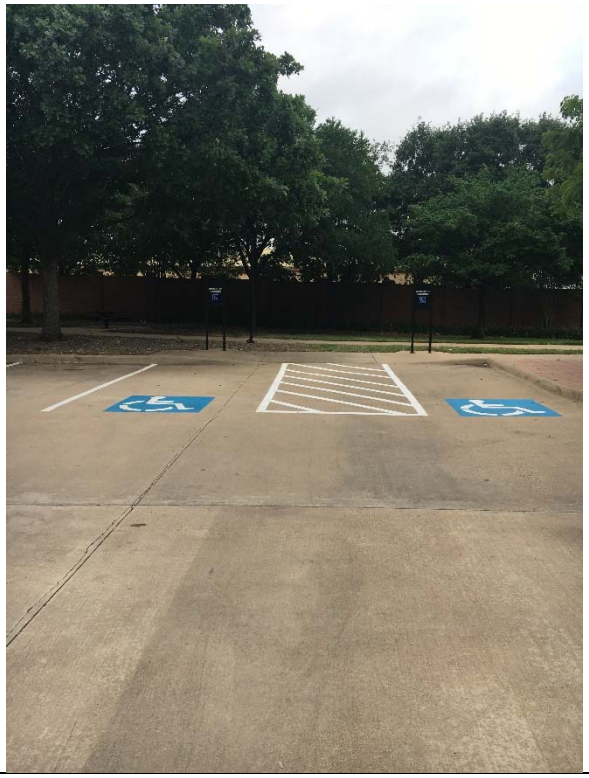
Summary Sheet for Les Lacs Linear Park

Les Lacs Linear Park

#	VIOLATION SUMMARY	PRIORITY LEVEL	COST
1	Install a "van accessible" sign at one accessible space below the accessible parking sign at 60" minimum high to the bottom of the sign.	Level 6	$263.00
2	Restripe parking to achieve a minimum 96" wide accessible parking space.	Level 4	$1,050.00
3	Raise signage.	Level 9	$263.00
4	Fill in gaps to achieve a smooth transition.	Level 4	$1,575.00
5	Provide a 36" long level landing that is as wide as the curb ramp.	Level 4	$2,100.00
6	Provide an accessible picnic table.	Level 5	$2,625.00
7	Recaulk the joints to achieve a level area.	Level 4	$2,100.00
8	Add a new hi-lo fountain.	Level 6	$5,250.00
9	Provide an accessible route to the volley ball courts.	Level 4	$2,100.00
10	Provide an accessible route to the basketball court.	Level 4	$2,100.00
11	Fill in the gap.	Level 4	$525.00

Grand Total	$19,951.00

Violation 1 - None of the accessible parking spaces are marked as Van Accessible.



Violation 2 - The middle accessible parking space is only 83" wide where a minimum of 96" wide is required.

Violation 3 - The accessible parking signage is mounted too low.

Violation 4 - Both curb ramps have gaps where the ramp meets the access aisle.

Violation 5 - Neither curb ramp has a level landing at the top.

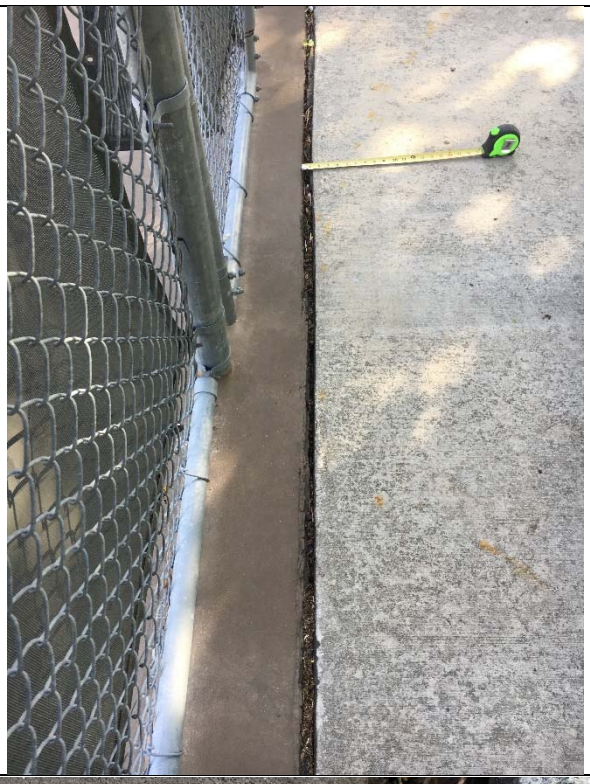
Violation 6 - There are no accessible picnic tables provided at the park.

Violation 7 - The caulking around the joint of the gazebo is cracked and causes level changes exceeding 1/2".

Violation 8 - There is no drinking fountain provided for standing persons.

Violation 9 - There is no access to the volley ball courts.

Violation 10 - There is no access to the basketball court.



Violation 11 - There is a 1" gap at the transition from the sidewalk to the tennis court.

ACCESSOLOGY

TOWN OF ADDISON
PARK REPORT

Facility Information: **Facility Name:** Redding Trail Dog Park

Facility Contact: Lisa Pyles **Contact Phone:** 972-450-2878

Accessology Inspector Information:

Inspector: Karen Jackson **Date:** April 4, 2017

Email: kjackson@accessology.com

Latitude: 32.94703 **Longitude:** -96.841241

Address: 14677 Midway Road **City:** Addison **County:** Dallas

General Parking Notes:

There parking for this park is located at the back of a building complex.

Total Parking Spaces:	4
Total Accessible Parking Spaces:	0
Number of van accessible spaces:	0
Is the accessible parking substantially compliant?	No

Violation #1: There are no accessible parking spaces provided.

Standard: **2010 ADAAG 208.2 Minimum Number**

Text: Parking spaces complying with 502 shall be provided in accordance with Table 208.2 except as required by 208.2.1, 208.2.2, and 208.2.3.

Possible Solutions: Add parking space (van accessible), an access aisle and compliant van accessible parking sigange.

Violation #1 Cost: $3,150 Priority Level 3

Parking Violations Total $3,150

High Priority

Medium Priority

Low Priority

TOWN OF ADDISON
PARK REPORT

Facility Information:

Facility Name: Redding Trail Dog Park

Facility Contact: Lisa Pyles

Contact Phone: 972-450-2878

Accessology Inspector Information:

Inspector: Karen Jackson

Date: April 4, 2017

Email: kjackson@accessology.com

Latitude: 32.94703

Longitude: -96.841241

Address: 14677 Midway Road

City: Addison

County: Dallas

General Accessible Route Notes:

There is a sidewalk provided leading up to and at the park. Comments regarding this pathway are provided in an additional report.

Is the path of travel from accessible parking to building entrance compliant?	No
Does the path of travel serve all exterior amenities offered by the facility?	Yes
Is the path of travel from building entrances to all amenities served by the entrance substantially compliant?	N/A

Accessible Route Total $0

High Priority

Medium Priority

Low Priority

TOWN OF ADDISON
PARK REPORT

Facility Information: **Facility Name:** Redding Trail Dog Park

Facility Contact: Lisa Pyles **Contact Phone:** 972-450-2878

Accessology Inspector Information:

Inspector: Karen Jackson **Date:** April 4, 2017

Email: kjackson@accessology.com

Latitude: 32.94703 **Longitude:** -96.841241

Address: 14677 Midway Road **City:** Addison **County:** Dallas

General Entrance Notes:

There are 3 entrances at this park. The main entrance, the entrance for small dogs and the entrance for large dogs.

Is the main entry door accessible?	Yes
Is there an alternate door that is accessible?	N/A
If so, does the inaccessible door have signage indicating the location of the nearest accessible door?	N/A

Violation #2: The bottom of the main entrance gate door is not smooth.

Standard: **2010 ADAAG 404.2.10 Door and Gate Surfaces.**

Text: Swinging door and gate surfaces within 10 inches of the finish floor or ground measured vertically shall have a smooth surface on the push side extending the full width of the door or gate.

Possible Solutions: Modify bottom of gate to achieve a smooth surface.

Violation #2 Cost: $2,625 Priority Level 6

Violation #3: As you exit the small dog area, both gates only have a 12" maneuvering clearance on the pullside of the gates. A minimum 18" maneuvering clearance on the pull side is required.

TOWN OF ADDISON - Redding Trail Dog Park
Entrance - Page 2

Standard:	**2010 ADAAG 404.2.4 Door and Gate Maneuvering Clearances.**
Text:	Minimum maneuvering clearances at doors and gates shall comply with 404.2.4. Maneuvering clearances shall extend the full width of the doorway and the required latch side or hinge side clearance.
Possible Solutions:	Extend pavement on the pull side of the gates to ensure a clear minimum 18" maneuvering clearance is provided.
Violation #3 Cost:	$2,625 — Priority: Level 4
Violation #4:	As you exit the large dog area, both gates only have a 12" maneuvering clearance on the pullside of the gates. A minimum 18" maneuvering clearance on the pull side is required.
Standard:	**2010 ADAAG 404.2.4 Door and Gate Maneuvering Clearances.**
Text:	Minimum maneuvering clearances at doors and gates shall comply with 404.2.4. Maneuvering clearances shall extend the full width of the doorway and the required latch side or hinge side clearance.
Possible Solutions:	Extend pavement on the pull side of the gates to ensure a clear minimum 18" maneuvering clearance is provided.
Violation #4 Cost:	$2,625 — Priority: Level 4

Entrance Total: $7,875

High Priority
Medium Priority
Low Priority

TOWN OF ADDISON
PARK REPORT

Facility Information: **Facility Name:** Redding Trail Dog Park

Facility Contact: Lisa Pyles **Contact Phone:** 972-450-2878

Accessology Inspector Information:

Inspector: Karen Jackson **Date:** April 4, 2017

Email: kjackson@accessology.com

Latitude: 32.94703 **Longitude:** -96.841241

Address: 14677 Midway Road **City:** Addison **County:** Dallas

General Amenities Notes:

Redding Trail Dog Park is a small park divided into two sections, one for large dogs and one for small dogs. Benches and dog drinking fountains are provided in both areas.

Does each amenity have an accessible route leading into it?	N/A
Is there a playground?	No
Does it have accessible play elements?	N/A
Are they substantially compliant?	N/A
Are there sports fields?	No
Do the accessible routes extend into the dugout?	N/A
Is seating provided?	N/A
Is accessible seating provided?	N/A
Is it compliant?	N/A
Are pavilions and/or picnic tables provided?	No
Is an accessible route provided to them?	N/A
Are accessible picnic tables provided?	N/A
Are grills provided?	No
Are they accessible?	N/A

Violation #5: There is no accessible route to the pet drinking fountain and the trash can provided in the small dog area.

Standard: **2010 ADAAG 206.2.2 Within a Site.**

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

TOWN OF ADDISON - Redding Trail Dog Park
Park Amenities - Page 2

Possible Solutions:	Provide an accessible route to the pet drinking fountain and trash cans.		
Violation #5 Cost:	$3,150	Priority	Level 4
Violation #6:	There is no access to the pet drinking fountain in the large dog area.		
Standard:	**2010 ADAAG 206.2.2 Within a Site.**		
Text:	At least one accessible route shall connect accessible buildings, accessible facilities, accessible elements, and accessible spaces that are on the same site.		
Possible Solutions:	Provide an accessible route to the pet drinking fountain.		
Violation #6 Cost:	$3,150	Priority	Level 4

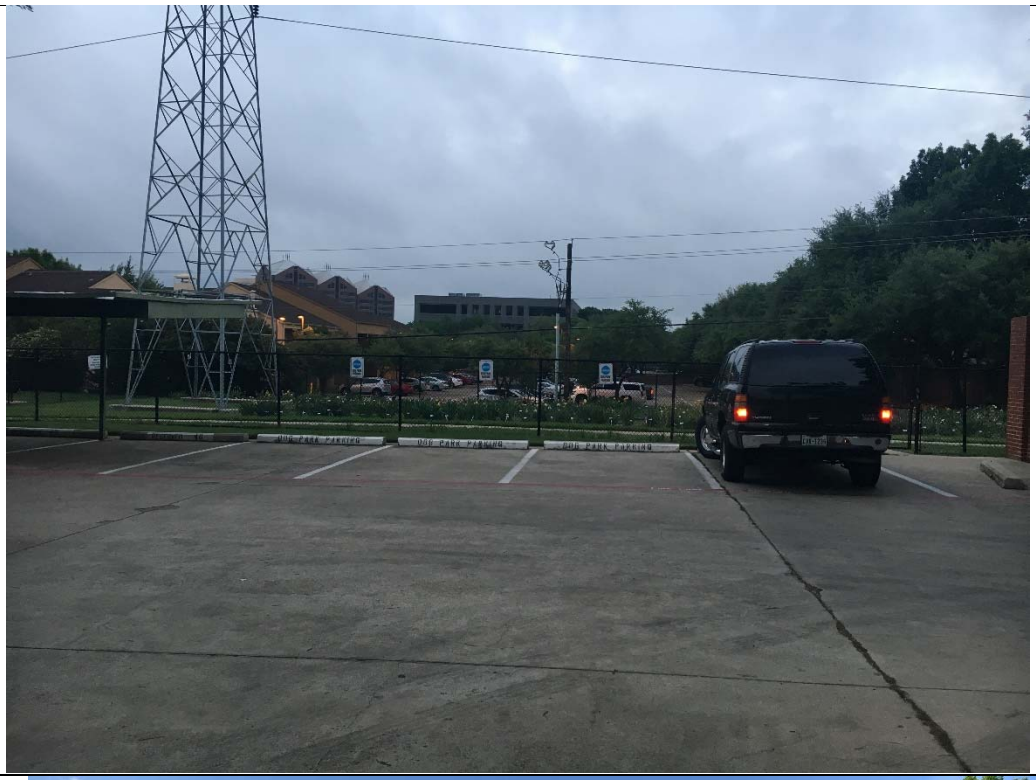
		High Priority	
Park Amenities Total	$6,300	Medium Priority	
		Low Priority	

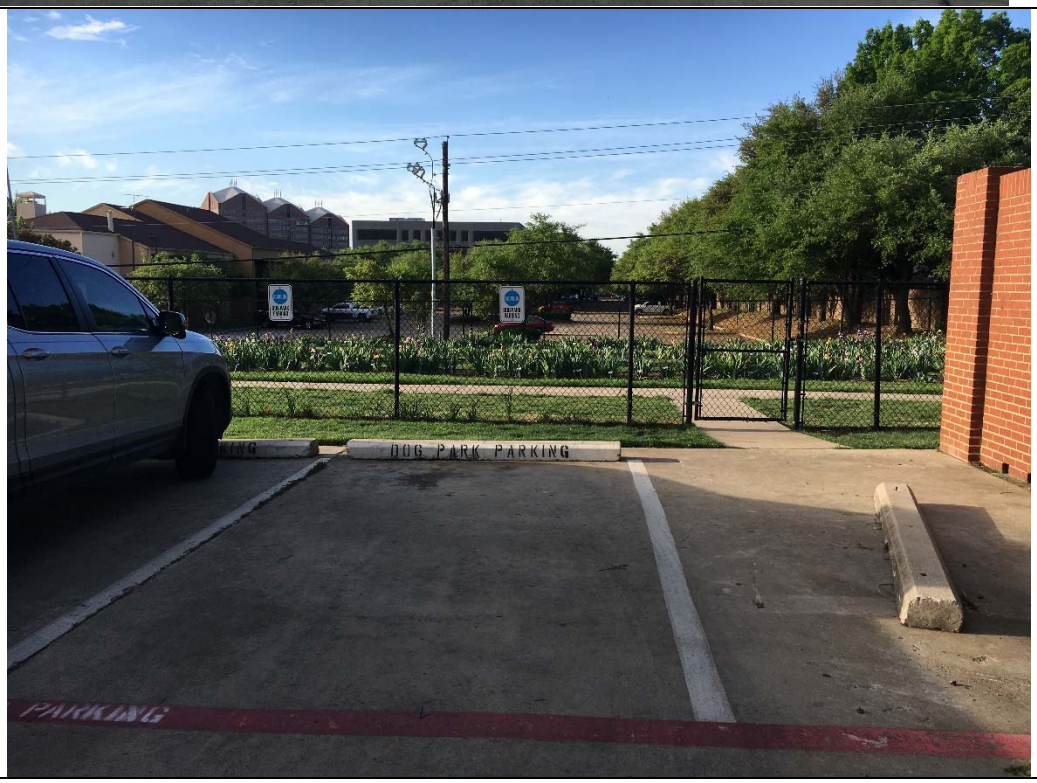
Summary Sheet for Redding Trail Dog Park

Redding Trail Dog Park

#	VIOLATION SUMMARY	PRIORITY LEVEL	COST
1	Add parking space (van accessible), an access aisle and compliant van accessible parking sigange.	Level 3	$3,150.00
2	Modify bottom of gate to achieve a smooth surface.	Level 6	$2,625.00
3	Extend pavement on the pull side of the gates to ensure a clear minimum 18" maneuvering clearance is provided.	Level 4	$2,625.00
4	Extend pavement on the pull side of the gates to ensure a clear minimum 18" maneuvering clearance is provided.	Level 4	$2,625.00
5	Provide an accessible route to the pet drinking fountain and trash cans.	Level 4	$3,150.00
6	Provide an accessible route to the pet drinking fountain.	Level 4	$3,150.00

Grand Total	$17,325.00





Violation 1 - There are no accessible parking spaces provided.

Violation 2 - The bottom of the main entrance gate door is not smooth.

Violation 3 - As you exit the small dog area, both gates only have a 12" maneuvering clearance on the pull side of the gates. A minimum 18" maneuvering clearance on the pull side is required.

Town of Addison
OFF-LEASH DOG PARK RULES

Violation 4 - As you exit the large dog area, both gates only have a 12" maneuvering clearance on the pull side of the gates. A minimum 18" maneuvering clearance on the pull side is required.

Violation 5 - There is no accessible route to the pet drinking fountain and the trash can provided in the small dog area.

Violation 6 - There is no access to the pet drinking fountain in the large dog area.

ACCESSOLOGY

TOWN OF ADDISON
Spruill Park

Facility Information:

Facility Name: Spruill Park

Facility Contact: Lisa Pyles

Contact Phone: 972-450-2878

Accessology Inspector Information:

Inspector: Karen Jackson

Date: April 4, 2017

Email: kjackson@accessology.com

Latitude: 32.963876

Longitude: -96.827757

Address: 4936 Marcus Avenue

City: Addison

County: Dallas

General Parking Notes:

Spruill Park is a 1.5 acre park located in the middle of the Fairfield Development. Parallel parking is provided on Marcus Avenue and Artist Way.

Total Parking Spaces:	18
Total Accessible Parking Spaces:	0
Number of van accessible spaces:	0
Is the accessible parking substantially compliant?	No

Violation #1: There are no marked accessible parking spaces or access aisles serving the park.

Standard: **2010 ADAAG 502 Parking Spaces**

Text: Car and van parking spaces shall comply with (502 Parking Spaces). Where parking spaces are marked with lines, width measurements of parking spaces and access aisles shall be made from the centerline of the markings.

TOWN OF ADDISON - Spruill Park

Parking - Page 2

Possible Solutions:	Add one van accessible parking space with an access aisle and compliant signage. Ensure it is located where an accessible route is provided to the park.
Violation #1 Cost:	$3,150
Priority	Level 3

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High Priority	1-4
Parking Violations Total	$3,150
Medium Priority	5-8
Low Priority	9-12

TOWN OF ADDISON
Spruill Park

Facility Information: **Facility Name:** Spruill Park

Facility Contact: Lisa Pyles **Contact Phone:** 972-450-2878

Accessology Inspector Information:

Inspector: Karen Jackson **Date:** April 4, 2017
Email: kjackson@accessology.com

Latitude: 32.963876 **Longitude:** -96.827757
Address: 4936 Marcus Avenue **City:** Addison **County:** Dallas

General Accessible Route Notes:

A sidewalk and path are provided throughout the park. Comments regarding the sidewalk and path serving the park are provided in an additional report.

Is the path of travel from accessible parking to building entrance compliant?	N/A
Does the path of travel serve all exterior amenities offered by the facility?	N/A
Is the path of travel from building entrances to all amenities served by the entrance substantially compliant?	N/A

Accessible Route Total $0

High Priority	1-4
Medium Priority	5-8
Low Priority	9-12

TOWN OF ADDISON
Spruill Park

Facility Information: **Facility Name:** Spruill Park

Facility Contact: Lisa Pyles **Contact Phone:** 972-450-2878

Accessology Inspector Information:

Inspector: Karen Jackson **Date:** April 4, 2017
Email: kjackson@accessology.com

Latitude: 32.963876 **Longitude:** -96.827757
Address: 4936 Marcus Avenue **City:** Addison **County:** Dallas

General Amenities Notes:

The park amenities include a pavilion with seating area, a bench seating area, a dual drinking fountain, trash cans and pet waste bags.

Does each amenity have an accessible route leading into it?	Yes
Is there a playground?	No
Does it have accessible play elements?	N/A
Are they substantially compliant?	N/A
Are there sports fields?	No
Do the accessible routes extend into the dugout?	N/A
Is seating provided?	N/A
Is accessible seating provided?	N/A
Is it compliant?	N/A
Are pavilions and/or picnic tables provided?	Yes
Is an accessible route provided to them?	Yes
Are accessible picnic tables provided?	N/A
Are grills provided?	No
Are they accessible?	N/A

Violation #2: The operating mechanism for the dog bowl fountain is mounted too low at 4" high.

Standard: **2010 ADAAG 308.2.1 Reach Ranges Forward Reach Unobstructed.**

TOWN OF ADDISON - Spruill Park

Park Amenities - Page 2

Text:	Where a forward reach is unobstructed, the high forward reach shall be 48 inches maximum and the low forward reach shall be 15 inches minimum above the finish floor or ground.
Possible Solutions:	Relocate or add an additional operator for the dog bowl at a minimum of 15" high.
Violation #2 Cost:	$525
Priority	Level 7

		High Priority	1-4
Park Amenities Total	$525	Medium Priority	5-8
		Low Priority	9-12

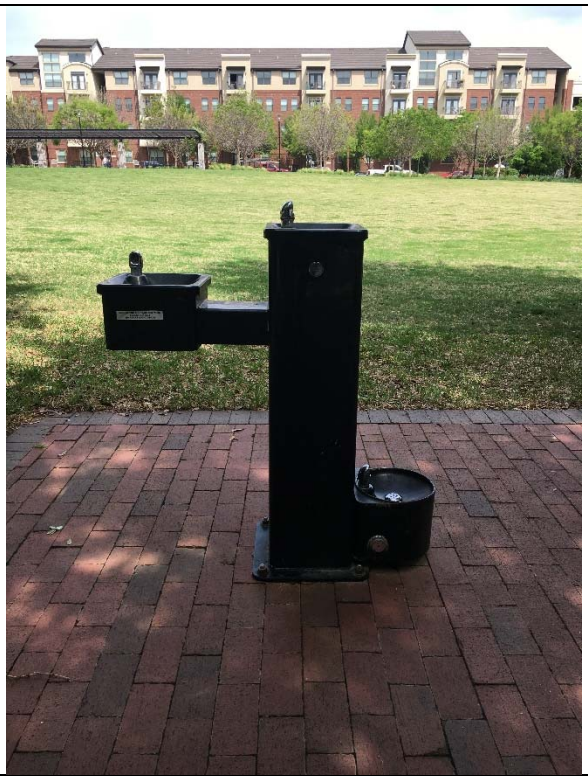
Summary Sheet for Spruill Park

Spruill Park

#	VIOLATION SUMMARY	PRIORITY LEVEL	COST
1	Add one van accessible parking space with an access aisle and compliant signage. Ensure it is located where an accessible route is provided to the park.	Level 3	$3,150.00
2	Relocate or add an additional operator for the dog bowl at a minimum of 15" high.	Level 7	$525.00

Grand Total	$3,675.00

Violation 1 - There are no marked accessible parking spaces or access aisles serving the park.



Violation 2 - The operating mechanism for the dog bowl provided on the drinking fountain is mounted too low at 4"above finished floor.

ACCESSOLOGY

TOWN OF ADDISON
PARK REPORT

Facility Information: **Facility Name:** Vitruvian Park

Facility Contact: Lisa Pyles **Contact Phone:** 972-450-2878

Accessology Inspector Information:

Inspector: Karen Jackson **Date:** April 4, 2017

Email: Kjackson@accessology.com

Latitude: 32.935057 **Longitude:** -96.849601

Address: 3966 Vitruvian Way **City:** Addison **County:** Dallas

General Parking Notes:

There is one designated parking lot to serve the Vitruvian Park.

Total Parking Spaces:	100
Total Accessible Parking Spaces:	0
Number of van accessible spaces:	0
Is the accessible parking substantially compliant?	N/A

Violation #1: There are no accessible parking spaces provided to serve this park.

Standard: **2010 ADAAG 208.2 Minimum Number**

Text: Parking spaces complying with 502 shall be provided in accordance with Table 208.2 except as required by 208.2.1, 208.2.2, and 208.2.3.

Possible Solutions: Add four accessible parking spaces, one being van accessible, access aisles to serve the accessible parking and accessible parking signage.

TOWN OF ADDISON - Vitruvian Park

Parking - Page 2

Violation #1 Cost:	$2,625	Priority	Level 3

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		High Priority	1-4
Parking Violations Total	$2,625	Medium Priority	5-8
		Low Priority	9-12

TOWN OF ADDISON
PARK REPORT

Facility Information: **Facility Name:** Vitruvian Park

Facility Contact: Lisa Pyles **Contact Phone:** 972-450-2878

Accessology Inspector Information:

Inspector: Karen Jackson **Date:** April 4, 2017

Email: Kjackson@accessology.com

Latitude: 32.935057 **Longitude:** -96.849601

Address: 3966 Vitruvian Way **City:** Addison **County:** Dallas

General Accessible Route Notes:

A sidewalk and path are provided throughout the park. Comments regarding the sidewalk and path serving the park are provided in an additional report.

Is the path of travel from accessible parking to building entrance compliant?	N/A
Does the path of travel serve all exterior amenities offered by the facility?	Yes
Is the path of travel from building entrances to all amenities served by the entrance substantially compliant?	Yes

Violation #2: The north ramp has running slope issues at two landings. The the middle landing on the top run has a 2.9% running slope and the middle landing on the bottom run has a 2.4% running slope.

Standard: **2010 ADAAG 405.7.1 Slope**

Text: Landings shall comply with 302. Changes in level are not permitted. Slopes not steeper than 1:48 shall be permitted.

Possible Solutions: Remove and replace both landings (69" x 72" per landing) to achieve slopes no greater than 2% in all directions.

Violation #2 Cost: $5,250 Priority Level 4

Accessible Route Total $5,250

High Priority	1-4
Medium Priority	5-8
Low Priority	9-12

TOWN OF ADDISON
PARK REPORT

Facility Information: **Facility Name:** Vitruvian Park

Facility Contact: Lisa Pyles **Contact Phone:** 972-450-2878

Accessology Inspector Information:

Inspector: Karen Jackson **Date:** April 4, 2017

Email: Kjackson@accessology.com

Latitude: 32.935057 **Longitude:** -96.849601

Address: 3966 Vitruvian Way **City:** Addison **County:** Dallas

General Restroom Notes:

There are three restrooms provided serving the Amphitheater: Men's Women's and Family.

Is the door to the restroom substantially compliant?	Yes
Does the room have the required turning radius?	Yes
Is the water closet substantially compliant?	Yes
Does the water closet have the required clear floor space?	No
Is the lavatory substantially compliant?	Yes
Is the urinal substantially compliant?	N/A
Is the mirror substantially compliant?	Yes

Violation #2: All restroom signage should be centered at 9" from the door jamb.

Standard: **2010 ADAAG 703.4.2 Installation Height and Location.**

Text: Signs containing tactile characters shall be located so that a clear floor space of 18" x 18", centered on the tactile characters, is provided beyond the arc of any door swing between the closed position and 45 degree open position.

Possible Solutions: Remount signage so it is compliance with the requirements noted above.

Violation #2 Cost: $263 Priority Level 2

TOWN OF ADDISON - Vitruvian Park

Restrooms - Page 2

Violation #3:	Women's accessible stall door is not self-closing.
Standard:	**2010 ADAAG 604.8.1.2 Doors.**
Text:	The door shall be self-closing.
Possible Solutions:	Replace hinges with self-closing hinges.
Violation #3 Cost:	$105 Priority Level 11
Violation #4:	Men's accessible stall door is not self-closing.
Standard:	**2010 ADAAG 604.8.1.2 Doors.**
Text:	The door shall be self-closing.
Possible Solutions:	Replace hinges with self-closing hinges.
Violation #4 Cost:	$105 Priority Level 11
Violation #5:	The clear floor space for the water closet in the Family restroom is only 51" wide where a minimum of 60" wide is required.
Standard:	**2010 AGAAG 604.3.1 Size.**
Text:	Clearance around a water closet shall be 60" min. measured perpendicular from the side wall and 56" min. measured perpendicular from the rear wall.

TOWN OF ADDISON - Vitruvian Park

Restrooms - Page 3

Possible Solutions:	Relocate or remove lavaltory to provide required water closet maneuvering clearance.		
Violation #5 Cost:	$2,625	Priority	Level 6
Violation #6:	All restroom doors require more than 5lbs of pressure to operate.		
Standard:	**2010 ADAAG 404.2.8.1 Door Closers and Gate Closers.**		
Text:	Door closers and gate closers shall be adjusted so that from an open position of 90 degrees, the time required to move the door to a position of 12 degrees from the latch is 5 seconds minimum.		
Possible Solutions:	Adjust closers for compliance. This should be a regular maintenance item.		
Violation #6 Cost:	$105	Priority	Level 6

		High Priority	1-4
Restrooms Total	$3,203	Medium Priority	5-8
		Low Priority	9-12

TOWN OF ADDISON
PARK REPORT

Facility Information: **Facility Name:** Vitruvian Park

Facility Contact: Lisa Pyles **Contact Phone:** 972-450-2878

Accessology Inspector Information:

Inspector: Karen Jackson **Date:** April 4, 2017

Email: Kjackson@accessology.com

Latitude: 32.935057 **Longitude:** -96.849601

Address: 3966 Vitruvian Way **City:** Addison **County:** Dallas

General Amenities Notes:

This park has an amphitheater and a sand volley ball court.

Does each amenity have an accessible route leading into it?	Yes
Is there a playground?	No
Does it have accessible play elements?	N/A
Are they substantially compliant?	N/A
Are there sports fields?	No
Do the accessible routes extend into the dugout?	N/A
Is seating provided?	N/A
Is accessible seating provided?	N/A
Is it compliant?	N/A
Are pavilions and/or picnic tables provided?	No
Is an accessible route provided to them?	N/A
Are accessible picnic tables provided?	No
Are grills provided?	No
Are they accessible?	N/A

Violation #7: The accessible seating at the Amphitheater is only 30" wide by 14" deep where a 36" wide and 48" deep companion seating is required to be provided.

Standard: **2010 ADAAG 802.1.2 Width & 802.1.3 Depth.**

TOWN OF ADDISON - Vitruvian Park

Park Amenities - Page 2

Text:	A single wheelchair space shall be 36" wide min. Where a wheelchair space can be entered from the front or rear, the wheelchair space shall be 48" deep min. Where a wheelchair space can be entered only from the side, the space shall be 60" deep min.
Possible Solutions:	Modify amphitheater seating to provide required number of wheelchair seating spaces.
Violation #7 Cost:	$2,100 — Priority: Level 2
Violation #8:	There is a drinking fountain provided with a dog watering portion. The button to operate this portion is too low at 4" above finished floor.
Standard:	**2010 ADAAG 308.2.1 Unobstructed.** **2010 ADAAG 308.3.1 Unobstructed.**
Text:	**2010 ADAAG 308.2.1 Unobstructed.** Where forward and side reaches are unobstructed, the low forward reach shall be 15 inches minimum above the finish floor **2010 ADAAG 308.3.1 Unobstructed.** Where a clear floor or ground space allows a parallel approach to an element and the side reach is unobstructed, the low side reach shall be 15 inches minimum above the finish floor or ground.
Possible Solutions:	Relocate or modify dog watering button to above 9".
Violation #8 Cost:	$525 — Priority: Level 11
Violation #9:	The pet waste bag receptacle is mounted in the grass with the reach range greater than 10" and the highest operable part at 61" above finished floor.
Standard:	**2010 ADAAG 308.3.2 Obstructed High Reach.**

TOWN OF ADDISON - Vitruvian Park

Park Amenities - Page 3

Text:	Where the reach depth exceeds 10", the high side reach shall be 46" max for a reach depth of 24" max.
Possible Solutions:	Provide a doggie waste bag receptacle that is mounted closer to the sidewalk with the highest operable part at 48" above finished floor max.
Violation #9 Cost:	$525 Priority Level 11
Violation #10:	Trash can along the path by the Amphitheater is 35 3/8" above finished floor with a 21" reach from the sidewalk.
Standard:	**2010 ADAAG 308.3.2 Side Reach Obstructed High Reach.**
Text:	Where a clear floor or ground space allows a parallel approach to an element and the high side reach is over an obstruction, the height of the obstruction shall be 34 inches maximum and the depth of the obstruction shall be 24 inches maximum.
Possible Solutions:	Relocate trash can or add one that is within the accessible reach range.
Violation #10 Cost:	$525 Priority Level 7

		High Priority	1-4
Park Amenities Total	$3,675	Medium Priority	5-8
		Low Priority	9-12

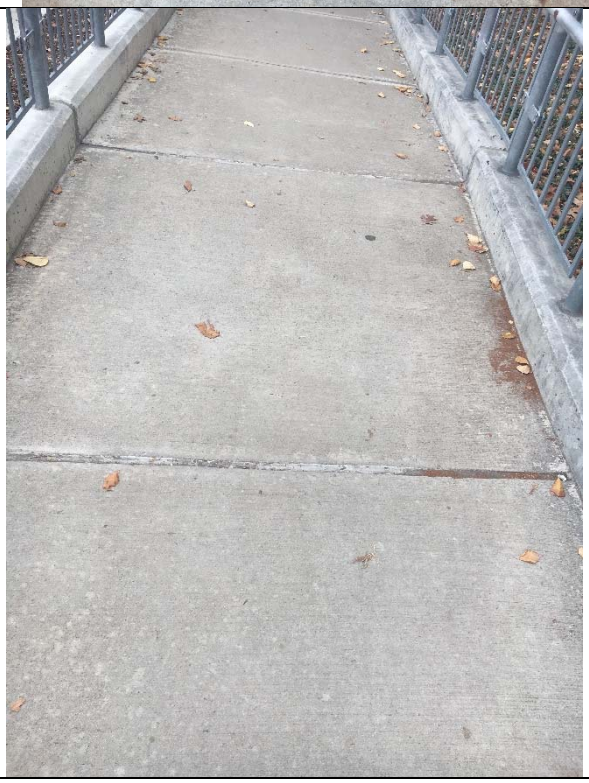
Summary Sheet for Vitruvian Park

Vitruvian Park

#	VIOLATION SUMMARY	PRIORITY LEVEL	COST
1	Add four accessible parking spaces, one being van accessible, access aisles to serve the accessible parking and accessible parking signage.	Level 3	$2,625.00
2	Remove and replace both landings (69" x 72" per landing) to achieve slopes no greater than 2% in all directions.	Level 4	$5,250.00
3	Remount signage so it is compliance with the requirements noted above.	Level 2	$263.00
4	Replace hinges with self-closing hinges.	Level 11	$105.00
5	Replace hinges with self-closing hinges.	Level 11	$105.00
6	Relocate or remove lavaltory to provide required water closet maneuvering clearance.	Level 6	$2,625.00
7	Adjust closers for compliance. This should be a regular maintenance item.	Level 6	$105.00
8	Modify amphitheater seating to provide required number of wheelchair seating spaces.	Level 2	$2,100.00
9	Relocate or modify dog watering button to above 9".	Level 11	$525.00
10	Provide a doggie waste bag receptacle that is mounted closer to the sidewalk	Level 11	$525.00
11	Relocate trash can or add one that is within the accessible reach range.	Level 7	$525.00

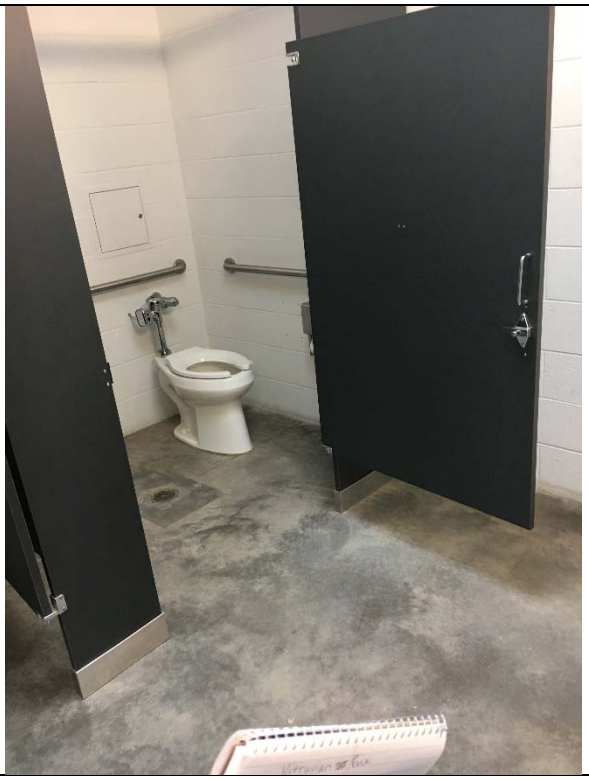
Grand Total	$14,753.00

Violation 1 - There are no accessible parking spaces provided to serve this park.



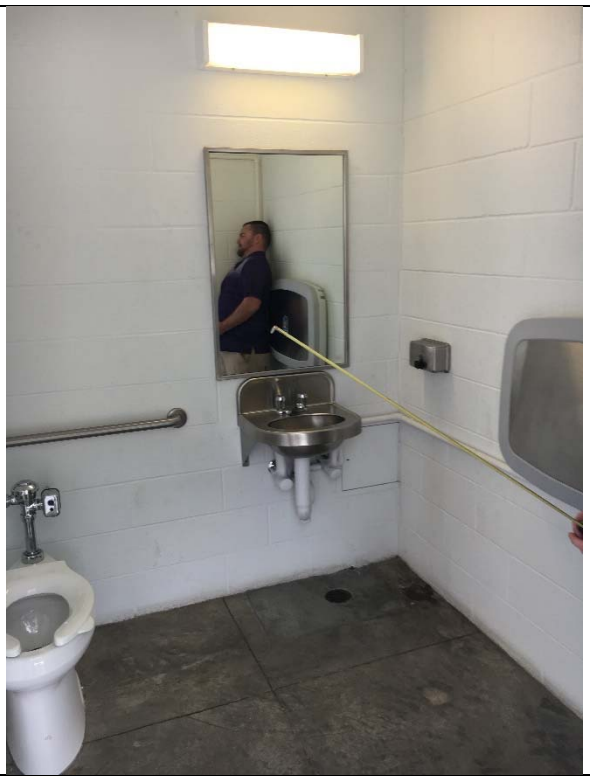
Violation 2: The north ramp has running slope issues at two landings. The the middle landing on the top run has a 2.9% running slope and the middle landing on the bottom run has a 2.4% running slope.

Violation 3 - All restroom signage should be centered at 9" from the door jamb.

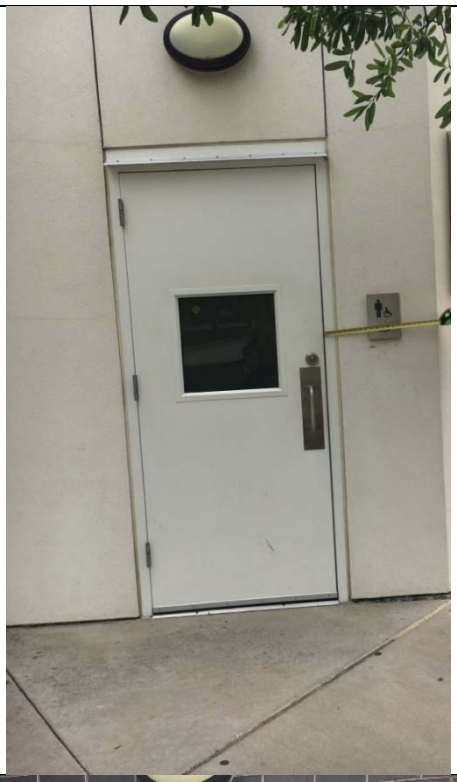


Violation 4 - Women's accessible stall door is not self-closing.

Violation 5 - Men's accessible stall door is not self-closing.



Violation 6 - The clear floor space for the water closet in the Family restroom is only 51" wide where a minimum of 60" wide is required.



Violation 7 - All restroom doors require more than 5lbs of pressure to operate.

Violation 8 - The accessible seating at the Amphitheater is only 30" wide by 14" deep where a 36" wide and 48" deep companion seating is required to be provided.

Violation 9 - There is a drinking fountain provided with a dog watering portion. The button to operate this portion is too low at 4" above finished floor.

Violation 10 - The pet waste bag receptacle is mounted in the grass with the reach range greater than 10" and the highest operable part at 61" above finished floor.

Violation 11 - Trash can along the path by the Amphitheater is 35-3/8" above finished floor with a 21" reach from the sidewalk.

Town of Addison
ADA Self-Evaluation and Transition Plan
Sidewalk Cost Projection Summary - Parks
1/2/2018

GPS ID	Project Name	Cost Projection
200	Spruill Park	$ 40,000
201	Addison Circle Park	$ 48,000
202	Beckert Park	$ 51,000
203	Les Lacs Park	$ 151,000
204	Redding Trail Dog Park	$ 1,000
205	Addison Town Park	$ 69,000
206	Vitruvian Park	$ 95,000
207	Redding Trail	$ 241,000
	TOTAL	**$ 696,000**

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

Client:	**Town of Addison**	**Date: 01/02/18**
Program:	**ADA Self-Evaluation and Transition Plan**	**Prepared By: CMP**
KHA No.:	**063543021**	**Checked By: EPE**

Corridor:	**Spruill Park**	**GPS ID: 200**
Town:	**Addison**	

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost *Includes Engineering (15%) and Contingency (20%)*
TxDOT 450	RAIL (HANDRAIL)	0	LF	$ 89.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	509	SY	$ 45.00	$ 32,038.02
TxDOT 530-6004	DRIVEWAYS (CONC)	0	SY	$ 60.00	$ -
TxDOT 104-6017	REMOVING CONC (DRIVEWAYS)	0	SY	$ 15.00	$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	509	SY	$ 9.00	$ 6,407.60
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	$ 50.00	$ -
---	CONCRETE RAILROAD PANEL	0	LS	$ 16,000.00	$ -
TxDOT 530-6005	DRIVEWAYS (ASPHALT CONC PAV)	0	SY	$ 35.00	$ -
---	WELDED STEEL GRATE	0	EA	$ 1,300.00	$ -
---	RELOCATE FIRE HYDRANT	0	LS	$ 2,000.00	$ -
---	ADJUST UTILITY ELEVATION	0	LS	$ 1,000.00	$ -
---	REMOVE OBSTRUCTION	0	LS	$ 1,000.00	$ -
---	REMOVE TEMPORARY OBSTRUCTION	1	LS	$ 500.00	$ 700.00
---	RAILROAD COMPANY FLAGGER	0	Day(s)	$ 1,000.00	$ -
---	REMOVE CONCRETE RAILROAD PANEL	0	LS	$ 2,000.00	$ -
TxDOT 105-6008	REMOVING STAB BASE AND ASPH PAV (6")	0	SY	$ 5.10	$ -
---	INSTALLATION OF ASPHALT PAVEMENT (6")	0	SY	$ 5.00	$ -

Basis for Cost Projection

☑ No Design Completed
❑ Preliminary Design
❑ Final Design

Subtotal:		$	39,145.63
Estimated Project Cost:		**$**	**40,000.00**
Engineering: (% +/-)	*20%*	*$*	*5,592.23*
Contingency: (% +/-)	*20%*	*$*	*5,592.23*

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	100	$ 8,041.57
Medium	350	$ 31,104.06
Low	0	$ -
Compliant	316	
Not Prioritized	0	
Subtotal	**766**	$ 39,145.63
Sidewalk Total		**$ 40,000.00**

Corridor Summary

Facility	**Cost**
Sidewalk Total	$ 40,000.00
Unsignalized Intersection Total	$ -
Corridor Total	**$ 40,000.00**

End of Project Description for Project 200 Spruill Park

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

Client:	**Town of Addison**	**Date: 01/02/18**
Program:	**ADA Self-Evaluation and Transition Plan**	**Prepared By: CMP**
KHA No.:	**063543021**	**Checked By: EPE**

Corridor:	**Addison Circle Park**	**GPS ID: 201**
Town:	**Addison**	

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost *Includes Engineering (15%) and Contingency (20%)*
TxDOT 450	RAIL (HANDRAIL)	0	LF	$ 89.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	627	SY	$ 45.00	$ 39,486.40
TxDOT 530-6004	DRIVEWAYS (CONC)	0	SY	$ 60.00	$ -
TxDOT 104-6017	REMOVING CONC (DRIVEWAYS)	0	SY	$ 15.00	$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	626	SY	$ 9.00	$ 7,893.09
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	$ 50.00	$ -
---	CONCRETE RAILROAD PANEL	0	LS	$ 16,000.00	$ -
TxDOT 530-6005	DRIVEWAYS (ASPHALT CONC PAV)	0	SY	$ 35.00	$ -
---	WELDED STEEL GRATE	0	EA	$ 1,300.00	$ -
---	RELOCATE FIRE HYDRANT	0	LS	$ 2,000.00	$ -
---	ADJUST UTILITY ELEVATION	0	LS	$ 1,000.00	$ -
---	REMOVE OBSTRUCTION	0	LS	$ 1,000.00	$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	$ 500.00	$ -
---	RAILROAD COMPANY FLAGGER	0	Day(s)	$ 1,000.00	$ -
---	REMOVE CONCRETE RAILROAD PANEL	0	LS	$ 2,000.00	$ -
TxDOT 105-6008	REMOVING STAB BASE AND ASPH PAV (6")	0	SY	$ 5.10	$ -
---	INSTALLATION OF ASPHALT PAVEMENT (6")	0	SY	$ 5.00	$ -

Basis for Cost Projection

☑ No Design Completed
❑ Preliminary Design
❑ Final Design

Subtotal:		$	47,379.49
Estimated Project Cost:		**$**	**48,000.00**
Engineering: (% +/-)	*20%*	*$*	*6,768.50*
Contingency: (% +/-)	*20%*	*$*	*6,768.50*

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	167	$ 10,370.92
Medium	595	$ 30,819.86
Low	91	$ 6,188.71
Compliant	4,823	
Not Prioritized	0	
Subtotal	**5,676**	$ 47,379.49
Sidewalk Total		**$ 48,000.00**

Corridor Summary

Facility	**Cost**
Sidewalk Total	$ 48,000.00
Unsignalized Intersection Total	$ 6,000.00
Corridor Total	**$ 54,000.00**

End of Project Description for Project 201 Addison Circle Park

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

Client:	**Town of Addison**	**Date: 01/02/18**
Program:	**ADA Self-Evaluation and Transition Plan**	**Prepared By: CMP**
KHA No.:	**063543021**	**Checked By: EPE**

Corridor:	**Beckert Park**	**GPS ID: 202**
Town:	**Addison**	

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost *Includes Engineering (15%) and Contingency (20%)*
TxDOT 450	RAIL (HANDRAIL)	0	LF	$ 89.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	672	SY	$ 45.00	$ 42,334.37
TxDOT 530-6004	DRIVEWAYS (CONC)	0	SY	$ 60.00	$ -
TxDOT 104-6017	REMOVING CONC (DRIVEWAYS)	0	SY	$ 15.00	$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	672	SY	$ 9.00	$ 8,466.87
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	$ 50.00	$ -
---	CONCRETE RAILROAD PANEL	0	LS	$ 16,000.00	$ -
TxDOT 530-6005	DRIVEWAYS (ASPHALT CONC PAV)	0	SY	$ 35.00	$ -
---	WELDED STEEL GRATE	0	EA	$ 1,300.00	$ -
---	RELOCATE FIRE HYDRANT	0	LS	$ 2,000.00	$ -
---	ADJUST UTILITY ELEVATION	0	LS	$ 1,000.00	$ -
---	REMOVE OBSTRUCTION	0	LS	$ 1,000.00	$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	$ 500.00	$ -
---	RAILROAD COMPANY FLAGGER	0	Day(s)	$ 1,000.00	$ -
---	REMOVE CONCRETE RAILROAD PANEL	0	LS	$ 2,000.00	$ -
TxDOT 105-6008	REMOVING STAB BASE AND ASPH PAV (6")	0	SY	$ 5.10	$ -
---	INSTALLATION OF ASPHALT PAVEMENT (6")	0	SY	$ 5.00	$ -

Basis for Cost Projection

☑ No Design Completed
❑ Preliminary Design
❑ Final Design

Subtotal:		$ 50,801.25
Estimated Project Cost:		**$ 51,000.00**
Engineering: (% +/-)	*20%*	*$ 7,257.32*
Contingency: (% +/-)	*20%*	*$ 7,257.32*

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Sidewalk Summary

Priority	Length (LF)	Cost
High	215	$ 14,070.92
Medium	547	$ 36,730.33
Low	0	$ -
Compliant	418	
Not Prioritized	0	
Subtotal	**1,180**	$ 50,801.25
Sidewalk Total		**$ 51,000.00**

Corridor Summary

Facility	**Cost**
Sidewalk Total	$ 51,000.00
Unsignalized Intersection Total	$ -
Corridor Total	**$ 51,000.00**

End of Project Description for Project 202 Beckert Park

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

Client:	**Town of Addison**	**Date: 01/02/18**
Program:	**ADA Self-Evaluation and Transition Plan**	**Prepared By: CMP**
KHA No.:	**063543021**	**Checked By: EPE**

Corridor:	**Les Lacs Park**	**GPS ID: 203**
Town:	**Addison**	

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost *Includes Engineering (15%) and Contingency (20%)*
TxDOT 450	RAIL (HANDRAIL)	0	LF	$ 89.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	1,948	SY	$ 45.00	$ 122,731.44
TxDOT 530-6004	DRIVEWAYS (CONC)	0	SY	$ 60.00	$ -
TxDOT 104-6017	REMOVING CONC (DRIVEWAYS)	0	SY	$ 15.00	$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	1,960	SY	$ 9.00	$ 24,695.34
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	$ 50.00	$ -
---	CONCRETE RAILROAD PANEL	0	LS	$ 16,000.00	$ -
TxDOT 530-6005	DRIVEWAYS (ASPHALT CONC PAV)	0	SY	$ 35.00	$ -
---	WELDED STEEL GRATE	0	EA	$ 1,300.00	$ -
---	RELOCATE FIRE HYDRANT	0	LS	$ 2,000.00	$ -
---	ADJUST UTILITY ELEVATION	1	LS	$ 1,000.00	$ 1,400.00
---	REMOVE OBSTRUCTION	0	LS	$ 1,000.00	$ -
---	REMOVE TEMPORARY OBSTRUCTION	2	LS	$ 500.00	$ 1,400.00
---	RAILROAD COMPANY FLAGGER	0	Day(s)	$ 1,000.00	$ -
---	REMOVE CONCRETE RAILROAD PANEL	0	LS	$ 2,000.00	$ -
TxDOT 105-6008	REMOVING STAB BASE AND ASPH PAV (6")	0	SY	$ 5.10	$ -
---	INSTALLATION OF ASPHALT PAVEMENT (6")	0	SY	$ 5.00	$ -

Basis for Cost Projection

☑ No Design Completed
❑ Preliminary Design
❑ Final Design

Subtotal:		$	150,226.79
Estimated Project Cost:		**$**	**151,000.00**
Engineering: (% +/-)	*20%*	*$*	*21,460.97*
Contingency: (% +/-)	*20%*	*$*	*21,460.97*

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Sidewalk Summary

Priority	Length (LF)	Cost
High	437	$ 30,121.02
Medium	1,874	$ 120,105.77
Low	0	$ -
Compliant	2,088	
Not Prioritized	0	
Subtotal	**4,399**	$ 150,226.79
Sidewalk Total		**$ 151,000.00**

Corridor Summary

Facility	**Cost**
Sidewalk Total	$ 151,000.00
Unsignalized Intersection Total	$ -
Corridor Total	**$ 151,000.00**

End of Project Description for Project 203 Les Lacs Park

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

Client:	**Town of Addison**	**Date: 01/02/18**
Program:	**ADA Self-Evaluation and Transition Plan**	**Prepared By: CMP**
KHA No.:	**063543021**	**Checked By: EPE**

Corridor:	**Redding Trail Dog Park**	**GPS ID: 204**
Town:	**Addison**	

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost *Includes Engineering (15%) and Contingency (20%)*
TxDOT 450	RAIL (HANDRAIL)	0	LF	$ 89.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	13	SY	$ 45.00	$ 849.21
TxDOT 530-6004	DRIVEWAYS (CONC)	0	SY	$ 60.00	$ -
TxDOT 104-6017	REMOVING CONC (DRIVEWAYS)	0	SY	$ 15.00	$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	11	SY	$ 9.00	$ 133.04
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	$ 50.00	$ -
---	CONCRETE RAILROAD PANEL	0	LS	$ 16,000.00	$ -
TxDOT 530-6005	DRIVEWAYS (ASPHALT CONC PAV)	0	SY	$ 35.00	$ -
---	WELDED STEEL GRATE	0	EA	$ 1,300.00	$ -
---	RELOCATE FIRE HYDRANT	0	LS	$ 2,000.00	$ -
---	ADJUST UTILITY ELEVATION	0	LS	$ 1,000.00	$ -
---	REMOVE OBSTRUCTION	0	LS	$ 1,000.00	$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	$ 500.00	$ -
---	RAILROAD COMPANY FLAGGER	0	Day(s)	$ 1,000.00	$ -
---	REMOVE CONCRETE RAILROAD PANEL	0	LS	$ 2,000.00	$ -
TxDOT 105-6008	REMOVING STAB BASE AND ASPH PAV (6")	0	SY	$ 5.10	$ -
---	INSTALLATION OF ASPHALT PAVEMENT (6")	0	SY	$ 5.00	$ -

Basis for Cost Projection

☑ No Design Completed
❑ Preliminary Design
❑ Final Design

Subtotal:		$	982.25
Estimated Project Cost:		**$**	**1,000.00**
Engineering: (% +/-)	*20%*	*$*	*140.32*
Contingency: (% +/-)	*20%*	*$*	*140.32*

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Sidewalk Summary

Priority	Length (LF)	Cost
High	0	$ -
Medium	24	$ 982.25
Low	0	$ -
Compliant	184	
Not Prioritized	0	
Subtotal	**208**	$ 982.25
Sidewalk Total		**$ 1,000.00**

Corridor Summary

Facility	**Cost**
Sidewalk Total	$ 1,000.00
Unsignalized Intersection Total	$ -
Corridor Total	**$ 1,000.00**

End of Project Description for Project 204 Redding Trail Dog Park

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

Client:	**Town of Addison**	**Date:**	**01/02/18**
Program:	**ADA Self-Evaluation and Transition Plan**	**Prepared By:**	**CMP**
KHA No.:	**063543021**	**Checked By:**	**EPE**

Corridor:	**Addison Town Park**	**GPS ID:**	**205**
Town:	**Addison**		

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost *Includes Engineering (15%) and Contingency (20%)*
TxDOT 450	RAIL (HANDRAIL)	0	LF	$ 89.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	904	SY	$ 45.00	$ 56,936.75
TxDOT 530-6004	DRIVEWAYS (CONC)	0	SY	$ 60.00	$ -
TxDOT 104-6017	REMOVING CONC (DRIVEWAYS)	0	SY	$ 15.00	$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	893	SY	$ 9.00	$ 11,250.11
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	$ 50.00	$ -
---	CONCRETE RAILROAD PANEL	0	LS	$ 16,000.00	$ -
TxDOT 530-6005	DRIVEWAYS (ASPHALT CONC PAV)	0	SY	$ 35.00	$ -
---	WELDED STEEL GRATE	0	EA	$ 1,300.00	$ -
---	RELOCATE FIRE HYDRANT	0	LS	$ 2,000.00	$ -
---	ADJUST UTILITY ELEVATION	0	LS	$ 1,000.00	$ -
---	REMOVE OBSTRUCTION	0	LS	$ 1,000.00	$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	$ 500.00	$ -
---	RAILROAD COMPANY FLAGGER	0	Day(s)	$ 1,000.00	$ -
---	REMOVE CONCRETE RAILROAD PANEL	0	LS	$ 2,000.00	$ -
TxDOT 105-6008	REMOVING STAB BASE AND ASPH PAV (6")	0	SY	$ 5.10	$ -
---	INSTALLATION OF ASPHALT PAVEMENT (6")	0	SY	$ 5.00	$ -

Basis for Cost Projection

☑ No Design Completed
❑ Preliminary Design
❑ Final Design

Subtotal:		$	68,186.86
Estimated Project Cost:		**$**	**69,000.00**
Engineering: (% +/-)	*20%*	*$*	*9,740.98*
Contingency: (% +/-)	*20%*	*$*	*9,740.98*

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Sidewalk Summary

Priority	Length (LF)	Cost
High	395	$ 21,431.58
Medium	867	$ 46,755.28
Low	0	$ -
Compliant	1,156	
Not Prioritized	0	
Subtotal	**2,417**	$ 68,186.86
Sidewalk Total		**$ 69,000.00**

Corridor Summary

Facility	**Cost**
Sidewalk Total	$ 69,000.00
Unsignalized Intersection Total	$ 8,000.00
Corridor Total	**$ 77,000.00**

End of Project Description for Project 205 Addison Town Park

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

Client:	**Town of Addison**	**Date: 01/02/18**
Program:	**ADA Self-Evaluation and Transition Plan**	**Prepared By: CMP**
KHA No.:	**063543021**	**Checked By: EPE**

Corridor:	**Vitruvian Park**	**GPS ID: 206**
Town:	**Addison**	

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost *Includes Engineering (15%) and Contingency (20%)*
TxDOT 450	RAIL (HANDRAIL)	5	LF	$ 89.00	$ 666.09
TxDOT 531-6001	CONC SIDEWALKS (4")	1,138	SY	$ 45.00	$ 71,705.81
TxDOT 530-6004	DRIVEWAYS (CONC)	0	SY	$ 60.00	$ -
TxDOT 104-6017	REMOVING CONC (DRIVEWAYS)	0	SY	$ 15.00	$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	1,138	SY	$ 9.00	$ 14,341.16
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	$ 50.00	$ -
---	CONCRETE RAILROAD PANEL	0	LS	$ 16,000.00	$ -
TxDOT 530-6005	DRIVEWAYS (ASPHALT CONC PAV)	41	SY	$ 35.00	$ 1,999.27
---	WELDED STEEL GRATE	0	EA	$ 1,300.00	$ -
---	RELOCATE FIRE HYDRANT	0	LS	$ 2,000.00	$ -
---	ADJUST UTILITY ELEVATION	3	LS	$ 1,000.00	$ 4,200.00
---	REMOVE OBSTRUCTION	0	LS	$ 1,000.00	$ -
---	REMOVE TEMPORARY OBSTRUCTION	2	LS	$ 500.00	$ 1,400.00
---	RAILROAD COMPANY FLAGGER	0	Day(s)	$ 1,000.00	$ -
---	REMOVE CONCRETE RAILROAD PANEL	0	LS	$ 2,000.00	$ -
TxDOT 105-6008	REMOVING STAB BASE AND ASPH PAV (6")	41	SY	$ 5.10	$ 291.32
---	INSTALLATION OF ASPHALT PAVEMENT (6")	0	SY	$ 5.00	$ -

Basis for Cost Projection

☑ No Design Completed
❑ Preliminary Design
❑ Final Design

Subtotal:		$	94,603.67
Estimated Project Cost:		**$**	**95,000.00**
Engineering: (% +/-)	*20%*	*$*	*13,514.81*
Contingency: (% +/-)	*20%*	*$*	*13,514.81*

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Sidewalk Summary

Priority	Length (LF)	Cost
High	181	$ 15,373.19
Medium	1,097	$ 72,536.90
Low	137	$ 6,693.57
Compliant	6,605	
Not Prioritized	0	
Subtotal	**8,020**	$ 94,603.67
Sidewalk Total		**$ 95,000.00**

Corridor Summary

Facility	**Cost**
Sidewalk Total	$ 95,000.00
Unsignalized Intersection Total	$ 34,000.00
Corridor Total	**$ 129,000.00**

End of Project Description for Project 206 Vitruvian Park

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

Client:	**Town of Addison**	**Date: 01/02/18**
Program:	**ADA Self-Evaluation and Transition Plan**	**Prepared By: CMP**
KHA No.:	**063543021**	**Checked By: EPE**

Corridor:	**Redding Trail**	**GPS ID: 207**
Town:	**Addison**	

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost *Includes Engineering (15%) and Contingency (20%)*
TxDOT 450	RAIL (HANDRAIL)	0	LF	$ 89.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	3,043	SY	$ 45.00	$ 191,701.10
TxDOT 530-6004	DRIVEWAYS (CONC)	0	SY	$ 60.00	$ -
TxDOT 104-6017	REMOVING CONC (DRIVEWAYS)	0	SY	$ 15.00	$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	3,046	SY	$ 9.00	$ 38,381.59
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	$ 50.00	$ -
---	CONCRETE RAILROAD PANEL	0	LS	$ 16,000.00	$ -
TxDOT 530-6005	DRIVEWAYS (ASPHALT CONC PAV)	0	SY	$ 35.00	$ -
---	WELDED STEEL GRATE	0	EA	$ 1,300.00	$ -
---	RELOCATE FIRE HYDRANT	0	LS	$ 2,000.00	$ -
---	ADJUST UTILITY ELEVATION	3	LS	$ 1,000.00	$ 4,200.00
---	REMOVE OBSTRUCTION	3	LS	$ 1,000.00	$ 4,200.00
---	REMOVE TEMPORARY OBSTRUCTION	3	LS	$ 500.00	$ 2,100.00
---	RAILROAD COMPANY FLAGGER	0	Day(s)	$ 1,000.00	$ -
---	REMOVE CONCRETE RAILROAD PANEL	0	LS	$ 2,000.00	$ -
TxDOT 105-6008	REMOVING STAB BASE AND ASPH PAV (6")	0	SY	$ 5.10	$ -
---	INSTALLATION OF ASPHALT PAVEMENT (6")	0	SY	$ 5.00	$ -

Basis for Cost Projection

☑ No Design Completed
❑ Preliminary Design
❑ Final Design

Subtotal:		$	240,582.69
Estimated Project Cost:		**$**	**241,000.00**
Engineering: (% +/-)	*20%*	*$*	*34,368.96*
Contingency: (% +/-)	*20%*	*$*	*34,368.96*

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Sidewalk Summary

Priority	Length (LF)	Cost
High	362	$ 33,432.07
Medium	2,303	$ 180,663.21
Low	350	$ 26,487.40
Compliant	7,467	
Not Prioritized	0	
Subtotal	**10,482**	$ 240,582.69
Sidewalk Total		**$ 241,000.00**

Corridor Summary

Facility	**Cost**
Sidewalk Total	$ 241,000.00
Unsignalized Intersection Total	$ 19,000.00
Corridor Total	**$ 260,000.00**

End of Project Description for Project 207 Redding Trail

Town of Addison
ADA Self-Evaluation and Transition Plan
Unsignalized Intersection Cost Projection Summary - Parks
12/21/2017

GPS ID	Project Name	Cost Projection	Priority
90001	Intersection of Vitruvian Park and parking lot (Lat. 32.9339; Long. -96.8499)	$ 9,000	2
90002	Intersection of Vitruvian Trail and parking lot (Lat. 32.9339; Long. -96.8508)	$ 4,000	2
90003	Intersection of Vitruvian Trail and roundabout (Lat. 32.9340; Long. -96.8496)	$ 13,000	2
90004	Intersection of Vitruvian Trail and Ponte Ave crossing (Lat. 32.9346; Long. -96.8503)	$ 2,000	9
90005	Intersection of Vitruvian Trail and Bella ln	$ 2,000	9
90006	Intersection of Vitruvian Trail and Ponte Ave	$ 4,000	9
90008	Intersection of Vitruvian Park and parking access ramps (Lat. 32.9354; Long. -96.8513)	$ -	Compliant
90009	Intersection of Addison Town Park and parking lot (Lat. 32.9423; Long. -96.8526)	$ 8,000	2
90011	Intersection of Redding Trail and Le Grande Dr access point (Lat. 32.9471; Long. -96.8433)	$ 6,000	2
90018	Intersection of Redding Trail and midblock crossing (Lat. 32.9462; Long. -96.8474)	$ 13,000	2
90021	Intersection of Addison Circle Park and Festival Way	$ 3,000	2
90022	Intersection of Addison Circle Park and ramp (Lat. 32.9612; Long. -96.8264)	$ 3,000	2
	TOTAL	**$ 67,000**	

Kimley-Horn and Associates, Inc. **Priority: 2**
Project Description for Unsignalized Intersection

Client:	**Town of Addison**	**Date:**	**12/21/17**
Program:	**ADA Self-Evaluation and Transition Plan**	**Prepared By:**	**CMP**
KHA No.:	**063543021**	**Checked By:**	**EPE**

Corridor :	**Vitruvian Park**	**GPS ID:**	**90001**
Project Name:	**Intersection of Vitruvian Park and parking lot (Lat. 32.9339; Long. -96.8499)**		
Town:	**Addison**		

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	$ 10.00	$ -
TxDOT 529-6002	CONC CURB (TY II)	0	LF	$ 15.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	4	SY	$ 45.00	$ 180.00
TxDOT 531	CURB RAMPS	0	EA	$ 1,500.00	$ -
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	$ 50.00	$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	4	SY	$ 9.00	$ 36.00
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	$ 2.80	$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	0	LF	$ 8.50	$ -
---	REPAVE ROADWAY	0	LS	$ 5,000.00	$ -
---	FIX PONDING	1	LS	$ 2,000.00	$ 2,000.00
---	FIX CURB RAMP TRANSITION	1	LS	$ 2,000.00	$ 2,000.00
---	MEDIAN NOSE MODIFICATION	0	LS	$ 5,000.00	$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	$ 500.00	$ -
---	FIX CURB RAMP COUNTER SLOPE	1	LS	$ 2,000.00	$ 2,000.00

Basis for Cost Projection

- ☑ No Design Completed
- ❑ Preliminary Design
- ❑ Final Design

Subtotal:		$ 6,216.00
Engineering: (% +/-)	20%	$ 1,392.00
Contingency: (% +/-)	20%	$ 1,392.00
Estimated Project Cost:		**$ 9,000.00**

Project Location

Field Observations

Intersection Issues	Crosswalk N	E	S	W	Possible Solutions
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' or 'i' in ramp label indicates no existing ramp) 2A	3A	3B		Possible Solutions
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%	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

Kimley-Horn and Associates, Inc.	Intersection of Vitruvian Park and parking lot (Lat. 32.9339; Long. -96.8499)
Photographs	GPS ID: 90001

Ramp 2A

Ramp 3A

Ramp 3B

Opinion of Probable Construction Cost Disclaimer:
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Project Location Map Sources:
Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

End of Project Description for Project 90001 Intersection of Vitruvian Park and parking lot (Lat. 32.9339; Long. -96.8499)

Kimley-Horn and Associates, Inc. **Priority: 2**
Project Description for Unsignalized Intersection

Client:	**Town of Addison**	**Date:**	**12/21/17**
Program:	**ADA Self-Evaluation and Transition Plan**	**Prepared By:**	**CMP**
KHA No.:	**063543021**	**Checked By:**	**EPE**

Corridor :	**Vitruvian Park**	**GPS ID:**	**90002**
Project Name:	**Intersection of Vitruvian Trail and parking lot (Lat. 32.9339; Long. -96.8508)**		
Town:	**Addison**		

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	$ 10.00	$ -
TxDOT 529-6002	CONC CURB (TY II)	0	LF	$ 15.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	4	SY	$ 45.00	$ 180.00
TxDOT 531	CURB RAMPS	0	EA	$ 1,500.00	$ -
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	10	SF	$ 50.00	$ 500.00
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	4	SY	$ 9.00	$ 36.00
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	$ 2.80	$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	0	LF	$ 8.50	$ -
---	REPAVE ROADWAY	0	LS	$ 5,000.00	$ -
---	FIX PONDING	0	LS	$ 2,000.00	$ -
---	FIX CURB RAMP TRANSITION	1	LS	$ 2,000.00	$ 2,000.00
---	MEDIAN NOSE MODIFICATION	0	LS	$ 5,000.00	$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	$ 500.00	$ -
---	FIX CURB RAMP COUNTER SLOPE	0	LS	$ 2,000.00	$ -

Basis for Cost Projection

- ☑ No Design Completed
- ❑ Preliminary Design
- ❑ Final Design

Subtotal:		$ 2,716.00
Engineering: (% +/-)	20%	$ 642.00
Contingency: (% +/-)	20%	$ 642.00
Estimated Project Cost:		**$ 4,000.00**

Project Location

Field Observations

Intersection Issues	Crosswalk N	E	S	W	Possible Solutions
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' or 'i' in ramp label indicates no existing ramp) 4A	Possible Solutions
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	For intersection, commercial driveway, and park ramps, install color truncated domes
No color contrast at base of curb ramp	X	
Landing area does not exist and is needed		
Landing area is less than 5' x 5' or slopes greater than 2%	X	Remove and replace landing area
Curb ramp transition onto roadway is greater than 0.25"	X	Fix curb ramp transition
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%		
Ponding occurs at base of curb ramp		

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

End of Project Description for Project 90002 Intersection of Vitruvian Trail and parking lot (Lat. 32.9339; Long. -96.8508)

Kimley-Horn and Associates, Inc. **Priority: 2**
Project Description for Unsignalized Intersection

Client:	**Town of Addison**		**Date: 12/21/17**
Program:	**ADA Self-Evaluation and Transition Plan**		**Prepared By: CMP**
KHA No.:	**063543021**		**Checked By: EPE**

Corridor :	**Vitruvian Park**	**GPS ID: 90003**
Project Name:	**Intersection of Vitruvian Trail and roundabout (Lat. 32.9340; Long. -96.8496)**	
Town:	**Addison**	

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	$ 10.00	$ -
TxDOT 529-6002	CONC CURB (TY II)	0	LF	$ 15.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	0	SY	$ 45.00	$ -
TxDOT 531	CURB RAMPS	2	EA	$ 1,500.00	$ 3,000.00
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	$ 50.00	$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	18	SY	$ 9.00	$ 162.00
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	$ 2.80	$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	60	LF	$ 8.50	$ 510.00
---	REPAVE ROADWAY	1	LS	$ 5,000.00	$ 5,000.00
---	FIX PONDING	0	LS	$ 2,000.00	$ -
---	FIX CURB RAMP TRANSITION	0	LS	$ 2,000.00	$ -
---	MEDIAN NOSE MODIFICATION	0	LS	$ 5,000.00	$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	$ 500.00	$ -
---	FIX CURB RAMP COUNTER SLOPE	0	LS	$ 2,000.00	$ -

Basis for Cost Projection

- ☑ No Design Completed
- ❑ Preliminary Design
- ❑ Final Design

Subtotal:		$ 8,672.00
Engineering: (% +/-)	20%	$ 2,164.00
Contingency: (% +/-)	20%	$ 2,164.00
Estimated Project Cost:		**$ 13,000.00**

Project Location

Field Observations

Intersection Issues	Crosswalk N	Crosswalk E	Crosswalk S	Crosswalk W	Possible Solutions
Path of travel pavement condition	Good	N/A	N/A	N/A	
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	X	N/A	N/A	N/A	Repave roadway and install crosswalk pavement markings
Path of travel cross slope is greater than 5% for free-flow approaches	N/A	N/A	N/A	N/A	
Crosswalk width is less than 6'		N/A	N/A	N/A	
Crosswalk striping condition	Good	N/A	N/A	N/A	

Curb Ramp Issues	Curb Ramp ID ('z' or 'i' in ramp label indicates no existing ramp) 1A	2A	3z	4z	Possible Solutions
Curb ramp does not exist and is needed					
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curbed side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%	X	X			
Curb ramp running slope is greater than 8.3%					
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					
No color contrast at base of curb ramp					
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%		X			Remove and replace landing area
Curb ramp transition onto roadway is greater than 0.25"					
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
Ponding occurs at base of curb ramp					

Ramp 1A

Ramp 2A

Corner 3 No Ramp (3*z*)

Corner 4 No Ramp (4*z*)

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Project Location Map Sources:
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End of Project Description for Project 90003 Intersection of Vitruvian Trail and roundabout (Lat. 32.9340; Long. -96.8496)

Kimley-Horn and Associates, Inc. **Priority: 9**
Project Description for Unsignalized Intersection

Client:	**Town of Addison**	**Date:**	**12/21/17**
Program:	**ADA Self-Evaluation and Transition Plan**	**Prepared By:**	**CMP**
KHA No.:	**063543021**	**Checked By:**	**EPE**

Corridor :	**Vitruvian Park**	**GPS ID:**	**90004**
Project Name:	**Intersection of Vitruvian Trail and Ponte Ave crossing (Lat. 32.9346; Long. -96.8503)**		
Town:	**Addison**		

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	$ 10.00	$ -
TxDOT 529-6002	CONC CURB (TY II)	0	LF	$ 15.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	6	SY	$ 45.00	$ 270.00
TxDOT 531	CURB RAMPS	0	EA	$ 1,500.00	$ -
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	$ 50.00	$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	5	SY	$ 9.00	$ 45.00
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	$ 2.80	$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	64	LF	$ 8.50	$ 544.00
---	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 COUNTER SLOPE	0	LS	$ 2,000.00	$ -

Basis for Cost Projection

- ☑ No Design Completed
- ❑ Preliminary Design
- ❑ Final Design

Subtotal:		$ 859.00
Engineering: (% +/-)	20%	$ 570.50
Contingency: (% +/-)	20%	$ 570.50
Estimated Project Cost:		**$ 2,000.00**

Project Location

Field Observations

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

Curb Ramp Issues	Curb Ramp ID ('z' or 'i' in ramp label indicates no existing ramp) 1A	2A	3z	4z	Possible Solutions
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%	X	X			Remove and replace landing area
Curb ramp transition onto roadway is greater than 0.25"					
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
Ponding occurs at base of curb ramp					

Ramp 1A

Ramp 2A

Corner 3 No Ramp (3*z*)

Corner 4 No Ramp (4*z*)

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End of Project Description for Project 90004 Intersection of Vitruvian Trail and Ponte Ave crossing (Lat. 32.9346; Long. -96.8503)

Kimley-Horn and Associates, Inc. **Priority: 9**
Project Description for Unsignalized Intersection

Client:	**Town of Addison**	**Date:**	**12/21/17**
Program:	**ADA Self-Evaluation and Transition Plan**	**Prepared By:**	**CMP**
KHA No.:	**063543021**	**Checked By:**	**EPE**

Corridor :	**Vitruvian Park**	**GPS ID:**	**90005**
Project Name:	**Intersection of Vitruvian Trail and Bella ln**		
Town:	**Addison**		

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	$ 10.00	$ -
TxDOT 529-6002	CONC CURB (TY II)	0	LF	$ 15.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	3	SY	$ 45.00	$ 135.00
TxDOT 531	CURB RAMPS	0	EA	$ 1,500.00	$ -
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	$ 50.00	$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	3	SY	$ 9.00	$ 27.00
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	$ 2.80	$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	70	LF	$ 8.50	$ 595.00
---	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 COUNTER SLOPE	0	LS	$ 2,000.00	$ -

Basis for Cost Projection

- ☑ No Design Completed
- ❑ Preliminary Design
- ❑ Final Design

Subtotal:		$ 757.00
Engineering: (% +/-)	20%	$ 621.50
Contingency: (% +/-)	20%	$ 621.50
Estimated Project Cost:		**$ 2,000.00**

Project Location

Field Observations

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

Curb Ramp Issues	Curb Ramp ID ('z' or 'i' in ramp label indicates no existing ramp) 1A	2A	3z	4z		Possible Solutions
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%	X					Remove and replace landing area
Curb ramp transition onto roadway is greater than 0.25"						
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%						
Ponding occurs at base of curb ramp						

Ramp 1A

Ramp 2A

Corner 3 No Ramp (3z)

Corner 4 No Ramp (4z)

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End of Project Description for Project 90005 Intersection of Vitruvian Trail and Bella ln

Kimley-Horn and Associates, Inc. **Priority: 9**
Project Description for Unsignalized Intersection

Client:	**Town of Addison**	**Date:**	**12/21/17**
Program:	**ADA Self-Evaluation and Transition Plan**	**Prepared By:**	**CMP**
KHA No.:	**063543021**	**Checked By:**	**EPE**

Corridor :	**Vitruvian Park**	**GPS ID:**	**90006**
Project Name:	**Intersection of Vitruvian Trail and Ponte Ave**		
Town:	**Addison**		

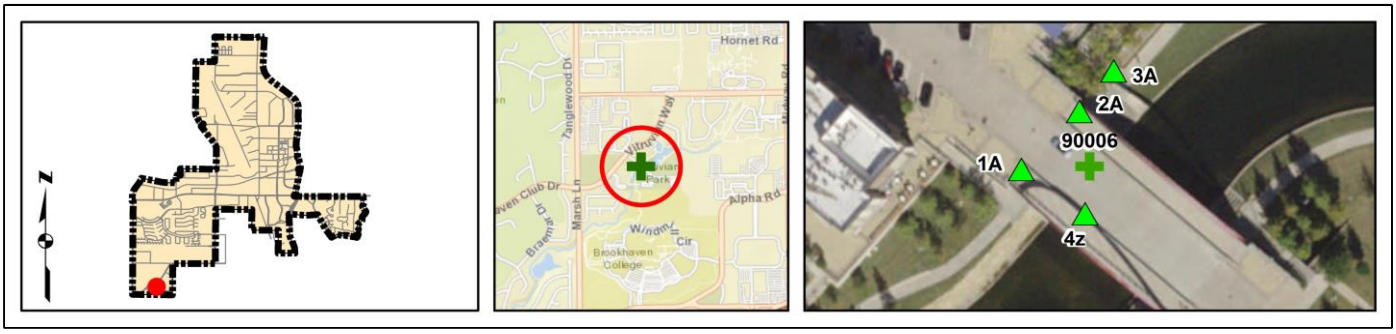
Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	$ 10.00	$ -
TxDOT 529-6002	CONC CURB (TY II)	0	LF	$ 15.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	3	SY	$ 45.00	$ 135.00
TxDOT 531	CURB RAMPS	1	EA	$ 1,500.00	$ 1,500.00
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	$ 50.00	$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	13	SY	$ 9.00	$ 117.00
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	$ 2.80	$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	66	LF	$ 8.50	$ 561.00
---	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 COUNTER SLOPE	0	LS	$ 2,000.00	$ -

Basis for Cost Projection

- ☑ No Design Completed
- ❑ Preliminary Design
- ❑ Final Design

Subtotal:		$ 2,313.00
Engineering: (% +/-)	20%	$ 843.50
Contingency: (% +/-)	20%	$ 843.50
Estimated Project Cost:		**$ 4,000.00**

Project Location



Field Observations

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

Curb Ramp Issues	Curb Ramp ID ('z' or 'i' in ramp label indicates no existing ramp) 1A	2A	3z	4z	Possible Solutions
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			Remove and replace curb ramp
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"					
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25") in curb ramp/landing/flares					
Temporary obstruction (>0.25") in curb ramp/landing/flares					
No textured surface at base of curb ramp					
No color contrast at base of curb ramp					
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%	X	X			Remove and replace landing area
Curb ramp transition onto roadway is greater than 0.25"					
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
Ponding occurs at base of curb ramp					

Ramp 1A

Ramp 2A

Corner 3 No Ramp (3z)

Corner 4 No Ramp (4z)

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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

End of Project Description for Project 90006 Intersection of Vitruvian Trail and Ponte Ave

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

Client:	**Town of Addison**	**Date: 12/21/17**
Program:	**ADA Self-Evaluation and Transition Plan**	**Prepared By: CMP**
KHA No.:	**063543021**	**Checked By: EPE**

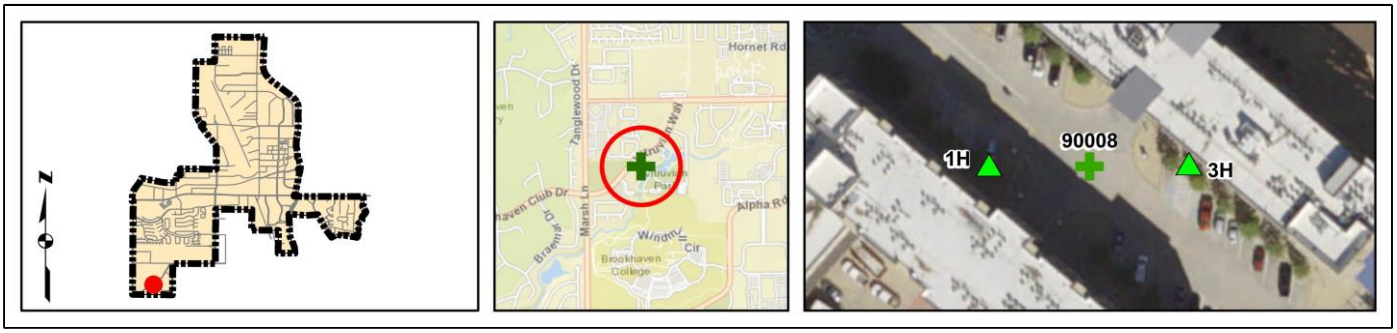
Corridor :	**Vitruvian Park**	**GPS ID: 90008**
Project Name:	**Intersection of Vitruvian Park and parking access ramps (Lat. 32.9354; Long. -96.8513)**	
Town:	**Addison**	

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	$ 10.00	$ -
TxDOT 529-6002	CONC CURB (TY II)	0	LF	$ 15.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	0	SY	$ 45.00	$ -
TxDOT 531	CURB RAMPS	0	EA	$ 1,500.00	$ -
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	$ 50.00	$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	0	SY	$ 9.00	$ -
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	$ 2.80	$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	0	LF	$ 8.50	$ -
---	REPAVE ROADWAY	0	LS	$ 5,000.00	$ -
---	FIX PONDING	0	LS	$ 2,000.00	$ -
---	FIX CURB RAMP TRANSITION	0	LS	$ 2,000.00	$ -
---	MEDIAN NOSE MODIFICATION	0	LS	$ 5,000.00	$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	$ 500.00	$ -
---	FIX CURB RAMP COUNTER SLOPE	0	LS	$ 2,000.00	$ -

Basis for Cost Projection
- ☑ No Design Completed
- ❑ Preliminary Design
- ❑ Final Design

Subtotal:		$ -
Engineering: (% +/-)	20%	$ -
Contingency: (% +/-)	20%	$ -
Estimated Project Cost:		**$ -**

Project Location



Field Observations

Intersection Issues	Crosswalk N	E	S	W	Possible Solutions
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' or 'i' in ramp label indicates no existing ramp) 1H	3H		Possible Solutions
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				

Kimley-Horn and Associates, Inc.	Intersection of Vitruvian Park and parking access ramps (Lat. 32.9354; Long. -96.8513)
Photographs	GPS ID: 90008

Ramp 1H

Ramp 3H

Opinion of Probable Construction Cost Disclaimer:
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Project Location Map Sources:
Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

End of Project Description for Project 90008 Intersection of Vitruvian Park and parking access ramps (Lat. 32.9354; Long. -96.8513)

Kimley-Horn and Associates, Inc. **Priority: 2**
Project Description for Unsignalized Intersection

Client:	**Town of Addison**	**Date:**	**12/21/17**
Program:	**ADA Self-Evaluation and Transition Plan**	**Prepared By:**	**CMP**
KHA No.:	**063543021**	**Checked By:**	**EPE**

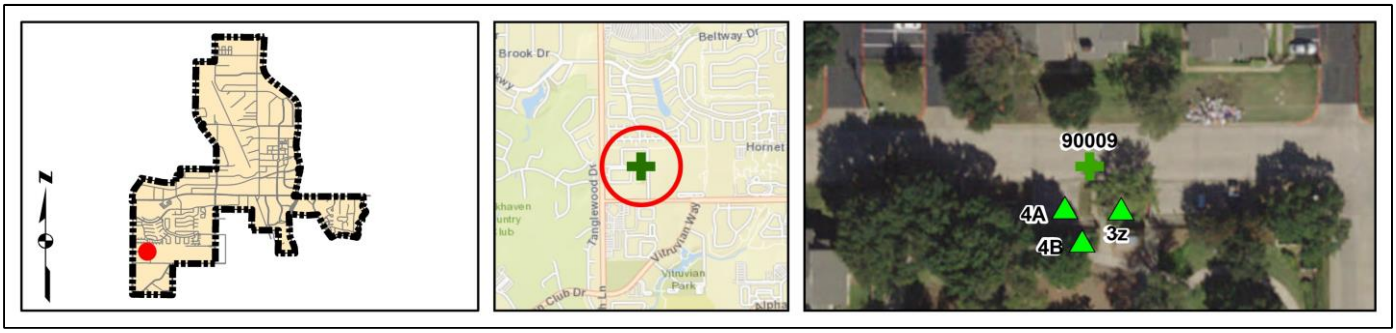
Corridor :	**Addison Town Park**	**GPS ID:**	**90009**
Project Name:	**Intersection of Addison Town Park and parking lot (Lat. 32.9423; Long. -96.8526)**		
Town:	**Addison**		

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	$ 10.00	$ -
TxDOT 529-6002	CONC CURB (TY II)	0	LF	$ 15.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	0	SY	$ 45.00	$ -
TxDOT 531	CURB RAMPS	2	EA	$ 1,500.00	$ 3,000.00
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	$ 50.00	$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	21	SY	$ 9.00	$ 189.00
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	$ 2.80	$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	0	LF	$ 8.50	$ -
---	REPAVE ROADWAY	0	LS	$ 5,000.00	$ -
---	FIX PONDING	0	LS	$ 2,000.00	$ -
---	FIX CURB RAMP TRANSITION	1	LS	$ 2,000.00	$ 2,000.00
---	MEDIAN NOSE MODIFICATION	0	LS	$ 5,000.00	$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	$ 500.00	$ -
---	FIX CURB RAMP COUNTER SLOPE	0	LS	$ 2,000.00	$ -

Basis for Cost Projection
- ☑ No Design Completed
- ❑ Preliminary Design
- ❑ Final Design

Subtotal:		$ 5,189.00
Engineering: (% +/-)	20%	$ 1,405.50
Contingency: (% +/-)	20%	$ 1,405.50
Estimated Project Cost:		**$ 8,000.00**

Project Location



Field Observations

Intersection Issues	Crosswalk N	Crosswalk E	Crosswalk S	Crosswalk W	Possible Solutions
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' or 'i' in ramp label indicates no existing ramp) 3z	4A	4B	Possible Solutions
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	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				
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	X	Remove and replace landing area
Curb ramp transition onto roadway is greater than 0.25"		X		Fix curb ramp transition
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%				
Ponding occurs at base of curb ramp				

Kimley-Horn and Associates, Inc.	Intersection of Addison Town Park and parking lot (Lat. 32.9423; Long. -96.8526)
Photographs	GPS ID: 90009

Corner 3 No Ramp (3z)

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

End of Project Description for Project 90009 Intersection of Addison Town Park and parking lot (Lat. 32.9423; Long. -96.8526)

Kimley-Horn and Associates, Inc. **Priority: 2**
Project Description for Unsignalized Intersection

Client:	**Town of Addison**	**Date:**	**12/21/17**
Program:	**ADA Self-Evaluation and Transition Plan**	**Prepared By:**	**CMP**
KHA No.:	**063543021**	**Checked By:**	**EPE**

Corridor :	**Redding Trail**	**GPS ID:**	**90011**
Project Name:	**Intersection of Redding Trail and Le Grande Dr access point (Lat. 32.9471; Long. -96.8433)**		
Town:	**Addison**		

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	$ 10.00	$ -
TxDOT 529-6002	CONC CURB (TY II)	0	LF	$ 15.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	0	SY	$ 45.00	$ -
TxDOT 531	CURB RAMPS	1	EA	$ 1,500.00	$ 1,500.00
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	$ 50.00	$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	8	SY	$ 9.00	$ 72.00
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	$ 2.80	$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	0	LF	$ 8.50	$ -
---	REPAVE ROADWAY	0	LS	$ 5,000.00	$ -
---	FIX PONDING	0	LS	$ 2,000.00	$ -
---	FIX CURB RAMP TRANSITION	1	LS	$ 2,000.00	$ 2,000.00
---	MEDIAN NOSE MODIFICATION	0	LS	$ 5,000.00	$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	$ 500.00	$ -
---	FIX CURB RAMP COUNTER SLOPE	0	LS	$ 2,000.00	$ -

Basis for Cost Projection
- ☑ No Design Completed
- ❑ Preliminary Design
- ❑ Final Design

Subtotal:		$ 3,572.00
Engineering: (% +/-)	20%	$ 1,214.00
Contingency: (% +/-)	20%	$ 1,214.00
Estimated Project Cost:		**$ 6,000.00**

Project Location

Field Observations

Intersection Issues	Crosswalk N	E	S	W	Possible Solutions
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' or 'i' in ramp label indicates no existing ramp) 3z	4A	Possible Solutions
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	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%		X	
Cut-thru ramp cross slope is greater than 2%			
Curb ramp width is less than 48"			
Cut-thru ramp width is less than 60"			
Permanent obstruction (>0.25") in curb ramp/landing/flares			
Temporary obstruction (>0.25") in curb ramp/landing/flares			
No textured surface at base of curb ramp		X	For intersection, commercial driveway, and park ramps, install color truncated domes
No color contrast at base of curb ramp		X	
Landing area does not exist and is needed			
Landing area is less than 5' x 5' or slopes greater than 2%			
Curb ramp transition onto roadway is greater than 0.25"		X	Fix curb ramp transition
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%			
Ponding occurs at base of curb ramp			

Corner 3 No Ramp (3z)

Ramp 4A

Opinion of Probable Construction Cost Disclaimer:
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Project Location Map Sources:
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DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Kimley-Horn and Associates, Inc. **Priority: 2**
Project Description for Unsignalized Intersection

Client:	**Town of Addison**	**Date:**	**12/21/17**
Program:	**ADA Self-Evaluation and Transition Plan**	**Prepared By:**	**CMP**
KHA No.:	**063543021**	**Checked By:**	**EPE**

Corridor :	**Redding Trail**	**GPS ID:**	**90018**
Project Name:	**Intersection of Redding Trail and midblock crossing (Lat. 32.9462; Long. -96.8474)**		
Town:	**Addison**		

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	$ 10.00	$ -
TxDOT 529-6002	CONC CURB (TY II)	0	LF	$ 15.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	0	SY	$ 45.00	$ -
TxDOT 531	CURB RAMPS	2	EA	$ 1,500.00	$ 3,000.00
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	$ 50.00	$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	20	SY	$ 9.00	$ 180.00
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	$ 2.80	$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	52	LF	$ 8.50	$ 442.00
---	REPAVE ROADWAY	1	LS	$ 5,000.00	$ 5,000.00
---	FIX PONDING	0	LS	$ 2,000.00	$ -
---	FIX CURB RAMP TRANSITION	0	LS	$ 2,000.00	$ -
---	MEDIAN NOSE MODIFICATION	0	LS	$ 5,000.00	$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	$ 500.00	$ -
---	FIX CURB RAMP COUNTER SLOPE	0	LS	$ 2,000.00	$ -

Basis for Cost Projection

- ☑ No Design Completed
- ❑ Preliminary Design
- ❑ Final Design

Subtotal:		$ 8,622.00
Engineering: (% +/-)	20%	$ 2,189.00
Contingency: (% +/-)	20%	$ 2,189.00
Estimated Project Cost:		**$ 13,000.00**

Project Location

Field Observations

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

Curb Ramp Issues	Curb Ramp ID ('z' or 'i' in ramp label indicates no existing ramp) 1A	2z	3z	4A	Possible Solutions
Curb ramp does not exist and is needed					
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curbed side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%	X			X	
Curb ramp running slope is greater than 8.3%					
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					Remove and replace curb ramp
Curb ramp cross slope is greater than 2%	X				
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"					
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25") in curb ramp/landing/flares					
Temporary obstruction (>0.25") in curb ramp/landing/flares					
No textured surface at base of curb ramp	X			X	For intersection, commercial driveway, and park ramps, install
No color contrast at base of curb ramp	X			X	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"					
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
Ponding occurs at base of curb ramp					

Ramp 1A

Corner 2 No Ramp (2z)

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

End of Project Description for Project 90018 Intersection of Redding Trail and midblock crossing (Lat. 32.9462; Long. -96.8474)

Kimley-Horn and Associates, Inc. **Priority: 2**
Project Description for Unsignalized Intersection

Client:	**Town of Addison**	**Date: 12/21/17**
Program:	**ADA Self-Evaluation and Transition Plan**	**Prepared By: CMP**
KHA No.:	**063543021**	**Checked By: EPE**

Corridor :	**Addison Circle Park**	**GPS ID: 90021**
Project Name:	**Intersection of Addison Circle Park and Festival Way**	
Town:	**Addison**	

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	$ 10.00	$ -
TxDOT 529-6002	CONC CURB (TY II)	0	LF	$ 15.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	0	SY	$ 45.00	$ -
TxDOT 531	CURB RAMPS	1	EA	$ 1,500.00	$ 1,500.00
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	10	SF	$ 50.00	$ 500.00
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	0	SY	$ 9.00	$ -
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	$ 2.80	$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	0	LF	$ 8.50	$ -
---	REPAVE ROADWAY	0	LS	$ 5,000.00	$ -
---	FIX PONDING	0	LS	$ 2,000.00	$ -
---	FIX CURB RAMP TRANSITION	0	LS	$ 2,000.00	$ -
---	MEDIAN NOSE MODIFICATION	0	LS	$ 5,000.00	$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	$ 500.00	$ -
---	FIX CURB RAMP COUNTER SLOPE	0	LS	$ 2,000.00	$ -

Basis for Cost Projection

- ☑ No Design Completed
- ❑ Preliminary Design
- ❑ Final Design

Subtotal:		$ 2,000.00
Engineering: (% +/-)	20%	$ 500.00
Contingency: (% +/-)	20%	$ 500.00
Estimated Project Cost:		**$ 3,000.00**

Project Location

Field Observations

Intersection Issues	Crosswalk N	E	S	W	Possible Solutions
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' or 'i' in ramp label indicates no existing ramp) 1A	4z	Possible Solutions
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		For intersection, commercial driveway, and park ramps, install
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			

Ramp 1A

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

End of Project Description for Project 90021 Intersection of Addison Circle Park and Festival Way

Kimley-Horn and Associates, Inc. **Priority: 2**
Project Description for Unsignalized Intersection

Client:	**Town of Addison**	**Date:**	**12/21/17**
Program:	**ADA Self-Evaluation and Transition Plan**	**Prepared By:**	**CMP**
KHA No.:	**063543021**	**Checked By:**	**EPE**

Corridor :	**Addison Circle Park**	**GPS ID:**	**90022**
Project Name:	**Intersection of Addison Circle Park and ramp (Lat. 32.9612; Long. -96.8264)**		
Town:	**Addison**		

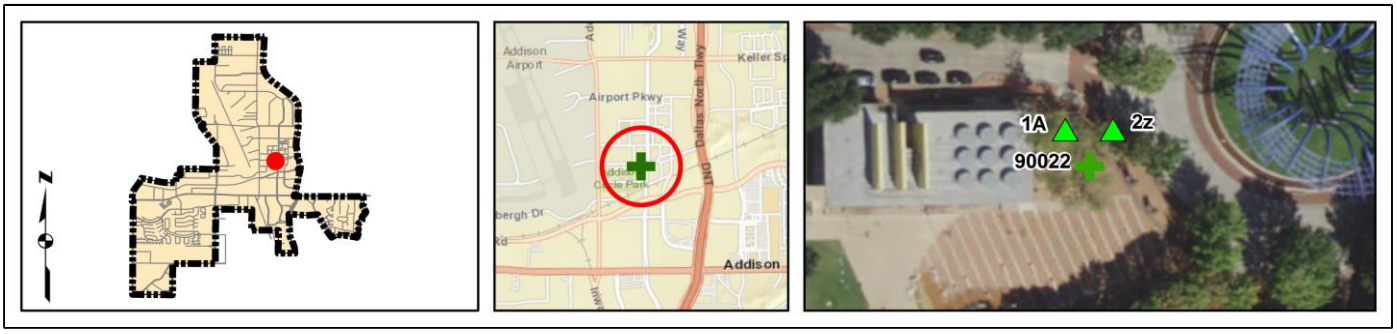
Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	$ 10.00	$ -
TxDOT 529-6002	CONC CURB (TY II)	0	LF	$ 15.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	0	SY	$ 45.00	$ -
TxDOT 531	CURB RAMPS	1	EA	$ 1,500.00	$ 1,500.00
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	$ 50.00	$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	8	SY	$ 9.00	$ 72.00
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	$ 2.80	$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	0	LF	$ 8.50	$ -
---	REPAVE ROADWAY	0	LS	$ 5,000.00	$ -
---	FIX PONDING	0	LS	$ 2,000.00	$ -
---	FIX CURB RAMP TRANSITION	0	LS	$ 2,000.00	$ -
---	MEDIAN NOSE MODIFICATION	0	LS	$ 5,000.00	$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	$ 500.00	$ -
---	FIX CURB RAMP COUNTER SLOPE	0	LS	$ 2,000.00	$ -

Basis for Cost Projection

- ☑ No Design Completed
- ❑ Preliminary Design
- ❑ Final Design

Subtotal:		$ 1,572.00
Engineering: (% +/-)	20%	$ 714.00
Contingency: (% +/-)	20%	$ 714.00
Estimated Project Cost:		**$ 3,000.00**

Project Location



Field Observations

Intersection Issues	Crosswalk N	E	S	W	Possible Solutions
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' or 'i' in ramp label indicates no existing ramp) 1A	2z		Possible Solutions
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				Remove and replace curb ramp
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				
Temporary obstruction (>0.25") in curb ramp/landing/flares				
No textured surface at base of curb ramp	X			For intersection, commercial driveway, and park ramps, install color truncated domes
No color contrast at base of curb ramp	X			
Landing area does not exist and is needed				
Landing area is less than 5' x 5' or slopes greater than 2%				
Curb ramp transition onto roadway is greater than 0.25"				
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%				
Ponding occurs at base of curb ramp				

Ramp 1A

Corner 2 No Ramp (2z)

Opinion of Probable Construction Cost Disclaimer:
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End of Project Description for Project 90022 Intersection of Addison Circle Park and ramp (Lat. 32.9612; Long. -96.8264)

Town of Addison
ADA Self-Evaluation and Transition Plan
Addison Airport Cost Projection Summary
12/20/2017

GPS ID	Project Name	Cost Projection	
		Town Owned	Town Leased
1	4700 Airport Pkwy	$ 172,200	$ -
2	4736 Airport Pkwy	$ 38,200	$ -
3	4726 George Haddaway Drive	$ 39,900	$ -
4	4730 George Haddaway Drive	$ 25,300	$ -
5	4540 Glenn Curtiss Drive	$ 3,200	$ -
6	4551 Glenn Curtiss Drive	$ 34,700	$ -
7	4553 Glenn Curtiss Drive	$ 235,300	$ -
8	4555 Glenn Curtiss Drive	$ 28,300	$ -
9	4666 Glenn Curtiss Drive	$ 39,700	$ -
10	4680 Glenn Curtiss Drive	$ 23,100	$ -
11	4553 Jimmy Doolittle Drive	$ 171,700	$ -
12	4660 Jimmy Doolittle Drive	$ 10,100	$ -
13	4666 Jimmy Doolittle Drive	$ 18,500	$ -
14	Pilot Lounge North	$ 15,300	$ -
15	Pilot Lounge West	$ 7,000	$ -
16	Wylie Post Office Building	$ 367,000	$ -
17	4400 Glenn Curtiss Drive	$ -	$ 306,000
18	16051 Addison Road - Terminal Building	$ -	$ 55,000
19	Cavanaugh Flight Museum - Main Building	$ -	$ 44,000
20	Cavanaugh Flight Museum - Hangar 2	$ -	$ 3,000
21	Cavanaugh Flight Museum - Hangar 3	$ -	$ 35,000
22	Cavanaugh Flight Museum - Hangar 4	$ -	$ 37,000
	TOTAL	**$ 1,229,500**	**$ 480,000**

ACCESSOLOGY

ADDISON AIRPORT
BUILDING REPORT

Facility Information: **Facility Name:** 4700 Airport Parkway

Facility Contact: Lisa Pyles **Contact Phone:** 972-450-2878

Accessology Inspector Information:

Inspector: Karen Jackson **Date:** April 17, 2017

Email: Kjackson@accessology.com

Latitude: 32.965252 **Longitude:** -96.831578

Address: 4700 Airport Parkway **City:** Addison **County:** Dallas

General Parking Notes:

There is a small parking lot serving this facility with no accessible parking provided.

Total Parking Spaces:	8
Total Accessible Parking Spaces:	0
Number of van accessible spaces:	0
Is the accessible parking substantially compliant?	N/A

Violation #1: There is accessible parking provided, however, no signage is provided.

Standard: **2010 ADAAG 502.6 Identification.**

Text: Parking space 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" min. above the ground surface measured to the bottom of the sign.

Possible Solutions: Provide compliant signage to indicate space is "Van Accessible".

ADDISON AIRPORT - 4700 Airport Parkway

Parking - Page 2

Violation #1 Cost:	$525	Priority	Level 3

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		High Priority	1-4
Parking Violations Total	$525	Medium Priority	5-8
		Low Priority	9-12

ADDISON AIRPORT
BUILDING REPORT

Facility Information: **Facility Name:** 4700 Airport Parkway

Facility Contact: Lisa Pyles **Contact Phone:** 972-450-2878

Accessology Inspector Information:

Inspector: Karen Jackson **Date:** April 17, 2017

Email: Kjackson@accessology.com

Latitude: 32.965252 **Longitude:** -96.831578

Address: 4700 Airport Parkway **City:** Addison **County:** Dallas

General Accessible Route Notes:

The path of travel to the building entrance is substantially compliant.

Is the path of travel from accessible parking to building entrance compliant?	Yes
Does the path of travel serve all exterior amenities offered by the facility?	N/A
Is the path of travel from building entrances to all amenities served by the entrance substantially compliant?	N/A

Accessible Route Total $0

High Priority	1-4
Medium Priority	5-8
Low Priority	9-12

ADDISON AIRPORT
BUILDING REPORT

Facility Information: **Facility Name:** 4700 Airport Parkway

Facility Contact: Lisa Pyles **Contact Phone:** 972-450-2878

Accessology Inspector Information:

Inspector: Karen Jackson **Date:** April 17, 2017

Email: Kjackson@accessology.com

Latitude: 32.965252 **Longitude:** -96.831578

Address: 4700 Airport Parkway **City:** Addison **County:** Dallas

General Entrance Notes:

The main entrance into the building is not compliant.

Is the main entry door accessible?	No
Is there an alternate door that is accessible?	No
If so, does the inaccessible door have signage indicating the location of the nearest accessible door?	N/A

Violation #2: There is a 2-3/16" step up at the entry door.

Standard: **2010 ADAAG 404.2.5 Thresholds.**

Text: Thresholds, if provided at doorways, shall be 1/2" high maximum. Raised thresholds and changes in level at doorways shall comply with 302 and 303.

Possible Solutions: Modify threshold to achieve a smooth transition at the entrance.

Violation #2 Cost: $525 Priority Level 3

Violation #3: The required maneuvering clearance depth is not provided at the entrance door. The curb stop blocks the required maneuvering depth.

Standard: **2010 ADAAG 404.2.4.1 Swinging Doors and Gates.**

ADDISON AIRPORT - 4700 Airport Parkway

Entrance - Page 2

Text:	404.2.4.1 Swinging Doors and Gates. Swinging doors and gates shall have maneuvering clearances complying with Table 404.2.4.1.
Possible Solutions:	Remove the curb stop to provide the required maneuvering clear floor space for entrance into the building.
Violation #3 Cost:	$525
Priority	Level 3

		High Priority	1-4
Entrance Total	$1,050	Medium Priority	5-8
		Low Priority	9-12

ADDISON AIRPORT
BUILDING REPORT

Facility Information: **Facility Name:** 4700 Airport Parkway

Facility Contact: Lisa Pyles **Contact Phone:** 972-450-2878

Accessology Inspector Information:

Inspector: Karen Jackson **Date:** April 17, 2017

Email: Kjackson@accessology.com

Latitude: 32.965252 **Longitude:** -96.831578

Address: 4700 Airport Parkway **City:** Addison **County:** Dallas

General Hallway Notes:

This facility does not have any hallways. The office area is open and the restroom is provided off the hangar area.

Does this facility have any hallways?	No
Do the doors have compliant hardware?	Yes
Do the doors have proper maneuvering clearances?	Yes
Is the hallway width at least 36” clear width?	N/A
Are visual strobes provided?	No
Are there any protruding objects?	No
Is the signage substantially compliant?	No

Violation #4: The reception desk 44-1/2" to the top of the counter.

Standard: **2010 ADAAG 904.4.1 Parallel Approach.**

Text: A portion of the counter surface that is 36" long min. and 36" high max. above the finish floor shall be provided.

Possible Solutions: Lower a 36" portion of the counter.

Violation #4 Cost: $1,050 Priority Level 4

Violation #5: The threshold at the door leading into the airplane hangar is greater than 1/2" and greater than 1" going back into the office area from the hangar.

ADDISON AIRPORT - 4700 Airport Parkway

Hallway - Page 2

Standard:	**2010 ADAAG 404.2.5 Thresholds.**
Text:	Thresholds, if provided at doorways, shall be 1/2" high maximum. Raised thresholds and changes in level at doorways shall comply with 302 and 303.
Possible Solutions:	Modify threshold to achieve a smooth transition at the entrance.
Violation #5 Cost:	$1,575 Priority Level 4
Violation #6:	There is no accessible route to the pilots lounge area on the 2nd floor.
Standard:	**2010 ADAAG 206.2.3 Multi-Story Buildings and Facilities.**
Text:	At least one accessible route shall connect each story and mezzanine in multi-story buildings and facilities.
Possible Solutions:	Add a fully compliant elevator when needed to accommodate an pilot if an accommodation can not be made in a more accessible location. Until the elevator is needed, it's a low priority.
Violation #5 Cost:	$157,500 Priority Level 11
Violation #7:	There is a 1-1/8" threshold at the door leading into the lounge area on the 2nd floor.
Standard:	**2010 ADAAG 404.2.5 Thresholds.**
Text:	Thresholds, if provided at doorways, shall be 1/2" high maximum. Raised thresholds and changes in level at doorways shall comply with 302 and 303.

ADDISON AIRPORT - 4700 Airport Parkway

Hallway - Page 3

Possible Solutions:	Modify threshold to achieve a smooth transition at the entrance.		
Violation #7 Cost:	$1,575	Priority	Level 3

		High Priority	1-4
Hallway Total	$161,700	Medium Priority	5-8
		Low Priority	9-12

ADDISON AIRPORT
BUILDING REPORT

Facility Information: **Facility Name:** 4700 Airport Parkway

Facility Contact: Lisa Pyles **Contact Phone:** 972-450-2878

Accessology Inspector Information:

Inspector: Karen Jackson **Date:** April 17, 2017

Email: Kjackson@accessology.com

Latitude: 32.965252 **Longitude:** -96.831578

Address: 4700 Airport Parkway **City:** Addison **County:** Dallas

General Restroom Notes:

There is a single user restroom provided in the hangar area.

Is the door to the restroom substantially compliant?	No
Does the room have the required turning radius?	Yes
Is the water closet substantially compliant?	No
Does the water closet have the required clear floor space?	No
Is the lavatory substantially compliant?	No
Is the urinal substantially compliant?	N/A
Is the mirror substantially compliant?	No

Violation #8: Restroom signage is on the door and does not have Braille or tactile characters.

Standard: **2010 ADAAG 216.2 Designations.**

Text: Interior and exterior signs identifying permanent rooms and spaces shall comply with 703.1, 703.2, and 703.5.

Possible Solutions: Install compliant signage on the latch side of the door.

Violation #8 Cost: $525 Priority Level 5

Violation #9: The single user restroom is not large enough to accommodate the required clear floor space for the water closet and the lavatory as well as a wheelchair turning space.

ADDISON AIRPORT - 4700 Airport Parkway

Restrooms - Page 2

Standard:	**2010 ADAAG 213.2 Toilet Rooms and Bathing Rooms.**
Text:	Where toilet rooms are provided, each toilet room shall comply with 603. Where bathing rooms are provided, each bathing room shall comply with 603.
Possible Solutions:	Enlarge restrooms to accommodate accessible water closet and lavatory and wheelchair turning space.
Violation #9 Cost:	$8,400

Priority: Level 4

		High Priority	1-4
Restrooms Total	$8,925	Medium Priority	5-8
		Low Priority	9-12

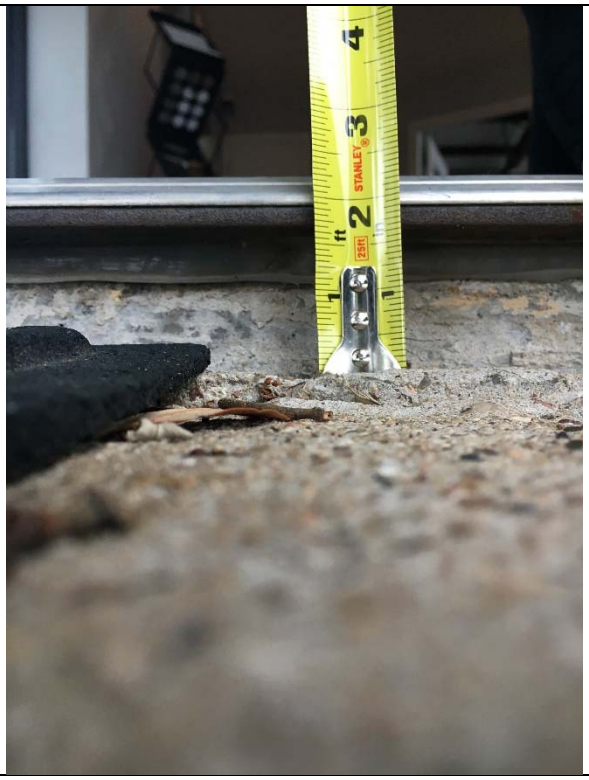
Summary Sheet for 4700 Airport Parkway

4700 Airport Parkway

#	VIOLATION SUMMARY	PRIORITY LEVEL	COST
1	Provide compliant signage to indicate space is "Van Accessible".	Level 3	$525.00
2	Modify threshold to achieve a smooth transition at the entrance.	Level 3	$525.00
3	Remove the curb stop to provide the required maneuvering clear floor space for entrance into the building.	Level 3	$525.00
4	Lower a 36" portion of the counter.	Level 4	$1,050.00
5	Modify threshold to achieve a smooth transition at the entrance.	Level 4	$1,575.00
6	Add a fully compliant elevator when needed to accommodate an pilot if an accommodation can not be made in a more accessible location. Until the elevator is needed, it's a low priority.	Level 11	$157,500.00
7	Modify threshold to achieve a smooth transition at the entrance.	Level 3	$1,575.00
8	Install compliant signage on the latch side of the door.	Level 5	$525.00
9	Enlarge restrooms to accommodate accessible water closet and lavatory and	Level 4	$8,400.00

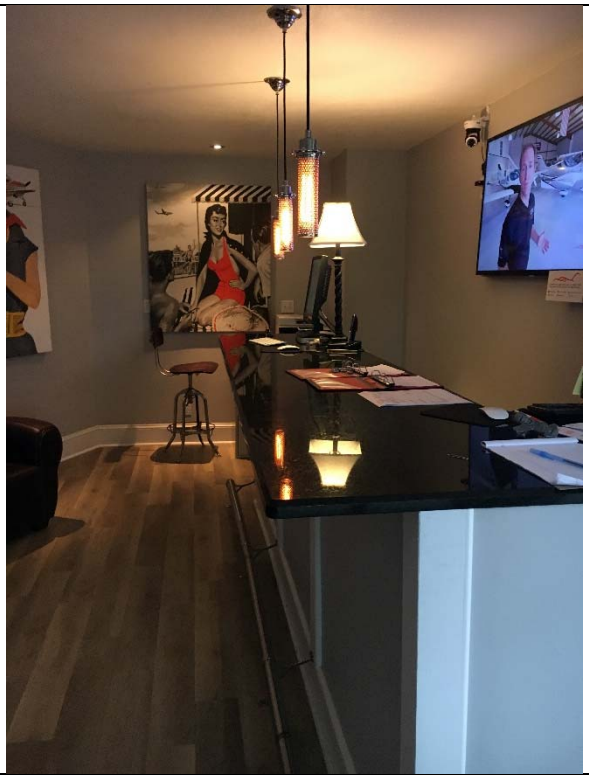
Grand Total	$172,200.00

Violation 1 - There is accessible parking provided, however, no signage is provided.



Violation 2 - There is a 2-3/16" step up at the entry door.

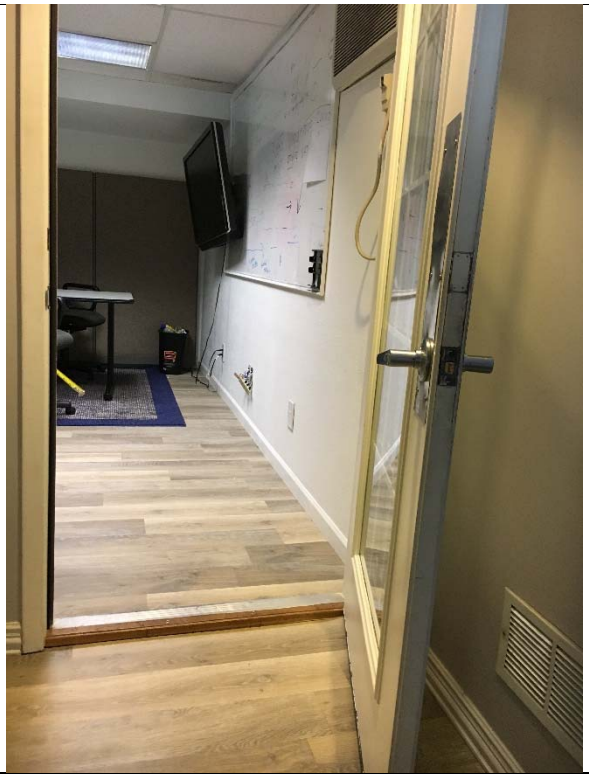
Violation 3 - The required maneuvering clearance depth is not provided at the entrance door. The curb stop blocks the required maneuvering depth.



Violation 4 - The reception desk 44.5" to the top of the counter.

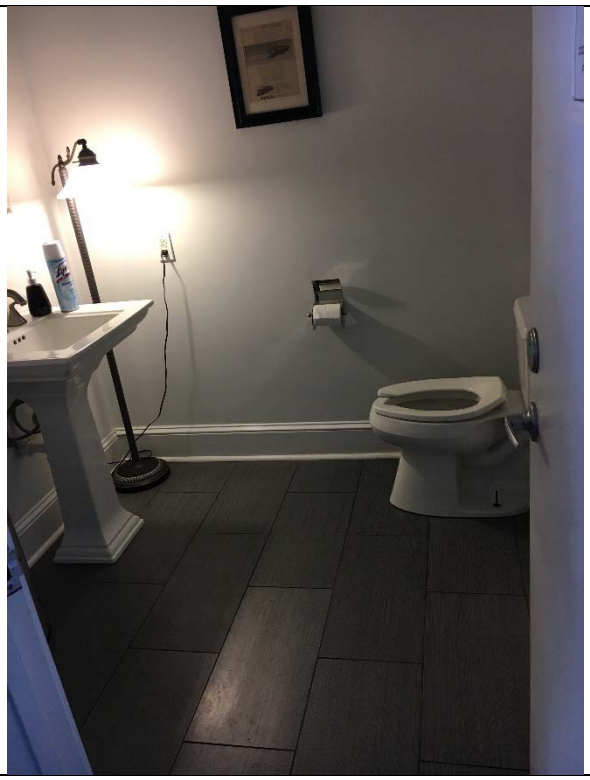
Violation 5 - The threshold at the door leading into the airplane hangar is greater than 1/2" and greater than 1" going back into the office area from the hangar.

Violation 6 - There is no accessible route to the pilots lounge area on the 2nd floor.



Violation 7 - There is a 1-1/8" threshold at the door leading into the lounge area on the 2nd floor.

Violation 8 - Restroom signage is on the door and does not have Braille or tactile characters.



Violation 9 - The single user restroom is not large enough to accommodate the required clear floor space for the water closet and the lavatory as well as a wheelchair turning space.

ACCESSOLOGY

ADDISON AIRPORT
BUILDING REPORT

Facility Information: **Facility Name:** 4736 Airport Parkway

Facility Contact: Lisa Pyles **Contact Phone:** 972-450-2878

Accessology Inspector Information:

Inspector: Karen Jackson **Date:** April 17, 2017

Email: Kjackson@accessology.com

Latitude: 32.965185 **Longitude:** -96.831101

Address: 4736 Airport Parkway **City:** Addison **County:** Dallas

General Parking Notes:

There is one parking lot serving this facility and no accessible parking spaces are provided within the lot.

Total Parking Spaces:	14
Total Accessible Parking Spaces:	0
Number of van accessible spaces:	0
Is the accessible parking substantially compliant?	N/A

Violation #1: No accessible parking spaces are provided. One accessible parking space is required and it must be van accessible.

Standard: **2010 ADAAG 208.1 General.**

Text: Where parking spaces are provided, parking spaces shall be provided in accordance with 208.

ADDISON AIRPORT - 4736 Airport Parkway

Parking - Page 2

Possible Solutions:	Provide one van accessible space with required access aisle and signage.
Violation #1 Cost:	$6,300

Priority: Level 3

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Parking Violations Total	$6,300

High Priority	1-4
Medium Priority	5-8
Low Priority	9-12

ADDISON AIRPORT
BUILDING REPORT

Facility Information: **Facility Name:** 4736 Airport Parkway

Facility Contact: Lisa Pyles **Contact Phone:** 972-450-2878

Accessology Inspector Information:

Inspector: Karen Jackson **Date:** April 17, 2017

Email: Kjackson@accessology.com

Latitude: 32.965185 **Longitude:** -96.831101

Address: 4736 Airport Parkway **City:** Addison **County:** Dallas

General Accessible Route Notes:

There is no accessible route leading from the parking lot to the building entrance.

Is the path of travel from accessible parking to building entrance compliant?	No
Does the path of travel serve all exterior amenities offered by the facility?	N/A
Is the path of travel from building entrances to all amenities served by the entrance substantially compliant?	N/A

Violation #2: There is a 1-13/16" change in level at the main entrance of the building.

Standard: **2010 ADAAG 303.2 Vertical.**

Text: Changes in level of ¼ inch high maximum shall be permitted to be vertical.

Possible Solutions: Remove change in level at main entrance to the building.

Violation #2 Cost: $2,100 Priority Level 3

Violation #3: The bushes next to the sidewalk along the front of the building protrude into the walkway and reduce the clear width of the path of travel below 36".

Standard: **2010 ADAAG 403.5.1 Clear Width**

ADDISON AIRPORT - 4736 Airport Parkway

Parking - Page 2

Text:	Except as provided in 403.5.2 and 403.5.3, the clear width of walking surfaces shall be 36" minimum.
Possible Solutions:	Maintain bushes along the sidewalk to provide 36" minimum clear route.

Violation #3 Cost: $525 Priority Level 4

		High Priority	1-4
Accessible Route Total	$2,625	Medium Priority	5-8
		Low Priority	9-12

ADDISON AIRPORT
BUILDING REPORT

Facility Information: **Facility Name:** 4736 Airport Parkway

Facility Contact: Lisa Pyles **Contact Phone:** 972-450-2878

Accessology Inspector Information:

Inspector: Karen Jackson **Date:** April 17, 2017

Email: Kjackson@accessology.com

Latitude: 32.965185 **Longitude:** -96.831101

Address: 4736 Airport Parkway **City:** Addison **County:** Dallas

General Entrance Notes:

The entrance into the facility is not accessible. See Violations #2 and #3.

Is the main entry door accessible?	No
Is there an alternate door that is accessible?	No
If so, does the inaccessible door have signage indicating the location of the nearest accessible door?	N/A

Entrance Total $0

High Priority	1-4
Medium Priority	5-8
Low Priority	9-12

ADDISON AIRPORT
BUILDING REPORT

Facility Information: **Facility Name:** 4736 Airport Parkway

Facility Contact: Lisa Pyles **Contact Phone:** 972-450-2878

Accessology Inspector Information:

Inspector: Karen Jackson **Date:** April 17, 2017

Email: Kjackson@accessology.com

Latitude: 32.965185 **Longitude:** -96.831101

Address: 4736 Airport Parkway **City:** Addison **County:** Dallas

General Hallway Notes:

This facility is served by interior hallways. There are 6 doors that have non-compliant door hardware.

Does this facility have any hallways?	Yes
Do the doors have compliant hardware?	No
Do the doors have proper maneuvering clearances?	Yes
Is the hallway width at least 36" clear width?	Yes
Are visual strobes provided?	No
Are there any protruding objects?	No
Is the signage substantially compliant?	No

Violation #4: There are 6 doors in the facility that have door hardware that requires grasping and twisting to operate.

Standard: **2010 ADAAG 404.2.7 Door and Gate Hardware.**

Text: Handles, pulls, latches, locks, and other operable parts on doors and gates shall comply with 309.4.

Possible Solutions: Replace all knob hardware with lever hardware that doesn't require tight grasping or twisting to operate.

Violation #4 Cost: $3,150 Priority Level 5

ADDISON AIRPORT - 4736 Airport Parkway

Hallway - Page 2

Violation #5:	The route leading into the Testing Center requires a 7-5/16" step down to enter.
Standard:	**2010 ADAAG 303.2 Vertical.**
Text:	Changes in level of ¼ inch high maximum shall be permitted to be vertical.
Possible Solutions:	The change in level could be accomplished by installation of a ramp or platform lift. Relocating the functions of the Testing Center to an accessible facility is also acceptable.
Violation #5 Cost:	$1,470 — Priority: Level 4
Violation #6:	The exterior exit door from the Testing Center has a 1-1/2" step down.
Standard:	**2010 ADAAG 303.2 Vertical.**
Text:	Changes in level of ¼ inch high maximum shall be permitted to be vertical.
Possible Solutions:	Modify door and threshold to be flush with outside surfaces.
Violation #6 Cost:	$2,625 — Priority: Level 5

		High Priority	1-4
Hallway Total	$7,245	Medium Priority	5-8
		Low Priority	9-12

ADDISON AIRPORT
BUILDING REPORT

Facility Information: **Facility Name:** 4736 Airport Parkway

Facility Contact: Lisa Pyles **Contact Phone:** 972-450-2878

Accessology Inspector Information:

Inspector: Karen Jackson **Date:** April 17, 2017

Email: Kjackson@accessology.com

Latitude: 32.965185 **Longitude:** -96.831101

Address: 4736 Airport Parkway **City:** Addison **County:** Dallas

General Restroom Notes:

A Men's restroom and a Women's restroom are provided in this facility. Neither restroom is accessible.

Is the door to the restroom substantially compliant?	No
Does the room have the required turning radius?	No
Is the water closet substantially compliant?	No
Does the water closet have the required clear floor space?	No
Is the lavatory substantially compliant?	No
Is the urinal substantially compliant?	N/A
Is the mirror substantially compliant?	No

Violation #7: Men's and Women's Restrooms: Signage is mounted on the doors and does not have tactile characters and Braille.

Standard: **2010 ADAAG 703.1 General**

Text: Signs shall comply with 703. Where both visual and tactile characters are required, either one sign with both visual and tactile characters, or two separate signs, one with visual, and one with tactile characters, shall be provided.

Possible Solutions: Install compliant signage at the men's and women's restroom doors.

Violation #7 Cost: $1,050 Priority Level 6

ADDISON AIRPORT - 4736 Airport Parkway

Restrooms - Page 2

Violation #8:	Men's and Women's Restrooms: Door hardware requires grasping and twisting to operate.
Standard:	**2010 ADAAG 404.2.7 Door and Gate Hardware.**
Text:	Handles, pulls, latches, locks, and other operable parts on doors and gates shall comply with 309.4.
Possible Solutions:	Replace knob hardware with lever style door hardware.
Violation #8 Cost:	$1,050 — Priority: Level 5
Violation #9:	Men's and Women's Restrooms: Doors are only 22" wide and do not provide the required 32" minimum clear width.
Standard:	**2010 ADAAG 404.2.3 Door and Gate Clear Width.**
Text:	Door openings shall provide a clear width of 32 inches minimum. Clear openings of doorways with swinging doors shall be measured between the face of the door and the stop, with the door open 90 degrees.
Possible Solutions:	Replace doors to achieve 32" minimum clear width and reverse swing of the doors outward.
Violation #9 Cost:	$5,250 — Priority: Level 4
Violation #10:	The Women's single user restroom is not large enough to accommodate a wheelchair turning space and the required clear floor spaces for accessible fixtures.

ADDISON AIRPORT - 4736 Airport Parkway

Restrooms - Page 3

Standard:	**2010 ADAAG 213.2 Toilet Rooms and Bathing Rooms.**
Text:	Where toilet rooms are provided, each toilet room shall comply with 603. Where bathing rooms are provided, each bathing room shall comply with 603.
Possible Solutions:	Enlarge restroom to accommodate accessible water closet and lavatory and wheelchair turning space.
Violation #10 Cost:	$6,300 Priority Level 3
Violation #11:	The Men's single user restroom is not large enough to accommodate a wheelchair turning space and the required clear floor spaces for accessible fixtures.
Standard:	**2010 ADAAG 213.2 Toilet Rooms and Bathing Rooms.**
Text:	Where toilet rooms are provided, each toilet room shall comply with 603. Where bathing rooms are provided, each bathing room shall comply with 603.
Possible Solutions:	Enlarge restroom to accommodate accessible water closet and lavatory and wheelchair turning space.
Violation #11 Cost:	$6,300 Priority Level 3

		High Priority	1-4
Restrooms Total	$19,950	Medium Priority	5-8
		Low Priority	9-12

ADDISON AIRPORT
BUILDING REPORT

Facility Information: **Facility Name:** 4736 Airport Parkway

Facility Contact: Lisa Pyles **Contact Phone:** 972-450-2878

Accessology Inspector Information:

Inspector: Karen Jackson **Date:** April 17, 2017

Email: Kjackson@accessology.com

Latitude: 32.965185 **Longitude:** -96.831101

Address: 4736 Airport Parkway **City:** Addison **County:** Dallas

General Break Room Notes:

There is one break room serving this facility.

Does the facility have a break room?	Yes
Is there a stove or cooktop?	No
Is there a sink?	Yes
Is the sink substantially compliant?	Yes
Are the counters at 34" aff?	No

Violation #12: The sink in the breakroom is 36" above finished floor where 34" maximum is required.

Standard: **2010 ADAAG 606.3 Height.**

Text: Lavatories and sinks shall be installed with the front of the higher of the rim or counter surface 34 inches maximum above the finish floor or ground.

Possible Solutions: Modify sink to provide 34" maximum height.

Violation #12 Cost: $2,100 Priority Level 4

Break Rooms Total $2,100

High Priority	1-4
Medium Priority	5-8
Low Priority	9-12

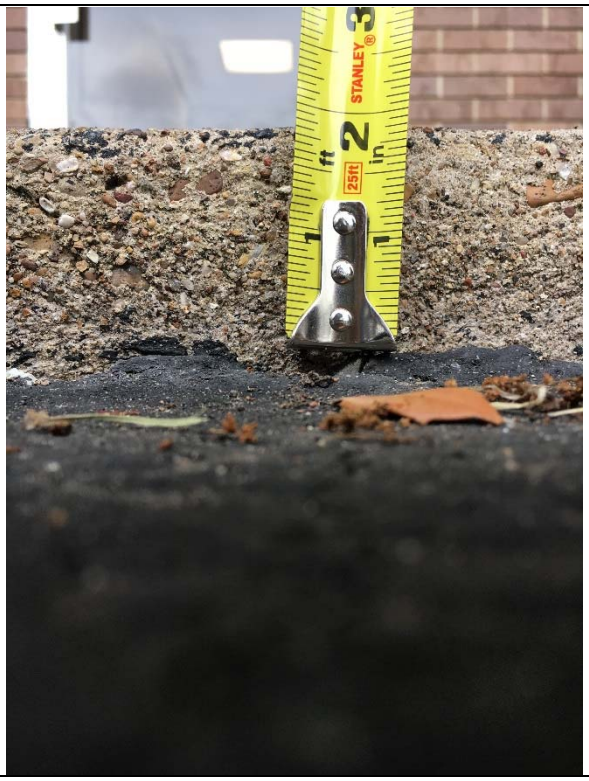
Summary Sheet for 4736 Airport Parkway

4736 Airport Parkway

#	VIOLATION SUMMARY	PRIORITY LEVEL	COST
1	Provide one van accessible space with required access aisle and signage.	Level 3	$6,300.00
2	Remove change in level at main entrance to the building.	Level 3	$2,100.00
3	Maintain bushes along the sidewalk to provide 36" minimum clear route.	Level 4	$525.00
4	Replace all knob hardware with lever hardware that doesn't require tight grasping or twisting to operate.	Level 5	$3,150.00
5	The change in level could be accomplished by installation of a ramp or platform lift. Relocating the functions of the Testing Center to an accessible facility is also acceptable.	Level 4	$1,470.00
6	Modify door and threshold to be flush with outside surfaces.	Level 5	$2,625.00
7	Install compliant signage at the men's and women's restroom doors.	Level 6	$1,050.00
8	Replace knob hardware with lever style door hardware.	Level 5	$1,050.00
9	Replace doors to achieve 32" minimum clear width and reverse swing of the	Level 4	$5,250.00
10	Enlarge restroom to accommodate accessible water closet and lavatory and wheelchair turning space.	Level 3	$6,300.00
11	Enlarge restroom to accommodate accessible water closet and lavatory and wheelchair turning space.	Level 3	$6,300.00
12	Modify sink to provide 34" maximum height.	Level 4	$2,100.00

Grand Total	$38,220.00

Violation 1 - There are no accessible parking spaces provided.

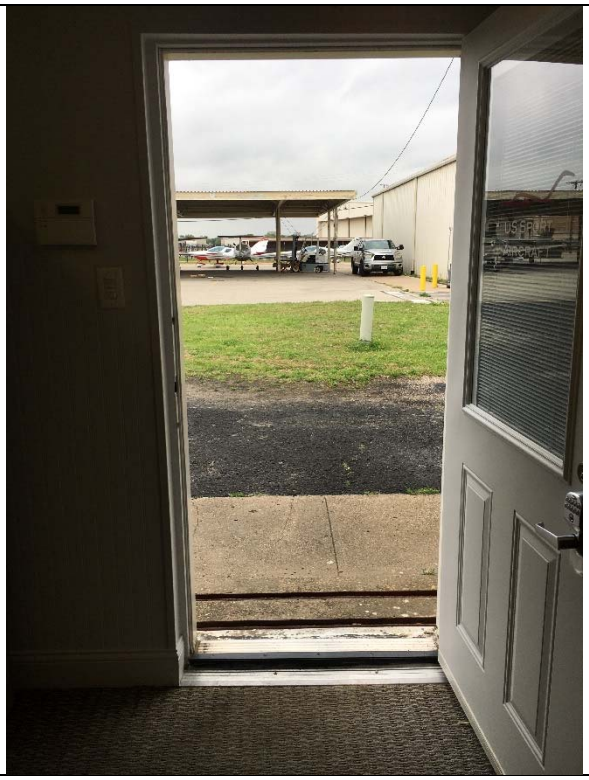


Violation 2 - There is a 1-13/16" step to get to the main entrance of the building.

Violation 3 - Bushes provided next to the sidewalk along the front of the building protrude into the walkway and reduce the width of the path of travel.

Violation 4 - There are 6 doors in the facility that have door hardware that requires grasping and twisting to operate.

Violation 5 - The route leading into the Testing Center requires a 7-5/16" step down to enter.



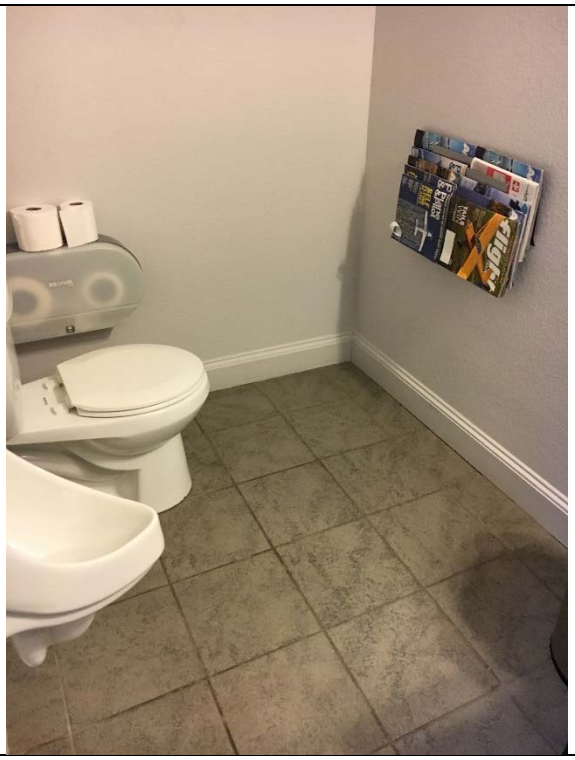
Violation 6 - The route leading outside from the Testing Center has a 1-1/2" step down.

Violation 7 - Men's and Women's Restrooms: Signage is mounted on the door.

Violation 8 - Men's and Women's Restrooms: Door hardware requires grasping and twisting to operate.

Violation 9 - Men's and Women's Restrooms: Doors are only 22" wide.

Violation 10 - The Women's single user restrooms is not large enough to accommodate a wheelchair turning space.



Violation 11 - The Men's single user restrooms is not large enough to accommodate a wheelchair turning space.

Violation 12 - The counter in the breakroom is at 36" above finished floor.

ACCESSOLOGY

ADDISON AIRPORT
BUILDING REPORT

Facility Information: **Facility Name:** 4726 George Haddaway Dr.

Facility Contact: Lisa Pyles **Contact Phone:** 972-450-2878

Accessology Inspector Information:

Inspector: Karen Jackson **Date:** April 17, 2017

Email: Kjackson@accessology.com

Latitude: 32.962691 **Longitude:** -96.831664

Address: 4726 George Haddaway Dr. **City:** Addison **County:** Dallas

General Parking Notes:

The parking lot provided to serve this facility has no accessible parking spaces provided and the ground surface is very unstable.

Total Parking Spaces:	10
Total Accessible Parking Spaces:	0
Number of van accessible spaces:	0
Is the accessible parking substantially compliant?	N/A

Violation #1: There are no accessible parking spaces provided.

Standard: **2010 ADAAG 208.1 General.**

Text: Where parking spaces are provided, parking spaces shall be provided in accordance with 208.

Possible Solutions: Add one van accessible parking space, an access aisle and compliant van parking signage.

ADDISON AIRPORT - 4726 George Haddaway Dr.

Parking - Page 2

Violation #1 Cost:	$6,300	Priority	Level 3
Violation #2:	The ground surface in the parking area is broken, uneven and unstable.		
Standard:	**2010 ADAAG 302.1 General.**		
Text:	Floor and ground surfaces shall be stable, firm, and slip resistant and shall comply with 302.		
Possible Solutions:	Repave the area where accessible parking spaces will be added. Cost is included in Violation #1.		
Violation #2 Cost:	$0	Priority	Level 3

		High Priority	1-4
Parking Violations Total	$6,300	Medium Priority	5-8
		Low Priority	9-12

ADDISON AIRPORT
BUILDING REPORT

Facility Information: **Facility Name:** 4726 George Haddaway Dr.

Facility Contact: Lisa Pyles **Contact Phone:** 972-450-2878

Accessology Inspector Information:

Inspector: Karen Jackson **Date:** April 17, 2017

Email: Kjackson@accessology.com

Latitude: 32.962691 **Longitude:** -96.831664

Address: 4726 George Haddaway Dr. **City:** Addison **County:** Dallas

General Accessible Route Notes:

The accessible route around the building leading to building entrances is unstable.

Is the path of travel from accessible parking to building entrance compliant?	No
Does the path of travel serve all exterior amenities offered by the facility?	N/A
Is the path of travel from building entrances to all amenities served by the entrance substantially compliant?	N/A

Violation #3: The ground surface around the building is broken, uneven and unstable.

Standard: **2010 ADAAG 302.1 General.**

Text: Floor and ground surfaces shall be stable, firm, and slip resistant and shall comply with 302.

Possible Solutions: Repave the accessible route leading to the building's main entrance.

Violation #3 Cost: $4,200 Priority Level 3

Accessible Route Total $4,200

High Priority	1-4
Medium Priority	5-8
Low Priority	9-12

ADDISON AIRPORT
BUILDING REPORT

Facility Information: **Facility Name:** 4726 George Haddaway Dr.

Facility Contact: Lisa Pyles **Contact Phone:** 972-450-2878

Accessology Inspector Information:

Inspector: Karen Jackson **Date:** April 17, 2017

Email: Kjackson@accessology.com

Latitude: 32.962691 **Longitude:** -96.831664

Address: 4726 George Haddaway Dr. **City:** Addison **County:** Dallas

General Entrance Notes:

The main entrance as well as the entrance through the hangar are not compliant.

Is the main entry door accessible?	No
Is there an alternate door that is accessible?	No
If so, does the inaccessible door have signage indicating the location of the nearest accessible door?	N/A

Violation #4: The main entrance has a threshold that is greater than 1/2" and there is not a smooth transition from the porch area.

Standard: **2010 ADAAG 404.2.5 Thresholds.**

Text: Thresholds, if provided at doorways, shall be 1/2 inch high maximum. Raised thresholds and changes in level at doorways shall comply with 302 and 303.

Possible Solutions: Modify threshold.

Violation #4 Cost: $1,575 Priority Level 4

Violation #5: The entrance door is only 28-1/2" wide where a minimum of 32" is required.

Standard: **2010 ADAAG 404.2.3 Clear Width.**

ADDISON AIRPORT - 4726 George Haddaway Dr.

Entrance - Page 2

Text:	Door openings shall provide a clear width of 32" 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.
Possible Solutions:	Replace door to achieve 32" minimum clear width.
Violation #5 Cost:	$2,625 Priority Level 3
Violation #6:	The entrance into the airplane hangar area from outside has broken, uneven pavement.
Standard:	**2010 ADAAG 302.1 General.**
Text:	Floor and ground surfaces shall be stable, firm, and slip resistant and shall comply with 302.
Possible Solutions:	Repair broken pavement.
Violation #6 Cost:	$2,100 Priority Level 4
Violation #7:	The entrance into the office from the hangar area has uneven pavement that appears to have dropped.
Standard:	**2010 ADAAG 404.2.4.4 Floor or Ground Surface.**
Text:	Floor or ground surface within required maneuvering clearances shall comply with 302. Changes in level are not permitted. Slopes not steeper than 1:48 shall be permitted.
Possible Solutions:	Remove and replace pavement in the area in front of the door to achieve a smooth transition.

ADDISON AIRPORT - 4726 George Haddaway Dr.

Entrance - Page 3

Violation #7 Cost:	$2,100	Priority	Level 4

		High Priority	1-4
Entrance Total	$8,400	Medium Priority	5-8
		Low Priority	9-12

ADDISON AIRPORT
BUILDING REPORT

Facility Information: **Facility Name:** 4726 George Haddaway Dr.

Facility Contact: Lisa Pyles **Contact Phone:** 972-450-2878

Accessology Inspector Information:

Inspector: Karen Jackson **Date:** April 17, 2017

Email: Kjackson@accessology.com

Latitude: 32.962691 **Longitude:** -96.831664

Address: 4726 George Haddaway Dr. **City:** Addison **County:** Dallas

General Hallway Notes:

This facility consists of a reception area, open office area, offices, conference room, restroom and a break room.

Does this facility have any hallways?	Yes
Do the doors have compliant hardware?	No
Do the doors have proper maneuvering clearances?	No
Is the hallway width at least 36" clear width?	Yes
Are visual strobes provided?	No
Are there any protruding objects?	No
Is the signage substantially compliant?	N/A

Violation #8: There are 9 interior doors with door hardware that requires grasping and twisting to operate.

Standard: **2010 ADAAG 404.2.7 Door and Gate Hardware.**

Text: Handles, pulls, latches, locks, and other operable parts on doors and gates shall comply with 309.4.

Possible Solutions: Replace all knob hardware with lever hardware that doesn't require tight grasping or twisting to operate.

Violation #8 Cost: $4,725 Priority Level 5

ADDISON AIRPORT - 4726 George Haddaway Dr.

Hallway - Page 2

Violation #9:	The reception desk is mounted at 50" above finished floor to the top of the counter.
Standard:	**2010 ADAAG 904.4.1 Parallel Approach.**
Text:	A portion of the counter surface that is 36" long minimum and 36" high maximum above the finish floor shall be provided.
Possible Solutions:	Lower a 36" portion of the counter to 36" above finished floor to the top of the counter.
Violation #9 Cost:	$1,050 Priority Level 4
Violation #10:	Office door only has an 11-1/2" maneuvering clearance on the pull side where a minimum of 18" is required.
Standard:	**2010 ADAAG 404.2.4.1 Swinging Doors and Gates.**
Text:	Swinging doors and gates shall have maneuvering clearances complying with Table 404.2.4.1.
Possible Solutions:	Reverse the swing of the door.
Violation #10 Cost:	$1,575 Priority Level 3

		High Priority 1-4
Hallway Total	$7,350	Medium Priority 5-8
		Low Priority 9-12

ADDISON AIRPORT
BUILDING REPORT

Facility Information: **Facility Name:** 4726 George Haddaway Dr.

Facility Contact: Lisa Pyles **Contact Phone:** 972-450-2878

Accessology Inspector Information:

Inspector: Karen Jackson **Date:** April 17, 2017

Email: Kjackson@accessology.com

Latitude: 32.962691 **Longitude:** -96.831664

Address: 4726 George Haddaway Dr. **City:** Addison **County:** Dallas

General Restroom Notes:

One restroom is provided and it is not compliant.

Is the door to the restroom substantially compliant?	No
Does the room have the required turning radius?	No
Is the water closet substantially compliant?	No
Does the water closet have the required clear floor space?	No
Is the lavatory substantially compliant?	No
Is the urinal substantially compliant?	N/A
Is the mirror substantially compliant?	No

Violation #11: Restroom signage is mounted on the door and does not have Braille or tactile characters.

Standard: **2010 ADAAG 216.2 Designations.**

Text: Interior and exterior signs identifying permanent rooms and spaces shall comply with 703.1, 703.2, and 703.5.

Possible Solutions: Install compliant signage on the wall on the latch side of the door.

Violation #11 Cost: $525 Priority Level 6

Violation #12: The door to the restroom is only 22" wide where a minimum of 32" is required.

ADDISON AIRPORT - 4726 George Haddaway Dr.

Restrooms - Page 2

Standard:	**2010 ADAAG 404.2.3 Clear Width.**
Text:	Door openings shall provide a clear width of 32 inches minimum. Clear openings of doorways with swinging doors shall be measured between the face of the door and the stop, with the door open 90 degrees.
Possible Solutions:	Replace door to achieve 32" minimum clear width and reverse the swing of the door.
Violation #12 Cost:	$2,625 — Priority: Level 2
Violation #13:	The single user restroom is not large enough to accommodate a wheelchair turning space and could not be considered an accessible restroom.
Standard:	**2010 ADAAG 213.2 Toilet Rooms and Bathing Rooms.**
Text:	Where toilet rooms are provided, each toilet room shall comply with 603. Where bathing rooms are provided, each bathing room shall comply with 603.
Possible Solutions:	Enlarge restroom to accommodate accessible water closet and lavatory and wheelchair turning space.
Violation #13 Cost:	$8,400 — Priority: Level 4

		High Priority	1-4
Restrooms Total	$11,550	Medium Priority	5-8
		Low Priority	9-12

ADDISON AIRPORT
BUILDING REPORT

Facility Information: **Facility Name:** 4726 George Haddaway Dr.

Facility Contact: Lisa Pyles **Contact Phone:** 972-450-2878

Accessology Inspector Information:

Inspector: Karen Jackson **Date:** April 17, 2017

Email: Kjackson@accessology.com

Latitude: 32.962691 **Longitude:** -96.831664

Address: 4726 George Haddaway Dr. **City:** Addison **County:** Dallas

General Break Room Notes:

There is one break room in this facility. It does not have a stove or cooktop.

Does the facility have a break room?	Yes
Is there a stove or cooktop?	No
Is there a sink?	Yes
Is the sink substantially compliant?	No
Are the counters at 34" aff?	No

Violation #14: The sink in the break room is at 36" where a maximum of 34" is required.

Standard: **2010 ADAAG 606.3 Lavatories and Sinks Height.**

Text: Lavatories and sinks shall be installed with the front of the higher of the rim or counter surface 34 inches maximum above the finish floor or ground.

Possible Solutions: Modify sink to provide 34" maximum height.

Violation #14 Cost: $2,100 Priority Level 4

Break Rooms Total $2,100

High Priority	1-4
Medium Priority	5-8
Low Priority	9-12

Summary Sheet for 4726 George Haddaway Dr.

4726 George Haddaway Dr.

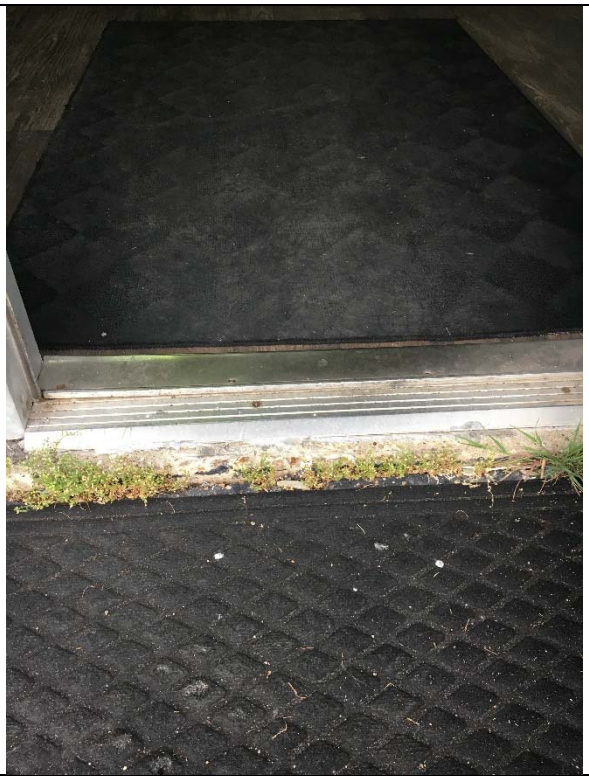
#	VIOLATION SUMMARY	PRIORITY LEVEL	COST
1	Add one van accessible parking space, an access aisle and compliant van parking signage.	Level 3	$6,300.00
2	Repave the area where accessible parking spaces will be added. Cost is included in Violation #1.	Level 3	$0.00
3	Repave the accessible route leading to the building's main entrance.	Level 3	$4,200.00
4	Modify threshold.	Level 4	$1,575.00
5	Replace door to achieve 32" minimum clear width.	Level 3	$2,625.00
6	Repair broken pavement.	Level 4	$2,100.00
7	Remove and replace pavement in the area in front of the door to achieve a smooth transition.	Level 4	$2,100.00
8	Replace all knob hardware with lever hardware that doesn't require tight grasping or twisting to operate.	Level 5	$4,725.00
9	Lower a 36" portion of the counter to 36" above finished floor to the top of the	Level 4	$1,050.00
10	Reverse the swing of the door.	Level 3	$1,575.00
11	Install compliant signage on the wall on the latch side of the door.	Level 6	$525.00
12	Replace door to achieve 32" minimum clear width and reverse the swing of the door.	Level 2	$2,625.00
13	Enlarge restroom to accommodate accessible water closet and lavatory and wheelchair turning space.	Level 4	$8,400.00
14	Modify sink to provide 34" maximum height.	Level 4	$2,100.00

Grand Total	$39,900.00

Violation 1 - There are no accessible parking spaces provided.

Violation 2 - The ground surface in the parking area is broken, uneven and unstable.

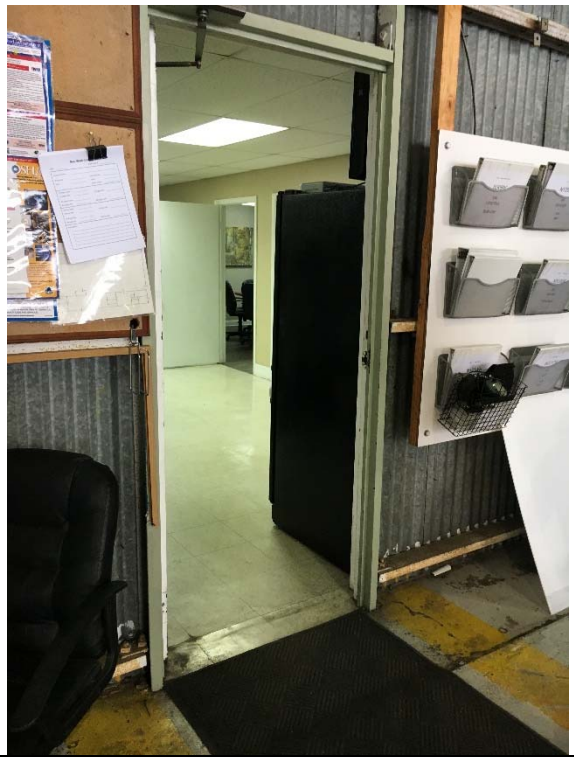
Violation 3 - The ground surface around the building is broken, uneven and unstable.



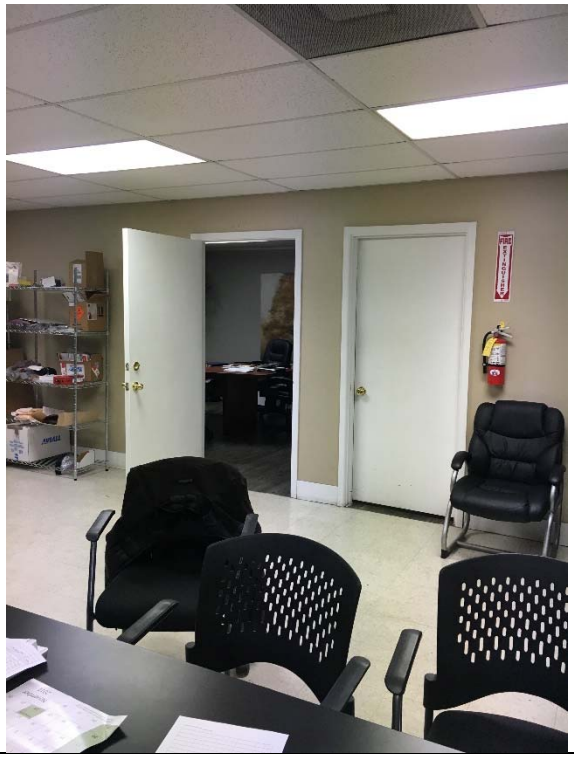
Violation 4 - The main entrance has a threshold that is greater than 1/2" and there is not a smooth transition from the porch area.

Violation 5 - The entrance door is only 28-1/2" wide where a minimum of 32" is required.

Violation 6 - The entrance into the airplane hangar area from outside has broken, uneven pavement.



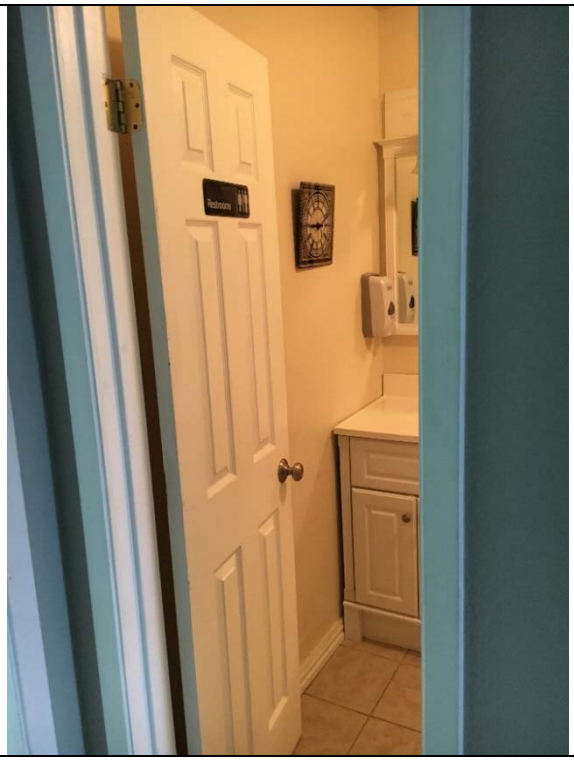
Violation 7 - The entrance into the office from the hangar area has uneven pavement that appears to have dropped.



Violation 8 - There are 9 interior doors with door hardware that requires grasping and twisting to operate.

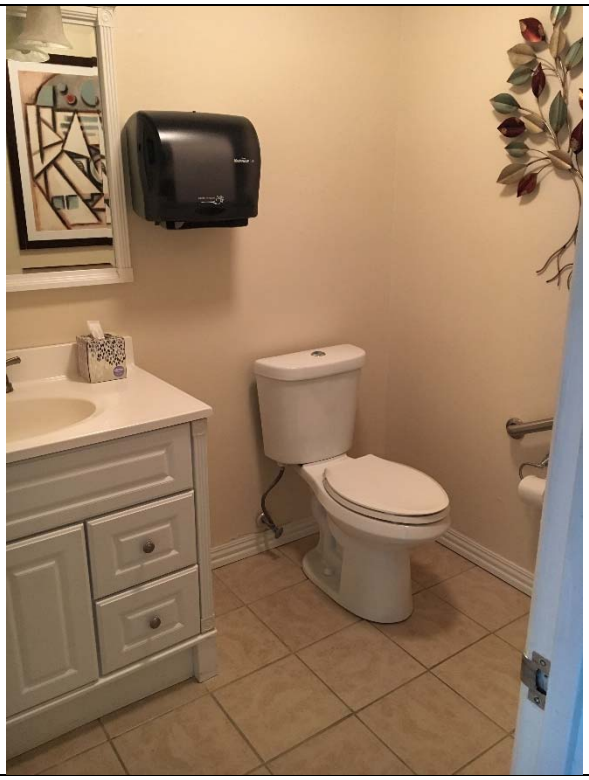
Violation 9 - The reception desk is mounted at 50" above finished floor to the top of the counter.

Violation 10 - Office door only has an 11-1/2" maneuvering clearance on the pull side where a minimum of 18" is required.



Violation 11 - Restroom signage is mounted on the door and does not have Braille or tactile characters.

Violation 12 - The door to the restroom is only 22" wide where a minimum of 32" is required.



Violation 13 - The single user restroom is not large enough to accommodate a wheelchair turning space and could not be considered accessible restrooms.

Violation 14 - The sink in the break room is at 36" where a maximum of 34" is required.

ACCESSOLOGY

ADDISON AIRPORT
BUILDING REPORT

Facility Information: **Facility Name:** 4730 George Haddaway Drive.

Facility Contact: Lisa Pyles **Contact Phone:** 972-450-2878

Accessology Inspector Information:

Inspector: Karen Jackson **Date:** April 17, 2017

Email: Kjackson@accessology.com

Latitude: 32.962691 **Longitude:** -96.831664

Address: 4730 George Haddaway Drive. **City:** Addison **County:** Dallas

General Parking Notes:

There is no parking associated with this building.

Total Parking Spaces:	N/A
Total Accessible Parking Spaces:	N/A
Number of van accessible spaces:	N/A
Is the accessible parking substantially compliant?	N/A

Parking Violations Total $0

High Priority	1-4
Medium Priority	5-8
Low Priority	9-12

ADDISON AIRPORT
BUILDING REPORT

Facility Information: **Facility Name:** 4730 George Haddaway Drive.

Facility Contact: Lisa Pyles **Contact Phone:** 972-450-2878

Accessology Inspector Information:

Inspector: Karen Jackson **Date:** April 17, 2017

Email: Kjackson@accessology.com

Latitude: 32.962691 **Longitude:** -96.831664

Address: 4730 George Haddaway Drive. **City:** Addison **County:** Dallas

General Accessible Route Notes:

The accessible route to the building is substantially compliant.

Is the path of travel from accessible parking to building entrance compliant?	Yes
Does the path of travel serve all exterior amenities offered by the facility?	N/A
Is the path of travel from building entrances to all amenities served by the entrance substantially compliant?	N/A

Accessible Route Total $0

High Priority	1-4
Medium Priority	5-8
Low Priority	9-12

ADDISON AIRPORT
BUILDING REPORT

Facility Information: **Facility Name:** 4730 George Haddaway Drive.

Facility Contact: Lisa Pyles **Contact Phone:** 972-450-2878

Accessology Inspector Information:

Inspector: Karen Jackson **Date:** April 17, 2017

Email: Kjackson@accessology.com

Latitude: 32.962691 **Longitude:** -96.831664

Address: 4730 George Haddaway Drive. **City:** Addison **County:** Dallas

General Entrance Notes:

The entrance into this facility is not compliant.

Is the main entry door accessible?	No
Is there an alternate door that is accessible?	No
If so, does the inaccessible door have signage indicating the location of the nearest accessible door?	N/A

Violation #1: Entrance door has knob hardware requiring grasping and twisting to operate.

Standard: **2010 ADAAG 404.2.7 Door and Gate Hardware.**

Text: Handles, pulls, latches, locks, and other operable parts on doors and gates shall comply with 309.4.

Possible Solutions: Replace with lever style hardware.

Violation #1 Cost: $525 Priority Level 5

Violation #2: There is a 5-3/16" step up to enter the building.

Standard: **2010 ADAAG 303.2 Vertical.**

ADDISON AIRPORT - 4730 George Haddaway Drive.

Entrance - Page 2

Text:	Changes in level of ¼ inch high maximum shall be permitted to be vertical.
Possible Solutions:	Replace door with a compliant door that has a threshold no greater than 1/4".
Violation #2 Cost:	$2,625
Priority	Level 3

Entrance Total	$3,150

High Priority	1-4
Medium Priority	5-8
Low Priority	9-12

ADDISON AIRPORT
BUILDING REPORT

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Facility Contact: Lisa Pyles **Contact Phone:** 972-450-2878

Accessology Inspector Information:

Inspector: Karen Jackson **Date:** April 17, 2017

Email: Kjackson@accessology.com

Latitude: 32.962691 **Longitude:** -96.831664

Address: 4730 George Haddaway Drive. **City:** Addison **County:** Dallas

General Restroom Notes:

There is a large restroom for the Men and a single user restroom for the Women. Neither of the restrooms serving this facility are compliant.

Is the door to the restroom substantially compliant?	No
Does the room have the required turning radius?	No
Is the water closet substantially compliant?	No
Does the water closet have the required clear floor space?	No
Is the lavatory substantially compliant?	No
Is the urinal substantially compliant?	No
Is the mirror substantially compliant?	No

Violation #3: Men's Restroom: Signage is not compliant. It is a piece of paper mounted inside the restroom with no Braille or tactile characters.

Standard: **2010 ADAAG 216.2 Designations.**

Text: Interior and exterior signs identifying permanent rooms and spaces shall comply with 703.1, 703.2, and 703.5.

Possible Solutions: Install compliant signage on the wall on the latch side of the door.

Violation #3 Cost: $525 Priority Level 6

ADDISON AIRPORT - 4730 George Haddaway Drive.

Restrooms - Page 2

Violation #4:	Men's Restroom: There is only an 11" maneuvering clearance provided on the pull side of the door.
Standard:	**2010 ADAAG 404.2.4.1 Swinging Doors and Gate**
Text:	Swinging doors and gates shall have maneuvering clearances complying with Table 404.2.4.1.
Possible Solutions:	Reverse the swing of the door.
Violation #4 Cost:	$1,575 Priority Level 4
Violation #5:	Men's Restroom: There are 4 lavatories provided and none of them have any compliant features.
Standard:	**2010 ADAAG 213.3.4 Lavatories.**
Text:	Where lavatories are provided, at least one shall comply with 606 and shall not be located in a toilet compartment.
Possible Solutions:	Install a new, compliant lavatory.
Violation #5 Cost:	$3,255 Priority Level 4
Violation #6:	Men's Restroom: There are 3 urinals, none of which are compliant.
Standard:	**2010 ADAAG 213.3.3 Urinals.**
Text:	Where more than one urinal is provided, at least one shall comply with 605.

ADDISON AIRPORT - 4730 George Haddaway Drive.

Restrooms - Page 3

Possible Solutions:	Lower one urinal so it is no higher than 17" to the rim.
Violation #6 Cost:	$1,260 Priority Level 4
Violation #7:	Men's Restroom: There are no accessible stalls provided.
Standard:	**2010 ADAAG 213.3.1 Toilet Compartments.**
Text:	Where toilet compartments are provided, at least one toilet compartment shall comply with (604.8.1 - 604.8.1.5 Wheelchair Accessible Compartments).
Possible Solutions:	Modify partitions to provide a wheelchair accessible compartment. Clearance around a water closet shall be 60" minimum measured perpendicular from the side wall and 56" minimum measured perpendicular from the rear wall.
Violation #7 Cost:	$4,200 Priority Level 4
Violation #8:	The two doors in the facility leading to the Women's restroom have door hardware that requires grasping and twisting to operate.
Standard:	**2010 ADAAG 404.2.7 Door and Gate Hardware.**
Text:	Handles, pulls, latches, locks, and other operable parts on doors and gates shall comply with 309.4.
Possible Solutions:	Replace with lever style door hardware.
Violation #8 Cost:	$788 Priority Level 5

ADDISON AIRPORT - 4730 George Haddaway Drive.

Restrooms - Page 4

Violation #9:	Women's Restroom: Signage is not compliant.
Standard:	**2010 ADAAG 216.2 Designations.**
Text:	Interior and exterior signs identifying permanent rooms and spaces shall comply with 703.1, 703.2, and 703.5.
Possible Solutions:	Install compliant signage on the wall on the latch side of the door.
Violation #9 Cost:	$525 Priority Level 6
Violation #10:	Women's Restroom: Door opening is only 22" wide.
Standard:	**2010 ADAAG 404.2.3 Clear Width.**
Text:	Door openings shall provide a clear width of 32 inches minimum. Clear openings of doorways with swinging doors shall be measured between the face of the door and the stop, with the door open 90 degrees.
Possible Solutions:	Replace door to achieve 32" minimum clear width and reverse the swing of the door.
Violation #10 Cost:	$1,575 Priority Level 6
Violation #11:	The Women's restroom is not large enough to accommodate a wheelchair turning space and could not be considered accessible restrooms.
Standard:	**2010 ADAAG 213.2 Toilet Rooms and Bathing Rooms.**

ADDISON AIRPORT - 4730 George Haddaway Drive.

Restrooms - Page 5

Text:	Where toilet rooms are provided, each toilet room shall comply with 603. Where bathing rooms are provided, each bathing room shall comply with 603.
Possible Solutions:	Enlarge restroom to accommodate accessible water closet and lavatory and wheelchair turning space.
Violation #11 Cost:	$8,400
Priority	Level 4

		High Priority	1-4
Restrooms Total	$22,103	Medium Priority	5-8
		Low Priority	9-12

Summary Sheet for 4730 George Haddaway Drive.

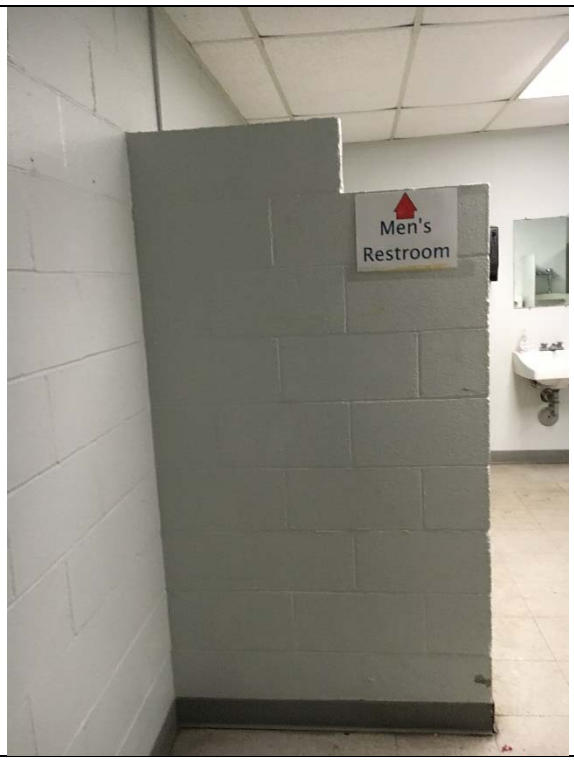
4730 George Haddaway Drive.

#	VIOLATION SUMMARY	PRIORITY LEVEL	COST
1	Replace with lever style hardware.	Level 5	$525.00
2	Replace door with a compliant door that has a threshold no greater than 1/4".	Level 3	$2,625.00
3	Install compliant signage on the wall on the latch side of the door.	Level 6	$525.00
4	Reverse the swing of the door.	Level 4	$1,575.00
5	Install a new, compliant lavatory.	Level 4	$3,255.00
6	Lower one urinal so it is no higher than 17" to the rim.	Level 4	$1,260.00
7	Modify partitions to provide a wheelchair accessible compartment. Clearance around a water closet shall be 60" minimum measured perpendicular from the side wall and 56" minimum measured perpendicular from the rear wall.	Level 4	$4,200.00
8	Replace with lever style door hardware.	Level 5	$788.00
9	Install compliant signage on the wall on the latch side of the door.	Level 6	$525.00
10	Replace door to achieve 32" minimum clear width and reverse the swing of the door.	Level 6	$1,575.00
11	Enlarge restroom to accommodate accessible water closet and lavatory and wheelchair turning space.	Level 4	$8,400.00

Grand Total	$25,253.00

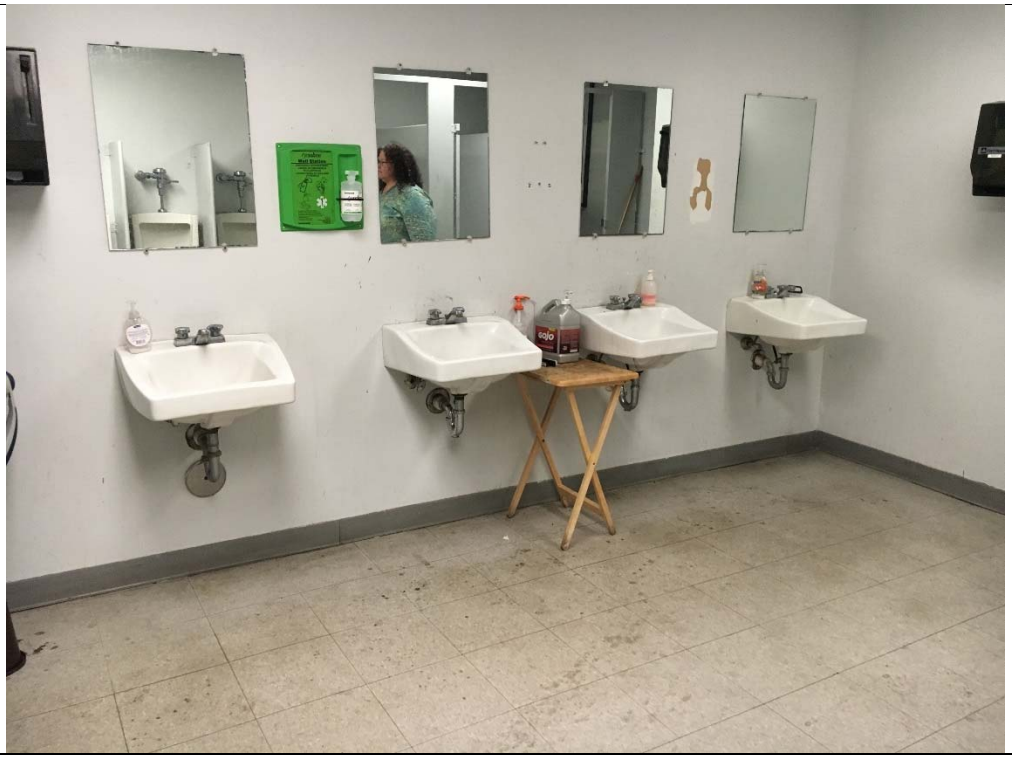
Violation 1 - Entrance door has knob hardware requiring grasping and twisting to operate.

Violation 2 - There is a 5-3/16" step up to enter the building.



Violation 3 - Men's Restroom: Signage is not compliant. It is a piece of paper mounted inside the restroom with no Braille or tactile characters.

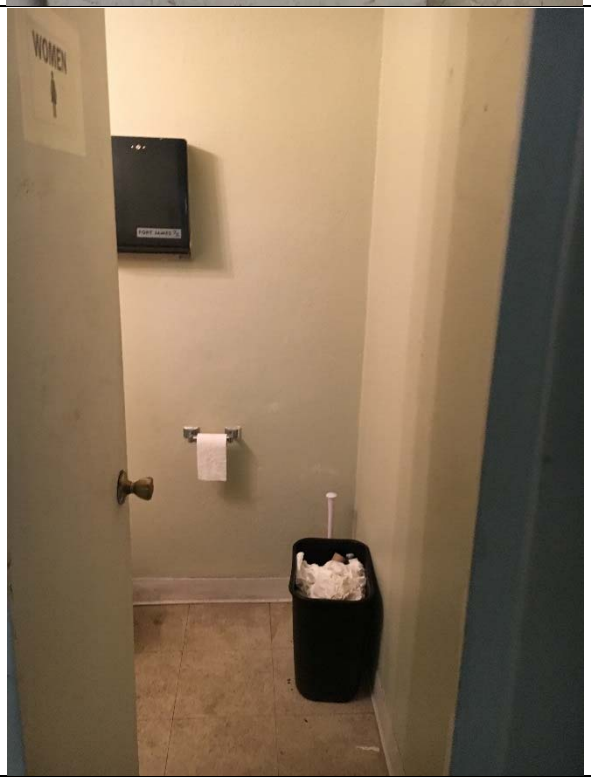
Violation 4 - Men's Restroom: There is only an 11" maneuvering clearance provided on the pull side of the door.



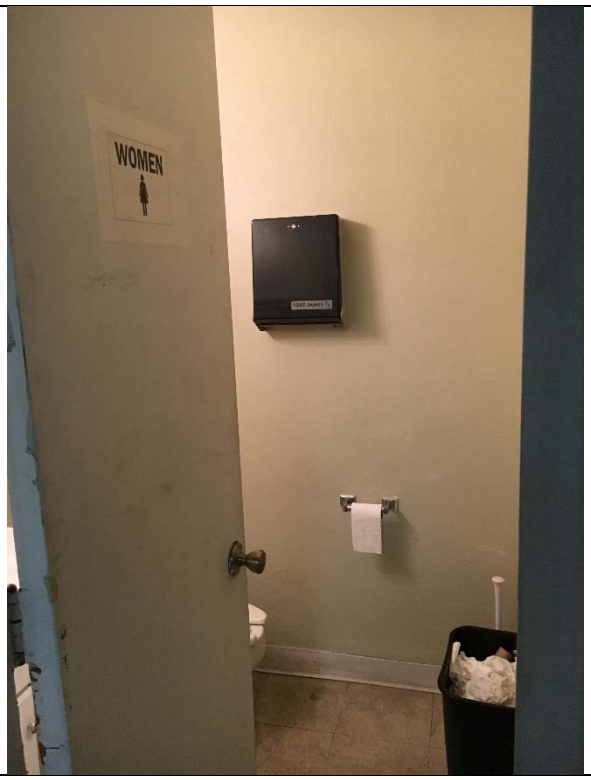
Violation 5 - Men's Restroom: There are 4 lavatories provided and none of them have any compliant features.

Violation 6 - Men's Restroom: There are 3 urinals, none of which are compliant.

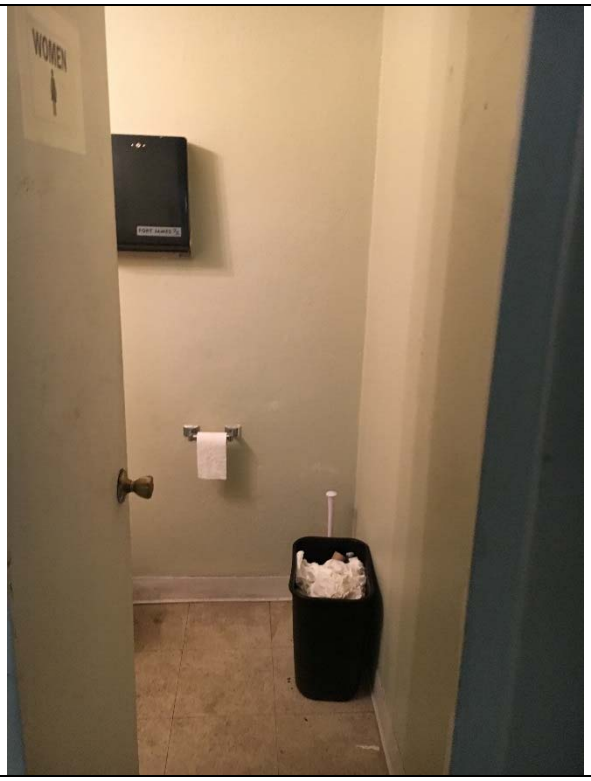
Violation 7 - Men's Restroom: There are no accessible stalls provided.



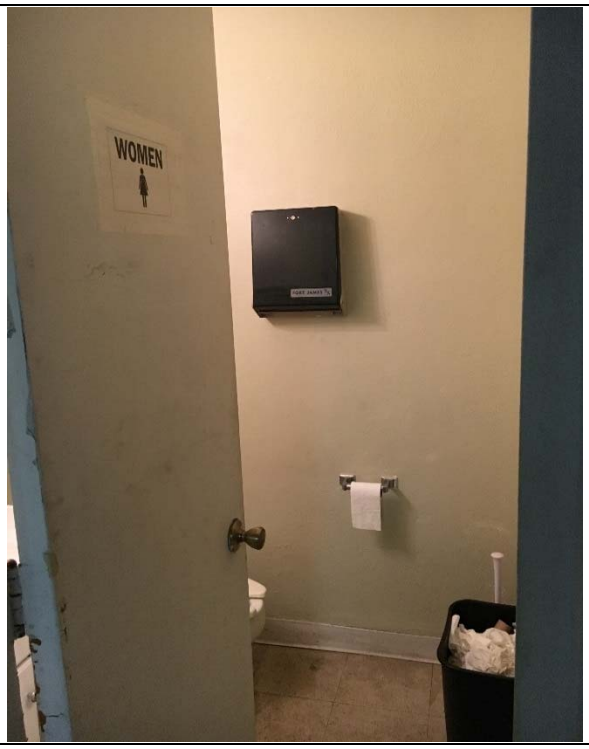
Violation 8 - The two doors in the facility leading to the Women's restroom have door hardware that requires grasping and twisting to operate.



Violation 9 - Women's Restroom: Signage is not compliant.



Violation 10 - Women's Restroom: Door opening is only 22" wide.



Violation 11 - The Women's restroom is not large enough to accommodate a wheelchair turning space and could not be considered accessible restrooms.

ACCESSOLOGY

ADDISON AIRPORT
BUILDING REPORT

Facility Information: **Facility Name:** 4540 Glenn Curtiss Drive

Facility Contact: Lisa Pyles **Contact Phone:** 972-450-2878

Accessology Inspector Information:

Inspector: Karen Jackson **Date:** April 17, 2017

Email: Kjackson@accessology.com

Latitude: 32.969853 **Longitude:** -96.831465

Address: 4540 Glenn Curtiss Drive **City:** Addison **County:** Dallas

General Parking Notes:

There is no parking associated with this building.

Total Parking Spaces:	N/A
Total Accessible Parking Spaces:	N/A
Number of van accessible spaces:	N/A
Is the accessible parking substantially compliant?	N/A

Parking Violations Total $0

High Priority	1-4
Medium Priority	5-8
Low Priority	9-12

ADDISON AIRPORT
BUILDING REPORT

Facility Information: **Facility Name:** 4540 Glenn Curtiss Drive

Facility Contact: Lisa Pyles **Contact Phone:** 972-450-2878

Accessology Inspector Information:

Inspector: Karen Jackson **Date:** April 17, 2017

Email: Kjackson@accessology.com

Latitude: 32.969853 **Longitude:** -96.831465

Address: 4540 Glenn Curtiss Drive **City:** Addison **County:** Dallas

General Accessible Route Notes:

There is no accessible parking associated with this facility and no accessible route to evaluate.

Is the path of travel from accessible parking to building entrance compliant?	N/A
Does the path of travel serve all exterior amenities offered by the facility?	N/A
Is the path of travel from building entrances to all amenities served by the entrance substantially compliant?	N/A

Accessible Route Total $0

High Priority	1-4
Medium Priority	5-8
Low Priority	9-12

ADDISON AIRPORT
BUILDING REPORT

Facility Information: **Facility Name:** 4540 Glenn Curtiss Drive

Facility Contact: Lisa Pyles **Contact Phone:** 972-450-2878

Accessology Inspector Information:

Inspector: Karen Jackson **Date:** April 17, 2017

Email: Kjackson@accessology.com

Latitude: 32.969853 **Longitude:** -96.831465

Address: 4540 Glenn Curtiss Drive **City:** Addison **County:** Dallas

General Entrance Notes:

The entrance into this facility is not accessible.

Is the main entry door accessible?	No
Is there an alternate door that is accessible?	No
If so, does the inaccessible door have signage indicating the location of the nearest accessible door?	N/A

Violation #1: There is a 4-1/2" step at the entrance door.

Standard: **2010 ADAAG 404.2.5 Thresholds.**

Text: Thresholds, if provided at doorways, shall be 1/2 inch high maximum. Raised thresholds and changes in level at doorways shall comply with 302 and 303.

Possible Solutions: Remove step and provide short ramp to entrance.

Violation #1 Cost: $2,625 Priority Level 3

Violation #2: The door hardware/lock provided at the entrance requires grasping and twisting to operate.

Standard: **2010 ADAAG 404.2.7 Door and Gate Hardware.**

ADDISON AIRPORT - 4540 Glenn Curtiss Drive

Entrance - Page 2

Text:	Handles, pulls, latches, locks, and other operable parts on doors and gates shall comply with 309.4.
Possible Solutions:	Provide accessible door hardware.
Violation #2 Cost:	$525
Priority	Level 4

Entrance Total	$3,150

High Priority	1-4
Medium Priority	5-8
Low Priority	9-12

Summary Sheet for 4540 Glenn Curtiss Drive

4540 Glenn Curtiss Drive

#	VIOLATION SUMMARY	PRIORITY LEVEL	COST
1	Remove step and provide short ramp to entrance.	Level 3	$2,625.00
2	Provide accessible door hardware.	Level 4	$525.00

Grand Total	$3,150.00

Violation 1 - There is a 4-1/2" step at the entrance door.

Violation 2 - The door hardware/lock provided at the entrance requires grasping and twisting to operate.

ACCESSOLOGY

ADDISON AIRPORT
BUILDING REPORT

Facility Information: **Facility Name:** 4551 Glenn Curtiss Drive

Facility Contact: Lisa Pyles **Contact Phone:** 972-450-2878

Accessology Inspector Information:

Inspector: Karen Jackson **Date:** May 3, 2017

Email: Kjackson@accessology.com

Latitude: 32.970644 **Longitude:** -96.833811

Address: 4551 Glenn Curtiss Drive **City:** Addison **County:** Dallas

General Parking Notes:

No accessible parking spaces are provided to serve the small parking lot serving this facility.

Total Parking Spaces:	10
Total Accessible Parking Spaces:	0
Number of van accessible spaces:	0
Is the accessible parking substantially compliant?	N/A

Violation #1: There are no accessible parking spaces provided at this building.

Standard: **2010 ADAAG 208.1 General.**

Text: Where parking spaces are provided, parking spaces shall be provided in accordance with 208.

Possible Solutions: Add one van accessible parking space, an access aisle and compliant van parking signage.

ADDISON AIRPORT - 4551 Glenn Curtiss Drive

Parking - Page 2

Violation #1 Cost:	$3,150	Priority	Level 3

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		High Priority	1-4
Parking Violations Total	$3,150	Medium Priority	5-8
		Low Priority	9-12

ADDISON AIRPORT
BUILDING REPORT

Facility Information: **Facility Name:** 4551 Glenn Curtiss Drive

Facility Contact: Lisa Pyles **Contact Phone:** 972-450-2878

Accessology Inspector Information:

Inspector: Karen Jackson **Date:** May 3, 2017

Email: Kjackson@accessology.com

Latitude: 32.970644 **Longitude:** -96.833811

Address: 4551 Glenn Curtiss Drive **City:** Addison **County:** Dallas

General Accessible Route Notes:

The route from parking to the entrance is not compliant.

Is the path of travel from accessible parking to building entrance compliant?	No
Does the path of travel serve all exterior amenities offered by the facility?	N/A
Is the path of travel from building entrances to all amenities served by the entrance substantially compliant?	N/A

Violation #2: The ground around the entrance is cracked and uneven with gaps up to 1-1/2" in some places.

Standard: **2010 ADAAG 302.1 General**

Text: Floor and ground surfaces shall be stable, firm, and slip resistant and shall comply with 302.

Possible Solutions: Remove and replace paving to achieve a smooth transition.

Violation #2 Cost: $1,575 Priority Level 4

Accessible Route Total $1,575

High Priority	1-4
Medium Priority	5-8
Low Priority	9-12

ADDISON AIRPORT
BUILDING REPORT

Facility Information: **Facility Name:** 4551 Glenn Curtiss Drive

Facility Contact: Lisa Pyles **Contact Phone:** 972-450-2878

Accessology Inspector Information:

Inspector: Karen Jackson **Date:** May 3, 2017

Email: Kjackson@accessology.com

Latitude: 32.970644 **Longitude:** -96.833811

Address: 4551 Glenn Curtiss Drive **City:** Addison **County:** Dallas

General Entrance Notes:

The entrance into this facility is not compliant.

Is the main entry door accessible?	No
Is there an alternate door that is accessible?	No
If so, does the inaccessible door have signage indicating the location of the nearest accessible door?	N/A

Violation #3: There is not a 60" level maneuvering clearance on the pull side of the entrance door as the pavement drops off 1/2".

Standard: **2010 ADAAG 404.2.4.1 Swinging Doors and Gates.**

Text: Swinging doors and gates shall have maneuvering clearances complying with Table 404.2.4.1.

Possible Solutions: Reconstruct exterior of door to provide a 60" deep level landing.

Violation #3 Cost: $2,625 Priority Level 4

Entrance Total $2,625

High Priority	1-4
Medium Priority	5-8
Low Priority	9-12

ADDISON AIRPORT
BUILDING REPORT

Facility Information: **Facility Name:** 4551 Glenn Curtiss Drive

Facility Contact: Lisa Pyles **Contact Phone:** 972-450-2878

Accessology Inspector Information:

Inspector: Karen Jackson **Date:** May 3, 2017

Email: Kjackson@accessology.com

Latitude: 32.970644 **Longitude:** -96.833811

Address: 4551 Glenn Curtiss Drive **City:** Addison **County:** Dallas

General Hallway Notes:

This facility includes hallways. Eight of the doors have non-compliant hardware.

Does this facility have any hallways?	Yes
Do the doors have compliant hardware?	No
Do the doors have proper maneuvering clearances?	Yes
Is the hallway width at least 36” clear width?	Yes
Are visual strobes provided?	No
Are there any protruding objects?	No
Is the signage substantially compliant?	No

Violation #4: There are 8 interior doors with door hardware that requires grasping and twisting to operate.

Standard: **2010 ADAAG 404.2.7 Door and Gate Hardware.**

Text: Handles, pulls, latches, locks, and other operable parts on doors and gates shall comply with 309.4.

Possible Solutions: Replace door hardware with lever style door hardware.

Violation #4 Cost: $3,150 Priority Level 2

ADDISON AIRPORT - 4551 Glenn Curtiss Drive

Hallway - Page 2

Violation #5:	The vision panel on the door leading into the storage room is at 46-3/8" where 43" maximum is required to the bottom of the vision panel.
Standard:	**2010 ADAAG 404.2.11 Vision Lights.**
Text:	Doors, gates, and side lights adjacent to doors or gates, containing one or more glazing panels that permit viewing through the panels shall have the bottom of at least one glazed panel located 43" maximum above the finish floor.
Possible Solutions:	Replace the door with a compliant vision panel.
Violation #5 Cost:	$2,625 — Priority: Level 12
Violation #6:	The storage room in the warehouse has a 1-3/16" step to enter.
Standard:	**2010 ADAAG 303.2 Vertical.**
Text:	Changes in level of ¼ inch high maximum shall be permitted to be vertical.
Possible Solutions:	Modify entrance into the store room so it has a change in level no greater than 1/2".
Violation #6 Cost:	$1,575 — Priority: Level 9

		High Priority	1-4
Hallway Total	$7,350	Medium Priority	5-8
		Low Priority	9-12

ADDISON AIRPORT
BUILDING REPORT

Facility Information: **Facility Name:** 4551 Glenn Curtiss Drive

Facility Contact: Lisa Pyles **Contact Phone:** 972-450-2878

Accessology Inspector Information:

Inspector: Karen Jackson **Date:** May 3, 2017

Email: Kjackson@accessology.com

Latitude: 32.970644 **Longitude:** -96.833811

Address: 4551 Glenn Curtiss Drive **City:** Addison **County:** Dallas

General Restroom Notes:

There is a Men's and a Women's single user restroom serving this facility. Neither restroom is in substantial compliance.

Is the door to the restroom substantially compliant?	No
Does the room have the required turning radius?	No
Is the water closet substantially compliant?	No
Does the water closet have the required clear floor space?	No
Is the lavatory substantially compliant?	No
Is the urinal substantially compliant?	N/A
Is the mirror substantially compliant?	No

Violation #7: The Men's restroom signage is mounted on the door.

Standard: **2010 ADAAG 703.1 General.**

Text: Signs shall comply with 703. Where both visual and tactile characters are required, either one sign with both visual and tactile characters, or two separate signs, one with visual, and one with tactile characters, shall be provided.

Possible Solutions: Install compliant signage on the wall on the latch side of the door.

Violation #7 Cost: $525 Priority Level 6

ADDISON AIRPORT - 4551 Glenn Curtiss Drive

Restrooms - Page 2

Violation #8:	The Men's restroom is too small and does not have the required turning radius provided.
Standard:	**2010 ADAAG 213.2 Toilet Rooms and Bathing Rooms.**
Text:	Where toilet rooms are provided, each toilet room shall comply with 603.
Possible Solutions:	Enlarge restroom to accommodate accessible water closet, lavatory and wheelchair turning space.
Violation #8 Cost:	$8,400 — Priority: Level 4
Violation #9:	The Women's restroom signage is mounted on the door.
Standard:	**2010 ADAAG 703.1 General.**
Text:	Signs shall comply with 703. Where both visual and tactile characters are required, either one sign with both visual and tactile characters, or two separate signs, one with visual, and one with tactile characters, shall be provided.
Possible Solutions:	Install compliant signage on the wall on the latch side of the door.
Violation #9 Cost:	$525 — Priority: Level 6
Violation #10:	The Women's restroom is too small and does not have the required turning radius provided.
Standard:	**2010 ADAAG 213.2 Toilet Rooms and Bathing Rooms.**

ADDISON AIRPORT - 4551 Glenn Curtiss Drive

Restrooms - Page 3

Text:	Where toilet rooms are provided, each toilet room shall comply with 603.
Possible Solutions:	Enlarge restroom to accommodate accessible water closet, lavatory and wheelchair turning space.
Violation #10 Cost:	$8,400
Priority	Level 4

		High Priority	1-4
Restrooms Total	$17,850	Medium Priority	5-8
		Low Priority	9-12

ADDISON AIRPORT
BUILDING REPORT

Facility Information: **Facility Name:** 4551 Glenn Curtiss Drive

Facility Contact: Lisa Pyles **Contact Phone:** 972-450-2878

Accessology Inspector Information:

Inspector: Karen Jackson **Date:** May 3, 2017

Email: Kjackson@accessology.com

Latitude: 32.970644 **Longitude:** -96.833811

Address: 4551 Glenn Curtiss Drive **City:** Addison **County:** Dallas

General Break Room Notes:

There is one break room that serves this facility.

Does the facility have a break room?	Yes
Is there a stove or cooktop?	No
Is there a sink?	Yes
Is the sink substantially compliant?	No
Are the counters at 34" aff?	No

Violation #11: The breakroom sink is at 35-1/2" high where 34" maximum is required.

Standard: **2010 ADAAG 606.3 Lavatories and Sinks Height.**

Text: Lavatories and sinks shall be installed with the front of the higher of the rim or counter surface 34 inches maximum above the finish floor or ground.

Possible Solutions: Modify sink to provide 34" maximum height.

Violation #11 Cost: $2,100 Priority Level 4

Break Rooms Total $2,100

High Priority	1-4
Medium Priority	5-8
Low Priority	9-12

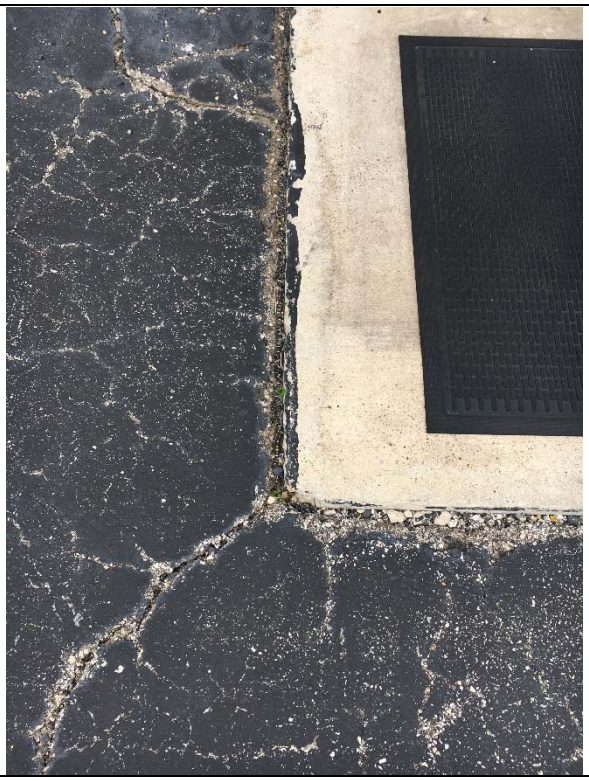
Summary Sheet for 4551 Glenn Curtiss Drive

4551 Glenn Curtiss Drive

#	VIOLATION SUMMARY	PRIORITY LEVEL	COST
1	Add one van accessible parking space, an access aisle and compliant van parking signage.	Level 3	$3,150.00
2	Remove and replace paving to achieve a smooth transition.	Level 4	$1,575.00
3	Reconstruct exterior of door to provide a 60" deep level landing.	Level 4	$2,625.00
4	Replace door hardware with lever style door hardware.	Level 2	$3,150.00
5	Replace the door with a compliant vision panel.	Level 12	$2,625.00
6	Modify entrance into the store room so it has a change in level no greater than 1/2".	Level 9	$1,575.00
7	Install compliant signage on the wall on the latch side of the door.	Level 6	$525.00
8	Enlarge restroom to accommodate accessible water closet, lavatory and wheelchair turning space.	Level 4	$8,400.00
9	Install compliant signage on the wall on the latch side of the door.	Level 6	$525.00
10	Enlarge restroom to accommodate accessible water closet, lavatory and wheelchair turning space.	Level 4	$8,400.00
11	Modify sink to provide 34" maximum height.	Level 4	$2,100.00

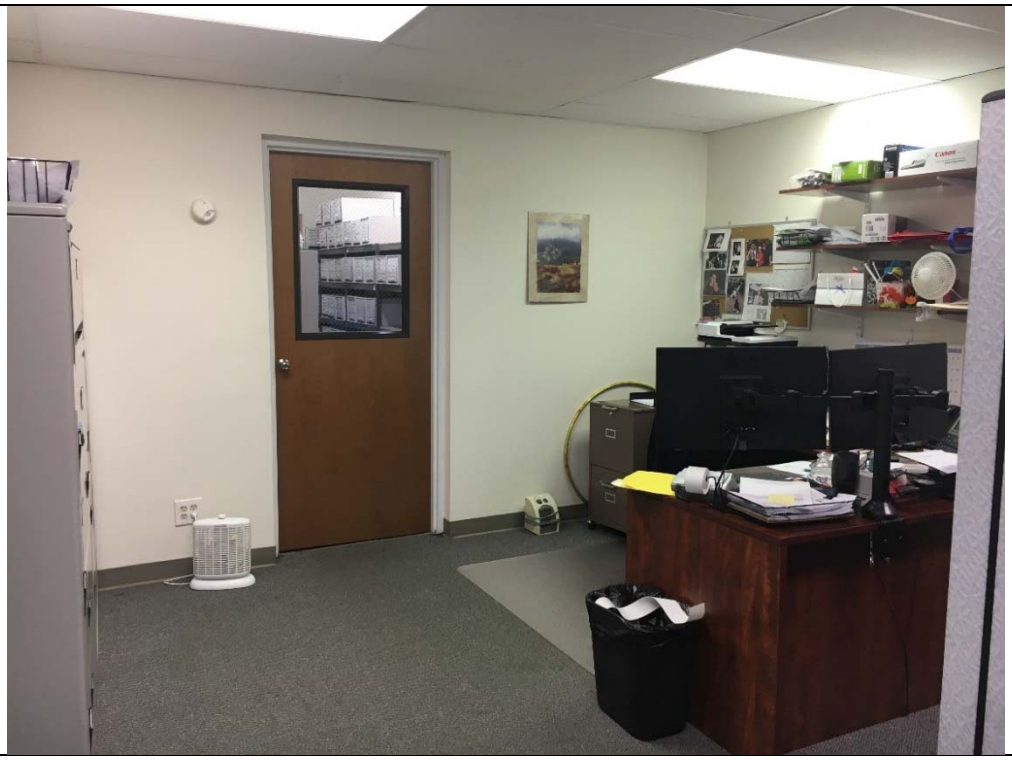
Grand Total	$34,650.00

Violation 1 - There are no accessible parking provided at this building.

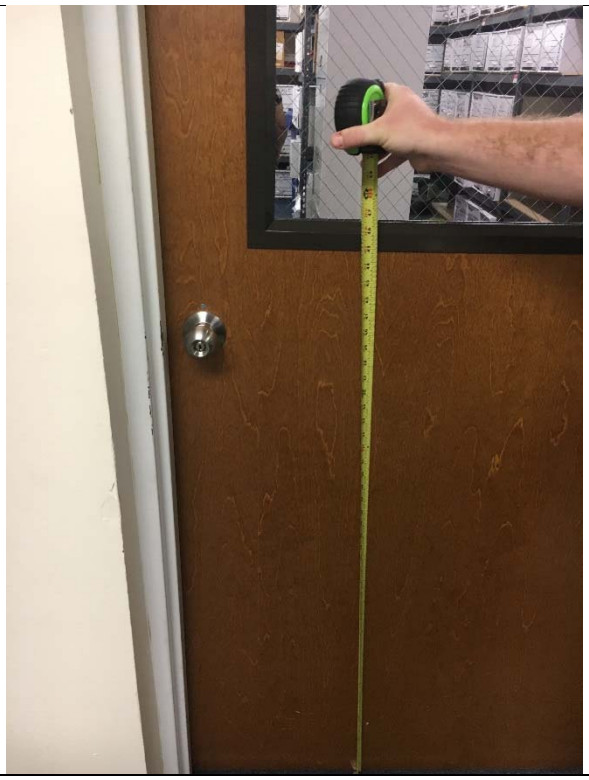


Violation 2 - The ground around the entrance is cracked and uneven with gaps up to 1-1/2" in some places.

Violation 3 - There is not a 5' level maneuvering clearance on the pull side of the entrance door. The pavement drops off 1/2".

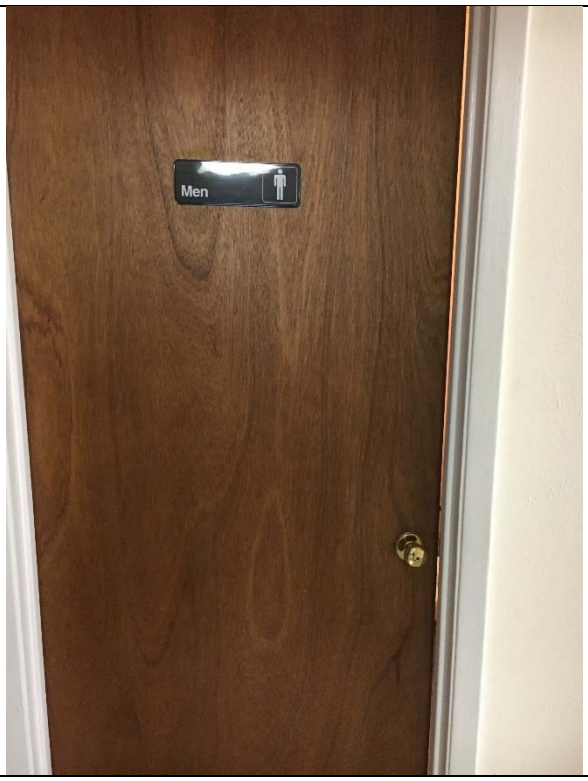


Violation 4 - There are 8 interior doors with door hardware that requires grasping and twisting to operate.



Violation 5 - The vision panel on the door leading into the storage room is at 46-3/8".

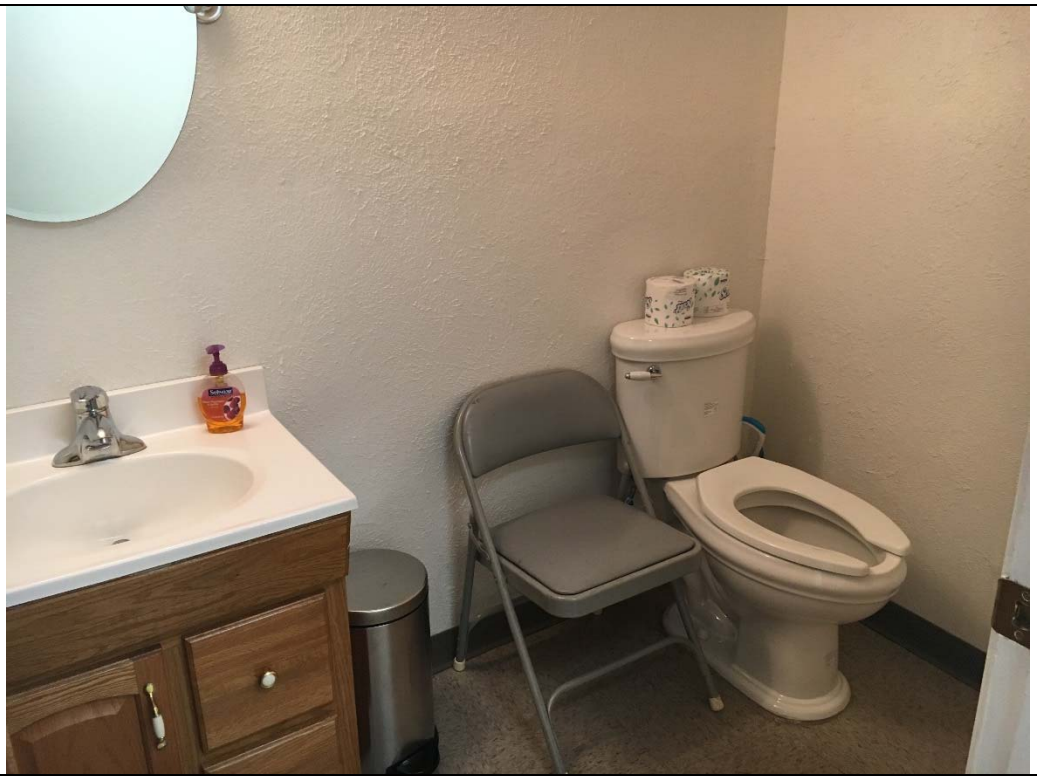
Violation 6 - The storage room in the warehouse has a 1-3/16" step to enter.



Violation 7 - The Men's restroom signage is mounted on the door.

Violation 8 - The Men's restroom is too small and does not have the required turning radius provided.

Violation 9 - The Women's restroom signage is mounted on the door.



Violation 10 - The Women's restroom is too small and does not have the required turning radius provided.

Violation 11 - The breakroom sink is at 35-1/2" high where 34" maximum is required.

ACCESSOLOGY

ADDISON AIRPORT
BUILDING REPORT

Facility Information: **Facility Name:** 4553 Glenn Curtiss Drive

Facility Contact: Lisa Pyles **Contact Phone:** 972-450-2878

Accessology Inspector Information:

Inspector: Karen Jackson **Date:** May 3, 2017

Email: Kjackson@accessology.com

Latitude: 32.971063 **Longitude:** -96.834025

Address: 4553 Glenn Curtiss Drive **City:** Addison **County:** Dallas

General Parking Notes:

The accessible parking spaces serving this facility are not compliant.

Total Parking Spaces:	37
Total Accessible Parking Spaces:	2
Number of van accessible spaces:	0
Is the accessible parking substantially compliant?	No

Violation #1: The left accessible space has a bench sitting in it blocking access for a vehicle to park.

Standard: **2010 ADAAG 502.7 Relationship to Accessible Routes.**

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

Possible Solutions: Remove from the accessible parking space.

Violation #1 Cost: $105 Priority Level 4

ADDISON AIRPORT - 4553 Glenn Curtiss Drive

Parking - Page 2

Violation #2:	The left accessible space has a 3.5% running slope.
Standard:	**2010 ADAAG 502.4 Floor or Ground Surfaces.**
Text:	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. EXCEPTION: Slopes not steeper than 1:48 shall be permitted.
Possible Solutions:	Regrade accessible parking space to achieve 1:48 (2.08%) maximum slope in all directions.
Violation #2 Cost:	$3,150 Priority Level 4
Violation #3:	There are no "van Accessible" parking spaces provided.
Standard:	**2010 ADAAG 502.6 Identification.**
Text:	Signs identifying van parking spaces shall contain the designation “van accessible.” Signs shall be 60 inches minimum above the finish floor or ground surface measured to the bottom of the sign.
Possible Solutions:	Install van accessible signage.
Violation #3 Cost:	$525 Priority Level 4
Violation #4:	The exterior hangar area has 7 parking spaces provided, none of which are accessible. Airplanes are parked in the spaces.
Standard:	**2010 ADAAG 208.1 General.**

ADDISON AIRPORT - 4553 Glenn Curtiss Drive

Parking - Page 3

Text:	Where parking spaces are provided, parking spaces shall be provided in accordance with 208.
Possible Solutions:	Provide an accessible parking space with a compliant access aisle and signage.
Violation #4 Cost:	$2,100
Priority	Level 4

		High Priority	1-4
Parking Violations Total	$5,880	Medium Priority	5-8
		Low Priority	9-12

ADDISON AIRPORT
BUILDING REPORT

Facility Information: **Facility Name:** 4553 Glenn Curtiss Drive

Facility Contact: Lisa Pyles **Contact Phone:** 972-450-2878

Accessology Inspector Information:

Inspector: Karen Jackson **Date:** May 3, 2017

Email: Kjackson@accessology.com

Latitude: 32.971063 **Longitude:** -96.834025

Address: 4553 Glenn Curtiss Drive **City:** Addison **County:** Dallas

General Entrance Notes:

The entrance to the building is not accessible due to slope and maneuvering clearance issues.

Is the main entry door accessible?	No
Is there an alternate door that is accessible?	No
If so, does the inaccessible door have signage indicating the location of the nearest accessible door?	N/A

Violation #6: The landing at the main entrance into the building has a 4% slope.

Standard: **2010 ADAAG 404.2.4.4 Floor or Ground Surface.**

Text: Floor or ground surface within required maneuvering clearances shall comply with 302. Changes in level are not permitted.

Possible Solutions: Remove and replace paving to achieve slopes no greater than 2% in all directions.

Violation #6 Cost: $1,050 Priority Level 3

Violation #7: There is only an 11" maneuvering clearance on the pull side at the entrance door.

Standard: **2010 ADAAG 404.2.4.1 Swinging Doors and Gates**

ADDISON AIRPORT - 4553 Glenn Curtiss Drive

Entrance - Page 2

Text:	Swinging doors and gates shall have maneuvering clearances complying with Table 404.2.4.1.
Possible Solutions:	Modify entrance to provide the 18" minimum required maneuvering clearance.
Violation #7 Cost:	$2,625
Priority	Level 4

		High Priority	1-4
Entrance Total	$3,675	Medium Priority	5-8
		Low Priority	9-12

ADDISON AIRPORT
BUILDING REPORT

Facility Information: **Facility Name:** 4553 Glenn Curtiss Drive

Facility Contact: Lisa Pyles **Contact Phone:** 972-450-2878

Accessology Inspector Information:

Inspector: Karen Jackson **Date:** May 3, 2017

Email: Kjackson@accessology.com

Latitude: 32.971063 **Longitude:** -96.834025

Address: 4553 Glenn Curtiss Drive **City:** Addison **County:** Dallas

General Accessible Route Notes:

This is a two-story facility with no accessible route provided to the 2nd floor. Offices, a break room and restrooms are provided on the 2nd floor.

Is the path of travel from accessible parking to building entrance compliant?	No
Does the path of travel serve all exterior amenities offered by the facility?	N/A
Is the path of travel from building entrances to all amenities served by the entrance substantially compliant?	N/A

Violation #5: There is no accessible route to the 2nd floor of the building.

Standard: **2010 ADAAG 206.2.3 Multi-Story Buildings and Facilities.**

Text: At least one accessible route shall connect each story and mezzanine in multi-story buildings and facilities.

Possible Solutions: Add a fully compliant elevator when needed to accommodate an employee if an accommodation can not be made in a more accessible location. Until the elevator is needed, it's a low priority.

Violation #5 Cost: $157,500 Priority Level 11

Accessible Route Total $157,500

High Priority	1-4
Medium Priority	5-8
Low Priority	9-12

ADDISON AIRPORT
BUILDING REPORT

Facility Information: **Facility Name:** 4553 Glenn Curtiss Drive

Facility Contact: Lisa Pyles **Contact Phone:** 972-450-2878

Accessology Inspector Information:

Inspector: Karen Jackson **Date:** May 3, 2017

Email: Kjackson@accessology.com

Latitude: 32.971063 **Longitude:** -96.834025

Address: 4553 Glenn Curtiss Drive **City:** Addison **County:** Dallas

General Hallway Notes:

This facility has hallways and several of the doors have non-compliant hardware. Restroom signage is non-compliant.

Does this facility have any hallways?	Yes
Do the doors have compliant hardware?	No
Do the doors have proper maneuvering clearances?	No
Is the hallway width at least 36” clear width?	Yes
Are visual strobes provided?	No
Are there any protruding objects?	Yes
Is the signage substantially compliant?	No

Violation #8: There are approximately 10 doors throughout the facility that have door hardware that requires twisting and grasping to operate.

Standard: **2010 ADAAG 404.2.7 Door and Gate Hardware.**

Text: Handles, pulls, latches, locks, and other operable parts on doors and gates shall comply with 309.4.

Possible Solutions: Replace door hardware with lever type hardware.

Violation #8 Cost: $5,250 Priority Level 5

Violation #9: Restroom signage on both the first and second floors are not compliant.

ADDISON AIRPORT - 4553 Glenn Curtiss Drive

Hallway - Page 2

Standard:	**2010 ADAAG 216.2 Designations.**
Text:	Interior and exterior signs identifying permanent rooms and spaces shall comply with 703.1, 703.2, and 703.5. Where pictograms are provided the pictograms shall comply with 703.6 and shall have text descriptors complying with 703.2 and 703.5.
Possible Solutions:	Provide new compliant signs for the men's and women's restrooms and install on the latch side of the door.
Violation #9 Cost:	$1,050 Priority Level 6
Violation #10:	The time clock located in the break room is mounted with the highest operable part at 57" above finished floor where 48” maximum is required.
Standard:	**2010 ADAAG 308.2.1 Unobstructed.**
Text:	Where a forward reach is unobstructed, the high forward reach shall be 48 inches maximum and the low forward reach shall be 15 inches minimum above the finish floor or ground.
Possible Solutions:	Lower the time clock so the highest operable part is no more than 48" above finished floor.
Violation #10 Cost:	$525 Priority Level 7
Violation #11:	The white board cabinet provided in the conference room protrudes into the path of travel 4-5/8".
Standard:	**2010 ADAAG 307.2 Protrusion Limits.**

ADDISON AIRPORT - 4553 Glenn Curtiss Drive

Hallway - Page 3

Text:	Objects with leading edges more than 27 inches and not more than 80 inches above the finish floor or ground shall protrude 4 inches maximum horizontally into the circulation path.
Possible Solutions:	Remove whiteboard cabinet or relocate so that its leading edge is 27" maximum above the floor.
Violation #11 Cost:	$525 — Priority: Level 6
Violation #12:	There are 4 office doors on the 2nd floor with vision lights that are above the required 43" above finished floor.
Standard:	**2010 ADAAG 404.2.11 Vision Lights.**
Text:	Doors, gates, and side lights adjacent to doors or gates, containing one or more glazing panels that permit viewing through the panels shall have the bottom of at least one glazed panel located 43 inches maximum above the finish floor.
Possible Solutions:	Replace doors with vision panels that are 43" maximum high.
Violation #12 Cost:	$10,500 — Priority: Level 6

		High Priority: 1-4
Hallway Total	$17,850	Medium Priority: 5-8
		Low Priority: 9-12

ADDISON AIRPORT
BUILDING REPORT

Facility Information: **Facility Name:** 4553 Glenn Curtiss Drive

Facility Contact: Lisa Pyles **Contact Phone:** 972-450-2878

Accessology Inspector Information:

Inspector: Karen Jackson **Date:** May 3, 2017
Email: Kjackson@accessology.com

Latitude: 32.971063 **Longitude:** -96.834025
Address: 4553 Glenn Curtiss Drive **City:** Addison **County:** Dallas

General Restroom Notes:

There are 2 sets of restrooms provided in the building. One set is on the 2nd floor that has no compliant features.

Is the door to the restroom substantially compliant?	No
Does the room have the required turning radius?	No
Is the water closet substantially compliant?	No
Does the water closet have the required clear floor space?	No
Is the lavatory substantially compliant?	No
Is the urinal substantially compliant?	No
Is the mirror substantially compliant?	No

Violation #13: The Men's restroom on the first floor is too small and does not have the required turning radius provided.

Standard: **2010 ADAAG 213.2 Toilet Rooms.**

Text: Where toilet rooms are provided, each toilet room shall comply with 603.

Possible Solutions: Remove urinal and lavatory base cabinet to provide the required clear floor space.

Violation #13 Cost: $8,400 Priority Level 3

ADDISON AIRPORT - 4553 Glenn Curtiss Drive

Restrooms - Page 2

Violation #14:	The Women's restroom on the first floor is too small and does not have the required turning radius provided.
Standard:	**2010 ADAAG 213.2 Toilet Rooms.**
Text:	Where toilet rooms are provided, each toilet room shall comply with 603.
Possible Solutions:	Enlarge restroom to accommodate accessible water closet, lavatory and wheelchair turning space.
Violation #14 Cost:	$15,750 Priority Level 3
Violation #15:	Men's and Women's restroom doors on the 2nd floor only have a 28" opening.
Standard:	**2010 ADAAG 404.2.3 Clear Width.**
Text:	Door openings shall provide a clear width of 32 inches minimum. Clear openings of doorways with swinging doors shall be measured between the face of the door and the stop, with the door open 90 degrees.
Possible Solutions:	Replace doors to achieve 32" minimum clear width and swing doors outward.
Violation #15 Cost:	$5,250 Priority Level 3
Violation #16:	The Men's restroom on the second floor is too small and does not have the required turning radius provided.

ADDISON AIRPORT - 4553 Glenn Curtiss Drive

Restrooms - Page 3

Standard:	**2010 ADAAG 213.2 Toilet Rooms.**
Text:	Where toilet rooms are provided, each toilet room shall comply with 603.
Possible Solutions:	Enlarge restroom to accommodate accessible water closet, lavatory and wheelchair turning space.
Violation #16 Cost:	$8,400 Priority Level 3
Violation #17:	The Women's restroom on the second floor is too small and does not have the required turning radius provided.
Standard:	**2010 ADAAG 213.2 Toilet Rooms.**
Text:	Where toilet rooms are provided, each toilet room shall comply with 603.
Possible Solutions:	Enlarge restroom to accommodate accessible water closet, lavatory and wheelchair turning space.
Violation #17 Cost:	$8,400 Priority Level 3

		High Priority	1-4
Restrooms Total	$46,200	Medium Priority	5-8
		Low Priority	9-12

ADDISON AIRPORT
BUILDING REPORT

Facility Information: **Facility Name:** 4553 Glenn Curtiss Drive

Facility Contact: Lisa Pyles **Contact Phone:** 972-450-2878

Accessology Inspector Information:

Inspector: Karen Jackson **Date:** May 3, 2017

Email: Kjackson@accessology.com

Latitude: 32.971063 **Longitude:** -96.834025

Address: 4553 Glenn Curtiss Drive **City:** Addison **County:** Dallas

General Break Room Notes:

There are 2 breakrooms in the building, one on each floor.

Does the facility have a break room?	Yes
Is there a stove or cooktop?	Yes
Is there a sink?	Yes
Is the sink substantially compliant?	No
Are the counters at 34” aff?	No

Violation #18: The break room sink on the first floor is at 35-1/2" where a maximum of 34" is required.

Standard: **2010 ADAAG 606.3 Lavatories and Sinks Height.**

Text: Lavatories and sinks shall be installed with the front of the higher of the rim or counter surface 34 inches maximum above the finish floor or ground.

Possible Solutions: Modify sink to provide 34" maximum height.

Violation #18 Cost: $2,100 Priority Level 4

Violation #19: The sink in the break room on the second floor is at 35-5/8" where a maximum of 34" is required.

ADDISON AIRPORT - 4553 Glenn Curtiss Drive

Break Rooms - Page 2

Standard:	**2010 ADAAG 606.3 Lavatories and Sinks Height.**
Text:	Lavatories and sinks shall be installed with the front of the higher of the rim or counter surface 34 inches maximum above the finish floor or ground.
Possible Solutions:	Modify sink to provide 34" maximum height.
Violation #19 Cost:	$2,100
Priority	Level 4

		High Priority	1-4
Break Rooms Total	$4,200	Medium Priority	5-8
		Low Priority	9-12

Summary Sheet for 4553 Glenn Curtiss Drive

4553 Glenn Curtiss Drive

#	VIOLATION SUMMARY	PRIORITY LEVEL	COST
1	Remove from the accessible parking space.	Level 4	$105.00
2	Regrade accessible parking space to achieve 1:48 (2.08%) maximum slope in all directions.	Level 4	$3,150.00
3	Install van accessible signage.	Level 4	$525.00
4	Provide an accessible parking space with a compliant access aisle and signage.	Level 4	$2,100.00
5	Remove and replace paving to achieve slopes no greater than 2% in all directions.	Level 3	$1,050.00
6	Modify entrance to provide the 18" minimum required maneuvering clearance.	Level 4	$2,625.00
7	Add a fully compliant elevator when needed to accommodate an employee if an accommodation can not be made in a more accessible location. Until the elevator is needed, it's a low priority.	Level 11	$157,500.00
8	Replace door hardware with lever type hardware.	Level 5	$5,250.00
9	Provide new compliant signs for the men's and women's restrooms and install on	Level 6	$1,050.00
10	Lower the time clock so the highest operable part is no more than 48" above finished floor.	Level 7	$525.00
11	Remove whiteboard cabinet or relocate so that its leading edge is 27" maximum above the floor.	Level 6	$525.00
12	Replace doors with vision panels that are 43" maximum high.	Level 6	$10,500.00
13	Remove urinal and lavatory base cabinet to provide the required clear floor space.	Level 3	$8,400.00
14	Enlarge restroom to accommodate accessible water closet, lavatory and wheelchair turning space.	Level 3	$15,750.00
15	Replace doors to achieve 32" minimum clear width and swing doors outward.	Level 3	$5,250.00
16	Enlarge restroom to accommodate accessible water closet, lavatory and wheelchair turning space.	Level 3	$8,400.00
17	Enlarge restroom to accommodate accessible water closet, lavatory and wheelchair turning space.	Level 3	$8,400.00
18	Modify sink to provide 34" maximum height.	Level 4	$2,100.00
19	Modify sink to provide 34" maximum height.	Level 4	$2,100.00

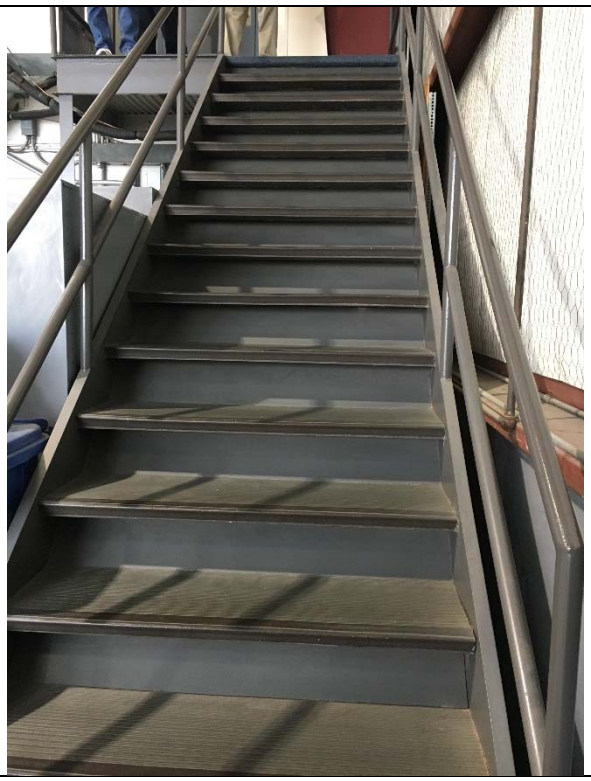
Grand Total	$235,305.00

Violation 1 - The left accessible space has a bench sitting in it blocking access for a vehicle to park.

Violation 2 - The left accessible space has a 3.5% running slope.

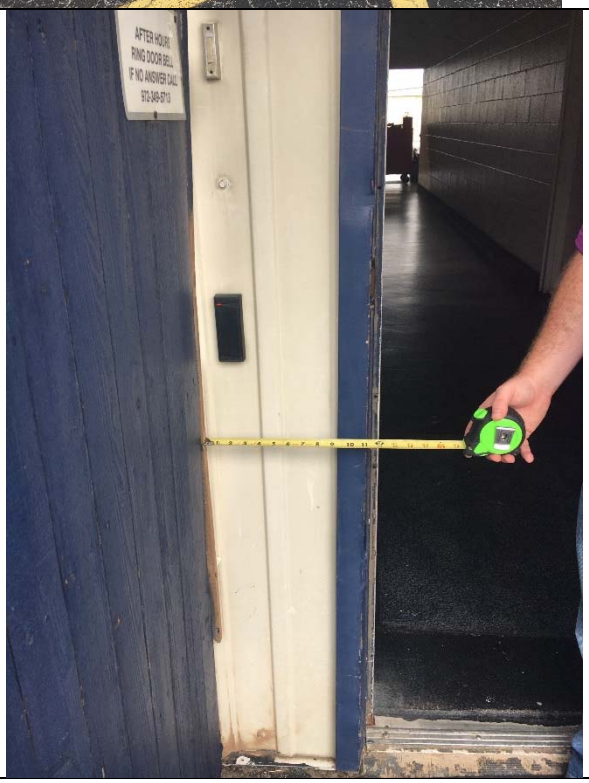
Violation 3 - There are no "van Accessible" parking spaces provided.

Violation 4 - The exterior hangar area has 7 parking spaces provided, none of which are accessible. Airplanes are parked in the spaces.

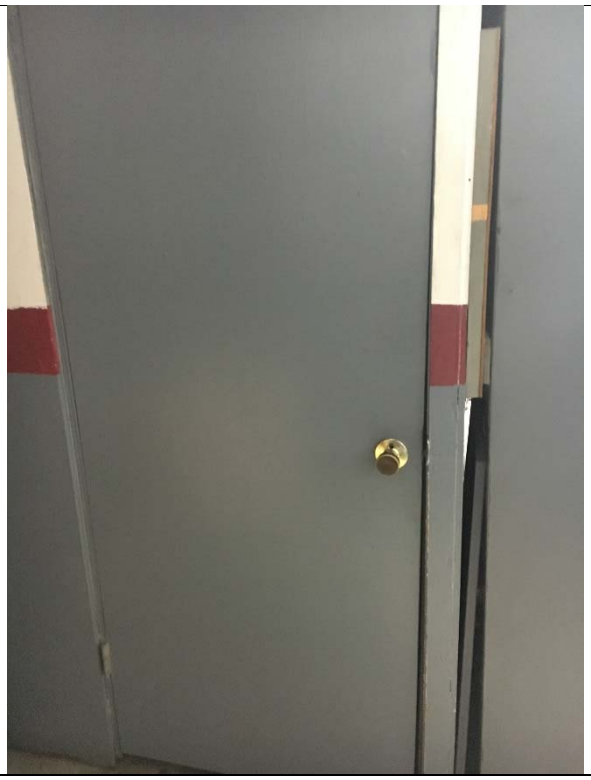


Violation 5 - There is no accessible route to the 2nd floor of the building.

Violation 6 - The landing at the main entrance into the building has a 4% slope running up to it.



Violation 7 - There is only an 11" maneuvering clearance on the pull side at the entrance door.

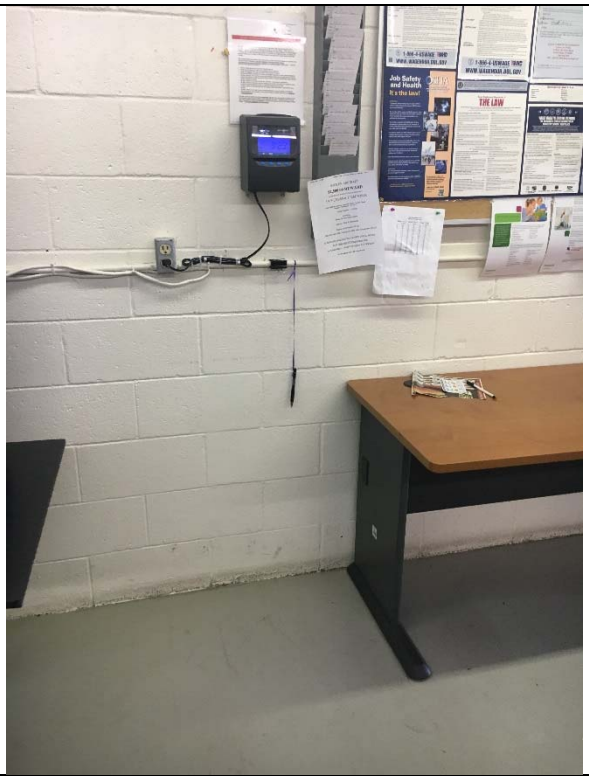


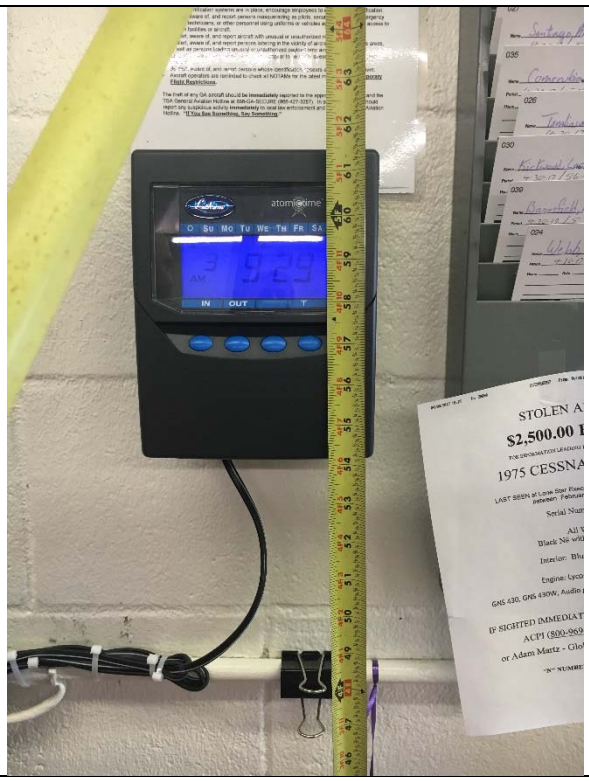
Violation 8 - There are approximately 10 doors throughout the facility that have door hardware that requires twisting and grasping to operate.

WOMEN

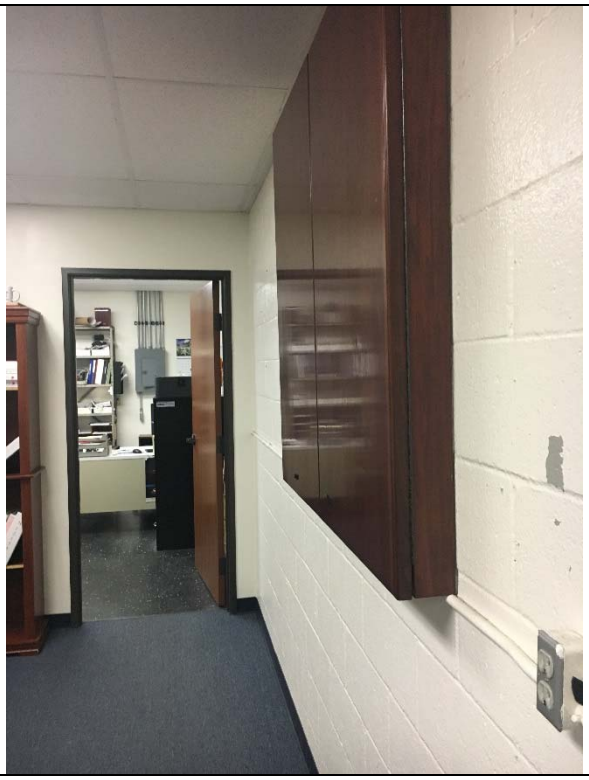
W

Violation 9 - Restroom signage on both the first and second floors are not compliant.

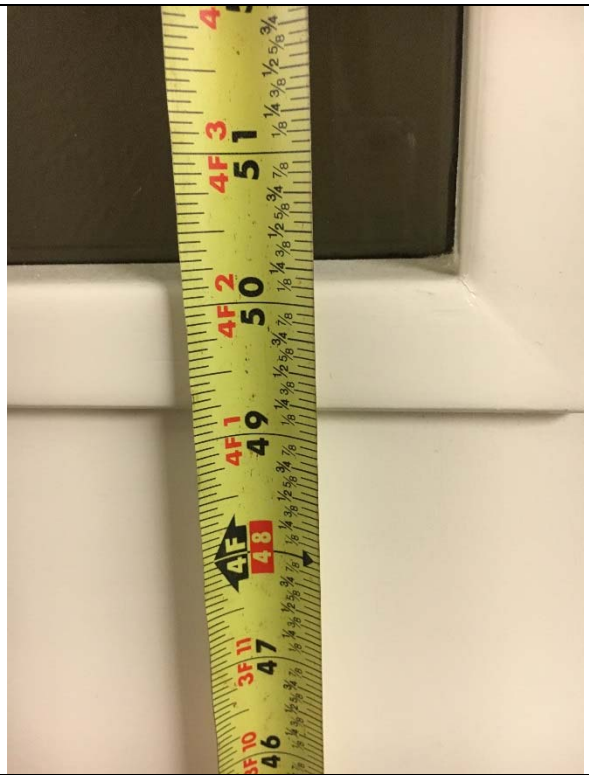




Violation 10 - The time clock located in the break room is mounted with the highest operable part at 57" above finished floor where 48” maximum is required.



Violation 11 - The white board cabinet provided in the conference room protrudes into the path of travel 4-5/8".



Violation 12 - There are 4 office doors on the 2nd floor with vision lights that are above the required 43" above finished floor.

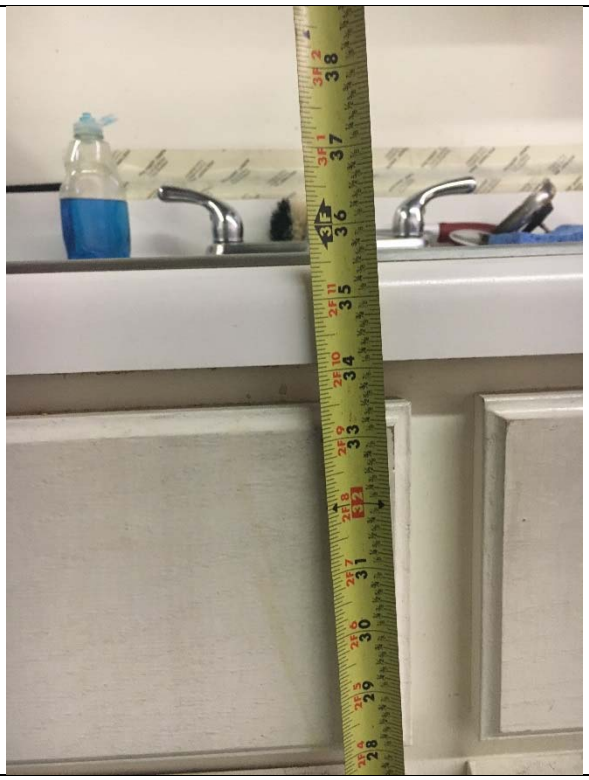
Violation 13 - The Men's restroom on the first floor is too small and does not have the required turning radius provided.

Violation 14 - The Women's restroom on the first floor is too small and does not have the required turning radius provided.

Violation 15 - Men's and Women's restroom doors on the 2nd floor only have a 28" opening.

Violation 16 - The Men's restroom on the second floor is too small and does not have the required turning radius provided.

Violation 17 - The Women's restroom on the second floor is too small and does not have the required turning radius provided.



Violation 18 - The break room sink on the first floor is at 35-1/2" where a maximum of 34" is required.

Violation 19 - The sink in the break room on the second floor is at 35-5/8" where a maximum of 34" is required.

ACCESSOLOGY

ADDISON AIRPORT
BUILDING REPORT

Facility Information: **Facility Name:** 4555 Glenn Curtiss Drive

Facility Contact: Lisa Pyles **Contact Phone:** 972-450-2878

Accessology Inspector Information:

Inspector: Karen Jackson **Date:** May 3, 2017

Email: Kjackson@accessology.com

Latitude: 32.971477 **Longitude:** -96.833654

Address: 4555 Glenn Curtiss Drive **City:** Addison **County:** Dallas

General Parking Notes:

There are no accessible parking spaces provided at the main entrance into the building. There are a total of 32 parking spaces and the 2 accessible spaces are provided at the side of the building by the unused entrance that is marked as the accessible entrance.

Total Parking Spaces: Side of building	32
Total Accessible Parking Spaces:	2
Number of van accessible spaces:	0
Is the accessible parking substantially compliant?	No

General Parking Notes: Southeast Lot

There are 21 parking spaces provided in the hangar area, none of which are accessible.

Total Parking Spaces - Hangar parking	21
Total Accessible Parking Spaces:	0
Number of van accessible spaces:	0
Is the accessible parking substantially compliant?	N/A

ADDISON AIRPORT - 4555 Glenn Curtiss Drive

Parking - Page 2

Violation #1:	There are two accessible parking spaces provided at the side of the building, neither of them are designated as van accessible.
Standard:	**2010 ADAAG 502.2 Vehicle Spaces.**
Text:	Car parking spaces shall be 96" wide min. and van parking spaces shall be 132" wide min., shall be marked to define the width, and shall have an adjacent access aisle complying with 502.3. EXCEPTION: Van parking spaces shall be permitted to be 96" wide minimum where the access aisle is 96" wide min.
Possible Solutions:	Add van accessible signage to the right accessible space. Restripe the access aisles so it is 96" wide to serve the accessible parking space that will be designated as "van accessible."
Violation #1 Cost:	$1,250 Priority Level 4
Violation #2:	There are no accessible parking spaces provided in the back hangar parking area.
Standard:	**2010 ADAAG 208.1 General.**
Text:	Where parking spaces are provided, parking spaces shall be provided in accordance with 208.
Possible Solutions:	Add a van accessible parking space, access aisle and complaint parking signage.
Violation #2 Cost:	$2,625 Priority Level 4

ADDISON AIRPORT - 4555 Glenn Curtiss Drive

Parking - Page 3

Violation #3:	The accessible parking is not located on the shortest accessible route to the main entrance. There are no accessible spaces in the front lot to serve the main building entrance.
Standard:	**2010 ADAAG 208.3.1 General.**
Text:	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.
Possible Solutions:	Add accessible parking, access aisle and parking signage to the front parking area.
Violation #3 Cost:	$2,625
Priority	Level 4

		High Priority	1-4
Parking Violations Total	$6,500	Medium Priority	5-8
		Low Priority	9-12

ADDISON AIRPORT

BUILDING REPORT

Facility Information: **Facility Name:** 4555 Glenn Curtiss Drive

Facility Contact: Lisa Pyles **Contact Phone:** 972-450-2878

Accessology Inspector Information:

Inspector: Karen Jackson **Date:** May 3, 2017

Email: Kjackson@accessology.com

Latitude: 32.971477 **Longitude:** -96.833654

Address: 4555 Glenn Curtiss Drive **City:** Addison **County:** Dallas

General Accessible Route Notes:

The accessible route from the accessible parking at the side of the building is compliant but leads to an entrance that is currently not in use, the door remains locked.

Is the path of travel from accessible parking to building entrance compliant?	No
Does the path of travel serve all exterior amenities offered by the facility?	N/A
Is the path of travel from building entrances to all amenities served by the entrance substantially compliant?	N/A

Violation #4: The route from the front parking lot to the building is not compliant. The parking lot as well as the sidewalk leading to the main building entrance has excessive slopes.

Standard: **2010 ADAAG 403.3 Slope.**

Text: The running slope of walking surfaces shall not be steeper than 1:20 (5%). The cross slope of walking surfaces shall not be steeper than 1:48 (2%).

Possible Solutions: Repave that path of travel leading from the front parking area (where accessible parking should be provided) to the building entrance.

ADDISON AIRPORT - 4555 Glenn Curtiss Drive

Accessible Route Exterior - Page 2

Violation #4 Cost:	$5,250	Priority	Level 3

		High Priority	1-4
Accessible Route Total	$5,250	Medium Priority	5-8
		Low Priority	9-12

ADDISON AIRPORT

BUILDING REPORT

Facility Information: **Facility Name:** 4555 Glenn Curtiss Drive

Facility Contact: Lisa Pyles **Contact Phone:** 972-450-2878

Accessology Inspector Information:

Inspector: Karen Jackson **Date:** May 3, 2017

Email: Kjackson@accessology.com

Latitude: 32.971477 **Longitude:** -96.833654

Address: 4555 Glenn Curtiss Drive **City:** Addison **County:** Dallas

General Entrance Notes:

The main entrance into the building has level change issues. The accessible entrance located at the side of the builidng was not evaluated as it is currently not in use.

Is the main entry door accessible?	No
Is there an alternate door that is accessible?	Yes
If so, does the inaccessible door have signage indicating the location of the nearest accessible door?	No

Violation #5: The main entrance has a broken concrete resulting in a change in level greater than 1/4".

Standard: **2010 ADAAG 404.2.4.4 Floor or Ground Surface.**

Text: Floor or ground surface within required maneuvering clearances shall comply with 302. Changes in level are not permitted. EXCEPTIONS: Slopes not steeper than 1:48 shall be permitted.

Possible Solutions: Remove and patch the broken concrete at the front entrance to achieve a smooth, level transition.

ADDISON AIRPORT - 4555 Glenn Curtiss Drive

Entrance - Page 2

Violation #5 Cost:	$1,575	Priority	Level 3

		High Priority	1-4
Entrance Total	$1,575	Medium Priority	5-8
		Low Priority	9-12

ADDISON AIRPORT

BUILDING REPORT

Facility Information: **Facility Name:** 4555 Glenn Curtiss Drive

Facility Contact: Lisa Pyles **Contact Phone:** 972-450-2878

Accessology Inspector Information:

Inspector: Karen Jackson **Date:** May 3, 2017

Email: Kjackson@accessology.com

Latitude: 32.971477 **Longitude:** -96.833654

Address: 4555 Glenn Curtiss Drive **City:** Addison **County:** Dallas

General Hallway Notes:

This facility inculdes many hallways and corridors.

Does this facility have any hallways?	Yes
Do the doors have compliant hardware?	Yes
Do the doors have proper maneuvering clearances?	No
Is the hallway width at least 36” clear width?	Yes
Are visual strobes provided?	No
Are there any protruding objects?	No
Is the signage substantially compliant?	No

Violation #6: The two front offices do not have a minimum of 18" maneuvering clearance on the pull side of the doors.

Standard: **2010 ADAAG 404.2.4.1 Swinging Doors and Gates.**

Text: Swinging doors and gates shall have maneuvering clearances complying with Table 404.2.4.1.

Possible Solutions: Reverse the swing of the doors.

ADDISON AIRPORT - 4555 Glenn Curtiss Drive

Hallway - Page 2

Violation #6 Cost:	$2,625	Priority	Level 4

		High Priority	1-4
Hallway Total	$2,625	Medium Priority	5-8
		Low Priority	9-12

ADDISON AIRPORT
BUILDING REPORT

Facility Information: **Facility Name:** 4555 Glenn Curtiss Drive

Facility Contact: Lisa Pyles **Contact Phone:** 972-450-2878

Accessology Inspector Information:

Inspector: Karen Jackson **Date:** May 3, 2017

Email: Kjackson@accessology.com

Latitude: 32.971477 **Longitude:** -96.833654

Address: 4555 Glenn Curtiss Drive **City:** Addison **County:** Dallas

General Restroom Notes:

This facility has one unisex, and a Men's and a Women's restroom.

Is the door to the restroom substantially compliant?	Yes
Does the room have the required turning radius?	Yes
Is the water closet substantially compliant?	Yes
Does the water closet have the required clear floor space?	No
Is the lavatory substantially compliant?	No
Is the urinal substantially compliant?	N/A
Is the mirror substantially compliant?	Yes

Violation #7: The Men's and Women's restroom signage is mounted on the door.

Standard: **2010 ADAAG 703.4.2 Installation Height and Location.**

Text: Where a tactile sign is provided at a door, the sign shall be located alongside the door at the latch side.

Possible Solutions: Remove the signs and relocate them to the latch side of the doors.

Violation #7 Cost: $1,050 Priority Level 6

Violation #8: The water closet in the unisex toilet room only has a 47" wide clear floor space. The sink encroaches on the required clear floor space.

ADDISON AIRPORT - 4555 Glenn Curtiss Drive

Parking - Page 2

Standard:	**2010 ADAAG 604.3.1 Size.**
Text:	Clearance around a water closet shall be 60 inches minimum measured perpendicular from the side wall and 56 inches minimum measured perpendicular from the rear wall.
Possible Solutions:	Modify toilet room to achieve the required clear floor space for the water closet.
Violation #8 Cost:	$2,625 Priority Level 3
Violation #9:	Men's Restroom: Stall door is not self-closing and does not have door hardware.
Standard:	**2010 ADAAG 604.8.1.2 Doors.**
Text:	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.
Possible Solutions:	Adjust closer to self-close and add door pulls.
Violation #9 Cost:	$263 Priority Level 5
Violation #10:	Men's Restroom: The lavatory does not have the required toe and knee clearance provided.
Standard:	**2010 ADAAG 606.2 Clear Floor Space.**
Text:	A clear floor space complying with 305, positioned for a forward approach, and knee and toe clearance complying with 306 shall be provided.

ADDISON AIRPORT - 4555 Glenn Curtiss Drive

Parking - Page 3

Possible Solutions:	Replace or modify lavatory to provide the required toe and knee clearance.
Violation #10 Cost:	$2,625 Priority Level 4
Violation #11:	Men's Restroom: The coat hook is mounted at 55" above finished floor to the highest operable part.
Standard:	**2010 ADAAG 308.3.1 Unobstructed.**
Text:	Where a clear floor or ground space allows a parallel approach to an element and the side reach is unobstructed, the high side reach shall be 48" max. and the low side reach shall be 15" min. above the finish floor.
Possible Solutions:	Install a coat hook so its highest operable part is at 48" above finished floor.
Violation #11 Cost:	$105 Priority Level 8
Violation #12:	Women's Restroom: Lavatory does not have the required toe and knee clearance.
Standard:	**2010 ADAAG 606.2 Clear Floor Space.**
Text:	A clear floor space complying with 305, positioned for a forward approach, and knee and toe clearance complying with 306 shall be provided.
Possible Solutions:	Replace or modify lavatory to provide the required toe and knee clearance.

ADDISON AIRPORT - 4555 Glenn Curtiss Drive

Parking - Page 4

Violation #12 Cost:	$2,625	Priority	Level 4
Violation #13:	Women's Restroom: The flush control is on the closed side of the water closet.		
Standard:	**2010 ADAAG 604.6 Flush Controls.**		
Text:	Flush controls shall be located on the open side of the water closet.		
Possible Solutions:	Replace flush valve to approach/open side of water closet.		
Violation #13 Cost:	$525	Priority	Level 5
Violation #14:	Women's Restroom: The stall door does not have any door hardware.		
Standard:	**2010 ADAAG 604.8.1.2 Doors.**		
Text:	A door pull complying with 404.2.7 shall be placed on both sides of the door near the latch.		
Possible Solutions:	Add door pulls.		
Violation #14 Cost:	$263	Priority	Level 7
Violation #15:	Women's Restroom: The coat hook is mounted at 56" above finished floor to the highest operable part.		
Standard:	**2010 ADAAG 308.3.1 Unobstructed.**		

ADDISON AIRPORT - 4555 Glenn Curtiss Drive

Parking - Page 5

Text: Where a clear floor or ground space allows a parallel approach to an element and the side reach is unobstructed, the high side reach shall be 48" max. and the low side reach shall be 15" min. above the finish floor.

Possible Solutions: Install a coat hook so its highest operable part is at 48" above finished floor.

Violation #15 Cost: $105 Priority Level 8

Restrooms Total $10,186

High Priority 1-4

Medium Priority 5-8

Low Priority 9-12

ADDISON AIRPORT

BUILDING REPORT

Facility Information: **Facility Name:** 4555 Glenn Curtiss Drive

Facility Contact: Lisa Pyles **Contact Phone:** 972-450-2878

Accessology Inspector Information:

Inspector: Karen Jackson **Date:** May 3, 2017

Email: Kjackson@accessology.com

Latitude: 32.971477 **Longitude:** -96.833654

Address: 4555 Glenn Curtiss Drive **City:** Addison **County:** Dallas

General Break Room Notes:

There are two breakrooms in this facility. Neither of them have a stove or cooktop.

Does the facility have a break room?	Yes
Is there a stove or cooktop?	No
Is there a sink?	Yes
Is the sink substantially compliant?	No
Are the counters at 34” aff?	No

Violation #16: The small breakroom near the front of the facility sink is 36" high where 34" maximum is required.

Standard: **2010 ADAAG 606.3 Lavatories and Sinks Height.**

Text: Lavatories and sinks shall be installed with the front of the higher of the rim or counter surface 34 inches maximum above the finish floor or ground.

Possible Solutions: Modify sink to provide 34" maximum height.

ADDISON AIRPORT - 4555 Glenn Curtiss Drive

Break Rooms - Page 2

Violation #16 Cost:	$2,100	Priority	Level 4

		High Priority	1-4
Break Rooms Total	$2,100	Medium Priority	5-8
		Low Priority	9-12

Summary Sheet for 4555 Glenn Curtiss Drive

4555 Glenn Curtiss Drive

#	VIOLATION SUMMARY	PRIORITY LEVEL	COST
1	Add van accessible signage to the right accessible space. Restripe the access aisles so it is 96" wide to serve the accessible parking space that will be designated as "van accessible."	Level 4	$1,250.00
2	Add a van accessible parking space, access aisle and complaint parking signage.	Level 4	$2,625.00
3	Add accessible parking, access aisle and parking signage to the front parking area.	Level 4	$2,625.00
4	Repave that path of travel leading from the front parking area (where accessible parking should be provided) to the building entrance.	Level 3	$5,250.00
5	Remove and patch the broken concrete at the front entrance to achieve a smooth, level transition.	Level 3	$1,575.00
6	Reverse the swing of the doors.	Level 4	$2,625.00
7	Remove the signs and relocate them to the latch side of the doors.	Level 6	$1,050.00
8	Modify toilet room to achieve the required clear floor space for the water closet.	Level 3	$2,625.00
9	Adjust closer to self-close and add door pulls.	Level 5	$263.00
10	Replace or modify lavatory to provide the required toe and knee clearance.	Level 4	$2,625.00
11	Install a coat hook so its highest operable part is at 48" above finished floor.	Level 8	$105.00
12	Replace or modify lavatory to provide the required toe and knee clearance.	Level 4	$2,625.00
13	Replace flush valve to approach/open side of water closet.	Level 5	$525.00
14	Add door pulls.	Level 7	$263.00
15	Install a coat hook so its highest operable part is at 48" above finished floor.	Level 8	$105.00
16	Modify sink to provide 34" maximum height.	Level 4	$2,100.00

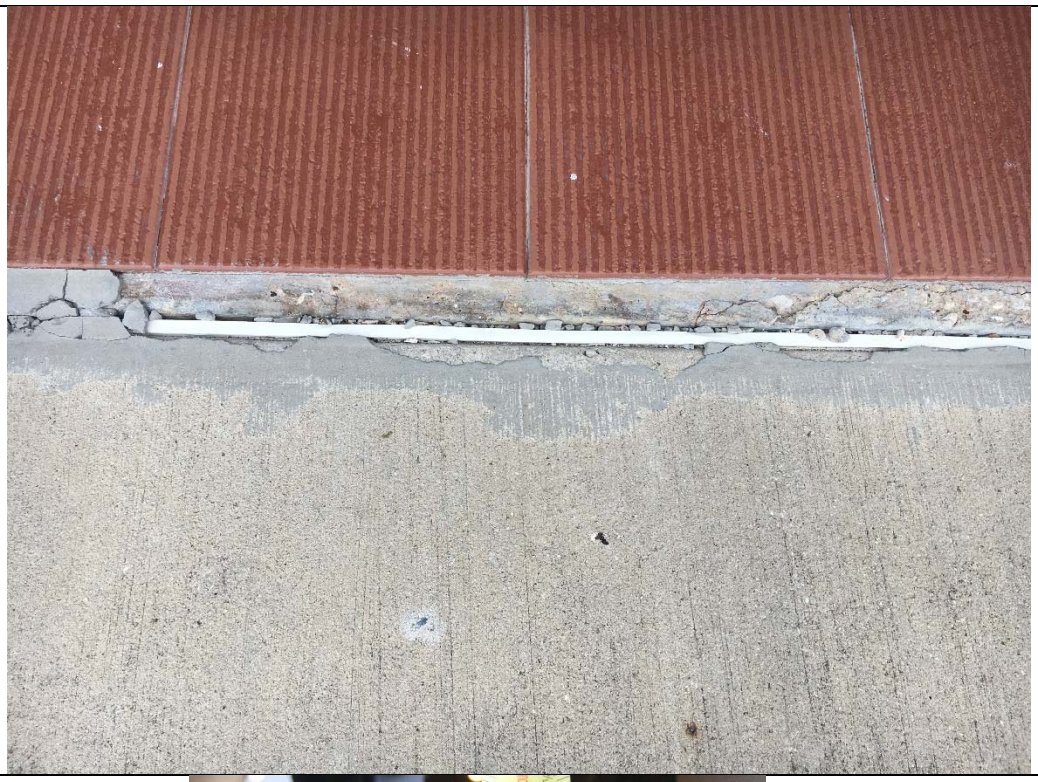
Grand Total	$28,236.00

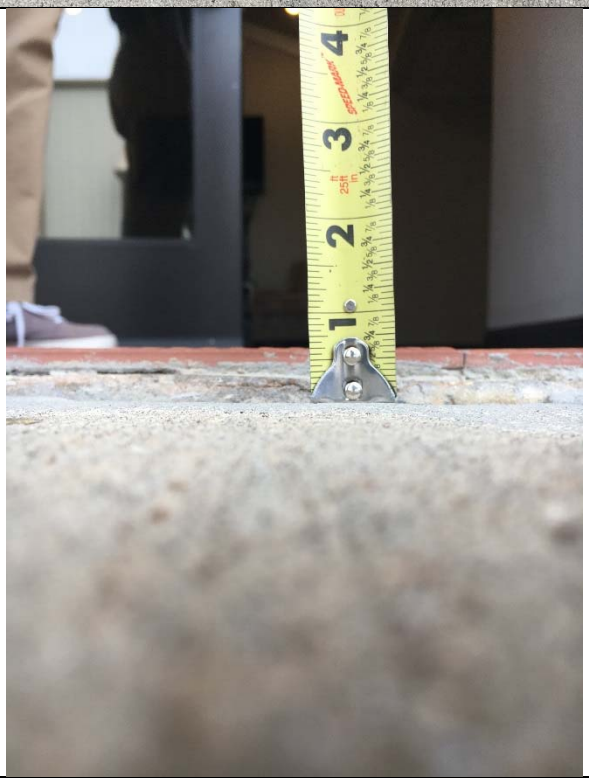
Violation 1 - There are two accessible parking spaces provided at the side of the building, neither of them are designated as van accessible.

Violation 2 - There are no accessible parking spaces provided in the back hangar parking area.

Violation 3 - The accessible parking is not located on the shortest accessible route to the main entrance. There are no accessible spaces in the front lot to serve the main building entrance.

Violation 4 - The route from the front parking lot to the building is not compliant. The parking lot as well as the sidewalk leading to the main building entrance has excessive slopes.





Violation 5 - The main entrance has a broken concrete resulting in a change in level greater than 1/4".

Violation 6 - The two front offices do not have a minimum of 18" maneuvering clearance on the pull side of the doors.

Violation 7 - The Men's and Women's restroom signage is mounted on the door.

Violation 8: - The water closet in the unisex toilet room only has a 47" wide clear floor space. The sink encroaches on the required clear floor space.

Violation 9 - Men's Restroom: Stall door is not self-closing and does not have door hardware.

Violation 10 - Men's Restroom: The coat hook is mounted at 55" above finished floor to the highest operable part.

Violation 11 - Men's Restroom: The coat hook is mounted at 55" above finished floor to the highest operable part.

Violation 12 - Women's Restroom: Lavatory does not have the required toe and knee clearance.

Violation 13 - Women's Restroom: The flush control is on the closed side of the water closet.

Violation 14 - Women's Restroom: The stall door does not have any door hardware.

Violation 15 - Women's Restroom: The coat hook is mounted at 56" above finished floor to the highest operable part.

Violation 16 - The small breakroom near the front of the facility sink is 36" high where 34" maximum is required.

ACCESSOLOGY

ADDISON AIRPORT
BUILDING REPORT

Facility Information: **Facility Name:** 4666 Glenn Curtiss Drive

Facility Contact: Lisa Pyles **Contact Phone:** 972-450-2878

Accessology Inspector Information:

Inspector: Karen Jackson **Date:** May 3, 2017

Email: Kjackson@accessology.com

Latitude: 32.969591 **Longitude:** -96.832838

Address: 4666 Glenn Curtiss Drive **City:** Addison **County:** Dallas

General Parking Notes:

There is a small parking lot serving this facility. None of the spaces are accessible.

Total Parking Spaces:	4
Total Accessible Parking Spaces:	0
Number of van accessible spaces:	0
Is the accessible parking substantially compliant?	N/A

Violation #1: Four parking spaces serve this building, none of which are accessible.

Standard: **2010 ADAAG 208.1 General.**

Text: Where parking spaces are provided, parking spaces shall be provided in accordance with 208.

Possible Solutions: Provide one van accessible parking space, an access aisle and compliant signage.

ADDISON AIRPORT - 4666 Glenn Curtiss Drive

Parking - Page 2

Violation #1 Cost:	$3,150	Priority	Level 3

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		High Priority	1-4
Parking Violations Total	$3,150	Medium Priority	5-8
		Low Priority	9-12

ADDISON AIRPORT
BUILDING REPORT

Facility Information: **Facility Name:** 4666 Glenn Curtiss Drive

Facility Contact: Lisa Pyles **Contact Phone:** 972-450-2878

Accessology Inspector Information:

Inspector: Karen Jackson **Date:** May 3, 2017

Email: Kjackson@accessology.com

Latitude: 32.969591 **Longitude:** -96.832838

Address: 4666 Glenn Curtiss Drive **City:** Addison **County:** Dallas

General Accessible Route Notes:

The accessible route to the building entrance is substantially compliant.

Is the path of travel from accessible parking to building entrance compliant?	Yes
Does the path of travel serve all exterior amenities offered by the facility?	N/A
Is the path of travel from building entrances to all amenities served by the entrance substantially compliant?	N/A

Accessible Route Total $0

High Priority	1-4
Medium Priority	5-8
Low Priority	9-12

ADDISON AIRPORT
BUILDING REPORT

Facility Information: **Facility Name:** 4666 Glenn Curtiss Drive

Facility Contact: Lisa Pyles **Contact Phone:** 972-450-2878

Accessology Inspector Information:

Inspector: Karen Jackson **Date:** May 3, 2017
Email: Kjackson@accessology.com

Latitude: 32.969591 **Longitude:** -96.832838
Address: 4666 Glenn Curtiss Drive **City:** Addison **County:** Dallas

General Entrance Notes:

The entrance door has knob hardware and a level change to get into the building.

Is the main entry door accessible?	No
Is there an alternate door that is accessible?	No
If so, does the inaccessible door have signage indicating the location of the nearest accessible door?	N/A

Violation #2: The main entrance door into the building has knob door hardware requiring grasping and twisting to operate.

Standard: **2010 ADAAG 404.2.7 Door and Gate Hardware.**

Text: Handles, pulls, latches, locks, and other operable parts on doors and gates shall comply with 309.4.

Possible Solutions: Replace door hardware with lever style hardware.

Violation #2 Cost: $525 Priority Level 5

Violation #3: There is a 1-1/4" step to get into the building.

Standard: **2010 ADAAG 303.2 Vertical.**

ADDISON AIRPORT - 4666 Glenn Curtiss Drive

Entrance - Page 2

Text:	Changes in level of ¼ inch high maximum shall be permitted to be vertical.
Possible Solutions:	Modify entrance to provide a transition no more than 1/4" high.
Violation #3 Cost:	$1,575 Priority Level 3
Violation #4:	The entrance door into the storage portion of the office pod has knob style door hardware requiring grasping and twisting to operate.
Standard:	**2010 ADAAG 404.2.7 Door and Gate Hardware.**
Text:	Handles, pulls, latches, locks, and other operable parts on doors and gates shall comply with 309.4.
Possible Solutions:	Replace door hardware with lever style hardware.
Violation #4 Cost:	$525 Priority Level 5
Violation #5:	The entrance door into the storage portion of the office pod only has a 30" opening.
Standard:	**2010 ADAAG 404.2.3 Door and Gate Clear Width.**
Text:	Door openings shall provide a clear width of 32 inches minimum. Clear openings of doorways with swinging doors shall be measured between the face of the door and the stop, with the door open 90 degrees.
Possible Solutions:	Replace door to achieve 32" minimum clear width and swing door outward.

ADDISON AIRPORT - 4666 Glenn Curtiss Drive

Entrance - Page 3

Violation #5 Cost:	$2,625	Priority	Level 2
Violation #6:	The door exiting from the storage portion of the office pod only has a 8.5" maneuvering clearance on the pull side.		
Standard:	**2010 ADAAG 404.2.4.1 Swinging Doors and Gates.**		
Text:	Swinging doors and gates shall have maneuvering clearances complying with Table 404.2.4.1.		
Possible Solutions:	Modify the door to provide 18" minimum clearance.		
Violation #6 Cost:	$2,625	Priority	Level 4
Violation #7:	The entrance into the main portion of the office pod has door hardware that requires grasping and twisting to operate.		
Standard:	**2010 ADAAG 404.2.7 Door and Gate Hardware.**		
Text:	Handles, pulls, latches, locks, and other operable parts on doors and gates shall comply with 309.4.		
Possible Solutions:	Replace door hardware with lever style hardware.		
Violation #7 Cost:	$525	Priority	Level 5
Violation #8:	The entrance into the main portion of the office pod requires a 1-1/2" step up to enter.		
Standard:	**2010 ADAAG 303.2 Vertical.**		

ADDISON AIRPORT - 4666 Glenn Curtiss Drive

Entrance - Page 4

Text:	Changes in level of ¼ inch high maximum shall be permitted to be vertical.
Possible Solutions:	Modify entrance to provide a transition no more than 1/4" high.
Violation #8 Cost:	$1,575 Priority Level 3
Violation #9:	The entrance door into the main portion of the office only has a 27" wide opening.
Standard:	**2010 ADAAG 404.2.3 Door and Gate Clear Width.**
Text:	Door openings shall provide a clear width of 32 inches minimum. Clear openings of doorways with swinging doors shall be measured between the face of the door and the stop, with the door open 90 degrees.
Possible Solutions:	Replace door to achieve 32" minimum clear width and swing door outward.
Violation #9 Cost:	$2,625 Priority Level 3
Violation #10:	The third entrance into the office pod has a 5/8" high change in level.
Standard:	**2010 ADAAG 303.2 Vertical.**
Text:	Changes in level of ¼" high max. shall be permitted to be vertical.
Possible Solutions:	Modify entrance to provide a transition no more than 1/4" high.

ADDISON AIRPORT - 4666 Glenn Curtiss Drive

Entrance - Page 5

Violation #10 Cost:	$1,575	Priority	Level 3

		High Priority	1-4
Entrance Total	$14,175	Medium Priority	5-8
		Low Priority	9-12

ADDISON AIRPORT
BUILDING REPORT

Facility Information: **Facility Name:** 4666 Glenn Curtiss Drive

Facility Contact: Lisa Pyles **Contact Phone:** 972-450-2878

Accessology Inspector Information:

Inspector: Karen Jackson **Date:** May 3, 2017

Email: Kjackson@accessology.com

Latitude: 32.969591 **Longitude:** -96.832838

Address: 4666 Glenn Curtiss Drive **City:** Addison **County:** Dallas

General Hallway Notes:

This facility is an open warehouse with an office area. The office area does not appear to be occupied and seems to be more of a storage facility.

Does this facility have any hallways?	No
Do the doors have compliant hardware?	No
Do the doors have proper maneuvering clearances?	No
Is the hallway width at least 36” clear width?	No
Are visual strobes provided?	No
Are there any protruding objects?	No
Is the signage substantially compliant?	No

Violation #11: Two doors inside the office pod have door knob hardware that requires grasping and twisting to operate.

Standard: **2010 ADAAG 404.2.7 Door and Gate Hardware.**

Text: Handles, pulls, latches, locks, and other operable parts on doors and gates shall comply with 309.4.

Possible Solutions: Replace all knob hardware with lever hardware that doesn't require tight grasping or twisting to operate.

Violation #11 Cost: $788 Priority Level 5

ADDISON AIRPORT - 4666 Glenn Curtiss Drive

Hallway - Page 2

Violation #12:	The entrance into the storage room has an opening of only 28" wide.
Standard:	**2010 ADAAG 404.2.3 Door and Gate Clear Width.**
Text:	Door openings shall provide a clear width of 32 inches minimum. Clear openings of doorways with swinging doors shall be measured between the face of the door and the stop, with the door open 90 degrees.
Possible Solutions:	Replace door to achieve 32" minimum clear width and swing door outward.
Violation #12 Cost:	$2,625 Priority Level 7
Violation #13:	Sliding glass doors exiting the storage room only have a 30" opening.
Standard:	**2010 ADAAG 404.2.4.2 Doorways without Doors or Gates, Sliding Doors, and Folding Doors.**
Text:	Doorways less than 36 inches wide without doors or gates, sliding doors, or folding doors shall have maneuvering clearances complying with Table 404.2.4.2.
Possible Solutions:	Replace doors to achieve a 32" minimum opening.
Violation #13 Cost:	$2,625 Priority Level 10
Violation #14:	There is a counter that is 38" to the top where 36" is the maximum allowed.
Standard:	**2010 ADAAG 904.4.1 Parallel Approach.**

ADDISON AIRPORT - 4666 Glenn Curtiss Drive

Hallway - Page 3

Text: A portion of the counter surface that is 36" long min. and 36" high max. 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" min. length of counter.

Possible Solutions: Modify counter so it is no higher than 36" above finished floor.

Violation #14 Cost: $1,575 Priority Level 12

Hallway Total $7,613

High Priority 1-4

Medium Priority 5-8

Low Priority 9-12

ADDISON AIRPORT
BUILDING REPORT

Facility Information: **Facility Name:** 4666 Glenn Curtiss Drive

Facility Contact: Lisa Pyles **Contact Phone:** 972-450-2878

Accessology Inspector Information:

Inspector: Karen Jackson **Date:** May 3, 2017

Email: Kjackson@accessology.com

Latitude: 32.969591 **Longitude:** -96.832838

Address: 4666 Glenn Curtiss Drive **City:** Addison **County:** Dallas

General Restroom Notes:

There is one restroom provided in this building and it has no compliant features.

Is the door to the restroom substantially compliant?	No
Does the room have the required turning radius?	No
Is the water closet substantially compliant?	No
Does the water closet have the required clear floor space?	No
Is the lavatory substantially compliant?	No
Is the urinal substantially compliant?	N/A
Is the mirror substantially compliant?	No

Violation #15: The restroom door has knob style door hardware requiring grasping and twisting to operate.

Standard: **2010 ADAAG 404.2.7 Door and Gate Hardware.**

Text: Handles, pulls, latches, locks, and other operable parts on doors and gates shall comply with (309.4 Operation) operable parts of such hardware shall be 34 inches minimum and 48 inches maximum above the finish floor or ground.

Possible Solutions: Replace door hardware with lever type hardware.

Violation #15 Cost: $525 Priority Level 5

ADDISON AIRPORT - 4666 Glenn Curtiss Drive

Restrooms - Page 2

Violation #16:	Restroom signage is mounted on the door and does not provide tactile characters or braille.
Standard:	**2010 ADAAG 216.2 Designations.**
Text:	Interior and exterior signs identifying permanent rooms and spaces shall comply with 703.1, 703.2, and 703.5. Where pictograms are provided the pictograms shall comply with 703.6 and shall have text descriptors complying with 703.2 and 703.5.
Possible Solutions:	Provide a new compliant sign and install on the latch side of the door.
Violation #16 Cost:	$525 Priority Level 6
Violation #17:	The restroom door only provides 22" clear width where 32" minimum is required.
Standard:	**2010 ADAAG 404.2.3 Door and Gate Clear Width.**
Text:	Door openings shall provide a clear width of 32 inches minimum. Clear openings of doorways with swinging doors shall be measured between the face of the door and the stop, with the door open 90 degrees.
Possible Solutions:	Replace door with unit that provides 32" minimum clear width.
Violation #17 Cost:	$2,625 Priority Level 2
Violation #18:	The restroom door only has a 10" maneuvering clearance on the pull side of the door.

ADDISON AIRPORT - 4666 Glenn Curtiss Drive

Restrooms - Page 3

Standard:	**2010 ADAAG 404.2.4.1 Swinging Doors and Gates.**
Text:	Swinging doors and gates shall have maneuvering clearances complying with Table 404.2.4.1.
Possible Solutions:	Swing door out. Price included under violation #17.
Violation #18 Cost:	$0 Priority Level 3
Violation #19:	The restroom does not include any accessible features and the room is not large enough to accommodate accessible fixtures and wheelchair turning space.
Standard:	**2010 ADAAG 213.2 Toilet Rooms and Bathing Rooms.**
Text:	Where toilet rooms are provided, each toilet room shall comply with 603. Where bathing rooms are provided, each bathing room shall comply with 603.
Possible Solutions:	Enlarge restroom to accommodate accessible water closet, lavatory and wheelchair turning space.
Violation #19 Cost:	$8,400 Priority Level 2
Violation #20:	There is a shower provided in the restroom that has no accessible features.
Standard:	**2010 ADAAG 213.2 Toilet Rooms and Bathing Rooms.**
Text:	Where bathing rooms are provided, each bathing room shall comply with 603.

ADDISON AIRPORT - 4666 Glenn Curtiss Drive

Restrooms - Page 4

Possible Solutions:	Enlarge restroom to accommodate accessible water closet, lavatory and wheelchair turning space. Cost include in violation #19.		
Violation #20 Cost:	$0	Priority	Level 2

		High Priority	1-4
Restrooms Total	$12,075	Medium Priority	5-8
		Low Priority	9-12

ADDISON AIRPORT
BUILDING REPORT

Facility Information: **Facility Name:** 4666 Glenn Curtiss Drive

Facility Contact: Lisa Pyles **Contact Phone:** 972-450-2878

Accessology Inspector Information:

Inspector: Karen Jackson **Date:** May 3, 2017

Email: Kjackson@accessology.com

Latitude: 32.969591 **Longitude:** -96.832838

Address: 4666 Glenn Curtiss Drive **City:** Addison **County:** Dallas

General Break Room Notes:

There is a break area serving this facility. It does not have an oven or cooktop.

Does the facility have a break room?	Yes
Is there a stove or cooktop?	No
Is there a sink?	Yes
Is the sink substantially compliant?	No
Are the counters at 34” aff?	No

Violation #21: The break room sink is 35-3/4" high where 34" maximum is required.

Standard: **2010 ADAAG 606.3 Lavatories and Sinks Height.**

Text: Lavatories and sinks shall be installed with the front of the higher of the rim or counter surface 34 inches maximum above the finish floor or ground.

Possible Solutions: Modify break room sink and counter to provide 34" maximum height.

Violation #21 Cost: $2,100 Priority Level 4

Violation #22: Breakroom sink faucets require grasping and twisting to operate.

ADDISON AIRPORT - 4666 Glenn Curtiss Drive

Break Rooms - Page 2

Standard:	**2010 ADAAG 606.4 Faucets.**
Text:	Controls for faucets shall comply with 309. Hand-operated metering faucets shall remain open for 10 seconds minimum.
Possible Solutions:	Replace faucet with lever style handles.
Violation #22 Cost:	$525
Priority	Level 4

		High Priority	1-4
Break Rooms Total	$2,625	Medium Priority	5-8
		Low Priority	9-12

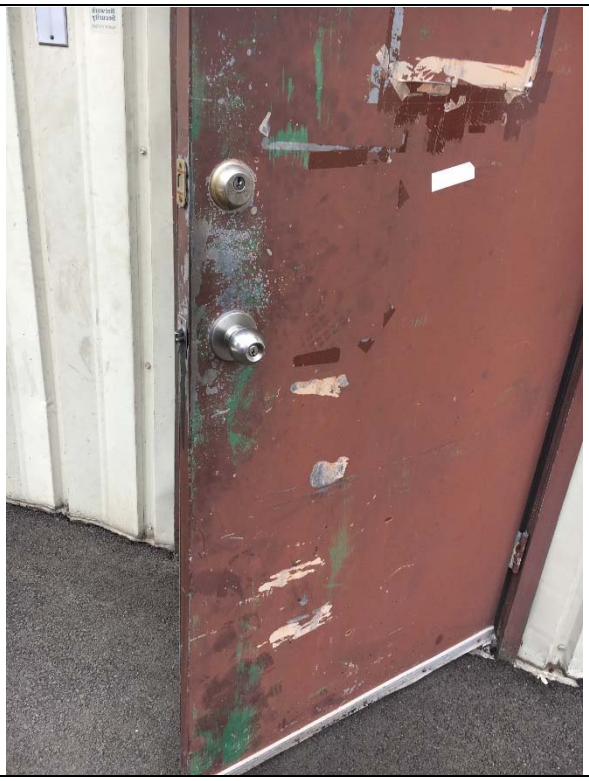
Summary Sheet for 4666 Glenn Curtiss Drive

4666 Glenn Curtiss Drive

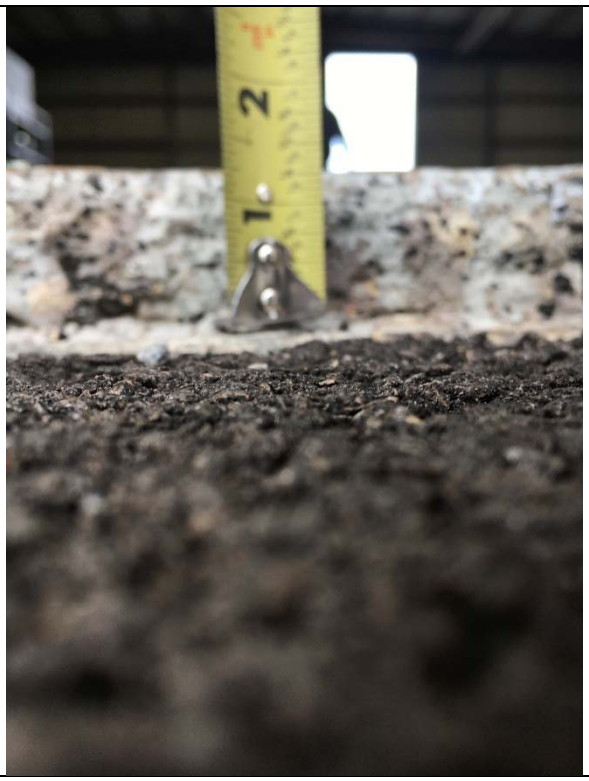
#	VIOLATION SUMMARY	PRIORITY LEVEL	COST
1	Provide one van accessible parking space, an access aisle and compliant signage.	Level 3	$3,150.00
2	Replace door hardware with lever style hardware.	Level 5	$525.00
3	Modify entrance to provide a transition no more than 1/4" high.	Level 3	$1,575.00
4	Replace door hardware with lever style hardware.	Level 5	$525.00
5	Replace door to achieve 32" minimum clear width and swing door outward.	Level 2	$2,625.00
6	Modify the door to provide 18" minimum clearance.	Level 4	$2,625.00
7	Replace door hardware with lever style hardware.	Level 5	$525.00
8	Modify entrance to provide a transition no more than 1/4" high.	Level 3	$1,575.00
9	Replace door to achieve 32" minimum clear width and swing door outward.	Level 3	$2,625.00
10	Modify entrance to provide a transition no more than 1/4" high.	Level 3	$1,575.00
11	Replace all knob hardware with lever hardware that doesn't require tight grasping or twisting to operate.	Level 5	$788.00
12	Replace door to achieve 32" minimum clear width and swing door outward.	Level 7	$2,625.00
13	Replace doors to achieve a 32" minimum opening.	Level 10	$2,625.00
14	Modify counter so it is no higher than 36" above finished floor.	Level 12	$1,575.00
15	Replace door hardware with lever type hardware.	Level 5	$525.00
16	Provide a new compliant sign and install on the latch side of the door.	Level 6	$525.00
17	Replace door with unit that provides 32" minimum clear width.	Level 2	$2,625.00
18	Swing door out. Price included under violation #17.	Level 3	$0.00
19	Enlarge restroom to accommodate accessible water closet, lavatory and wheelchair turning space.	Level 2	$8,400.00
20	Enlarge restroom to accommodate accessible water closet, lavatory and wheelchair turning space. Cost include in violation #19.	Level 2	$0.00
21	Modify break room sink and counter to provide 34" maximum height.	Level 4	$2,100.00
22	Replace faucet with lever style handles.	Level 4	$525.00

Grand Total	$39,638.00

Violation 1 - Four parking spaces serve this building, none of which are accessible.



Violation 2 - The main entrance door into the building has knob door hardware requiring grasping and twisting to operate.



Violation 3 - There is a 1-1/4" step to get into the building.

Violation 4 - The entrance door into the storage portion of the office pod has knob style door hardware requiring grasping and twisting to operate.

Violation 5 - The entrance door into the storage portion of the office pod only has a 30" opening.

Violation 6 - The door exiting from the storage portion of the office pod only has a 8-1/2" maneuvering clearance on the pull side.

Violation 7 - The entrance into the main portion of the office pod has door hardware that requires grasping and twisting to operate.

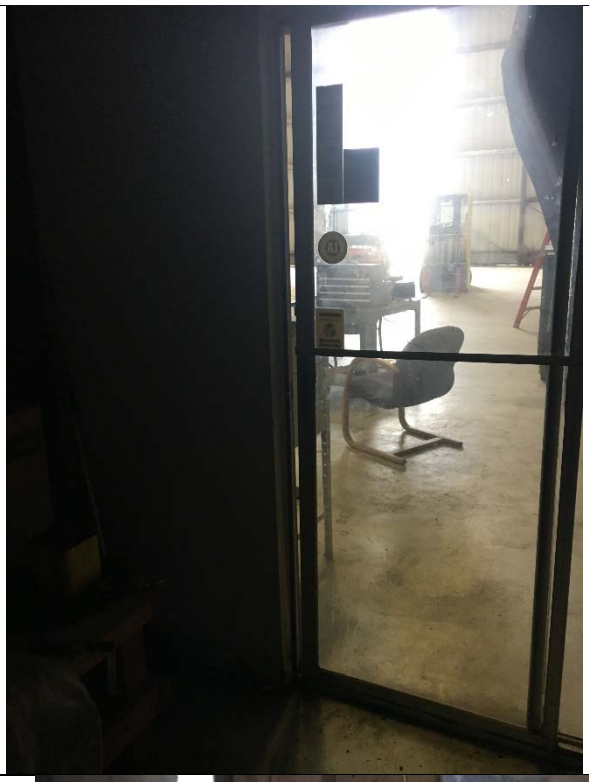
Violation 8 - The entrance into the main portion of the office pod requires a 1-1/2" step up to enter.

Violation 9 - The entrance door into the main portion of the office only has a 27" wide opening.

Violation 10 - The third entrance into the office pod has a 5/8" high change in level.

Violation 11 - Two doors inside the office pod have door knob hardware that requires grasping and twisting to operate.

Violation 12 - The entrance into the storage room has an opening of only 28" wide.



Violation 13 - Sliding glass doors exiting the storage room only have a 30" opening.

Violation 14 - There is a counter that is 38" to the top where 36" is the maximum allowed.

Violation 15 - The restroom door has knob style door hardware requiring grasping and twisting to operate.

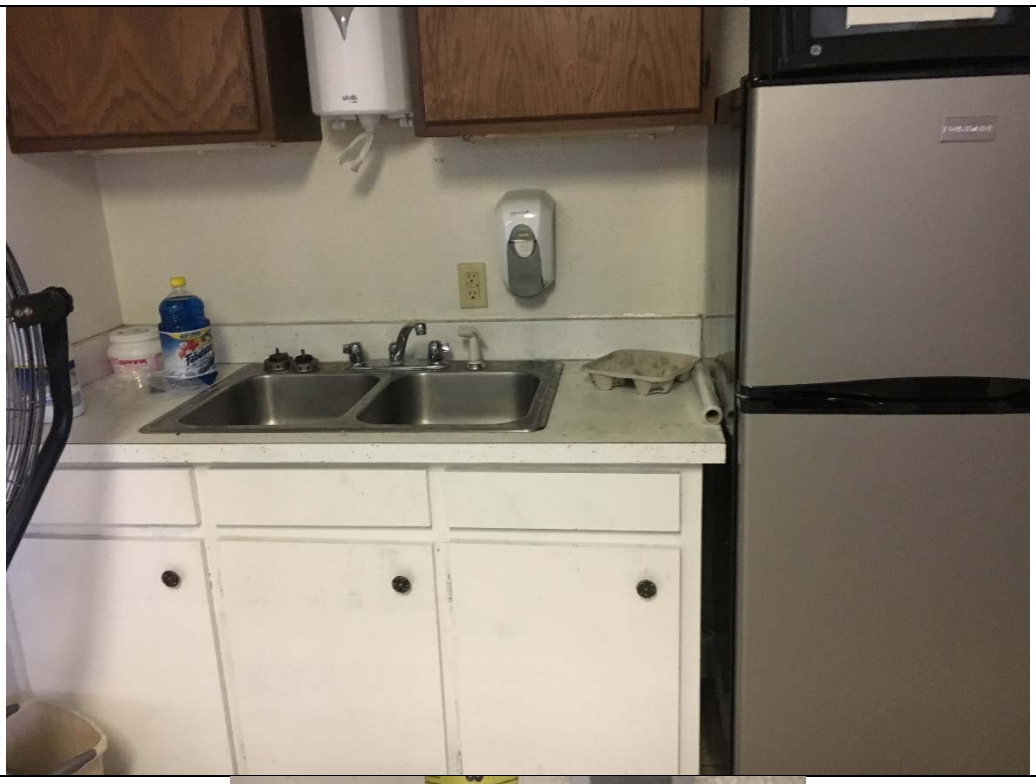
Violation 16 - Restroom signage is mounted on the door and does not provide tactile characters or braille.

Violation 17 - The restroom door only provides 22" clear width where 32" minimum is required.

Violation 18 - The restroom door only has a 10" maneuvering clearance on the pull side of the door.

Violation 19 - The restroom does not include any accessible features and the room is not large enough to accommodate accessible fixtures and wheelchair turning space.

Violation 20 - There is a shower provided in the restroom that has no accessible features.



Violation 21 - The break room sink is 35-3/4" high where 34" maximum is required.

Violation 22 - Breakroom sink faucets require grasping and twisting to operate.

ACCESSOLOGY

ADDISON AIRPORT
BUILDING REPORT

Facility Information: **Facility Name:** 4680 Glenn Curtiss Drive

Facility Contact: Lisa Pyles **Contact Phone:** 972-450-2878

Accessology Inspector Information:

Inspector: Karen Jackson **Date:** May 3, 2017

Email: Kjackson@accessology.com

Latitude: 32.969691 **Longitude:** -96.83246

Address: 4680 Glenn Curtiss Drive **City:** Addison **County:** Dallas

General Parking Notes:

There is a small parking lot serving the building and does not include any accessible parking spaces.

Total Parking Spaces:	8
Total Accessible Parking Spaces:	0
Number of van accessible spaces:	0
Is the accessible parking substantially compliant?	N/A

Violation #1: Eight parking spaces serve this building and none are accessible.

Standard: **2010 ADAAG 208.1 General.**

Text: Where parking spaces are provided, parking spaces shall be provided in accordance with 208.

Possible Solutions: Provide one van accessible parking space, an access aisle and compliant signage.

ADDISON AIRPORT - 4680 Glenn Curtiss Drive

Parking - Page 2

Violation #1 Cost:	$3,150	Priority	Level 3

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		High Priority	1-4
Parking Violations Total	$3,150	Medium Priority	5-8
		Low Priority	9-12

ADDISON AIRPORT
BUILDING REPORT

Facility Information: **Facility Name:** 4680 Glenn Curtiss Drive

Facility Contact: Lisa Pyles **Contact Phone:** 972-450-2878

Accessology Inspector Information:

Inspector: Karen Jackson **Date:** May 3, 2017

Email: Kjackson@accessology.com

Latitude: 32.969691 **Longitude:** -96.83246

Address: 4680 Glenn Curtiss Drive **City:** Addison **County:** Dallas

General Accessible Route Notes:

Accessible route to the front building entrance is substantially compliant.

Is the path of travel from accessible parking to building entrance compliant?	Yes
Does the path of travel serve all exterior amenities offered by the facility?	N/A
Is the path of travel from building entrances to all amenities served by the entrance substantially compliant?	N/A

Accessible Route Total $0

High Priority	1-4
Medium Priority	5-8
Low Priority	9-12

ADDISON AIRPORT
BUILDING REPORT

Facility Information: **Facility Name:** 4680 Glenn Curtiss Drive

Facility Contact: Lisa Pyles **Contact Phone:** 972-450-2878

Accessology Inspector Information:

Inspector: Karen Jackson **Date:** May 3, 2017

Email: Kjackson@accessology.com

Latitude: 32.969691 **Longitude:** -96.83246

Address: 4680 Glenn Curtiss Drive **City:** Addison **County:** Dallas

General Entrance Notes:

The main entrance door to the facility is not complaint.

Is the main entry door accessible?	No
Is there an alternate door that is accessible?	No
If so, does the inaccessible door have signage indicating the location of the nearest accessible door?	N/A

Violation #2: The entrance door into the building has knob door hardware requiring grasping and twisting to operate.

Standard: **2010 ADAAG 404.2.7 Door and Gate Hardware.**

Text: Handles, pulls, latches, locks, and other operable parts on doors and gates shall comply with 309.4.

Possible Solutions: Replace door hardware with lever style hardware.

Violation #2 Cost: $525 Priority Level 5

Violation #3: There is a 2-1/2" step to get into the building.

Standard: **2010 ADAAG 303.2 Vertical.**

ADDISON AIRPORT - 4680 Glenn Curtiss Drive

Entrance - Page 2

Text:	Changes in level of ¼ inch high maximum shall be permitted to be vertical.
Possible Solutions:	Modify entrance to provide a transition no more than 1/4" high.
Violation #3 Cost:	$1,575 Priority Level 3
Violation #4:	The door at the entrance into the office pod has knob style door hardware requiring grasping and twisting to operate.
Standard:	**2010 ADAAG 404.2.7 Door and Gate Hardware.**
Text:	Handles, pulls, latches, locks, and other operable parts on doors and gates shall comply with 309.4.
Possible Solutions:	Replace door hardware with lever style hardware.
Violation #4 Cost:	$525 Priority Level 5
Violation #5:	There is a 5" step up to enter the office pod.
Standard:	**2010 ADAAG 303.2 Vertical.**
Text:	Changes in level of ¼ inch high maximum shall be permitted to be vertical.
Possible Solutions:	Modify entrance to provide a transition no more than 1/4" high.

ADDISON AIRPORT - 4680 Glenn Curtiss Drive

Entrance - Page 3

Violation #5 Cost:	$1,575	Priority	Level 3

		High Priority	1-4
Entrance Total	$4,200	Medium Priority	5-8
		Low Priority	9-12

ADDISON AIRPORT
BUILDING REPORT

Facility Information: **Facility Name:** 4680 Glenn Curtiss Drive

Facility Contact: Lisa Pyles **Contact Phone:** 972-450-2878

Accessology Inspector Information:

Inspector: Karen Jackson **Date:** May 3, 2017

Email: Kjackson@accessology.com

Latitude: 32.969691 **Longitude:** -96.83246

Address: 4680 Glenn Curtiss Drive **City:** Addison **County:** Dallas

General Hallway Notes:

This facility does not have any hallways. It is an open warehouse with an office pod that is an open area with a storage room, a small restroom and no offices.

Does this facility have any hallways?	No
Do the doors have compliant hardware?	No
Do the doors have proper maneuvering clearances?	Yes
Is the hallway width at least 36” clear width?	N/A
Are visual strobes provided?	No
Are there any protruding objects?	No
Is the signage substantially compliant?	N/A

Violation #6: The two interior doors have door hardware that requires grasping and twisting to operate.

Standard: **2010 ADAAG 404.2.7 Door and Gate Hardware.**

Text: Handles, pulls, latches, locks, and other operable parts on doors and gates shall comply with 309.4.

Possible Solutions: Replace all knob hardware with lever hardware that doesn't require tight grasping or twisting to operate.

Violation #6 Cost: $1,050 Priority Level 5

ADDISON AIRPORT - 4680 Glenn Curtiss Drive

Hallway - Page 2

Violation #7:	The storage area has an opening of only 22" wide where a minimum of 32" wide opening is required.
Standard:	**2010 ADAAG 404.2.3 Door and Gate Clear Width.**
Text:	Door openings shall provide a clear width of 32 inches minimum. Clear openings of doorways with swinging doors shall be measured between the face of the door and the stop, with the door open 90 degrees.
Possible Solutions:	Replace door to achieve 32" minimum clear width and swing door outward.
Violation #7 Cost:	$2,625
Priority	Level 3

		High Priority	1-4
Hallway Total	$3,675	Medium Priority	5-8
		Low Priority	9-12

ADDISON AIRPORT
BUILDING REPORT

Facility Information: **Facility Name:** 4680 Glenn Curtiss Drive

Facility Contact: Lisa Pyles **Contact Phone:** 972-450-2878

Accessology Inspector Information:

Inspector: Karen Jackson **Date:** May 3, 2017

Email: Kjackson@accessology.com

Latitude: 32.969691 **Longitude:** -96.83246

Address: 4680 Glenn Curtiss Drive **City:** Addison **County:** Dallas

General Restroom Notes:

One restroom is provided in this building and it has no compliant features.

Is the door to the restroom substantially compliant?	No
Does the room have the required turning radius?	No
Is the water closet substantially compliant?	No
Does the water closet have the required clear floor space?	No
Is the lavatory substantially compliant?	No
Is the urinal substantially compliant?	N/A
Is the mirror substantially compliant?	N/A

Violation #8: The door to the restroom only has a 28" wide opening where a minimum of 32" wide opening is required.

Standard: **2010 ADAAG 404.2.3 Door and Gate Clear Width.**

Text: Door openings shall provide a clear width of 32 inches minimum. Clear openings of doorways with swinging doors shall be measured between the face of the door and the stop, with the door open 90 degrees.

Possible Solutions: Replace door. Ensure clear opening of 32 inches minimum

Violation #8 Cost: $2,625 Priority Level 4

ADDISON AIRPORT - 4680 Glenn Curtiss Drive

Restrooms - Page 2

Violation #9: The restroom does not include any accessible features and the room is not large enough to accommodate accessible fixtures and wheelchair turning space.

Standard: **2010 ADAAG 213.2 Toilet Rooms and Bathing Rooms.**

Text: Where toilet rooms are provided, each toilet room shall comply with 603. Where bathing rooms are provided, each bathing room shall comply with 603.

Possible Solutions: Enlarge restroom to accommodate accessible water closet, lavatory and wheelchair turning space.

Violation #9 Cost: $9,450 Priority Level 2

		High Priority	1-4
Restrooms Total	$12,075	Medium Priority	5-8
		Low Priority	9-12

Summary Sheet for 4680 Glenn Curtiss Drive

4680 Glenn Curtiss Drive

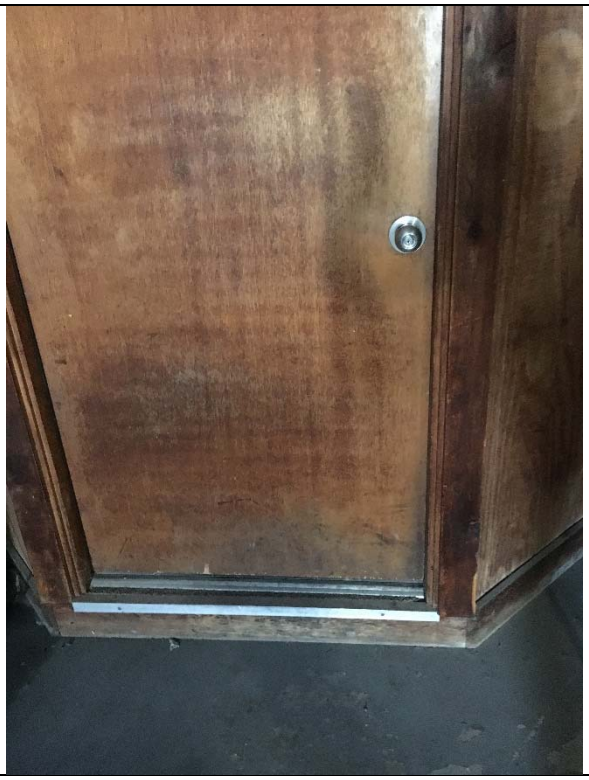
#	VIOLATION SUMMARY	PRIORITY LEVEL	COST
1	Provide one van accessible parking space, an access aisle and compliant signage.	Level 3	$3,150.00
2	Replace door hardware with lever style hardware.	Level 5	$525.00
3	Modify entrance to provide a transition no more than 1/4" high.	Level 3	$1,575.00
4	Replace door hardware with lever style hardware.	Level 5	$525.00
5	Modify entrance to provide a transition no more than 1/4" high.	Level 3	$1,575.00
6	Replace all knob hardware with lever hardware that doesn't require tight grasping or twisting to operate.	Level 5	$1,050.00
7	Replace door to achieve 32" minimum clear width and swing door outward.	Level 3	$2,625.00
8	Replace door. Ensure clear opening of 32 inches minimum	Level 4	$2,625.00
9	Enlarge restroom to accommodate accessible water closet, lavatory and	Level 2	$9,450.00

Grand Total	$23,100.00

Violation 1 – Eight parking spaces serve this building and none are accessible.

Violation 2 - The entrance door into the building has knob door hardware requiring grasping and twisting to operate.

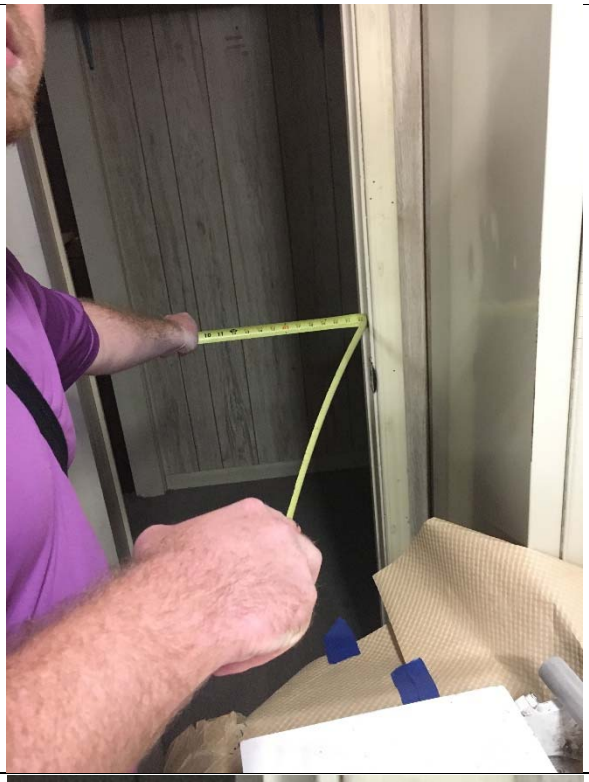
Violation 3 - There is a 2-1/2" step to get into the building.



Violation 4 - The door at the entrance into the office pod has knob style door hardware requiring grasping and twisting to operate.

Violation 5 - There is a 5" step up to enter the office pod.

Violation 6 - The two interior doors have door hardware that requires grasping and twisting to operate.



Violation 7 - The storage area has an opening of only 22" wide where a minimum of 32" wide opening is required.

Violation 8 - The door to the restroom only has a 28" wide opening where a minimum of 32" wide opening is required.

Violation 9 - The restroom does not include any accessible features and the room is not large enough to accommodate accessible fixtures and wheelchair turning space.

ACCESSOLOGY

ADDISON AIRPORT
BUILDING REPORT

Facility Information: **Facility Name:** 4553 Jimmy Doolittle Drive

Facility Contact: Lisa Pyles **Contact Phone:** 972-450-2878

Accessology Inspector Information:

Inspector: Karen Jackson **Date:** April 17, 2017

Email: Kjackson@accessology.com

Latitude: 32.967745 **Longitude:** -96.833895

Address: 4553 Jimmy Doolittle Drive **City:** Addison **County:** Dallas

General Parking Notes:

This is a multi-tenant building with no common area provided. The office area for each tenant is located on the second level.

Total Parking Spaces:	63
Total Accessible Parking Spaces:	0
Number of van accessible spaces:	0
Is the accessible parking substantially compliant?	N/A

Violation #1: There are no accessible parking spaces provided. Three (3) are required and should serve all tenants. At least one of the accessible space meets the requirements of a van accessible space.

Standard: **2010 ADAAG 208.1 General.**

Text: Where parking spaces are provided, parking spaces shall be provided in accordance with 208.

Possible Solutions: Provide three accessible parking spaces (one being van accessible), access aisles and compliant signage.

ADDISON AIRPORT - 4553 Jimmy Doolittle Drive

Parking - Page 2

Violation #1 Cost:	$5,250	Priority	Level 3

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		High Priority	1-4
Parking Violations Total	$5,250	Medium Priority	5-8
		Low Priority	9-12

ADDISON AIRPORT
BUILDING REPORT

Facility Information: **Facility Name:** 4553 Jimmy Doolittle Drive

Facility Contact: Lisa Pyles **Contact Phone:** 972-450-2878

Accessology Inspector Information:

Inspector: Karen Jackson **Date:** April 17, 2017

Email: Kjackson@accessology.com

Latitude: 32.967745 **Longitude:** -96.833895

Address: 4553 Jimmy Doolittle Drive **City:** Addison **County:** Dallas

General Accessible Route Notes:

Exterior accessible route to this facility is substantially compliant.

Is the path of travel from accessible parking to building entrance compliant?	N/A
Does the path of travel serve all exterior amenities offered by the facility?	N/A
Is the path of travel from building entrances to all amenities served by the entrance substantially compliant?	N/A

Accessible Route Total $0

High Priority	1-4
Medium Priority	5-8
Low Priority	9-12

ADDISON AIRPORT
BUILDING REPORT

Facility Information: **Facility Name:** 4553 Jimmy Doolittle Drive

Facility Contact: Lisa Pyles **Contact Phone:** 972-450-2878

Accessology Inspector Information:

Inspector: Karen Jackson **Date:** April 17, 2017

Email: Kjackson@accessology.com

Latitude: 32.967745 **Longitude:** -96.833895

Address: 4553 Jimmy Doolittle Drive **City:** Addison **County:** Dallas

General Entrance Notes:

The entrance into the hangar portion of this facility has an unstable surface.

Is the main entry door accessible?	N/A
Is there an alternate door that is accessible?	N/A
If so, does the inaccessible door have signage indicating the location of the nearest accessible door?	N/A

Violation #4: The entrance into the hangar requires travel over the door tracks which is not a stable surface.

Standard: **2010 ADAAG 302.1 Floor and Ground Surfaces General**

Text: The floor and ground surfaces shall be stable, firm, and slip resistant and shall comply with 302.

Possible Solutions: Provide an accessible route into the hangar.

Violation #4 Cost: $3,150 Priority Level 3

Entrance Total $3,150

High Priority	1-4
Medium Priority	5-8
Low Priority	9-12

ADDISON AIRPORT
BUILDING REPORT

Facility Information: **Facility Name:** 4553 Jimmy Doolittle Drive

Facility Contact: Lisa Pyles **Contact Phone:** 972-450-2878

Accessology Inspector Information:

Inspector: Karen Jackson **Date:** April 17, 2017
Email: Kjackson@accessology.com

Latitude: 32.967745 **Longitude:** -96.833895
Address: 4553 Jimmy Doolittle Drive **City:** Addison **County:** Dallas

General Accessible Route Notes:

Facility is a master lease with spaces leased out to multiple tenants. There is no common area provided in this building.

Is the path of travel from accessible parking to building entrance compliant?	N/A
Does the path of travel serve all exterior amenities offered by the facility?	N/A
Is the path of travel from building entrances to all amenities served by the entrance substantially compliant?	N/A

Violation #2: There is no accessible route to the 2nd floor of this facility.

Standard: **2010 ADAAG 206.2.3 Multi-Story Buildings and Facilities.**

Text: At least one accessible route shall connect each story and mezzanine in multi-story buildings and facilities.

Possible Solutions: Add a fully compliant elevator when needed to accommodate an employee if an accommodation can not be made in a more accessible location. Until the elevator is needed, it's a low priority.

Violation #5 Cost: $157,500 Priority Level 11

Violation #3: Stairs with open risers are provided for access to the 2nd floor of this facility.

Standard: **2010 ADAAG 504.3 Stairways. Open Risers.**

ADDISON AIRPORT - 4553 Jimmy Doolittle Drive

Accessible Route Interior - Page 2

Text:	Open risers are not permitted.		
Possible Solutions:	Modify stairs so they have solid risers.		
Violation #3 Cost:	$2,625.00	Priority	Level 7

		High Priority	1-4
Accessible Route Total	$160,125	Medium Priority	5-8
		Low Priority	9-12

ADDISON AIRPORT

BUILDING REPORT

Facility Information: **Facility Name:** 4553 Jimmy Doolittle Drive

Facility Contact: Lisa Pyles **Contact Phone:** 972-450-2878

Accessology Inspector Information:

Inspector: Karen Jackson **Date:** April 17, 2017

Email: Kjackson@accessology.com

Latitude: 32.967745 **Longitude:** -96.833895

Address: 4553 Jimmy Doolittle Drive **City:** Addison **County:** Dallas

General Hallway Notes:

This facility has a master lease with Plane Smart who subleses out the individual offices. There is not an interior common area provided. The hallway on the 2nd floor leads to individual offices.

Does this facility have any hallways?	Yes
Do the doors have compliant hardware?	No
Do the doors have proper maneuvering clearances?	Yes
Is the hallway width at least 36” clear width?	Yes
Are visual strobes provided?	N/A
Are there any protruding objects?	N/A
Is the signage substantially compliant?	N/A

Violation #5: The common hallway on the 2nd floor has 8 office doors with door hardware that requires grasping and twisting to operate.

Standard: **2010 ADAAG 404.2.7 Door and Gate Hardware.**

Text: Handles, pulls, latches, locks, and other operable parts on doors and gates shall comply with 309.4.

Possible Solutions: Replace all knob hardware with lever hardware that doesn't require tight grasping or twisting to operate.

ADDISON AIRPORT - 4553 Jimmy Doolittle Drive

Hallway - Page 2

Violation #5 Cost:	$3,150	Priority	Level 5

		High Priority	1-4
Hallway Total	$3,150	Medium Priority	5-8
		Low Priority	9-12

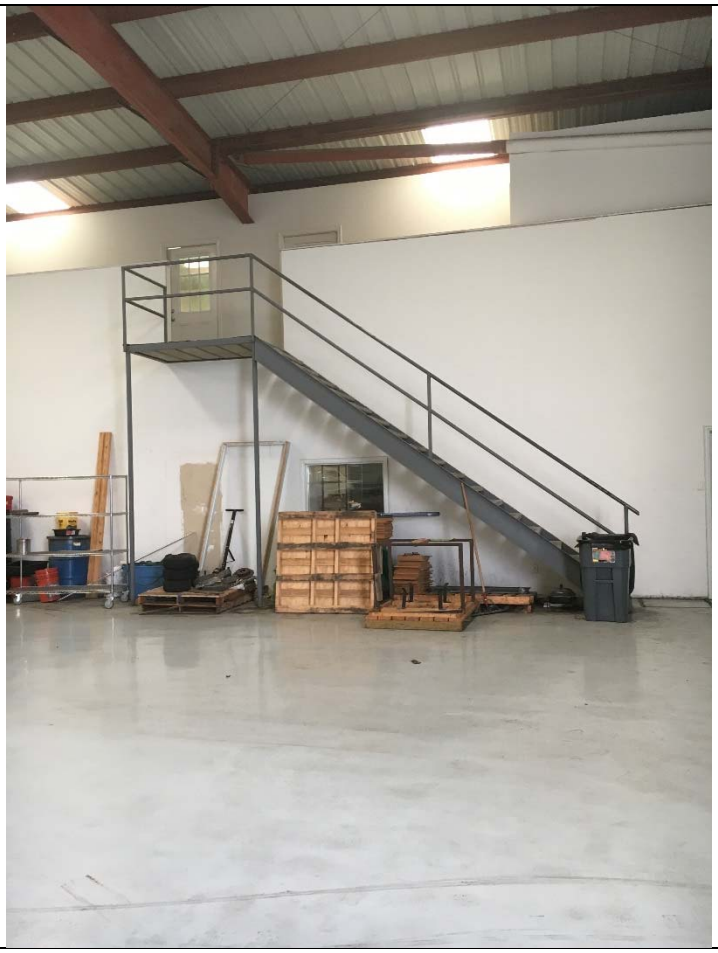
Summary Sheet for 4553 Jimmy Doolittle Drive

4553 Jimmy Doolittle Drive

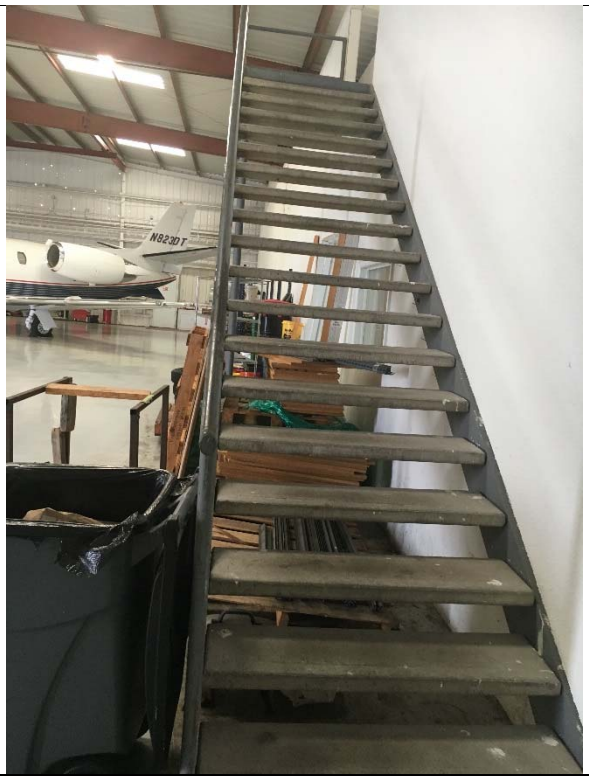
#	VIOLATION SUMMARY	PRIORITY LEVEL	COST
1	Provide three accessible parking spaces (one being van accessible), access aisles and compliant signage.	Level 3	$5,250.00
2	Provide an accessible route into the hangar.	Level 3	$3,150.00
3	Add a fully compliant elevator when needed to accommodate an employee if an accommodation can not be made in a more accessible location. Until the elevator is needed, it's a low priority.	Level 11	$157,500.00
4	Modify stairs so they have solid risers.	Level 7	$2,625.00
5	Replace all knob hardware with lever hardware that doesn't require tight grasping or twisting to operate.	Level 5	$3,150.00

Grand Total	$171,675.00

Violation 1 - There are no accessible parking spaces provided where three (3) are required, one of which is required to be van accessible

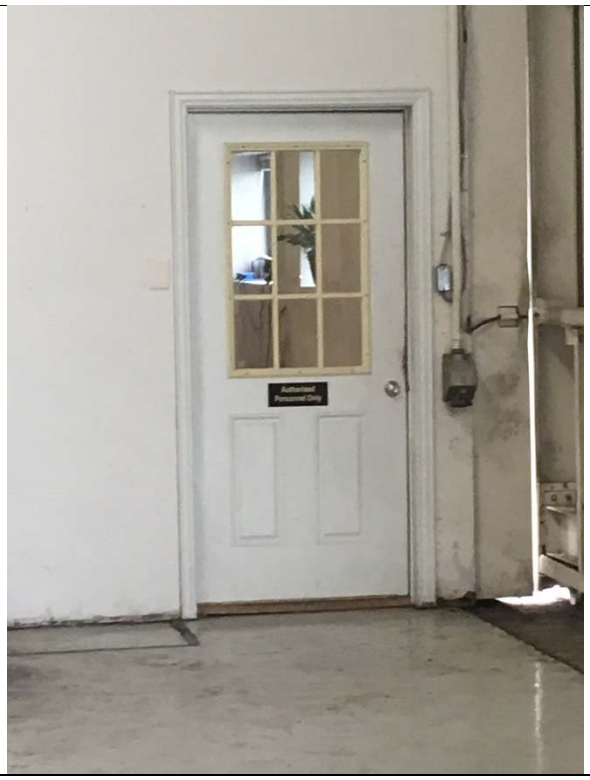


Violation 2 - There is no accessible route to the 2nd floor of this facility.



Violation 3 - Stairs with open risers are provided for access to the 2nd floor of this facility.

Violation 4 - The entrance into the hangar requires travel over the door tracks which is not a stable surface.



Violation 5 - The common hallway on the 2nd floor has 8 office doors with door hardware that requires grasping and twisting to operate.

ACCESSOLOGY

ADDISON AIRPORT
BUILDING REPORT

Facility Information: **Facility Name:** 4660 Jimmy Doolittle Drive

Facility Contact: Lisa Pyles **Contact Phone:** 972-450-2878

Accessology Inspector Information:

Inspector: Karen Jackson **Date:** April 17, 2017

Email: Kjackson@accessology.com

Latitude: 32.967365 **Longitude:** -96.832866

Address: 4660 Jimmy Doolittle Drive **City:** Addison **County:** Dallas

General Parking Notes:

There is a small parking lot serving this facility. The accessible parking is in compliance, however, no signage is provided to indicate accessible parking exists.

Total Parking Spaces:	7
Total Accessible Parking Spaces:	1
Number of van accessible spaces:	1
Is the accessible parking substantially compliant?	Yes

Violation #1: There is an accessible parking space, but no signage is provided.

Standard: **2010 ADAAG 502.6 Identification.**

Text: Signs identifying van parking spaces shall contain the designation “van accessible.” Signs shall be 60 inches minimum above the finish floor or ground surface measured to the bottom of the sign.

Possible Solutions: Add a Van Accessible parking sign.

ADDISON AIRPORT - 4660 Jimmy Doolittle Drive

Parking - Page 2

Violation #1 Cost:	$525	Priority	Level 7

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		High Priority	1-4
Parking Violations Total	$525	Medium Priority	5-8
		Low Priority	9-12

ADDISON AIRPORT
BUILDING REPORT

Facility Information: **Facility Name:** 4660 Jimmy Doolittle Drive

Facility Contact: Lisa Pyles **Contact Phone:** 972-450-2878

Accessology Inspector Information:

Inspector: Karen Jackson **Date:** April 17, 2017

Email: Kjackson@accessology.com

Latitude: 32.967365 **Longitude:** -96.832866

Address: 4660 Jimmy Doolittle Drive **City:** Addison **County:** Dallas

General Accessible Route Notes:

The accessible route to the building entrance is substantially compliant.

Is the path of travel from accessible parking to building entrance compliant?	Yes
Does the path of travel serve all exterior amenities offered by the facility?	N/A
Is the path of travel from building entrances to all amenities served by the entrance substantially compliant?	N/A

Accessible Route Total $0

High Priority	1-4
Medium Priority	5-8
Low Priority	9-12

ADDISON AIRPORT
BUILDING REPORT

Facility Information: **Facility Name:** 4660 Jimmy Doolittle Drive

Facility Contact: Lisa Pyles **Contact Phone:** 972-450-2878

Accessology Inspector Information:

Inspector: Karen Jackson **Date:** April 17, 2017

Email: Kjackson@accessology.com

Latitude: 32.967365 **Longitude:** -96.832866

Address: 4660 Jimmy Doolittle Drive **City:** Addison **County:** Dallas

General Entrance Notes:

The entrance door into the facility is substantially compliant.

Is the main entry door accessible?	Yes
Is there an alternate door that is accessible?	N/A
If so, does the inaccessible door have signage indicating the location of the nearest accessible door?	N/A

Entrance Total $0

High Priority	1-4
Medium Priority	5-8
Low Priority	9-12

ADDISON AIRPORT

BUILDING REPORT

Facility Information: **Facility Name:** 4660 Jimmy Doolittle Drive

Facility Contact: Lisa Pyles **Contact Phone:** 972-450-2878

Accessology Inspector Information:

Inspector: Karen Jackson **Date:** April 17, 2017

Email: Kjackson@accessology.com

Latitude: 32.967365 **Longitude:** -96.832866

Address: 4660 Jimmy Doolittle Drive **City:** Addison **County:** Dallas

General Hallway Notes:

This is a small facility with a couple of an open office area, one office and a unisex restroom.

Does this facility have any hallways?	Yes
Do the doors have compliant hardware?	No
Do the doors have proper maneuvering clearances?	Yes
Is the hallway width at least 36” clear width?	Yes
Are visual strobes provided?	No
Are there any protruding objects?	No
Is the signage substantially compliant?	No

Violation #2: The door into the Executive Offices has knob style door hardware requiring grasping and twisting to operate.

Standard: **2010 ADAAG 404.2.7 Door and Gate Hardware.**

Text: Handles, pulls, latches, locks, and other operable parts on doors and gates shall comply with 309.4.

Possible Solutions: Replace all knob hardware with lever hardware that doesn't require tight grasping or twisting to operate.

ADDISON AIRPORT - 4660 Jimmy Doolittle Drive

Hallway - Page 2

Violation #2 Cost:	$525	Priority	Level 5

		High Priority	1-4
Hallway Total	$525	Medium Priority	5-8
		Low Priority	9-12

ADDISON AIRPORT
BUILDING REPORT

Facility Information: **Facility Name:** 4660 Jimmy Doolittle Drive

Facility Contact: Lisa Pyles **Contact Phone:** 972-450-2878

Accessology Inspector Information:

Inspector: Karen Jackson **Date:** April 17, 2017

Email: Kjackson@accessology.com

Latitude: 32.967365 **Longitude:** -96.832866

Address: 4660 Jimmy Doolittle Drive **City:** Addison **County:** Dallas

General Restroom Notes:

There is one unisex restroom provided in this facility.

Is the door to the restroom substantially compliant?	Yes
Does the room have the required turning radius?	No
Is the water closet substantially compliant?	No
Does the water closet have the required clear floor space?	No
Is the lavatory substantially compliant?	No
Is the urinal substantially compliant?	N/A
Is the mirror substantially compliant?	No

Violation #3: The restroom sign provided is mounted on the face of the door and the door swing outward. Additionally, the signage does not have Braille or tactile characters.

Standard: **2010 ADAAG 216.2 Designations.**

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

Possible Solutions: Provide new compliant signage amd install it on the latch side of the door.

Violation #3 Cost: $525 Priority Level 5

ADDISON AIRPORT - 4660 Jimmy Doolittle Drive

Restrooms - Page 2

Violation #4:	The restroom is not large enough to accommodate accessible fixtures and a wheelchair turning space.
Standard:	**2010 ADAAG 213.2 Toilet Rooms and Bathing Rooms.**
Text:	Where toilet rooms are provided, each toilet room shall comply with 603. Where bathing rooms are provided, each bathing room shall comply with 603.
Possible Solutions:	Enlarge restroom to accommodate accessible water closet, lavatory and wheelchair turning space.
Violation #4 Cost:	$8,400 — Priority: Level 3
Violation #5:	The coat hook is mounted at 66" where 48" is the maximum allowed.
Standard:	**2010 ADAAG 308.3.1 Unobstructed.**
Text:	Where a clear floor or ground space allows a parallel approach to an element and the side reach is unobstructed, the high side reach shall be 48" max. and the low side reach shall be 15" min. above the finish floor.
Possible Solutions:	Lower coat hook so its at 48" above finished floor.
Violation #5 Cost:	$105 — Priority: Level 12

		High Priority	1-4
Restrooms Total	$9,030	Medium Priority	5-8
		Low Priority	9-12

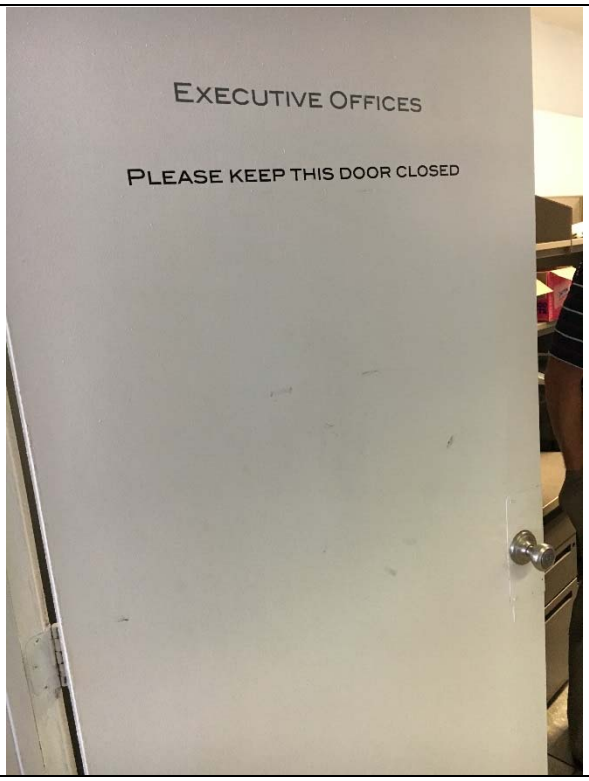
Summary Sheet for 4660 Jimmy Doolittle Drive

4660 Jimmy Doolittle Drive

#	VIOLATION SUMMARY	PRIORITY LEVEL	COST
1	Add a Van Accessible parking sign.	Level 7	$525.00
2	Replace all knob hardware with lever hardware that doesn't require tight grasping or twisting to operate.	Level 5	$525.00
3	Provide new compliant signage amd install it on the latch side of the door.	Level 5	$525.00
4	Enlarge restroom to accommodate accessible water closet, lavatory and wheelchair turning space.	Level 3	$8,400.00
5	Lower coat hook so its at 48" above finished floor.	Level 12	$105.00

Grand Total	$10,080.00

Violation 1 - There is an accessible parking space, but no signage is provided.



Violation 2 - The door into the Executive Offices has knob style door hardware requiring grasping and twisting to operate.

Violation 3 - The restroom sign provided is mounted on the face of the door and the door swing outward. Additionally, the signage does not have Braille or tactile characters.

Violation 4 - The restroom is not large enough to accommodate accessible fixtures and a wheelchair turning space.

Violation 5 - The coat hook is mounted at 66" where 48" is the maximum allowed.

ACCESSOLOGY

ADDISON AIRPORT
BUILDING REPORT

Facility Information: **Facility Name:** 4666 Jimmy Doolittle Drive

Facility Contact: Lisa Pyles **Contact Phone:** 972-450-2878

Accessology Inspector Information:

Inspector: Karen Jackson **Date:** April 17, 2017

Email: Kjackson@accessology.com

Latitude: 32.967488 **Longitude:** -96.832541

Address: 4666 Jimmy Doolittle Drive **City:** Addison **County:** Dallas

General Parking Notes:

There is a small parking lot serving this facility that does not have any accessible parking provided.

Total Parking Spaces:	14
Total Accessible Parking Spaces:	0
Number of van accessible spaces:	0
Is the accessible parking substantially compliant?	N/A

Violation #1: There are no accessible parking spaces provided to serve this facility.

Standard: **2010 ADAAG 208.1 General.**

Text: Where parking spaces are provided, parking spaces shall be provided in accordance with 208.

Possible Solutions: Provide one van accessible parking space, an access aisle and compliant signage.

ADDISON AIRPORT - 4666 Jimmy Doolittle Drive

Parking - Page 2

Violation #1 Cost:	$3,675	Priority	Level 3

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		High Priority	1-4
Parking Violations Total	$3,675	Medium Priority	5-8
		Low Priority	9-12

ADDISON AIRPORT
BUILDING REPORT

Facility Information: **Facility Name:** 4666 Jimmy Doolittle Drive

Facility Contact: Lisa Pyles **Contact Phone:** 972-450-2878

Accessology Inspector Information:

Inspector: Karen Jackson **Date:** April 17, 2017

Email: Kjackson@accessology.com

Latitude: 32.967488 **Longitude:** -96.832541

Address: 4666 Jimmy Doolittle Drive **City:** Addison **County:** Dallas

General Accessible Route Notes:

The accessible route to the building is substantially compliant.

Is the path of travel from accessible parking to building entrance compliant?	Yes
Does the path of travel serve all exterior amenities offered by the facility?	N/A
Is the path of travel from building entrances to all amenities served by the entrance substantially compliant?	N/A

Accessible Route Total $0

High Priority	1-4
Medium Priority	5-8
Low Priority	9-12

ADDISON AIRPORT
BUILDING REPORT

Facility Information: **Facility Name:** 4666 Jimmy Doolittle Drive

Facility Contact: Lisa Pyles **Contact Phone:** 972-450-2878

Accessology Inspector Information:

Inspector: Karen Jackson **Date:** April 17, 2017

Email: Kjackson@accessology.com

Latitude: 32.967488 **Longitude:** -96.832541

Address: 4666 Jimmy Doolittle Drive **City:** Addison **County:** Dallas

General Entrance Notes:

There is no accessible entrance into this facility.

Is the main entry door accessible?	No
Is there an alternate door that is accessible?	No
If so, does the inaccessible door have signage indicating the location of the nearest accessible door?	N/A

Violation #2: Entrance door has a 1-1/2" step up then another 4-5/16" step to enter the building.

Standard: **2010 ADAAG 303.2 Vertical.**

Text: Changes in level of ¼ inch high maximum shall be permitted to be vertical.

Possible Solutions: Modify entrance to achieve an accessible entrance into the building.

Violation #2 Cost: $2,625 Priority Level 3

Violation #3: The entrance door handle is mounted at 56" above finished floor.

Standard: **2010 ADAAG 404.2.7 Door and Gate Hardware**

ADDISON AIRPORT - 4666 Jimmy Doolittle Drive

Entrance - Page 2

Text:	Operable parts of such hardware shall be 34 inches minimum and 48 inches maximum above the finish floor or ground.
Possible Solutions:	Lower door hardware so it is no higher than 48" above the ground surface.
Violation #3 Cost:	$105 Priority Level 6
Violation #4:	The route into the hangar has a change in level greater than 1/4".
Standard:	**2010 ADAAG 303.2 Vertical.**
Text:	Changes in level of ¼ inch high maximum shall be permitted to be vertical.
Possible Solutions:	Modify entrance to achieve an accessible entrance into the building.
Violation #4 Cost:	$1,575 Priority Level 4
Violation #5:	The entrance door into the office pod has door hardware that requires grasping and twisting to operate.
Standard:	**2010 ADAAG 404.2.7 Door and Gate Hardware.**
Text:	Handles, pulls, latches, locks, and other operable parts on doors and gates shall comply with 309.4.
Possible Solutions:	Replace with lever style door hardware.

ADDISON AIRPORT - 4666 Jimmy Doolittle Drive

Entrance - Page 3

Violation #5 Cost:	$525	Priority	Level 5

		High Priority	1-4
Entrance Total	$4,830	Medium Priority	5-8
		Low Priority	9-12

ADDISON AIRPORT
BUILDING REPORT

Facility Information: **Facility Name:** 4666 Jimmy Doolittle Drive

Facility Contact: Lisa Pyles **Contact Phone:** 972-450-2878

Accessology Inspector Information:

Inspector: Karen Jackson **Date:** April 17, 2017

Email: Kjackson@accessology.com

Latitude: 32.967488 **Longitude:** -96.832541

Address: 4666 Jimmy Doolittle Drive **City:** Addison **County:** Dallas

General Restroom Notes:

There is a small restroom located in the office pod that appears to be abandoned. The restroom has no compliant features.

Is the door to the restroom substantially compliant?	No
Does the room have the required turning radius?	No
Is the water closet substantially compliant?	No
Does the water closet have the required clear floor space?	No
Is the lavatory substantially compliant?	No
Is the urinal substantially compliant?	N/A
Is the mirror substantially compliant?	N/A

Violation #6: The door leading into the restroom does not have a 32" wide opening.

Standard: **2010 ADAAG 404.2.3 Door and Gate Clear Width.**

Text: Door openings shall provide a clear width of 32 inches minimum. Clear openings of doorways with swinging doors shall be measured between the face of the door and the stop, with the door open 90 degrees.

Possible Solutions: Replace door with unit that provides 32" minimum clear width.

Violation #6 Cost: $2,625 Priority Level 3

ADDISON AIRPORT - 4666 Jimmy Doolittle Drive

Restrooms - Page 2

Violation #7: The restroom does not include any accessible fixtures. The restroom is not large enough to accommodate accessible fixtures and wheelchair turning space.

Standard: **2010 ADAAG 213.2 Toilet Rooms and Bathing Rooms.**

Text: Where toilet rooms are provided, each toilet room shall comply with 603. Where bathing rooms are provided, each bathing room shall comply with 603.

Possible Solutions: Enlarge restroom to accommodate accessible water closet, lavatory and wheelchair turning space.

Violation #7 Cost: $7,350 Priority Level 3

		High Priority	1-4
Restrooms Total	$9,975	Medium Priority	5-8
		Low Priority	9-12

Summary Sheet for 4666 Jimmy Doolittle Drive

4666 Jimmy Doolittle Drive

#	VIOLATION SUMMARY	PRIORITY LEVEL	COST
1	Provide one van accessible parking space, an access aisle and compliant signage.	Level 3	$3,675.00
2	Modify entrance to achieve an accessible entrance into the building.	Level 3	$2,625.00
3	Lower door hardware so it is no higher than 48" above the ground surface.	Level 6	$105.00
4	Modify entrance to achieve an accessible entrance into the building.	Level 4	$1,575.00
5	Replace with lever style door hardware.	Level 5	$525.00
6	Replace door with unit that provides 32" minimum clear width.	Level 3	$2,625.00
7	Enlarge restroom to accommodate accessible water closet, lavatory and wheelchair turning space.	Level 3	$7,350.00

Grand Total	$18,480.00

Violation 1 - There are no accessible parking spaces provided to serve this facility.

4666

STANLEY

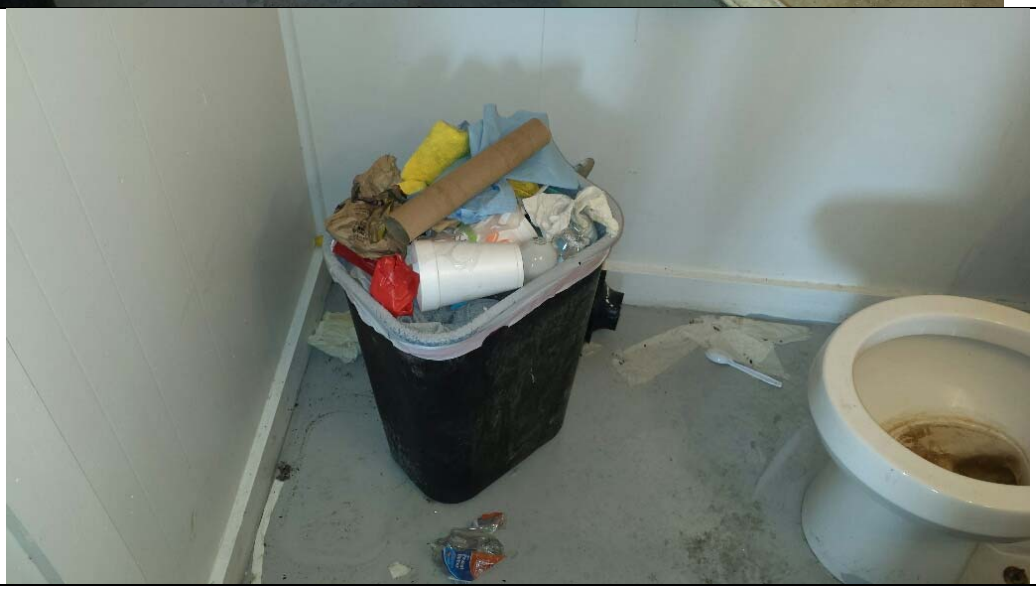
Violation 2 - Entrance door has a 1-1/2" step up then another 4-5/16" step to enter the building.

Violation 3 - The entrance door handle is mounted at 56" above finished floor.

Violation 4 - The route into the hangar has a change in level greater than 1/4".

Violation 5 - The entrance door into the office pod has door hardware that requires grasping and twisting to operate.

Violation 6 - The door leading into the restroom does not have a 32" wide opening.



Violation 7 - The restroom does not include any accessible fixtures. The restroom is not large enough to accommodate accessible fixtures and wheelchair turning space.

ACCESSOLOGY

ADDISON AIRPORT
BUILDING REPORT

Facility Information: **Facility Name:** Pilot Lounge North

Facility Contact: Lisa Pyles **Contact Phone:** 972-450-2878

Accessology Inspector Information:

Inspector: Karen Jackson **Date:** April 17, 2017

Email: Kjackson@accessology.com

Latitude: 32.967759 **Longitude:** -96.833104

Address: 4551 Jimmy Doolittle Drive **City:** Addison **County:** Dallas

General Parking Notes:

There is a small parking area provided directly in front of the building.

Total Parking Spaces:	2
Total Accessible Parking Spaces:	1
Number of van accessible spaces:	1
Is the accessible parking substantially compliant?	No

Violation #1: The accessible parking space is only 106" wide with an access aisle that is only 48" wide.

Standard: **2010 ADAAG 502.2 Vehicle Spaces.**

Text: Van parking spaces shall be 132" wide min., shall be marked to define the width, and shall have an adjacent access aisle complying with 502.3. Van parking spaces shall be permitted to be 96" wide min. where the access aisle is 96" wide min.

ADDISON AIRPORT - Pilot Lounge North

Parking - Page 2

Possible Solutions:	Restripe parking to provide a van accessible space that is 96" wide with an access aisle that is 96" wide.		
Violation #1 Cost:	$2,100	Priority	Level 3
Violation #2:	There is no parking signage provided.		
Standard:	**2010 ADAAG 502.6 Parking Spaces Identification.**		
Text:	Signs identifying van parking spaces shall contain the designation "van accessible." Signs shall be 60 inches minimum above the finish floor or ground surface measured to the bottom of the sign.		
Possible Solutions:	Provide "van accessible" parking sign at 60" minimum high to the bottom of the sign.		
Violation #2 Cost:	$525	Priority	Level 5

		High Priority	1-4
Parking Violations Total	$2,625	Medium Priority	5-8
		Low Priority	9-12

ADDISON AIRPORT
BUILDING REPORT

Facility Information: **Facility Name:** Pilot Lounge North

Facility Contact: Lisa Pyles **Contact Phone:** 972-450-2878

Accessology Inspector Information:

Inspector: Karen Jackson **Date:** April 17, 2017

Email: Kjackson@accessology.com

Latitude: 32.967759 **Longitude:** -96.833104

Address: 4551 Jimmy Doolittle Drive **City:** Addison **County:** Dallas

General Accessible Route Notes:

The accessible route to the building is substantially compliant.

Is the path of travel from accessible parking to building entrance compliant?	N/A
Does the path of travel serve all exterior amenities offered by the facility?	N/A
Is the path of travel from building entrances to all amenities served by the entrance substantially compliant?	N/A

Accessible Route Total $0

High Priority	1-4
Medium Priority	5-8
Low Priority	9-12

ADDISON AIRPORT
BUILDING REPORT

Facility Information: **Facility Name:** Pilot Lounge North

Facility Contact: Lisa Pyles **Contact Phone:** 972-450-2878

Accessology Inspector Information:

Inspector: Karen Jackson **Date:** April 17, 2017

Email: Kjackson@accessology.com

Latitude: 32.967759 **Longitude:** -96.833104

Address: 4551 Jimmy Doolittle Drive **City:** Addison **County:** Dallas

General Entrance Notes:

The entrance into the building is not compliant.

Is the main entry door accessible?	No
Is there an alternate door that is accessible?	N/A
If so, does the inaccessible door have signage indicating the location of the nearest accessible door?	N/A

Violation #3: The landing at the entrance has a 7.1% running slope.

Standard: **2010 ADAAG 404.2.4.4 Floor or Ground Surface.**

Text: Floor or ground surface within required maneuvering clearances shall comply with 302. Changes in level are not permitted. EXCEPTIONS: Slopes not steeper than 1:48 shall be permitted.

Possible Solutions: Remove and replace landing to achieve slopes no greater than 1:48 in all directions.

Violation #3 Cost: $2,100 Priority Level 3

Entrance Total $2,100

High Priority	1-4
Medium Priority	5-8
Low Priority	9-12

ADDISON AIRPORT
BUILDING REPORT

Facility Information: **Facility Name:** Pilot Lounge North

Facility Contact: Lisa Pyles **Contact Phone:** 972-450-2878

Accessology Inspector Information:

Inspector: Karen Jackson **Date:** April 17, 2017
Email: Kjackson@accessology.com

Latitude: 32.967759 **Longitude:** -96.833104
Address: 4551 Jimmy Doolittle Drive **City:** Addison **County:** Dallas

General Restroom Notes:

There is one single user restroom provided in this facility.

Is the door to the restroom substantially compliant?	Yes
Does the room have the required turning radius?	Yes
Is the water closet substantially compliant?	No
Does the water closet have the required clear floor space?	No
Is the lavatory substantially compliant?	No
Is the urinal substantially compliant?	N/A
Is the mirror substantially compliant?	No

Violation #4: Restroom door hardware requires grasping and twisting of the wrist to operate.

Standard: **2010 ADAAG 404.2.7 Door and Gate Hardware.**

Text: Handles, pulls, latches, locks, and other operable parts on doors and gates shall comply with 309.4.

Possible Solutions: Replace hardware with lever style door hardware.

Violation #4 Cost: $525 Priority Level 5

Violation #5: Restroom signage is mounted on the door.

ADDISON AIRPORT - Pilot Lounge North

Restrooms - Page 2

Standard:	**2010 ADAAG 703.4.2 Location.**
Text:	Where a tactile sign is provided at a door, the sign shall be located alongside the door at the latch side.
Possible Solutions:	Relocate signage to the latch side of the door.
Violation #5 Cost:	$525 Priority Level 6
Violation #6:	The lavatory encroaches on the required clear floor space for the water closet.
Standard:	**2010 ADAAG 604.3.1 Size.**
Text:	Clearance around a water closet shall be 60 inches minimum measured perpendicular from the side wall and 56 inches minimum measured perpendicular from the rear wall.
Possible Solutions:	Modify restroom to provide the required clear floor space for each element.
Violation #6 Cost:	$5,250 Priority Level 5
Violation #7:	The flush control is mounted on the closed side.
Standard:	**2010 ADAAG 604.6 Flush Controls.**
Text:	Flush controls shall be located on the open side of the water closet.
Possible Solutions:	Replace flush valve to the approach side.

ADDISON AIRPORT - Pilot Lounge North

Restrooms - Page 3

Violation #7 Cost:	$525	Priority	Level 5
Violation #8:	The centerline of the water closet is at 21-1/2".		
Standard:	**2010 ADAAG 604.2 Location.**		
Text:	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 minimum to 18 inches maximum from the side wall or partition,		
Possible Solutions:	Re-mount water closet so the centerline is between 16"-18".		
Violation #8 Cost:	$2,100	Priority	Level 5
Violation #9:	The rear grab bar is not mounted in the proper location.		
Standard:	**2010 ADAAG 604.5.2 Rear Wall.**		
Text:	The rear wall grab bar shall be 36 inches long minimum and extend from the centerline of the water closet 12 inches minimum on one side and 24 inches minimum on the other side.		
Possible Solutions:	Relocate grab bar.		
Violation #9 Cost:	$525	Priority	Level 6
Violation #10:	The toilet paper dispenser is mounted 9-1/2" above the grab bar where a minimum of 12" is required.		
Standard:	**2010 ADAAG 609.3 Spacing.**		

ADDISON AIRPORT - Pilot Lounge North

Restrooms - Page 4

Text:	The space between the grab bar and projecting objects below and at the ends shall be 1½ inches minimum. The space between the grab bar and projecting objects above shall be 12 inches minimum.
Possible Solutions:	Remount toilet paper dispenser either 12" minimum above the grab bar or 1-1/2" minimum below the grab bar.
Violation #10 Cost:	$525 Priority Level 6
Violation #11:	The lavatory pipes are not protected from contact.
Standard:	**2010 ADAAG 606.5 Exposed Pipes and Surfaces.**
Text:	Water supply and drain pipes under lavatories and sinks shall be insulated or otherwise configured to protect against contact. There shall be no sharp or abrasive surfaces under lavatories and sinks.
Possible Solutions:	Provide protection at the exposed drains and water lines under the lavatories.
Violation #11 Cost:	$105 Priority Level 5
Violation #12:	The mirror is mounted with the bottom of the reflective surface at 44-1/2" above finished floor.
Standard:	**2010 ADAAG 603.3 Mirrors.**
Text:	Mirrors located above lavatories or countertops shall be installed with the bottom edge of the reflecting surface 40 inches maximum above the finish floor or ground.

ADDISON AIRPORT - Pilot Lounge North

Restrooms - Page 5

Possible Solutions:	Lower mirror so the bottom reflective surface is no higher than 40" above finished floor.		
Violation #12 Cost:	$525	Priority	Level 8

		High Priority	1-4
Restrooms Total	$10,605	Medium Priority	5-8
		Low Priority	9-12

Summary Sheet for Pilot Lounge North

Pilot Lounge North

#	VIOLATION SUMMARY	PRIORITY LEVEL	COST
1	Restripe parking to provide a van accessible space that is 96" wide with an access aisle that is 96" wide.	Level 3	$2,100.00
2	Provide "van accessible" parking sign at 60" minimum high to the bottom of the sign.	Level 5	$525.00
3	Remove and replace landing to achieve slopes no greater than 1:48 in all directions.	Level 3	$2,100.00
4	Replace hardware with lever style door hardware.	Level 5	$525.00
5	Relocate signage to the latch side of the door.	Level 6	$525.00
6	Modify restroom to provide the required clear floor space for each element.	Level 5	$5,250.00
7	Replace flush valve to the approach side.	Level 5	$525.00
8	Re-mount water closet so the centerline is between 16"-18".	Level 5	$2,100.00
9	Relocate grab bar.	Level 6	$525.00
10	Remount toilet paper dispenser either 12" minimum above the grab bar or 1-1/2" minimum below the grab bar.	Level 6	$525.00
11	Provide protection at the exposed drains and water lines under the lavatories.	Level 5	$105.00
12	Lower mirror so the bottom reflective surface is no higher than 40" above finished floor.	Level 8	$525.00

Grand Total	$15,330.00

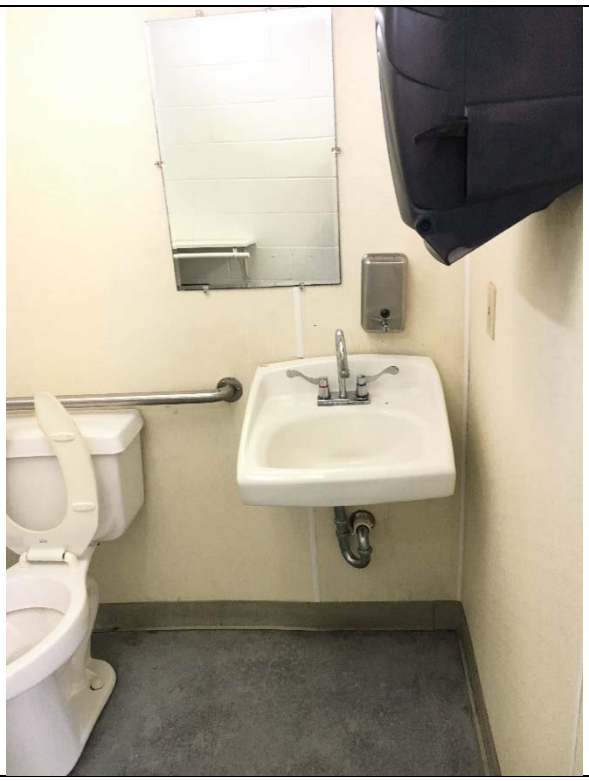
Violation 1 - The accessible parking space is only 106" wide with an access aisle that is only 48" wide.

Violation 2 - There is no parking signage provided.

Violation 3 - The landing at the entrance has a 7.1% running slope.

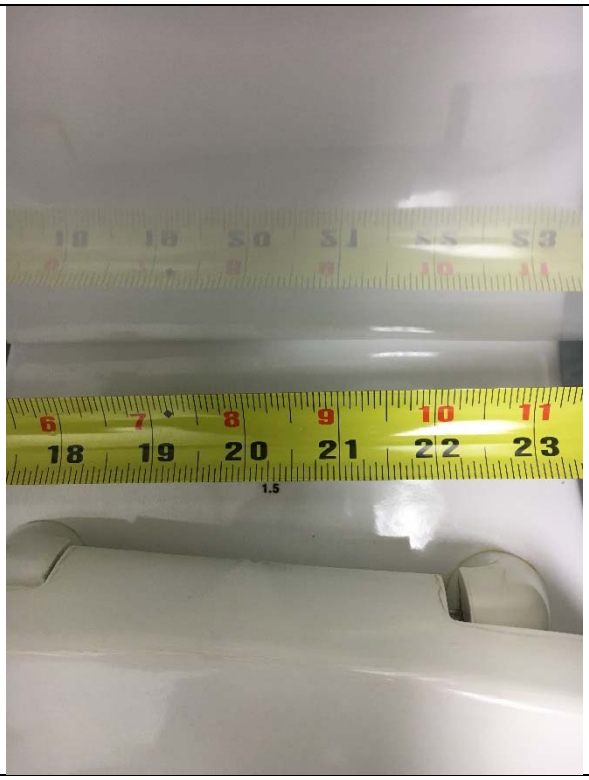
Violation 4 - Restroom door hardware requires grasping and twisting of the wrist to operate.

Violation 5 - Restroom signage is mounted on the door.



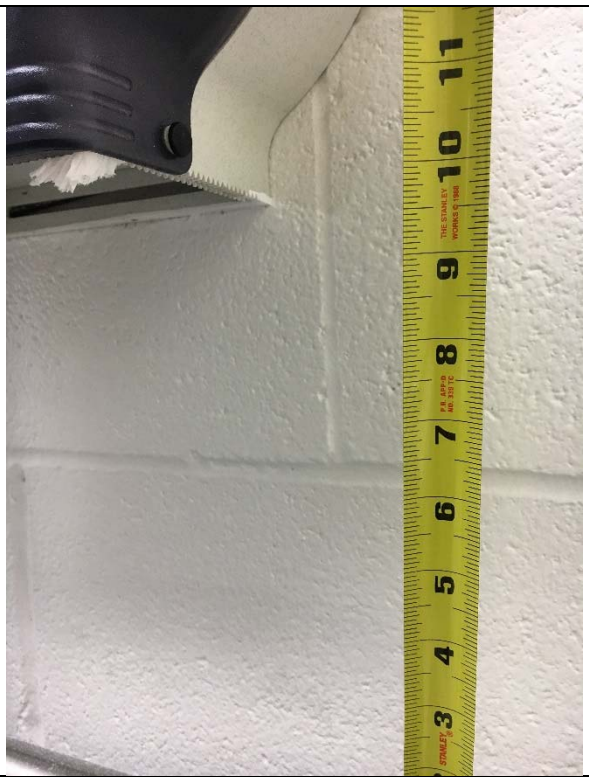
Violation 6 - The lavatory encroaches on the required clear floor space for the water closet.

Violation 7 - The flush control is mounted on the closed side.



Violation 8 - The centerline of the water closet is at 21-1/2".

Violation 9 - The rear grab bar is not mounted in the proper location.



Violation 10 - The toilet paper dispenser is mounted 9-1/2" above the grab bar where a minimum of 12" is required.

Violation 11 - The lavatory pipes are not protected from contact.

Violation 12 - The mirror is mounted with the bottom of the reflective surface at 44-1/2" above finished floor.

ACCESSOLOGY

ADDION AIRPORT
BUILDING REPORT

Facility Information:

Facility Name: Pilot Lounge West

Facility Contact: Lisa Pyles

Contact Phone: 972-450-2878

Accessology Inspector Information:

Inspector: Karen Jackson

Date: April 17, 2017

Email: Kjackson@accessology.com

Latitude: 32.959194

Longitude: -96.837615

Address: 4550 Richard Byrd

City: Addison

County: Dallas

General Parking Notes:

There is no parking associated with this building.

Total Parking Spaces:	N/A
Total Accessible Parking Spaces:	N/A
Number of van accessible spaces:	N/A
Is the accessible parking substantially compliant?	N/A

Parking Violations Total $0

High Priority	1-4
Medium Priority	5-8
Low Priority	9-12

ADDION AIRPORT
BUILDING REPORT

Facility Information: **Facility Name:** Pilot Lounge West

Facility Contact: Lisa Pyles **Contact Phone:** 972-450-2878

Accessology Inspector Information:

Inspector: Karen Jackson **Date:** April 17, 2017

Email: Kjackson@accessology.com

Latitude: 32.959194 **Longitude:** -96.837615

Address: 4550 Richard Byrd **City:** Addison **County:** Dallas

General Accessible Route Notes:

Route to building is substantially compliant.

Is the path of travel from accessible parking to building entrance compliant?	Yes
Does the path of travel serve all exterior amenities offered by the facility?	N/A
Is the path of travel from building entrances to all amenities served by the entrance substantially compliant?	N/A

Accessible Route Total $0

High Priority	1-4
Medium Priority	5-8
Low Priority	9-12

ADDION AIRPORT
BUILDING REPORT

Facility Information: **Facility Name:** Pilot Lounge West

Facility Contact: Lisa Pyles **Contact Phone:** 972-450-2878

Accessology Inspector Information:

Inspector: Karen Jackson **Date:** April 17, 2017

Email: Kjackson@accessology.com

Latitude: 32.959194 **Longitude:** -96.837615

Address: 4550 Richard Byrd **City:** Addison **County:** Dallas

General Entrance Notes:

This is a stand alone restroom building with an open area and a restroom.

Is the main entry door accessible?	No
Is there an alternate door that is accessible?	No
If so, does the inaccessible door have signage indicating the location of the nearest accessible door?	N/A

Violation #1: There is a 1-1/4" threshold at the entrance door.

Standard: **2010 ADAAG 404.2.5 Thresholds.**

Text: Thresholds, if provided at doorways, shall be 1/2 inch high maximum. Raised thresholds and changes in level at doorways shall comply with 302 and 303.

Possible Solutions: Modify threshold.

Violation #1 Cost: $525 Priority Level 4

Entrance Total $525

High Priority	1-4
Medium Priority	5-8
Low Priority	9-12

ADDION AIRPORT
BUILDING REPORT

Facility Information: **Facility Name:** Pilot Lounge West

Facility Contact: Lisa Pyles **Contact Phone:** 972-450-2878

Accessology Inspector Information:

Inspector: Karen Jackson **Date:** April 17, 2017

Email: Kjackson@accessology.com

Latitude: 32.959194 **Longitude:** -96.837615

Address: 4550 Richard Byrd **City:** Addison **County:** Dallas

General Restroom Notes:

This is a stand alone restroom building with an open area and a single user restroom.

Is the door to the restroom substantially compliant?	No
Does the room have the required turning radius?	Yes
Is the water closet substantially compliant?	No
Does the water closet have the required clear floor space?	No
Is the lavatory substantially compliant?	No
Is the urinal substantially compliant?	N/A
Is the mirror substantially compliant?	No

Violation #2: The restroom door has door hardware that requires grasping and twisting to operate.

Standard: **2010 ADAAG 404.2.7 Door and Gate Hardware.**

Text: Handles, pulls, latches, locks, and other operable parts on doors and gates shall comply with 309.4.

Possible Solutions: Replace hardware with lever type hardware.

Violation #2 Cost: $525 Priority Level 5

ADDION AIRPORT - Pilot Lounge West

Restrooms - Page 2

Violation #3: The lavatory is mounted at 35-1/2" to the counter and toe and knee clearance is not provided.

Standard: **2010 ADAAG 606.3 Height.**
2010 ADAAG 606.2 Clear Floor Space.

Text: **2010 ADAAG 606.3 Height.** Lavatories shall be installed with the front of the higher of the rim or counter surface 34" max. above the finish floor.
2010 ADAAG 606.2 Clear Floor Space. A clear floor space complying with 305, positioned for a forward approach, and knee and toe clearance complying with 306 shall be provided.

Possible Solutions: Replace lavatory with a compliant lavatory.

Violation #3 Cost: $2,100 Priority Level 4

Violation #4: The water closet is mounted at 21-1/4" from the sidewall to the centerline.

Standard: **2010 ADAAG 604.2 Location.**

Text: 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 minimum to 18 inches maximum from the side wall or partition.

Possible Solutions: Relocate water closet.

Violation #4 Cost: $2,100 Priority Level 4

Violation #5: There are no grab bars provided.

ADDION AIRPORT - Pilot Lounge West

Restrooms - Page 3

Standard:	**2010 ADAAG 604.5 Grab Bars.**
Text:	Grab bars for water closets shall comply with 609. Grab bars shall be provided on the side wall closest to the water closet and on the rear wall.
Possible Solutions:	Install compliant grab bars.
Violation #5 Cost:	$1,050 Priority Level 4
Violation #6:	The mirror is mounted at 49" to the bottom of the reflective surface.
Standard:	**2010 ADAAG 603.3 Mirrors.**
Text:	Mirrors located above lavatories or countertops shall be installed with the bottom edge of the reflecting surface 40" maximum above the finish floor or ground
Possible Solutions:	Lower mirror.
Violation #6 Cost:	$525 Priority Level 8
Violation #7:	The coat hook is mounted too high at 67" above finished floor to the highest part where reach range no higher than 48" is required.
Standard:	**603.4 Coat Hooks and Shelves.**
Text:	Coat hooks shall be located within one of the reach ranges specified in 308.

ADDION AIRPORT - Pilot Lounge West

Restrooms - Page 4

Possible Solutions:	Lower coat hook.		
Violation #7 Cost:	$105	Priority	Level 8

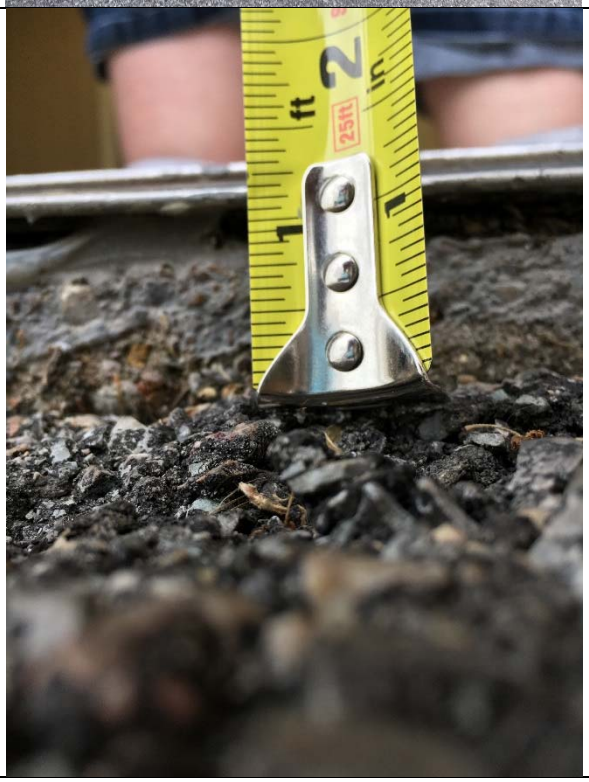
		High Priority	1-4
Restrooms Total	$6,405	Medium Priority	5-8
		Low Priority	9-12

Summary Sheet for Pilot Lounge West

Pilot Lounge West

#	VIOLATION SUMMARY	PRIORITY LEVEL	COST
1	Modify threshold.	Level 4	$525.00
2	Replace hardware with lever type hardware.	Level 5	$525.00
3	Replace lavatory with a compliant lavatory.	Level 4	$2,100.00
4	Relocate water closet.	Level 4	$2,100.00
5	Install compliant grab bars.	Level 4	$1,050.00
6	Lower mirror.	Level 8	$525.00
7	Lower coat hook.	Level 8	$105.00

Grand Total	$6,930.00



Violation 1 - There is a 1-1/4" threshold at the entrance door.

Violation 2 - The restroom door has door hardware that requires grasping and twisting to operate.

Violation 3 - The lavatory is mounted at 35-1/2" to the counter and toe and knee clearance is not provided.

Violation 4 - The water closet is mounted at 21-1/4" from the sidewall to the centerline.

Violation 5 – There are no grab bars provided.

Violation 6 - The mirror is mounted at 49" to the bottom of the reflective surface.

Violation 7 - The coat hook is mounted too high at 67" above finished floor to the highest part where reach range no higher than 48" is required.

ACCESSOLOGY

TOWN OF ADDISON
BUILDING REPORT

Facility Information:

Facility Name: Wiley Post Office Building

Facility Contact: Lisa Pyles

Contact Phone: 972-450-2878

Accessology Inspector Information:

Inspector: Karen Jackson

Date: April 10, 2017

Email: Kjackson@accessology.com

Latitude: 32.959864

Longitude: -96.834858

Address: 4308 & 4310 Wiley Post Road

City: Addison

County: Dallas

General Parking Notes:

Parking is provided but no accessible parking is provided to serve this facility. The number of parking spaces required to be accessible is to be calculated separately for each parking facility; the required number is not to be based on the total number of parking spaces provided in all of the parking facilities provided on the site. The number of accessible spaces provided does not meet the minimum requirements based on total spaces provided. Parking spaces shall be permitted to be located in different parking facilities if substantially equivalent or greater accessibility is provided in terms of distance from an accessible entrance or entrances, parking fee, and user convenience.

Total Parking Spaces: Uncovered Parking	38
Total Accessible Parking Spaces:	0
Number of van accessible spaces:	0
Is the accessible parking substantially compliant?	N/A

Total Parking Spaces: Covered Parking	5
Total Accessible Parking Spaces:	0
Number of van accessible spaces:	0
Is the accessible parking substantially compliant?	N/A

TOWN OF ADDISON - Wiley Post Office Building

Parking - Page 2

Violation #1:	There are 38 uncovered parking spaces with no accessible parking spaces provided.
Standard:	**2010 ADAAG 208.2 Minimum Number.**
Text:	Parking spaces complying with 502 shall be provided in accordance with Table 208.2 except as required by 208.2.1, 208.2.2, and 208.2.3.
Possible Solutions:	Provide two accessible parking spaces, one being van accessible parking space, an access aisle and compliant signage. See general Note
Violation #1 Cost:	$5,250 — Priority: Level 4
Violation #2:	There are 5 covered parking spaces at the west portion of the building (4308) with no accessible parking spaces provided.
Standard:	**2010 ADAAG 208.2 Minimum Number.**
Text:	Parking spaces complying with 502 shall be provided in accordance with Table 208.2 except as required by 208.2.1, 208.2.2, and 208.2.3.
Possible Solutions:	Provide one van accessible parking space, access aisle and compliant signage. See general Note
Violation #2 Cost:	$2,100 — Priority: Level 4

		High Priority	1-4
Parking Violations Total	$7,350	Medium Priority	5-8
		Low Priority	9-12

TOWN OF ADDISON
BUILDING REPORT

Facility Information: **Facility Name:** Wiley Post Office Building

Facility Contact: Lisa Pyles **Contact Phone:** 972-450-2878

Accessology Inspector Information:

Inspector: Karen Jackson **Date:** April 10, 2017

Email: Kjackson@accessology.com

Latitude: 32.959864 **Longitude:** -96.834858

Address: 4308 & 4310 Wiley Post Road **City:** Addison **County:** Dallas

General Accessible Route Notes:

There are no accessible routes leading to the building entrances.

Is the path of travel from accessible parking to building entrance compliant?	No
Does the path of travel serve all exterior amenities offered by the facility?	N/A
Is the path of travel from building entrances to all amenities served by the entrance substantially compliant?	N/A

Violation #3: The ramp provided leading to the main entrance of the building (4310) has a drop off at the corner.

Standard: **2010 ADAAG 406.1 Curb Ramps General**

Text: Curb ramps on accessible routes shall comply with 406, 405.2 through 405.5, and 405.10.

Possible Solutions: Add edge protection.

Violation #3 Cost: $1,575 Priority Level 2

Violation #4: A step up of 3-1/4" is required for access to the porch at the entrance to the 4308 portion of the building.

Standard: **2010 ADAAG 303.4 Changes in Level Ramps**

TOWN OF ADDISON - Wiley Post Office Building

Accessible Route Exterior - Page 2

Text:	Changes in level greater than 1/2 inch high shall be ramped, and shall comply with (405 Ramps & 406 Curb Ramps).
Possible Solutions:	Provide an accessible route to the building entrance.
Violation #4 Cost:	$5,250
Priority	Level 2

		High Priority	1-4
Accessible Route Total	$6,825	Medium Priority	5-8
		Low Priority	9-12

TOWN OF ADDISON
BUILDING REPORT

Facility Information: **Facility Name:** Wiley Post Office Building

Facility Contact: Lisa Pyles **Contact Phone:** 972-450-2878

Accessology Inspector Information:

Inspector: Karen Jackson **Date:** April 10, 2017

Email: Kjackson@accessology.com

Latitude: 32.959864 **Longitude:** -96.834858

Address: 4308 & 4310 Wiley Post Road **City:** Addison **County:** Dallas

General Entrance Notes:

There are two addresses and entrances into the building, 4308 and 4310.

Is the main entry door accessible?	Yes
Is there an alternate door that is accessible?	N/A
If so, does the inaccessible door have signage indicating the location of the nearest accessible door?	N/A

Violation #5: There is a level change as well as an unsecured mat at the entrance to 4308.

Standard: **2010 ADAAG 404.2.5 Thresholds.**

Text: Thresholds, if provided at doorways, shall be 1/2 inch high maximum. Raised thresholds and changes in level at doorways shall comply with 302 and 303.

Possible Solutions: Modify threshold so it is no greater than 1/2".

Violation #5 Cost: $1,575 Level 3

Entrance Total $1,575

High Priority 1-4

Medium Priority 5-8

Low Priority 9-12

TOWN OF ADDISON
BUILDING REPORT

Facility Information: **Facility Name:** Wiley Post Office Building

Facility Contact: Lisa Pyles **Contact Phone:** 972-450-2878

Accessology Inspector Information:

Inspector: Karen Jackson **Date:** April 10, 2017

Email: Kjackson@accessology.com

Latitude: 32.959864 **Longitude:** -96.834858

Address: 4308 & 4310 Wiley Post Road **City:** Addison **County:** Dallas

General Hallway Notes:

This is a 2-story facility with multiple tenants and 2 addresses. This building is owned by the Town of Addison. There is no accessible route to the 2nd floor.

Does this facility have any hallways?	Yes
Do the doors have compliant hardware?	No
Do the doors have proper maneuvering clearances?	No
Is the hallway width at least 36” clear width?	No
Are visual strobes provided?	No
Are there any protruding objects?	Yes
Is the signage substantially compliant?	No

Violation #6: There is no accessible route to the 2nd floor, no elevator is provided in building in common area.

Standard: **2010 ADAAG 206.2.3 Accessible Routes Multi-Story Buildings and Facilities.**

Text: At least one accessible route shall connect each story and mezzanine in multi-story buildings and facilities.

Possible Solutions: Add a fully compliant elevator when needed to accommodate an employee if an accommodation can not be made in a more accessible location. Until the elevator is needed, it's a low priority.

TOWN OF ADDISON - Wiley Post Office Building

Hallway - Page 2

Violation #6 Cost:	$157,500	Priority	Level 11

Violation #7: There are approximately 100 doors with knob hardware throughout the facility.

Standard: **2010 ADAAG 404.2.7 Door and Gate Hardware.**

Text: Handles, pulls, latches, locks, and other operable parts on doors and gates shall comply with (309.4 Operation) operable parts of such hardware shall be 34 inches minimum and 48 inches maximum above the finish floor or ground.

Possible Solutions: Replace all knob hardware with lever hardware that doesn't require tight grasping or twisting to operate.

Violation #7 Cost:	$10,500	Priority	Level 6

Violation #8: There is one office door on the first floor that has an opening that is less than the required 32"minimum wide.

Standard: **2010 ADAAG 404.2.3 Door and Gate Clear Width.**

Text: Door openings shall provide a clear width of 32 inches minimum. Clear openings of doorways with swinging doors shall be measured between the face of the door and the stop, with the door open 90 degrees.

Possible Solutions: Modify door to provide minimum 32" clear opening.

Violation #8 Cost:	$2,625	Priority	Level 4

TOWN OF ADDISON - Wiley Post Office Building

Hallway - Page 3

Violation #9:	There are 5 office doors on the first floor that does not have the minimum 18" maneuvering clearance on the pull side.
Standard:	**2010 ADAAG 404.2.4.1 Swinging Doors and Gates.**
Text:	Swinging doors and gates shall have maneuvering clearances complying with Table 404.2.4.1.
Possible Solutions:	Modify doo to provide 18" clearance.
Violation #9 Cost:	$13,125 Priority Level 4
Violation #10:	Signage throughout the building which designate permanent spaces is mounted above the door, or in the wrong location and does not have Braille or tactile characters. (approximately 75 signs) to include directional, room identification, restroom signage and tenant signage,
Standard:	**2010 ADAAG 703.4.2 Installation Height and Location.**
Text:	Where a tactile sign is provided at a door, the sign shall be located alongside the door at the latch side.
Possible Solutions:	Install compliant signage on the wall next to the latch side of the door. It shall be no more than 8" from the door frame, and between 48" and 60" high. Ensure signage has both raised texture and Braille.
Violation #10 Cost:	$19,688 Priority Level 6
Violation #11:	Thermostats throughout the facility are mounted with the highest operable parts between 60"- 68" above finished floor.

TOWN OF ADDISON - Wiley Post Office Building

Hallway - Page 4

Standard:	**2010 ADAAG 308.2.1 Reach Ranges Forward Reach Unobstructed.**
Text:	Where a forward reach is unobstructed, the high forward reach shall be 48 inches maximum above the finish floor or ground.
Possible Solutions:	Lower thermostats so the highest operable part is at 48" high maximum or lock them from public access.
Violation #11 Cost:	$788 Priority Level 9
Violation #12:	The Fire extinguishers throughout the facility are mounted where the highest operable part is between 63-1/2" to 72" above finished floor.
Standard:	**2010 ADAAG 308.2.1 Reach Ranges Forward Reach Unobstructed.**
Text:	Where a forward reach is unobstructed, the high forward reach shall be 48 inches maximum above the finish floor or ground.
Possible Solutions:	Lower fire extinguishers so the highest operable part is at 48" above finished floor.
Violation #12 Cost:	$788 Priority Level 9
Violation #13:	Light switches from 49"-58"abovre finished floor to the highest operable part.
Standard:	**2010 ADAAG 308.2.1 Reach Ranges Forward Reach Unobstructed.**
Text:	Where a forward reach is unobstructed, the high forward reach shall be 48 inches maximum above the finish floor or ground.

TOWN OF ADDISON - Wiley Post Office Building

Hallway - Page 5

Possible Solutions:	Lower light switches so the highest operable part is at 48" above finished floor.
Violation #13 Cost:	$788 Priority Level 9
Violation #14:	Some outlets in the facility are mounted with the highest operable parts below the minimum requirement of 15" above finished floor.
Standard:	**2010 ADAAG 308.2.1 Reach Ranges Forward Reach Unobstructed.**
Text:	Where a forward reach is unobstructed, the low forward reach shall be 15 inches minimum above the finish floor or ground.
Possible Solutions:	Remount outlets so they are a minimum of 15" above finished floor to the lowest operable part.
Violation #14 Cost:	$525 Priority Level 9
Violation #15:	There is a light fixture in the hallway that protrudes 6" into the path of travel at 62-3/16" above finished floor.
Standard:	**2010 ADAAG 307.2 Protruding Objects Protrusion Limits.**
Text:	Objects with leading edges more than 27 inches and not more than 80 inches above the finish floor or ground shall protrude 4 inches maximum horizontally into the circulation path.
Possible Solutions:	Relocate light fixtures or place a permanent barrier below 27 inches
Violation #15 Cost:	$1,050 Priority Level 7

TOWN OF ADDISON - Wiley Post Office Building

Hallway - Page 6

Violation #16:	There is a transaction window in Room 203 that measures 43-3/4" above finished floor.
Standard:	**2010 ADAAG Sales & Service Counters**
Text:	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.
Possible Solutions:	Lower counter to 36" above finished floor.
Violation #16 Cost:	$2,100 — Priority: Level 12
Violation #17:	The drinking fountain provided in the maintenance area has a spout at 42" above finished floor with no accessible fountain. Additionally, the operable portion of the bottle fill portion of the drinking fountain is mounted at 53-1/3" above finished floor.
Standard:	**2010 ADAAG 211.2 Minimum Number.**
Text:	No fewer than two drinking fountains shall be provided. One drinking fountain shall comply with 602.1 through 602.6 and one drinking fountain shall comply with 602.7.
Possible Solutions:	Add an accessible drinking fountain with the spout no higher than 36" above finished floor.
Violation #17 Cost:	$5,250 — Priority: Level 8
Violation #18:	There is no access to the warehouse, stairs only are provided.

TOWN OF ADDISON - Wiley Post Office Building

Hallway - Page 7

Standard: **2010 ADAAG 203.9 General Exceptions Employee Work Areas.**

Text: Spaces and elements within employee work areas shall only be required to comply with (206.2.8 Employee Work Areas) and shall be designed and constructed so that individuals with disabilities can approach, enter, and exit the employee work area.

Possible Solutions: Add a lift for access when needed to accommodate an employee if an accommodation can not be made in a more accessible location. Until the elevator is needed, it's a low priority.

Violation #18 Cost: $26,250 Priority Level 12

Violation #19: There are 2 office doors on the 2nd floor that have openings that are less than the required 32"minimum wide.

Standard: **2010 ADAAG 404.2.3 Door and Gate Clear Width.**

Text: Door openings shall provide a clear width of 32 inches minimum. Clear openings of doorways with swinging doors shall be measured between the face of the door and the stop, with the door open 90 degrees.

Possible Solutions: Modify door to provide minimum 32" clear opening.

Violation #19 Cost: $2,625 Priority Level 8

Violation #20: There is one office door on the 2nd floor that does not have the minimum 18" maneuvering clearance on the pull side.

Standard: **2010 ADAAG 404.2.4.1 Swinging Doors and Gates.**

TOWN OF ADDISON - Wiley Post Office Building

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Text:	Swinging doors and gates shall have maneuvering clearances complying with Table 404.2.4.1.
Possible Solutions:	Modify door to provide 18" clearance.
Violation #20 Cost:	$2,625 Priority Level 9
Violation #21:	The door leading from the main hallway into the lobby on the first floor does not have the minimum 18" maneuvering clearance on the pull side of the door.
Standard:	**2010 ADAAG 404.2.4.1 Swinging Doors and Gates.**
Text:	Swinging doors and gates shall have maneuvering clearances complying with Table 404.2.4.1.
Possible Solutions:	Modify door to provide 18" clearance.
Violation #21 Cost:	$2,625 Priority Level 6
Violation #22:	The exit door leading into the maintenance area does not have a minumum 18" maneuvering clearance on the pull side.
Standard:	**2010 ADAAG 404.2.4.1 Swinging Doors and Gates.**
Text:	Swinging doors and gates shall have maneuvering clearances complying with Table 404.2.4.1.
Possible Solutions:	Modify door to provide 18" clearance.
Violation #22 Cost:	$2,625 Priority Level 12

TOWN OF ADDISON - Wiley Post Office Building

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Violation #23:	The door leading from the main hallway into the lobby on the 2nd floor as well as the door on the 2nd floor that connects 4308 with 4310 do not have the minimum 18" maneuvering clearance on the pull side of the door.
Standard:	**2010 ADAAG 404.2.4.1 Swinging Doors and Gates.**
Text:	Swinging doors and gates shall have maneuvering clearances complying with Table 404.2.4.1.
Possible Solutions:	Modify doors to provide 18" clearances.
Violation #23 Cost:	$5,250
Priority	Level 8

		High Priority	1-4
Hallway Total	$256,727	Medium Priority	5-8
		Low Priority	9-12

TOWN OF ADDISON
BUILDING REPORT

Facility Information: **Facility Name:** Wiley Post Office Building

Facility Contact: Lisa Pyles **Contact Phone:** 972-450-2878

Accessology Inspector Information:

Inspector: Karen Jackson **Date:** April 10, 2017

Email: Kjackson@accessology.com

Latitude: 32.959864 **Longitude:** -96.834858

Address: 4308 & 4310 Wiley Post Road **City:** Addison **County:** Dallas

General Restroom Notes:

There is a set of Men's and Women's restrooms on the first and second floors in building 4310 and single user restrooms on the 1st and 2nd floors in 4310. There is also a shower provided in building 4310.

Is the door to the restroom substantially compliant?	No
Does the room have the required turning radius?	Yes
Is the water closet substantially compliant?	No
Does the water closet have the required clear floor space?	No
Is the lavatory substantially compliant?	No
Is the urinal substantially compliant?	No
Is the mirror substantially compliant?	No

Violation #24: Women's Restroom first floor of 4310 - No accessible toilet compartment provided.

Standard: **2010 ADAAG 213.2 Toilet Rooms and Bathing Rooms.**

Text: Where toilet rooms are provided, each toilet room shall comply with 603. Where bathing rooms are provided, each bathing room shall comply with 603.

Possible Solutions: Modify restroom to provide an accessible toilet compartment.

Violation #24 Cost: $4,200 Priority Level 4

TOWN OF ADDISON - Wiley Post Office Building

Restrooms - Page 2

Violation #25:	Women's Restroom first floor of 4310 - There is a cabinet beneath the lavatory obstructing the required knee clearance.
Standard:	**2010 ADAAG 606.2 Lavatories and Sinks Clear Floor Space.**
Text:	A clear floor space complying with (305 Clear Floor or Ground Space), positioned for a forward approach, and knee and toe clearance complying with (306 Knee and Toe Clearance) shall be provided.
Possible Solutions:	Replace the lavatory with one that provides the required knee and toe clearance for a forward approach.
Violation #25 Cost:	$2,625 — Priority: Level 4
Violation #26:	Women's Restroom first floor of 4310 - The mirror is mounted at 43" above finished floor.
Standard:	**2010 ADAAG 603.3 Mirrors.**
Text:	Mirrors located above lavatories or countertops shall be installed with the bottom edge of the reflecting surface 40 inches maximum above the finish floor or ground.
Possible Solutions:	Lower mirror so the bottom of the reflective surface is no higher than 40" above finished floor.
Violation #26 Cost:	$525 — Priority: Level 8
Violation #27:	Men's Restroom first floor of 4310 - Entrance door is only 31" wide.

TOWN OF ADDISON - Wiley Post Office Building

Restrooms - Page 3

Standard:	**2010 ADAAG 404.2.3 Door and Gate Clear Width.**
Text:	Door openings shall provide a clear width of 32 inches minimum. Clear openings of doorways with swinging doors shall be measured between the face of the door and the stop, with the door open 90 degrees.
Possible Solutions:	Modify door to provide minimum 32" clear opening.
Violation #27 Cost:	$2,625 Priority Level 2
Violation #28:	Men's Restroom first floor of 4310 - Entrance door maneuvering clearance is only 43" deep on the pull side where a 48" deep maneuvering clearance is required.
Standard:	**2010 ADAAG 404.2.4.1 Swinging Doors and Gates.**
Text:	Swinging doors and gates shall have maneuvering clearances complying with Table 404.2.4.1.
Possible Solutions:	Install an automatic door opener.
Violation #28 Cost:	$2,625 Priority Level 2
Violation #29:	Men's Restroom first floor on 4310 - The path leading to the toilet compartments is only 20-1/2" wide.
Standard:	**2010 ADAAG 403.5.1 Walking Surface Clear Width.**
Text:	The clear width of walking surfaces shall be 36 inches minimum.

TOWN OF ADDISON - Wiley Post Office Building

Restrooms - Page 4

Possible Solutions:	Modify restroom to provide access to an accessible toilet compartment.
Violation #29 Cost:	$5,250 Priority Level 4
Violation #30:	Men's Restroom first floor of 4310 - Does not have an accessible toilet compartment provided.
Standard:	**2010 ADAAG 213.2 Toilet Rooms and Bathing Rooms.**
Text:	Where toilet rooms are provided, each toilet room shall comply with 603. Where bathing rooms are provided, each bathing room shall comply with 603.
Possible Solutions:	Modify restroom to provide an accessible toilet compartment.
Violation #30 Cost:	$3,150 Priority Level 4
Violation #31:	Men's Restroom first floor of 4310 - There is a cabinet beneath the lavatory obstructing the required knee clearance.
Standard:	**2010 ADAAG 606.2 Lavatories and Sinks Clear Floor Space.**
Text:	A clear floor space complying with (305 Clear Floor or Ground Space), positioned for a forward approach, and knee and toe clearance complying with (306 Knee and Toe Clearance) shall be provided.
Possible Solutions:	Replace the lavatory with one that provides the required knee and toe clearance for a forward approach.

TOWN OF ADDISON - Wiley Post Office Building

Restrooms - Page 5

Violation #31 Cost:	$2,625	Priority	Level 4
Violation #32:	Men's Restroom first floor of 4310 - The mirror is mounted at 53" above finished floor.		
Standard:	**2010 ADAAG 603.3 Mirrors.**		
Text:	Mirrors located above lavatories or countertops shall be installed with the bottom edge of the reflecting surface 40 inches maximum above the finish floor or ground.		
Possible Solutions:	Lower mirror so the bottom of the reflective surface is no higher than 40" above finished floor.		
Violation #32 Cost:	$525	Priority	Level 8
Violation #33:	Women's Restroom second floor of 4310 - The opening leading into the restroom is only 30" wide.		
Standard:	**2010 ADAAG 403.5.1 Walking Surface Clear Width.**		
Text:	The clear width of walking surfaces shall be 36 inches minimum.		
Possible Solutions:	Modify restroom to ensure a clear 36" wide opening leading into the restroom.		
Violation #33 Cost:	$2,625	Priority	Level 3
Violation #34:	Women's Restroom second floor of 4310 - Does not have an accessible toilet compartment provided.		

TOWN OF ADDISON - Wiley Post Office Building

Restrooms - Page 6

Standard:	**2010 ADAAG 213.2 Toilet Rooms and Bathing Rooms.**
Text:	Where toilet rooms are provided, each toilet room shall comply with 603. Where bathing rooms are provided, each bathing room shall comply with 603.
Possible Solutions:	Modify toilet room to provide an accessible toilet compartment.
Violation #34 Cost:	$5,250 Priority Level 4
Violation #35:	Women's Restroom second floor 4310 - There is a cabinet beneath the lavatory obstructing the required knee clearance.
Standard:	**2010 ADAAG 606.2 Lavatories and Sinks Clear Floor Space.**
Text:	A clear floor space complying with (305 Clear Floor or Ground Space), positioned for a forward approach, and knee and toe clearance complying with (306 Knee and Toe Clearance) shall be provided.
Possible Solutions:	Replace the lavatory with one that provides the required knee and toe clearance for a forward approach.
Violation #35 Cost:	$2,625 Priority Level 4
Violation #36:	Women's Restroom second floor of 4310 - The mirror is mounted at 52" above finished floor.
Standard:	**2010 ADAAG 603.3 Mirrors.**

TOWN OF ADDISON - Wiley Post Office Building

Restrooms - Page 7

Text:	Mirrors located above lavatories or countertops shall be installed with the bottom edge of the reflecting surface 40 inches maximum above the finish floor or ground.
Possible Solutions:	Lower mirror so the bottom of the reflective surface is no higher than 40" above finished floor.
Violation #36 Cost:	$525 Priority Level 8
Violation #37:	Men's Restroom second floor of 4310 - The maneuvering clearance on pull side of the door is only 44" deep.
Standard:	**2010 ADAAG 404.2.4.1 Swinging Doors and Gates.**
Text:	Swinging doors and gates shall have maneuvering clearances complying with Table 404.2.4.1.
Possible Solutions:	Install an automatic door opener.
Violation #37 Cost:	$2,100 Priority Level 3
Violation #38:	Men's Restroom second floor of 4310 - The opening leading into the restroom is only 33-1/2" wide.
Standard:	**2010 ADAAG 403.5.1 Walking Surface Clear Width.**
Text:	The clear width of walking surfaces shall be 36 inches minimum.
Possible Solutions:	Modify restroom to ensure a clear 36" wide opening leading into the restroom.

TOWN OF ADDISON - Wiley Post Office Building

Restrooms - Page 8

Violation #38 Cost:	$2,625	Priority	Level 3

Violation #39: Men's Restroom second floor of 4310 - The path leading to the toilet compartments is only 25" wide between the toilet compartments and the wall.

Standard: **2010 ADAAG 403.5.1 Walking Surface Clear Width.**

Text: The clear width of walking surfaces shall be 36 inches minimum.

Possible Solutions: Modify restroom to provide an accessible route to the toilet compartment. Price include with violation #40.

Violation #39 Cost:	$0	Priority	Level 2

Violation #40: Men's Restroom second floor of 4310 - Does not have an accessible toilet compartment provided.

Standard: **2010 ADAAG 213.3.1 Toilet Compartments.**

Text: Where toilet compartments are provided, at least one toilet compartment shall comply with 604.8.1.

Possible Solutions: Modify restroom to provide an accessible toilet compartment.

Violation #40 Cost:	$5,250	Priority	Level 4

Violation #41: Men's Restroom second floor of 4310 - There is a cabinet beneath the lavatory obstructing the required knee clearance.

TOWN OF ADDISON - Wiley Post Office Building

Restrooms - Page 9

Standard:	**2010 ADAAG 606.2 Lavatories and Sinks Clear Floor Space.**
Text:	A clear floor space complying with (305 Clear Floor or Ground Space), positioned for a forward approach, and knee and toe clearance complying with (306 Knee and Toe Clearance) shall be provided.
Possible Solutions:	Replace the lavatory with one that provides the required knee and toe clearance for a forward approach.
Violation #41 Cost:	$2,625 — Priority: Level 4
Violation #42:	There is a shower provided in the shower room on the 4310 side on the 2nd floor that has no compliant features.
Standard:	**2010 ADAAG 213.3.6 Bathing Facilities.**
Text:	Where bathtubs or showers are provided, at least one bathtub complying with 607 or at least one shower complying with 608 shall be provided.
Possible Solutions:	Install a compliant shower.
Violation #42 Cost:	$5,775 — Priority: Level 4
Violation #43:	Men's Restroom first floor of 4308 - Toilet room is not large enough to accommodate a wheelchair turning space.
Standard:	**2010 ADAAG 213.2 Toilet Rooms and Bathing Rooms.**

TOWN OF ADDISON - Wiley Post Office Building

Restrooms - Page 10

Text:	Where toilet rooms are provided, each toilet room shall comply with 603. Where bathing rooms are provided, each bathing room shall comply with 603.
Possible Solutions:	Enlarge restroom to accommodate accessible water closet and lavatory and wheelchair turning space.
Violation #43 Cost:	$8,400 Priority Level 4
Violation #44:	Women's Restroom first floor of 4308 - Toilet room is not large enough to accommodate a wheelchair turning space.
Standard:	**2010 ADAAG 213.2 Toilet Rooms and Bathing Rooms.**
Text:	Where toilet rooms are provided, each toilet room shall comply with 603. Where bathing rooms are provided, each bathing room shall comply with 603.
Possible Solutions:	Enlarge restroom to accommodate accessible water closet and lavatory and wheelchair turning space.
Violation #44 Cost:	$8,400 Priority Level 4
Violation #45:	Men's Restroom second floor of 4308 - Toilet room is not large enough to accommodate a wheelchair turning space.
Standard:	**2010 ADAAG 213.2 Toilet Rooms and Bathing Rooms.**
Text:	Where toilet rooms are provided, each toilet room shall comply with 603. Where bathing rooms are provided, each bathing room shall comply with 603.

TOWN OF ADDISON - Wiley Post Office Building

Restrooms - Page 11

Possible Solutions:	Enlarge restroom to accommodate accessible water closet and lavatory and wheelchair turning space.		
Violation #45 Cost:	$8,400	Priority	Level 4
Violation #46:	Women's Restroom second floor of 4308 - Toilet room is not large enough to accommodate a wheelchair turning space.		
Standard:	**2010 ADAAG 213.2 Toilet Rooms and Bathing Rooms.**		
Text:	Where toilet rooms are provided, each toilet room shall comply with 603. Where bathing rooms are provided, each bathing room shall comply with 603.		
Possible Solutions:	Enlarge restroom to accommodate accessible water closet and lavatory and wheelchair turning space.		
Violation #46 Cost:	$8,400	Priority	Level 4

		High Priority	1-4
Restrooms Total	$87,150	Medium Priority	5-8
		Low Priority	9-12

TOWN OF ADDISON
BUILDING REPORT

Facility Information: **Facility Name:** Wiley Post Office Building

Facility Contact: Lisa Pyles **Contact Phone:** 972-450-2878

Accessology Inspector Information:

Inspector: Karen Jackson **Date:** April 10, 2017

Email: Kjackson@accessology.com

Latitude: 32.959864 **Longitude:** -96.834858

Address: 4308 & 4310 Wiley Post Road **City:** Addison **County:** Dallas

General Break Room Notes:

There is one breakroom in this facility and there are three ways to access the breakroom, none of them are accessible.

Does the facility have a break room?	Yes
Is there a stove or cooktop?	No
Is there a sink?	Yes
Is the sink substantially compliant?	No
Are the counters at 34" aff?	No

Violation #47: There is a change in level greater than 1/2" leading to the break room from the office and from the hallway.

Standard: **2010 ADAAG 303.2 Changes in Level Vertical.**

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

Possible Solutions: Modify floor to provide a level accessible route leading into the break room.

Violation #47 Cost: $2,625 Priority Level 4

Violation #48: The hallway leading into the breakroom is only 33" wide.

TOWN OF ADDISON - Wiley Post Office Building

Break Rooms - Page 2

Standard:	**2010 ADAAG 403.5.1 Walking Surface Clear Width.**
Text:	The clear width of walking surfaces shall be 36 inches minimum.
Possible Solutions:	Modify hallway to achieve a minimum 36" wide path to the break room.
Violation #48 Cost:	$2,625 Priority Level 4
Violation #49:	The counter in the break room is 36" above finished floor to the top of the counter at the sink where a maximum of 34" is required.
Standard:	**2010 ADAAG 606.3 Lavatories and Sinks Height.**
Text:	Lavatories and sinks shall be installed with the front of the higher of the rim or counter surface 34 inches maximum above the finish floor or ground.
Possible Solutions:	Modify sink to provide 34" maximum height.
Violation #49 Cost:	$2,100 Priority Level 4

		High Priority 1-4
Break Rooms Total	$7,350	Medium Priority 5-8
		Low Priority 9-12

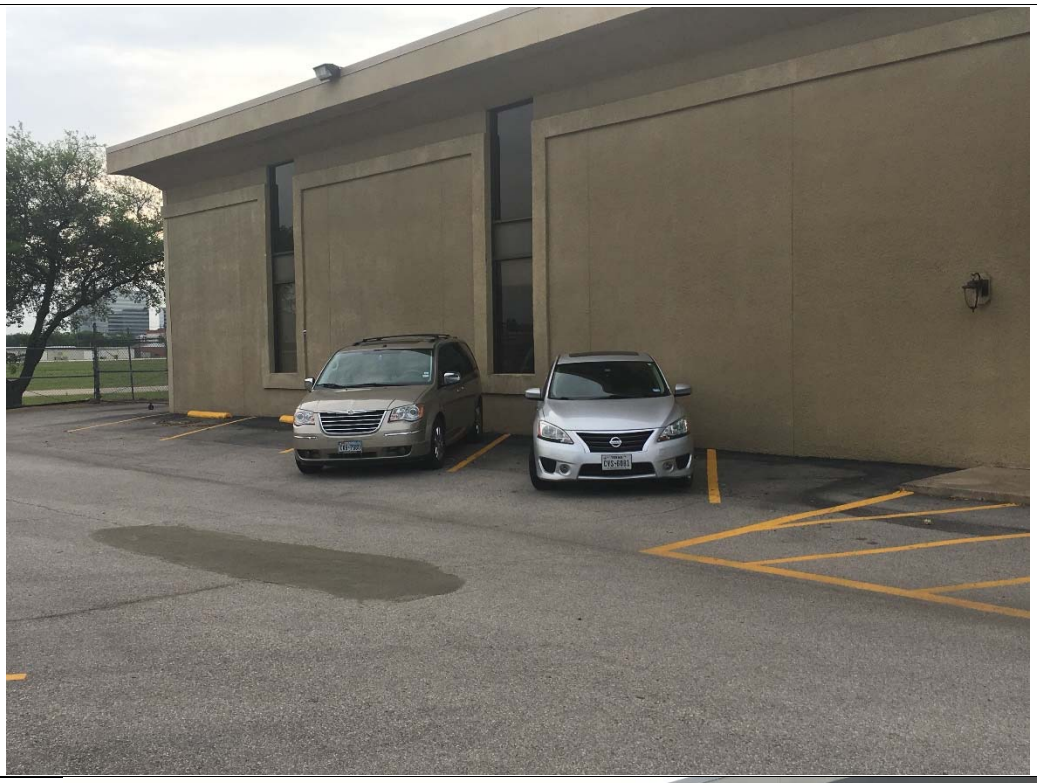
Summary Sheet for Wiley Post Office Building

Wiley Post Office Building

#	VIOLATION SUMMARY	PRIORITY LEVEL	COST
1	Provide two accessible parking spaces, one being van accessible parking space, an access aisle and compliant signage. See general Note	Level 4	$5,250.00
2	Provide one van accessible parking space, access aisle and compliant signage. See general Note	Level 4	$2,100.00
3	Add edge protection.	Level 2	$1,575.00
4	Provide an accessible route to the building entrance.	Level 2	$5,250.00
5	Modify threshold so it is no greater than 1/2".	Level 3	$1,575.00
6	Add a fully compliant elevator when needed to accommodate an employee if an accommodation can not be made in a more accessible location. Until the elevator is needed, it's a low priority.	Level 11	$157,500.00
7	Replace all knob hardware with lever hardware that doesn't require tight grasping or twisting to operate.	Level 6	$10,500.00
8	Modify door to provide minimum 32" clear opening.	Level 4	$2,625.00
9	Modify doo to provide 18" clearance.	Level 4	$13,125.00
10	Install compliant signage on the wall next to the latch side of the door. It shall be no more than 8" from the door frame, and between 48" and 60" high. Ensure signage has both raised texture and Braille.	Level 6	$19,688.00
11	Lower thermostats so the highest operable part is at 48" high maximum or lock them from public access.	Level 9	$788.00
12	Lower fire extinguishers so the highest operable part is at 48" above finished floor.	Level 9	$788.00
13	Lower light switches so the highest operable part is at 48" above finished floor.	Level 9	$788.00
14	Remount outlets so they are a minimum of 15" above finished floor to the lowest operable part.	Level 9	$525.00
15	Relocate light fixtures or place a permanent barrier below 27 inches	Level 7	$1,050.00
16	Lower counter to 36" above finished floor.	Level 12	$2,100.00
17	Add an accessible drinking fountain with the spout no higher than 36" above finished floor.	Level 8	$5,250.00
18	Add a lift for access when needed to accommodate an employee if an accommodation can not be made in a more accessible location. Until the elevator is needed, it's a low priority.	Level 12	$26,250.00
19	Modify door to provide minimum 32" clear opening.	Level 8	$2,625.00
20	Modify door to provide 18" clearance.	Level 9	$2,625.00
21	Modify door to provide 18" clearance.	Level 6	$2,625.00
22	Modify door to provide 18" clearance.	Level 12	$2,625.00
23	Modify doors to provide 18" clearances.	Level 8	$5,250.00
24	Modify restroom to provide an accessible toilet compartment.	Level 4	$4,200.00
25	Replace the lavatory with one that provides the required knee and toe clearance for a forward approach.	Level 4	$2,625.00

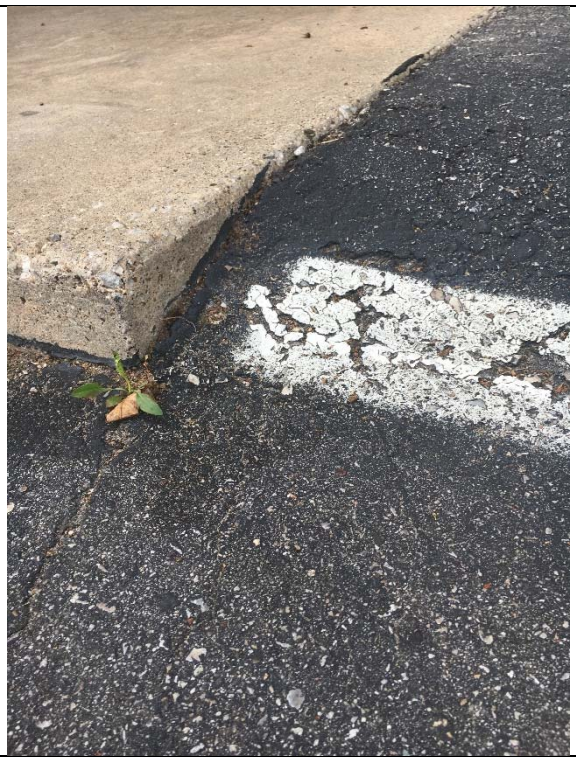
#	VIOLATION SUMMARY	PRIORITY LEVEL	COST
26	Lower mirror so the bottom of the reflective surface is no higher than 40" above finished floor.	Level 8	$525.00
27	Modify door to provide minimum 32" clear opening.	Level 2	$2,625.00
28	Install an automatic door opener.	Level 2	$2,625.00
29	Modify restroom to provide access to an accessible toilet compartment.	Level 4	$5,250.00
30	Modify restroom to provide an accessible toilet compartment.	Level 4	$3,150.00
31	Replace the lavatory with one that provides the required knee and toe clearance for a forward approach.	Level 4	$2,625.00
32	Modify restroom to ensure a clear 36" wide opening leading into the restroom.	Level 8	$525.00
33	Modify restroom to ensure a clear 36" wide opening leading into the restroom.	Level 3	$2,625.00
34	Modify toilet room to provide an accessible toilet compartment.	Level 4	$5,250.00
35	Replace the lavatory with one that provides the required knee and toe clearance for a forward approach.	Level 4	$2,625.00
36	Lower mirror so the bottom of the reflective surface is no higher than 40" above finished floor.	Level 8	$525.00
37	Install an automatic door opener.	Level 3	$2,100.00
38	Modify restroom to ensure a clear 36" wide opening leading into the restroom.	Level 3	$2,625.00
39	Modify restroom to provide an accessible route to the toilet compartment. Price include with violation #40.	Level 2	$0.00
40	Modify restroom to provide an accessible toilet compartment.	Level 4	$5,250.00
41	Replace the lavatory with one that provides the required knee and toe clearance for a forward approach.	Level 4	$2,625.00
42	Install a compliant shower.	Level 4	$5,775.00
43	Enlarge restroom to accommodate accessible water closet and lavatory and wheelchair turning space.	Level 4	$8,400.00
44	Enlarge restroom to accommodate accessible water closet and lavatory and wheelchair turning space.	Level 4	$8,400.00
45	Enlarge restroom to accommodate accessible water closet and lavatory and wheelchair turning space.	Level 4	$8,400.00
46	Enlarge restroom to accommodate accessible water closet and lavatory and wheelchair turning space.	Level 4	$8,400.00
47	Modify floor to provide a level accessible route leading into the break room.	Level 4	$2,625.00
48	Modify hallway to achieve a minimum 36" wide path to the break room.	Level 4	$2,625.00
49	Modify sink to provide 34" maximum height.	Level 4	$2,100.00

Grand Total	$366,977.00



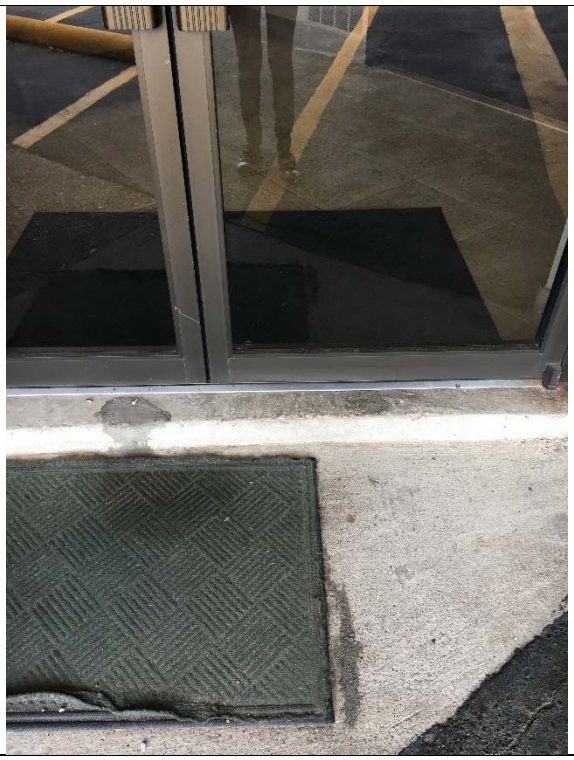
Violation 1 - There are no accessible parking spaces serving the building.

Violation 2 -There are 5 covered parking spaces at the west portion of the building (4308) with no accessible parking spaces provided.

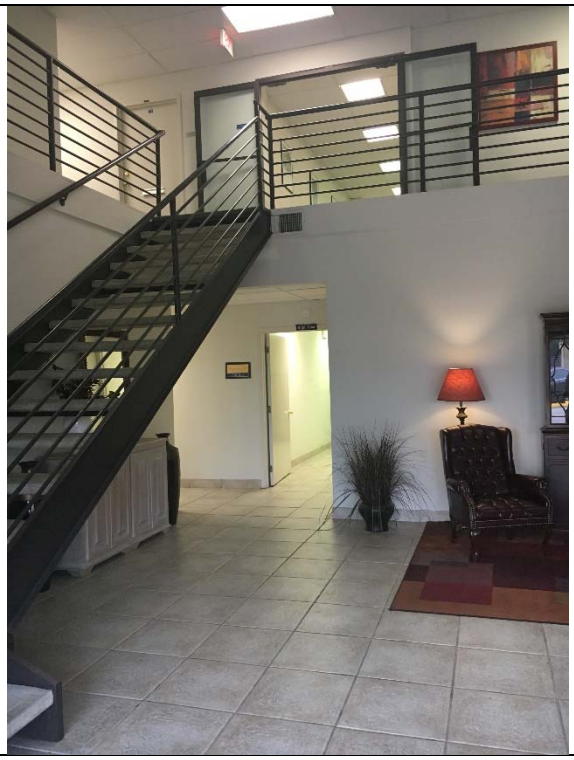


Violation 3 - The ramp provided leading to the main entrance of the building (4310) has a drop off at the corner.

Violation 4 - A step up of 3-1/4" is required for access to the porch at the entrance to the 4308 portion of the building.



Violation 5 - There is a level change as well as an unsecured mat at the entrance to 4308.



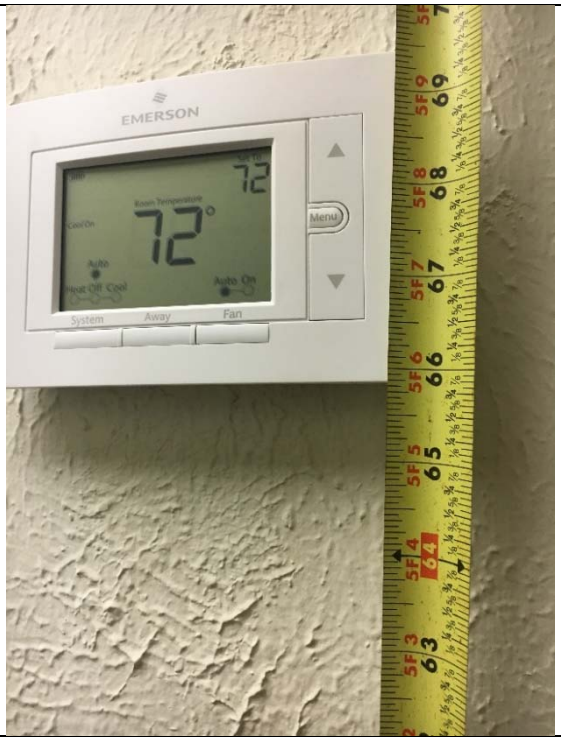
Violation 6 – There is no accessible route to the 2nd floor, no elevator is provided in building.

Violation 7 - There are approximately 100 doors with knob hardware throughout the facility.

Violation 8 - There is one office door on the first floor that has an opening that is less than the required 32"minimum wide.

Violation 9 - There are 5 office doors on the first floor that does not have the minimum 18" maneuvering clearance on the pull side.

Violation 10 - Signage throughout the building (approximately 75 signs) to include directional, room identification, restroom signage and tenant signage, is mounted above the door, or in the wrong location and does not have Braille or tactile characters.

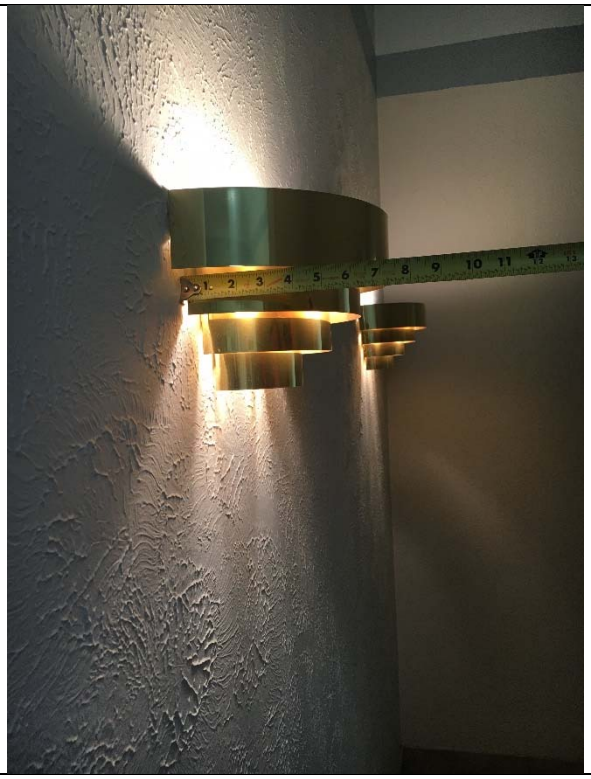


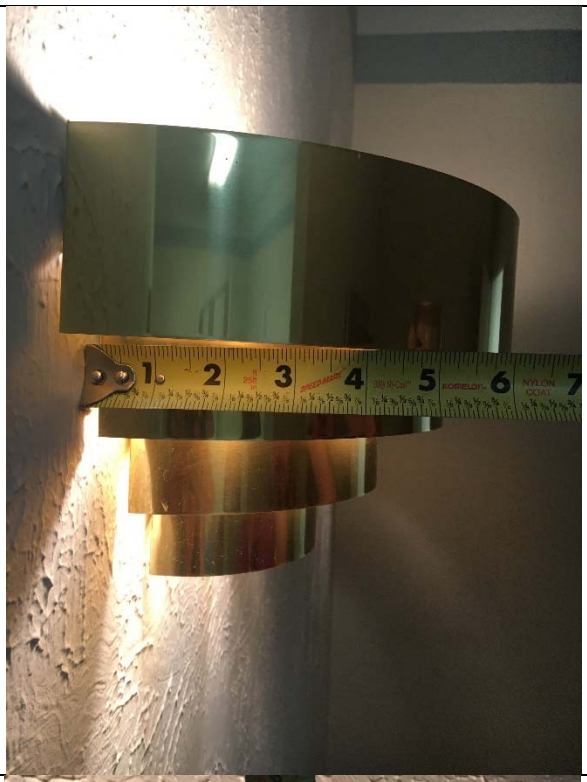
Violation 11 - Thermostats throughout the facility are mounted with the highest operable parts between 60"- 68" above finished floor.

Violation 12 - The Fire extinguishers throughout the facility are mounted where the highest operable part is between 63-1/2"-72" above finished floor.

Violation 13 - Light switches from 49"-58"aff to the highest operable part.

Violation 14 - Some outlets in the facility are mounted with the highest operable parts below the minimum requirement of 15" above finished floor.





Violation 15 - There is a light fixture in the hallway that protrudes 6" into the path of travel at 62-3/16" above finished floor.

Violation 16 - There is a transaction window in Room 203 that measures 43-3/4" above finished floor.

Violation 17 - The drinking fountain provided in the maintenance area has a spout at 42" above finished floor with no accessible fountain. Additionally, the operable portion of the bottle fill portion of the drinking fountain is mounted at 53-1/3" above finished floor.

Violation 18 - There is no access to the warehouse, stairs only are provided.

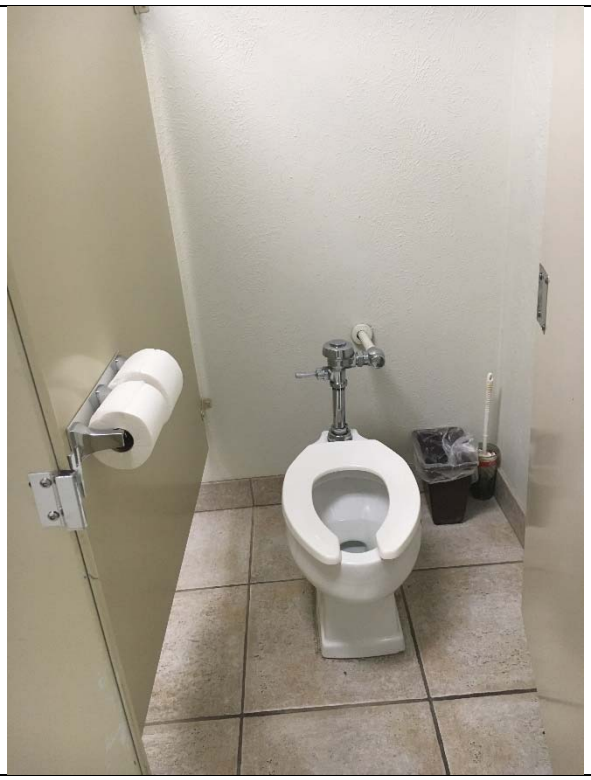
Violation 19 - There are 2 office doors on the 2nd floor that have openings that are less than the required 32"minimum wide.

Violation 20 - There is one office door on the 2nd floor that does not have the minimum 18" maneuvering clearance on the pull side.

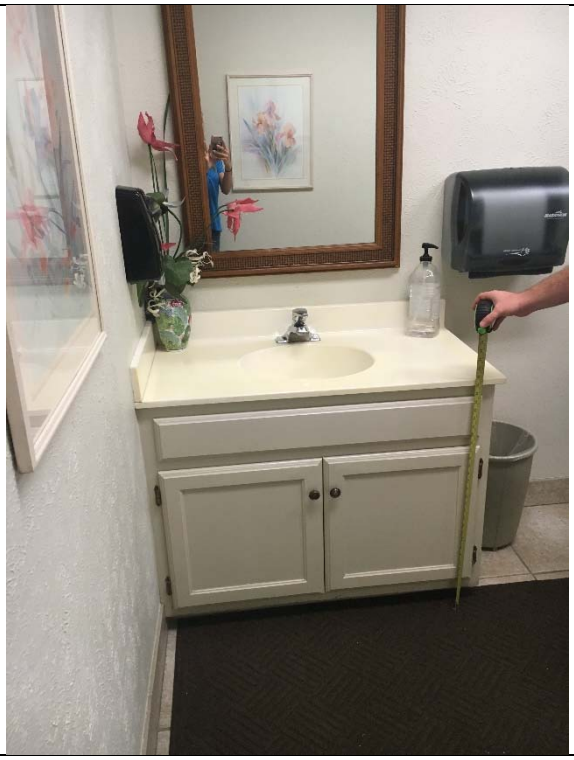
Violation 21 - The door leading from the main hallway into the lobby on the first floor does not have the minimum 18" maneuvering clearance on the pull side of the door.

Violation 22 - The exit door leading into the maintenance area does not have a minumum 18" maneuvering clearance on the pull side.

Violation 23 - The door leading from the main hallway into the lobby on the 2nd floor as well as the door on the 2nd floor that connects 4308 with 4310 do not have the minimum 18" maneuvering clearance on the pull side of the door.

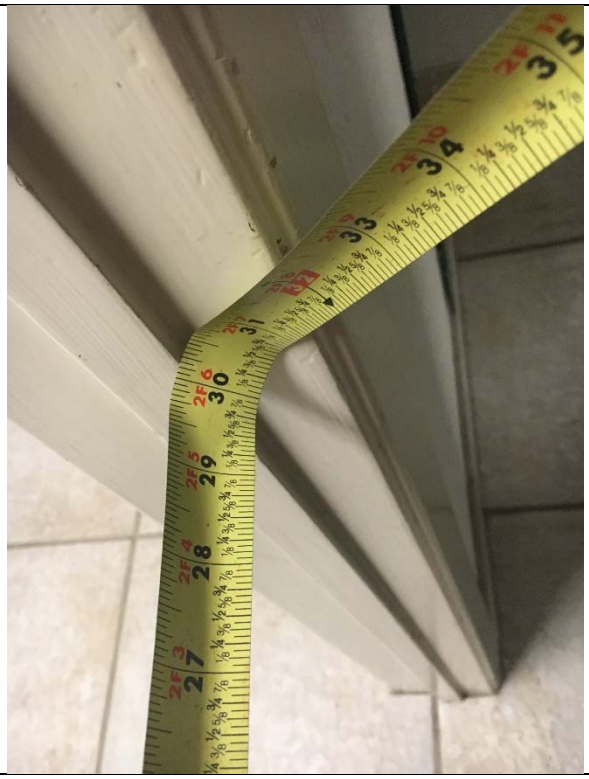


Violation 24 - Women's Restroom first floor of 4310 - Does not have an accessible stall provided.



Violation 25 - Women's Restroom first floor of 4310 - There is a cabinet beneath the lavatory blocking the required knee clearance.

Violation 26 - Women's Restroom first floor of 4310 - The mirror is mounted at 43" above finished floor.



Violation 27 - Men's Restroom first floor of 4310 - Entrance door is only 31" wide.

Violation 28 - Men's Restroom first floor of 4310 - Entrance door maneuvering clearance is only 43" deep on the pull side where a 48" deep maneuvering clearance is required.

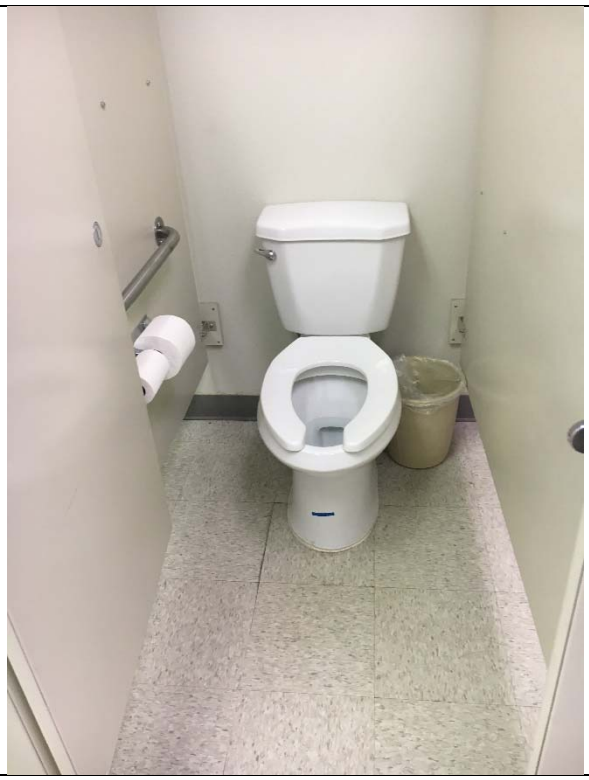
Violation 29 - Men's Restroom first floor on 4310 - The path leading to the stalls is only 20-1/2" wide.

Violation 30 - Men's Restroom first floor of 4310 - Does not have an accessible stall provided.

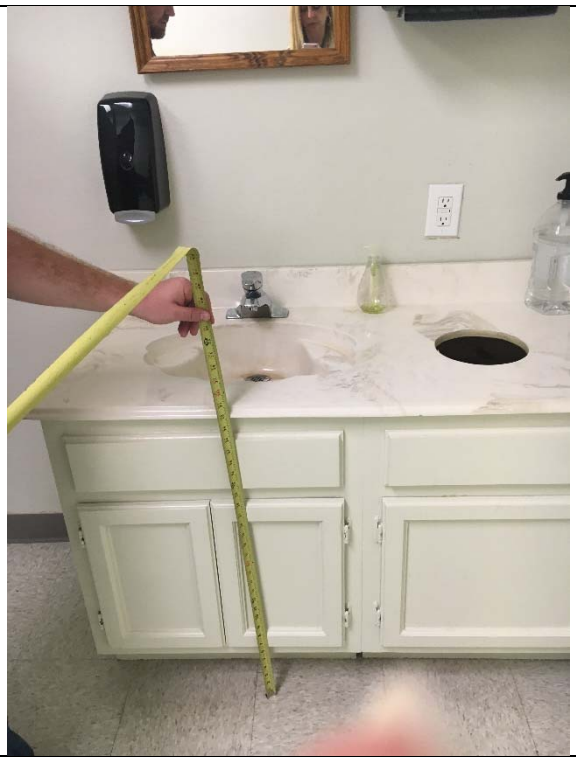
Violation 31 - Men's Restroom first floor of 4310 - There is a cabinet beneath the lavatory blocking the required knee clearance.

Violation 32 - Men's Restroom first floor of 4310 - The mirror is mounted at 53" above finished floor.

Violation 33 - Women's Restroom second floor of 4310 - The opening leading into the restroom is only 30" wide.



Violation 34 - Women's Restroom second floor of 4310 - Does not have an accessible stall provided.



Violation 35 - Women's Restroom second floor 4310 - There is a cabinet beneath the lavatory blocking the required knee clearance.

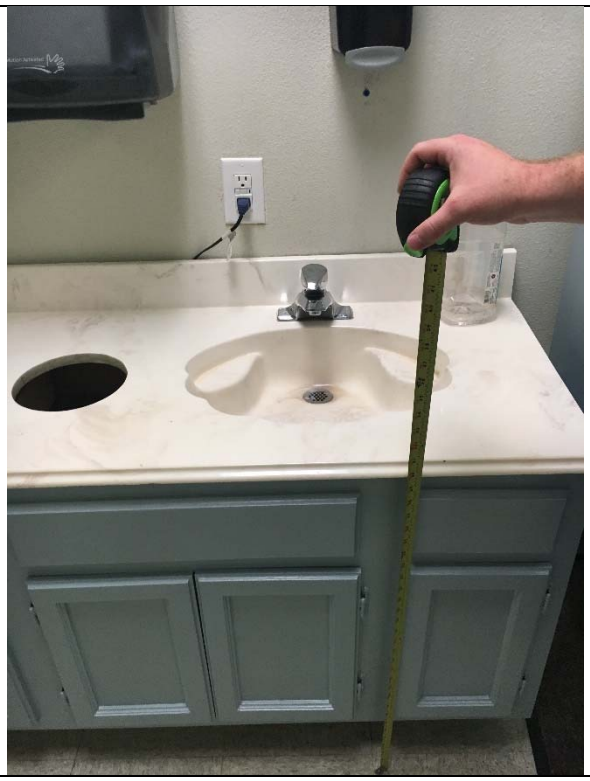
Violation 36 - Women's Restroom second floor of 4310 - The mirror is mounted at 52" above finished floor.

Violation 37 - Men's Restroom second floor of 4310 - The maneuvering clearance on pull side of the door is only 44" deep.

Violation 38 - Men's Restroom second floor of 4310 - The opening leading into the restroom is only 33-1/2" wide.

Violation 39 - Men's Restroom second floor of 4310 - The path leading to the stalls is only 25" wide between the stalls and the wall.

Violation 40 - Men's Restroom second floor of 4310 - Does not have an accessible stall provided.



Violation 41 - Men's Restroom second floor of 4310 - There is a cabinet beneath the lavatory blocking the required knee clearance.

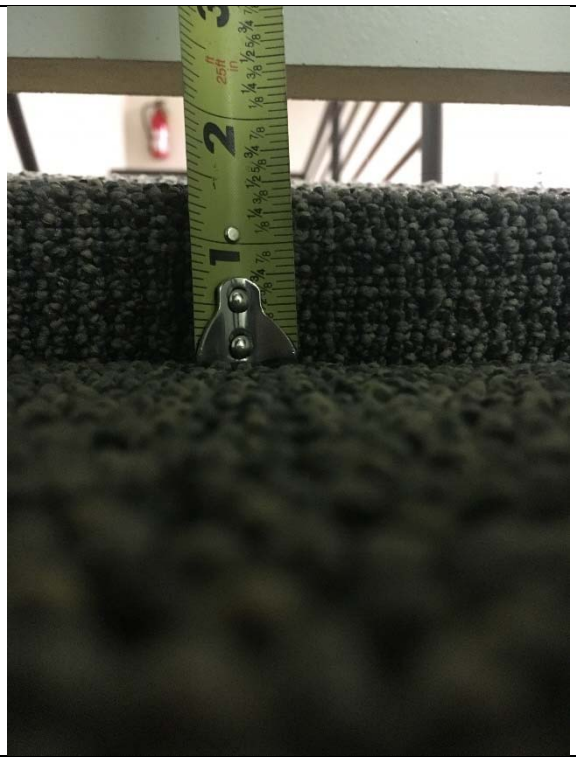
Violation 42 - There is a shower provided in the shower room on the 4310 side on the 2nd floor that has no compliant features.

Violation 43 - Men's Restroom first floor of 4308 - Toilet room is not large enough to accommodate a wheelchair turning space.

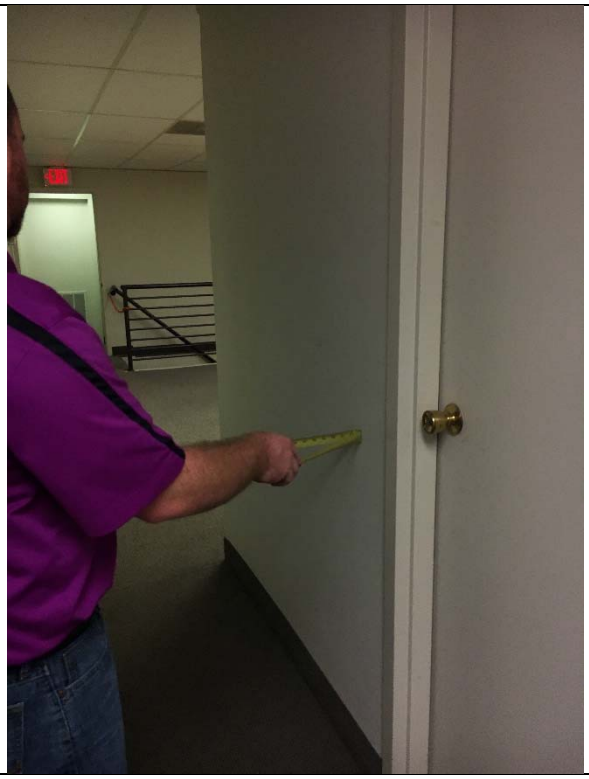
Violation 44 - Women's Restroom first floor of 4308 - Toilet room is not large enough to accommodate a wheelchair turning space.

Violation 45 - Men's Restroom second floor of 4308 - Toilet room is not large enough to accommodate a wheelchair turning space.

Violation 46 - Women's Restroom second floor of 4308 - Toilet room is not large enough to accommodate a wheelchair turning space.



Violation 47 - There is a change in level greater than 1/2" leading to the break room from the office and from the hallway.



Violation 48 - The hallway leading into the breakroom is only 33" wide.

Violation 49 - The counter in the break room is 36" above finished floor to the top of the counter at the sink where a maximum of 34" is required.

ACCESSOLOGY

ADDISON AIRPORT
BUILDING REPORT

Facility Information: **Facility Name:** 4400 Glenn Curtiss Drive

Facility Contact: Lisa Pyles **Contact Phone:** 972-450-2878

Accessology Inspector Information:

Inspector: Karen Jackson **Date:** April 17, 2017

Email: kjackson@accessology.com

Latitude: 32.969249 **Longitude:** -96.834691

Address: 4400 Glenn Curtiss Drive **City:** Addison **County:** Dallas

General Parking Notes:

There are 50 parking spaces noted to serve this facility with only 1 accessible space.

Total Parking Spaces:	50
Total Accessible Parking Spaces:	1
Number of van accessible spaces:	0
Is the accessible parking substantially compliant?	No

Violation #1: Only one accessible parking space is provided where two are required and one of the two is required to be van accessible.

Standard: **2010 ADAAG 208.2 Minimum Number.**

Text: Parking spaces complying with 502 shall be provided in accordance with Table 208.2 except as required by 208.2.1, 208.2.2, and 208.2.3.

Possible Solutions: Create one additional accessible parking space with an access aisle and accessible signage.

ADDISON AIRPORT - 4400 Glenn Curtiss Drive

Parking - Page 2

Violation #1 Cost:	$3,150	Priority	Level 3
Violation #2:	The existing accessible parking space is not served by the required access aisle.		
Standard:	**2010 ADAAG 502.3 Access Aisle.**		
Text:	Access aisles serving parking spaces shall comply with 502.3. Access aisles shall adjoin an accessible route. Two parking spaces shall be permitted to share a common access aisle.		
Possible Solutions:	Add an access aisle that can be shared with the additional parking space being added. Price is included in Violation #1.		
Violation #2 Cost:	$0	Priority	Level 3
Violation #3:	There is no accessible parking signage provided.		
Standard:	**2010 ADAAG 502.6 Parking Spaces Identification.**		
Text:	Signs identifying van parking spaces shall contain the designation "van accessible." Signs shall be 60 inches minimum above the finish floor or ground surface measured to the bottom of the sign.		
Possible Solutions:	Provide an accessible parking sign to serve the existing space.		
Violation #3 Cost:	$525	Priority	Level 4

		High Priority	1-4
Parking Violations Total	$3,675	Medium Priority	5-8
		Low Priority	9-12

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Email: kjackson@accessology.com

Latitude: 32.969249 **Longitude:** -96.834691

Address: 4400 Glenn Curtiss Drive **City:** Addison **County:** Dallas

General Accessible Route Notes:

Accessible route from parking to building is substantially compliant.

Is the path of travel from accessible parking to building entrance compliant?	Yes
Does the path of travel serve all exterior amenities offered by the facility?	N/A
Is the path of travel from building entrances to all amenities served by the entrance substantially compliant?	N/A

Accessible Route Total $0

High Priority	1-4
Medium Priority	5-8
Low Priority	9-12

ADDISON AIRPORT
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Address: 4400 Glenn Curtiss Drive **City:** Addison **County:** Dallas

General Accessible Route Notes:

The accessible route to the building entrance is in substantial compliance. There is however, no accessible route to the second level of the building.

Is the path of travel from building entrances to all amenities served by the entrance substantially compliant? No

Violation #4: There is no accessible route leading to the second floor.

Standard: **2010 ADAAG 206.2.3 Multi-Story Buildings and Facilities.**

Text: At least one accessible route shall connect each story and mezzanine in multi-story buildings and facilities.

Possible Solutions: Add a fully compliant elevator when needed to accommodate an employee if an accommodation can not be made in a more accessible location. Until the elevator is needed, it's a low priority.

Violation #4 Cost: $157,500 Priority Level 11

Accessible Route Total $157,500

High Priority 1-4

Medium Priority 5-8

Low Priority 9-12

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BUILDING REPORT

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Facility Contact: Lisa Pyles **Contact Phone:** 972-450-2878

Accessology Inspector Information:

Inspector: Karen Jackson **Date:** April 17, 2017

Email: kjackson@accessology.com

Latitude: 32.969249 **Longitude:** -96.834691

Address: 4400 Glenn Curtiss Drive **City:** Addison **County:** Dallas

General Entrance Notes:

The main entrance into the building is not compliant due to slope issues.

Is the main entry door accessible?	No
Is there an alternate door that is accessible?	No
If so, does the inaccessible door have signage indicating the location of the nearest accessible door?	N/A

Violation #5: The landing at the building's main entrance has a 6.9% running slope.

Standard: **2010 ADAAG 404.2.4.4 Floor or Ground Surface.**

Text: Floor or ground surface within required maneuvering clearances shall comply with 302. Changes in level are not permitted. EXCEPTIONS: Slopes not steeper than 1:48 shall be permitted.

Possible Solutions: Remove and replace pavement at entrance door to achieve a level landing at the door with slopes no greater than 1:48 in all directions.

Violation #5 Cost: $2,100 Priority Level 3

Violation #6: There is only a 33-1/2" deep level landing/maneuvering clearance at the side door that leads to the runway area. The maneuvering clearance at this door should be a minimum of 60" deep.

ADDISON AIRPORT - 4400 Glenn Curtiss Drive

Entrance - Page 2

Standard:	**2010 ADAAG 404.2.4.1 Swinging Doors and Gates.**
Text:	Swinging doors and gates shall have maneuvering clearances complying with Table 404.2.4.1.
Possible Solutions:	Remove and replace pavement at entrance door to achieve a level landing with slopes no greater than 1:48 in all directions for a minimum of 60" deep.
Violation #6 Cost:	$2,100 Priority Level 3
Violation #7:	The sidewalk leading up to the side entrance from the runway area has a 10.7% running slope.
Standard:	**2010 ADAAG 403.3 Slope.**
Text:	The running slope of walking surfaces shall not be steeper than 1:20. The cross slope of walking surfaces shall not be steeper than 1:48.
Possible Solutions:	Reconstruct this area and provide a fully accessible ramp with compliant handrails.
Violation #7 Cost:	$3,675 Priority Level 4
Violation #8:	There are 5 doors leading into the building from the warehouse that have a 6" step up onto a platform.
Standard:	**2010 ADAAG 303.2 Vertical**
Text:	Changes in level of ¼ inch high maximum shall be permitted to be vertical.

ADDISON AIRPORT - 4400 Glenn Curtiss Drive

Entrance - Page 3

Possible Solutions:	Modify one door from the warehouse to provide an accessible connection to the building.
Violation #8 Cost:	$2,625 — Priority: Level 4
Violation #9:	The warehouse doors only have a 53" deep maneuvering clearance where a minimum of 60" is required.
Standard:	**2010 ADAAG 404.2.4.1 Swinging Doors and Gates.**
Text:	Swinging doors and gates shall have maneuvering clearances complying with Table 404.2.4.1.
Possible Solutions:	Modify one door from the warehouse to provide the required 60" deep maneuvering clearance. Cost included in Violation #8.
Violation #9 Cost:	$0 — Priority: Level 4
Violation #10:	Doors leading into the building from the warehouse only have a 9-1/2" maneuvering clearance on the pull side where a minimum of 18" is required.
Standard:	**2010 ADAAG 404.2.4.1 Swinging Doors and Gates.**
Text:	Swinging doors and gates shall have maneuvering clearances complying with Table 404.2.4.1.
Possible Solutions:	Modify one door from the warehouse to provide 18" minimum clearance on the pull side of the door. Cost included in Violation #8.
Violation #10 Cost:	$0 — Priority: Level 4

ADDISON AIRPORT - 4400 Glenn Curtiss Drive

Entrance - Page 4

Violation #11:	Doors leading into the building from the warehouse do not have a minimum width of 32".
Standard:	**2010 ADAAG 404.2.3 Clear Width.**
Text:	Door openings shall provide a clear width of 32 inches minimum. Clear openings of doorways with swinging doors shall be measured between the face of the door and the stop, with the door open 90 degrees.
Possible Solutions:	Replace one door with unit that provides 32" minimum clear width. Cost included in Violation #8.
Violation #11 Cost:	$0

Priority: Level 3

Entrance Total	$10,500

High Priority	1-4
Medium Priority	5-8
Low Priority	9-12

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BUILDING REPORT

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Facility Contact: Lisa Pyles **Contact Phone:** 972-450-2878

Accessology Inspector Information:

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Latitude: 32.969249 **Longitude:** -96.834691

Address: 4400 Glenn Curtiss Drive **City:** Addison **County:** Dallas

General Hallway Notes:

The facility is two stories with no access to the second level, multiple hallways and corridors with non-compliant signage and door hardware throughout.

Does this facility have any hallways?	Yes
Do the doors have compliant hardware?	No
Do the doors have proper maneuvering clearances?	No
Is the hallway width at least 36” clear width?	Yes
Are visual strobes provided?	No
Are there any protruding objects?	Yes
Is the signage substantially compliant?	No

Violation #12: The information desk is at 49-3/4" to the top where a maximum of 36" is required.

Standard: **2010 ADAAG 904.4 Sales and Service Counters**

Text: 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.

Possible Solutions: Lower a 36" wide portion of the counter to 36" maximum. Clear floor space for a side approach is already provided.

Violation #12 Cost: $2,100 Priority Level 4

ADDISON AIRPORT - 4400 Glenn Curtiss Drive

Hallway - Page 2

Violation #13:	Approximately 15 doors throughout the facility have door hardware that requires grasping and twisting to operate.
Standard:	**2010 ADAAG 404.2.7 Door and Gate Hardware.**
Text:	Handles, pulls, latches, locks, and other operable parts on doors and gates shall comply with 309.4.
Possible Solutions:	Replace with lever style door hardware.
Violation #13 Cost:	$7,875 Priority Level 5
Violation #14:	There are approximately 25 room signs throughout the building that have no compliant features, some of which are mounted on the doors.
Standard:	**2010 ADAAG 216.2 Designations.**
Text:	Interior and exterior signs identifying permanent rooms and spaces shall comply with 703.1, 703.2, and 703.5. Where pictograms are provided the pictograms shall comply with 703.6 and shall have text descriptors complying with 703.2 and 703.5.
Possible Solutions:	Provide new compliant signs for all permanent rooms and install on them on the latch side of the doors.
Violation #14 Cost:	$6,615 Priority Level 6
Violation #15:	There are approximately 8 doors throughout the building (including private offices) that do not have a minimum of 18" maneuvering clearance on the pull side.

ADDISON AIRPORT - 4400 Glenn Curtiss Drive

Hallway - Page 3

Standard:	**2010 ADAAG 404.2.4.1 Swinging Doors and Gates.**
Text:	Swinging doors and gates shall have maneuvering clearances complying with Table 404.2.4.1.
Possible Solutions:	Modify doors to provide an 18" minimum maneuvering clearance.
Violation #15 Cost:	$37,800 — Priority: Level 3
Violation #16:	The controls for the thermostat provided in the lounge area are at 60" above finished floor.
Standard:	**2010 ADAAG 308.2.1 Unobstructed. & 308.3.1 Unobstructed**
Text:	Where forward and side reaches area unobstructed, the high forward and side reaches shall be 48" maximum and the low forward and side reaches shall be 15" minimum above the finish floor or ground.
Possible Solutions:	Lower thermostat so the highest operable part is at 48" above finished floor.
Violation #16 Cost:	$525 — Priority: Level 8

		High Priority	1-4
Hallway Total	$54,915	Medium Priority	5-8
		Low Priority	9-12

ADDISON AIRPORT
BUILDING REPORT

Facility Information: **Facility Name:** 4400 Glenn Curtiss Drive

Facility Contact: Lisa Pyles **Contact Phone:** 972-450-2878

Accessology Inspector Information:

Inspector: Karen Jackson **Date:** April 17, 2017

Email: kjackson@accessology.com

Latitude: 32.969249 **Longitude:** -96.834691

Address: 4400 Glenn Curtiss Drive **City:** Addison **County:** Dallas

General Restroom Notes:

There are multiple restrooms in the facility, none of which are fully compliant.

Is the door to the restroom substantially compliant?	Yes
Does the room have the required turning radius?	Yes
Is the water closet substantially compliant?	No
Does the water closet have the required clear floor space?	No
Is the lavatory substantially compliant?	No
Is the urinal substantially compliant?	N/A
Is the mirror substantially compliant?	Yes

Violation #17: There are two showers in the lounge restroom, neither of which are compliant.

Standard: **2010 ADAAG 213.3.6 Bathing Facilities.**

Text: Where bathtubs or showers are provided, at least one bathtub complying with 607 or at least one shower complying with 608 shall be provided.

Possible Solutions: Provide one fully accessible shower.

Violation #17 Cost: $3,150 Priority Level 4

ADDISON AIRPORT - 4400 Glenn Curtiss Drive

Restrooms - Page 2

Violation #18:	The lavatory in the lounge restroom does not have the required toe and knee clearance provided.
Standard:	**2010 ADAAG 606.2 Clear Floor Space.**
Text:	A clear floor space complying with 305, positioned for a forward approach, and knee and toe clearance complying with 306 shall be provided.
Possible Solutions:	Modify lavatory to provide the required clear floor space and knee/toe clearance for a forward approach.
Violation #18 Cost:	$2,100 Priority Level 4
Violation #19:	The lounge restroom does not have an accessible stall provided.
Standard:	**2010 ADAAG 213.3.1 Toilet Compartments.**
Text:	Where toilet compartments are provided, at least one toilet compartment shall comply with 604.8.1.
Possible Solutions:	Modify restroom to provide an accessible stall.
Violation #19 Cost:	$4,200 Priority Level 4
Violation #20:	First Floor Men's room - Does not have an accessible stall provided.
Standard:	**2010 ADAAG 213.3.1 Toilet Compartments.**

ADDISON AIRPORT - 4400 Glenn Curtiss Drive

Restrooms - Page 3

Text:	Where toilet compartments are provided, at least one toilet compartment shall comply with 604.8.1.
Possible Solutions:	Modify restroom to provide an accessible stall.
Violation #20 Cost:	$4,200 Priority Level 4
Violation #21:	First Floor Men's room - Lavatory does not have the required toe and knee clearance provided.
Standard:	**2010 ADAAG 606.2 Clear Floor Space.**
Text:	A clear floor space complying with 305, positioned for a forward approach, and knee and toe clearance complying with 306 shall be provided.
Possible Solutions:	Modify lavatory to provide the required clear floor space and knee/toe clearance for a forward approach.
Violation #21 Cost:	$2,100 Priority Level 4
Violation #22:	First Floor Women's room - Does not have an accessible stall provided.
Standard:	**2010 ADAAG 213.3.1 Toilet Compartments.**
Text:	Where toilet compartments are provided, at least one toilet compartment shall comply with 604.8.1.
Possible Solutions:	Modify restroom to provide an accessible stall.

ADDISON AIRPORT - 4400 Glenn Curtiss Drive

Restrooms - Page 4

Violation #22 Cost:	$4,200	Priority	Level 4

Violation #23: First Floor Women's room - Lavatory does not have the required toe and knee clearance provided.

Standard: **2010 ADAAG 606.2 Clear Floor Space.**

Text: A clear floor space complying with 305, positioned for a forward approach, and knee and toe clearance complying with 306 shall be provided.

Possible Solutions: Modify lavatory to provide the required clear floor space and knee/toe clearance for a forward approach.

Violation #23 Cost:	$2,100	Priority	Level 4

Violation #24: Second Floor Men's room - Does not have an accessible stall provided.

Standard: **2010 ADAAG 213.3.1 Toilet Compartments.**

Text: Where toilet compartments are provided, at least one toilet compartment shall comply with 604.8.1.

Possible Solutions: Modify restroom to provide an accessible stall.

Violation #24 Cost:	$4,200	Priority	Level 4

Violation #25: Second Floor Men's room - Lavatory does not have the required toe and knee clearance provided.

ADDISON AIRPORT - 4400 Glenn Curtiss Drive

Restrooms - Page 5

Standard:	**2010 ADAAG 606.2 Clear Floor Space.**
Text:	A clear floor space complying with 305, positioned for a forward approach, and knee and toe clearance complying with 306 shall be provided.
Possible Solutions:	Modify lavatory to provide the required clear floor space and knee/toe clearance for a forward approach.
Violation #25 Cost:	$2,100 Priority Level 4
Violation #26:	Second Floor Women's room - Does not have an accessible stall provided.
Standard:	**2010 ADAAG 213.3.1 Toilet Compartments.**
Text:	Where toilet compartments are provided, at least one toilet compartment shall comply with 604.8.1.
Possible Solutions:	Modify restroom to provide an accessible stall.
Violation #26 Cost:	$4,200 Priority Level 4
Violation #27:	Second Floor Women's room - Lavatory does not have the required toe and knee clearance provided.
Standard:	**2010 ADAAG 606.2 Clear Floor Space.**
Text:	A clear floor space complying with 305, positioned for a forward approach, and knee and toe clearance complying with 306 shall be provided.

ADDISON AIRPORT - 4400 Glenn Curtiss Drive

Restrooms - Page 6

Possible Solutions:	Modify lavatory to provide the required clear floor space and knee/toe clearance for a forward approach.
Violation #27 Cost:	$2,100 — Priority: Level 4
Violation #28:	Warehouse restroom door opening is only 22" wide and the door is shredded at the bottom with a door stop.
Standard:	**2010 ADAAG 404.2.3 Door and Gate Clear Width.**
Text:	Door openings shall provide a clear width of 32 inches minimum. Clear openings of doorways with swinging doors shall be measured between the face of the door and the stop, with the door open 90 degrees.
Possible Solutions:	Replace door with unit that provides 32" minimum clear width and that has a smooth surface.
Violation #28 Cost:	$2,625 — Priority: Level 3
Violation #29:	The warehouse restroom does not have an accessible stall.
Standard:	**2010 ADAAG 213.3.1 Toilet Compartments.**
Text:	Where toilet compartments are provided, at least one toilet compartment shall comply with 604.8.1.
Possible Solutions:	Modify restroom to provide an accessible stall.
Violation #29 Cost:	$4,200 — Priority: Level 4

ADDISON AIRPORT - 4400 Glenn Curtiss Drive

Restrooms - Page 7

Violation #30:	The warehouse restroom does not have an accessible lavatory provided.
Standard:	**2010 ADAAG 213.3.4 Lavatories**
Text:	Where lavatories are provided, at least one shall comply with 606 and shall not be located in a toilet compartment.
Possible Solutions:	Lower one of the lavatories to 34" with a 27" knee clearance, wrap pipes and replace controls with lever style controls.
Violation #30 Cost:	$2,100
Priority	Level 4

		High Priority	1-4
Restrooms Total	$43,575	Medium Priority	5-8
		Low Priority	9-12

ADDISON AIRPORT
BUILDING REPORT

Facility Information: **Facility Name:** 4400 Glenn Curtiss Drive

Facility Contact: Lisa Pyles **Contact Phone:** 972-450-2878

Accessology Inspector Information:

Inspector: Karen Jackson **Date:** April 17, 2017

Email: kjackson@accessology.com

Latitude: 32.969249 **Longitude:** -96.834691

Address: 4400 Glenn Curtiss Drive **City:** Addison **County:** Dallas

General Break Room Notes:

There are two public break rooms and two break rooms located in tenant spaces.

Does the facility have a break room?	Yes
Is there a stove or cooktop?	No
Is there a sink?	Yes
Is the sink substantially compliant?	No
Are the counters at 34” aff?	No

Violation #31: The counter in the first floor break room is 36-5/16" above finished floor to the top of the counter at the sink where a maximum of 34" is required.

Standard: **2010 ADAAG 606.3 Lavatories and Sinks Height.**

Text: Lavatories and sinks shall be installed with the front of the higher of the rim or counter surface 34 inches maximum above the finish floor or ground.

Possible Solutions: Modify sink to provide 34" maximum height.

Violation #31 Cost: $2,100 Priority Level 4

ADDISON AIRPORT - 4400 Glenn Curtiss Drive

Break Rooms - Page 2

Violation #32:	There is a coffee bar in the AmeriStar Human Resources office (suite 100) with a sink that is mounted at 36" above finished floor where 34" maximum is required.
Standard:	**2010 ADAAG 606.3 Lavatories and Sinks Height.**
Text:	Lavatories and sinks shall be installed with the front of the higher of the rim or counter surface 34 inches maximum above the finish floor or ground.
Possible Solutions:	Modify sink to provide 34" maximum height.
Violation #32 Cost:	$2,100 Priority Level 4
Violation #33:	The sink controls at the coffee bar in AmeriStar's Human Resources office require grasping and twisting of the wrist to operate.
Standard:	**2010 ADAAG 606.4 Faucets.**
Text:	Controls for faucets shall comply with 309. Hand-operated metering faucets shall remain open for 10 seconds minimum.
Possible Solutions:	Replace with lever style handles.
Violation #33 Cost:	$525 Priority Level 4
Violation #34:	The counter in the second floor break room is at 36-3/8" high where 34" maximum is required.
Standard:	**2010 ADAAG 606.3 Lavatories and Sinks Height.**

ADDISON AIRPORT - 4400 Glenn Curtiss Drive

Break Rooms - Page 3

Text:	Lavatories and sinks shall be installed with the front of the higher of the rim or counter surface 34 inches maximum above the finish floor or ground.
Possible Solutions:	Modify sink to provide 34" maximum height.
Violation #34 Cost:	$2,100 Priority Level 4
Violation #35:	The 2nd floor break room sink clear floor space is blocked by a wing wall leaving only a 13" deep clear floor space.
Standard:	**2010 ADAAG 606.2 Clear Floor Space.**
Text:	A clear floor space complying with 305, positioned for a forward approach, and knee and toe clearance complying with 306 shall be provided.
Possible Solutions:	Relocate sink to a location that provides the required clear floor space.
Violation #35 Cost:	$2,625 Priority Level 4
Violation #36:	The 2nd floor break room faucet controls require grasping and twisting of the wrist to operate.
Standard:	**2010 ADAAG 606.4 Faucets.**
Text:	Controls for faucets shall comply with 309. Hand-operated metering faucets shall remain open for 10 seconds minimum.
Possible Solutions:	Replace faucet with lever style handles.

ADDISON AIRPORT - 4400 Glenn Curtiss Drive

Break Rooms - Page 4

Violation #36 Cost:	$525	Priority	Level 4
Violation #37:	The counter in the 2nd floor break room in the AmeriStar office is 36-1/8" high where a maximum height of 34" is required.		
Standard:	**2010 ADAAG 606.3 Lavatories and Sinks Height.**		
Text:	Lavatories and sinks shall be installed with the front of the higher of the rim or counter surface 34 inches maximum above the finish floor or ground.		
Possible Solutions:	Modify sink to provide 34" maximum height.		
Violation #37 Cost:	$2,100	Priority	Level 4

		High Priority	1-4
Break Rooms Total	$12,075	Medium Priority	5-8
		Low Priority	9-12

ADDISON AIRPORT
BUILDING REPORT

Facility Information: **Facility Name:** 4400 Glenn Curtiss Drive

Facility Contact: Lisa Pyles **Contact Phone:** 972-450-2878

Accessology Inspector Information:

Inspector: Karen Jackson **Date:** April 17, 2017

Email: kjackson@accessology.com

Latitude: 32.969249 **Longitude:** -96.834691

Address: 4400 Glenn Curtiss Drive **City:** Addison **County:** Dallas

General Misc Notes:

This facility has multiple interior drinking fountains and mailboxes.

Are there exterior drinking fountains? No

Are there any other miscellaneous items not previously covered? N/A

Violation #38: The mailboxes provided for the tenant has the highest operable part at 77" above finished floor.

Standard: **2010 ADAAG 308.2.1 Reach Ranges Forward Reach Unobstructed.**

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

Possible Solutions: Relocate mail slots to 48" high maximum.

Violation #38 Cost: $525 Priority Level 8

Violation #39: The storage room in the restroom serving the lounge area has a door with a 21" opening. This storage room allows full access therefore the door width is required to have a 32" minimum opening for access.

Standard: **2010 ADAAG 404.2.3 Clear Width.**

ADDISON AIRPORT - 4400 Glenn Curtiss Drive

Miscellaneous - Page 2

Text:	Door openings shall provide a clear width of 32 inches minimum. Clear openings of doorways with swinging doors shall be measured between the face of the door and the stop, with the door open 90 degrees.
Possible Solutions:	Replace door with unit that provides 32" minimum clear width.
Violation #39 Cost:	$2,625 Priority Level 5
Violation #40:	There is only one drinking fountain provided on the first floor, where two are required.
Standard:	**2010 ADAAG 211.2 Minimum Number.**
Text:	No fewer than two drinking fountains shall be provided. One drinking fountain shall comply with 602.1 through 602.6 and one drinking fountain shall comply with 602.7.
Possible Solutions:	Install a new hi/low fountain.
Violation #40 Cost:	$5,250 Priority Level 8
Violation #41:	There is only one drinking fountain provided on the second floor and it has no compliant features.
Standard:	**2010 ADAAG 211.2 Minimum Number.**
Text:	No fewer than two drinking fountains shall be provided. One drinking fountain shall comply with 602.1 through 602.6 and one drinking fountain shall comply with 602.7.

ADDISON AIRPORT - 4400 Glenn Curtiss Drive

Miscellaneous - Page 3

Possible Solutions:	Install a new hi/low fountain.		
Violation #41 Cost:	$5,250	Priority	Level 8
Violation #42:	There is only one drinking fountain provided in the warehouse and it has no compliant features.		
Standard:	**2010 ADAAG 211.2 Minimum Number.**		
Text:	No fewer than two drinking fountains shall be provided. One drinking fountain shall comply with 602.1 through 602.6 and one drinking fountain shall comply with 602.7.		
Possible Solutions:	Install a new hi/low fountain.		
Violation #42 Cost:	$5,250	Priority	Level 8
Violation #43:	One of the offices on the second floor office has sliding glass doors to go out on the balcony. The doors only have a 28" opening.		
Standard:	**2010 ADAAG 404.2.3 Clear Width.**		
Text:	Door openings shall provide a clear width of 32 inches minimum.		
Possible Solutions:	Replace door with unit that provides 32" minimum clear width.		
Violation #43 Cost:	$2,625	Priority	Level 12
Violation #44:	The stairs in the lobby provide a vertical protrusion at 65-5/8" where a minimum of 80" clearance is required.		

ADDISON AIRPORT - 4400 Glenn Curtiss Drive

Miscellaneous - Page 4

Standard:	**2010 ADAAG 307.4 Vertical Clearance**
Text:	Vertical clearance shall be 80" high min. Guardrails or other barriers shall be provided where the vertical clearance is less than 80" high. The leading edge of such guardrail or barrier shall be located 27" maximum above the finish floor or ground.
Possible Solutions:	Provide an under stair barrier.
Violation #44 Cost:	$2,100
Priority	Level 5

Miscellaneous Total	$23,625

High Priority	1-4
Medium Priority	5-8
Low Priority	9-12

Summary Sheet for 4400 Glenn Curtiss Drive

4400 Glenn Curtiss Drive

#	VIOLATION SUMMARY	PRIORITY LEVEL	COST
1	Create one additional accessible parking space with an access aisle and accessible signage.	Level 3	$3,150.00
2	Add an access aisle that can be shared with the additional parking space being added. Price is included in Violation #1.	Level 3	$0.00
3	Provide an accessible parking sign to serve the existing space.	Level 4	$525.00
4	Add a fully compliant elevator when needed to accommodate an employee if an accommodation can not be made in a more accessible location. Until the elevator is needed, it's a low priority.	Level 11	$157,500.00
5	Remove and replace pavement at entrance door to achieve a level landing at the door with slopes no greater than 1:48 in all directions.	Level 3	$2,100.00
6	Remove and replace pavement at entrance door to achieve a level landing with slopes no greater than 1:48 in all directions for a minimum of 60" deep.	Level 3	$2,100.00
7	Reconstruct this area and provide a fully accessible ramp with compliant handrails.	Level 4	$3,675.00
8	Modify one door from the warehouse to provide an accessible connection to the building. Cost included in Violation #7.	Level 4	$2,625.00
9	Modify one door from the warehouse to provide the required 60" deep maneuvering clearance. Cost included in Violation #8.	Level 4	$0.00
10	Modify one door from the warehouse to provide 18" minimum clearance on the pull side of the door. Cost included in Violation #8.	Level 4	$0.00
11	Replace one door with unit that provides 32" minimum clear width. Cost included in Violation #8.	Level 3	$0.00
12	Lower a 36" wide portion of the counter to 36" maximum. Clear floor space for a side approach is already provided.	Level 4	$2,100.00
13	Replace with lever style door hardware.	Level 5	$7,875.00
14	Provide new compliant signs for all permanent rooms and install on them on the latch side of the doors.	Level 6	$6,615.00
15	Modify doors to provide an 18" minimum maneuvering clearance.	Level 3	$37,800.00
16	Lower thermostat so the highest operable part is at 48" above finished floor.	Level 8	$525.00
17	Provide one fully accessible shower.	Level 4	$3,150.00
18	Modify lavatory to provide the required clear floor space and knee/toe clearance for a forward approach.	Level 4	$2,100.00
19	Modify restroom to provide an accessible stall.	Level 4	$4,200.00
20	Modify restroom to provide an accessible stall.	Level 4	$4,200.00
21	Modify lavatory to provide the required clear floor space and knee/toe clearance for a forward approach.	Level 4	$2,100.00
22	Modify restroom to provide an accessible stall.	Level 4	$4,200.00

#	VIOLATION SUMMARY	PRIORITY LEVEL	COST
23	Modify lavatory to provide the required clear floor space and knee/toe clearance for a forward approach.	Level 4	$2,100.00
24	Modify restroom to provide an accessible stall.	Level 4	$4,200.00
25	Modify restroom to provide an accessible stall.	Level 4	$2,100.00
26	Modify restroom to provide an accessible stall.	Level 4	$4,200.00
27	Modify lavatory to provide the required clear floor space and knee/toe clearance for a forward approach.	Level 4	$2,100.00
28	Replace door with unit that provides 32" minimum clear width and that has a smooth surface.	Level 3	$2,625.00
29	Modify restroom to provide an accessible stall.	Level 4	$4,200.00
30	Lower one of the lavatories to 34" with a 27" knee clearance, wrap pipes and replace controls with lever style controls.	Level 4	$2,100.00
31	Modify sink to provide 34" maximum height.	Level 4	$2,100.00
32	Modify sink to provide 34" maximum height.	Level 4	$2,100.00
33	Replace with lever style handles.	Level 4	$525.00
34	Modify sink to provide 34" maximum height.	Level 4	$2,100.00
35	Relocate sink to a location that provides the required clear floor space.	Level 4	$2,625.00
36	Replace faucet with lever style handles.	Level 4	$525.00
37	Modify sink to provide 34" maximum height.	Level 4	$2,100.00
38	Relocate mail slots to 48" high maximum.	Level 8	$525.00
39	Replace door with unit that provides 32" minimum clear width.	Level 5	$2,625.00
40	Install a new hi/low fountain.	Level 8	$5,250.00
41	Install a new hi/low fountain.	Level 8	$5,250.00
42	Install a new hi/low fountain.	Level 8	$5,250.00
43	Replace door with unit that provides 32" minimum clear width.	Level 12	$2,625.00
44	Provide an under stair barrier.	Level 5	$2,100.00

Grand Total	$305,865.00

Violation 1 - Only one accessible parking space is provided where two are required and one of the two is required to be van accessible.

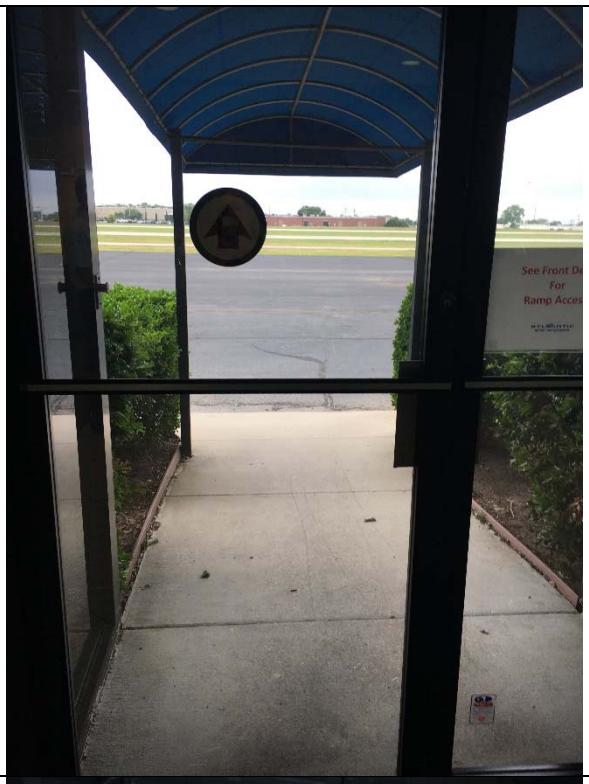
Violation 2 - Only one accessible parking space is provided where two are required and one of the two is required to be van accessible.

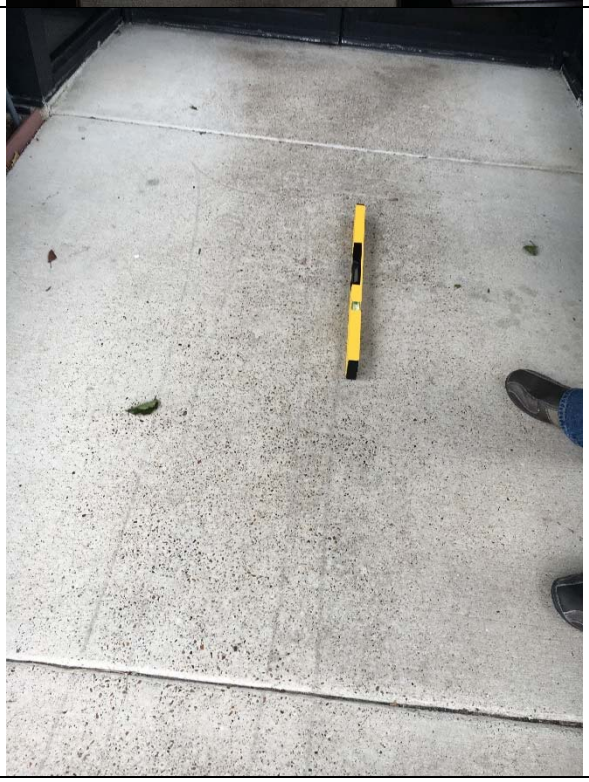
Violation 3 – There is no accessible parking signage provided.

Violation 4 - There is no accessible route leading to the second floor.

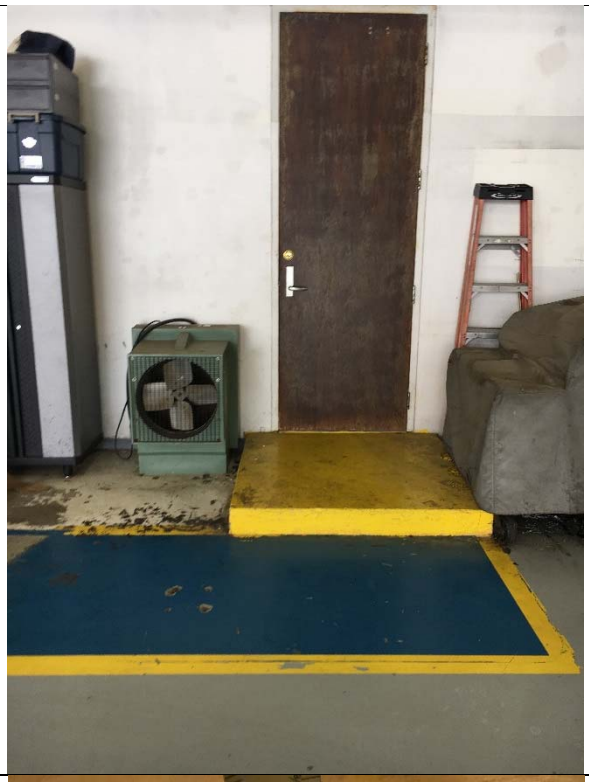
Violation 5 - The landing at the building's main entrance has a 6.9% running slope.

Violation 6 - There is only a 33-1/2" deep level landing/maneuvering clearance at the side door that leads to the runway area. The maneuvering clearance at this door should be a minimum of 60" deep.

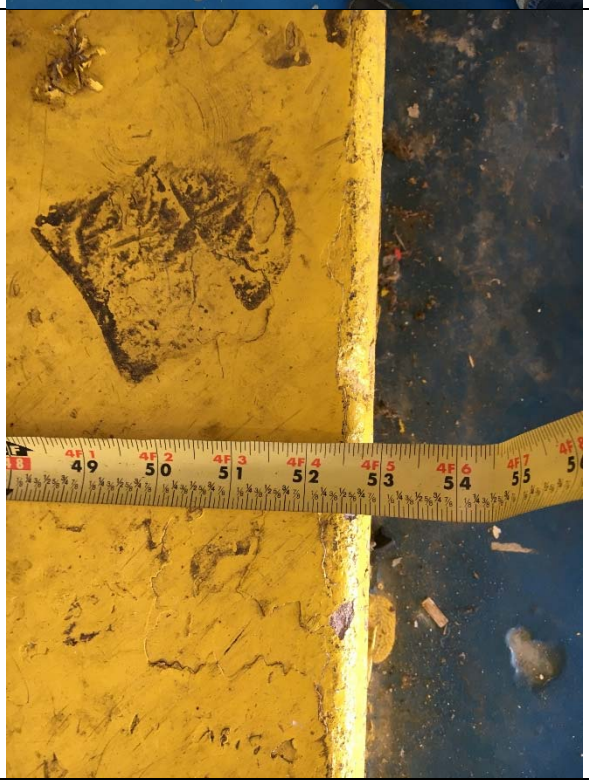




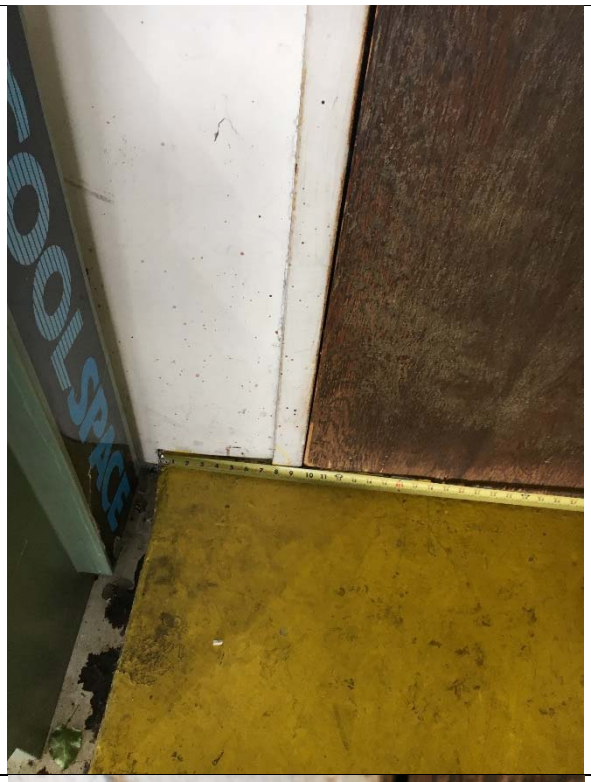
Violation 7 - The sidewalk leading up to the side entrance from the runway area has a 10.7% running slope.

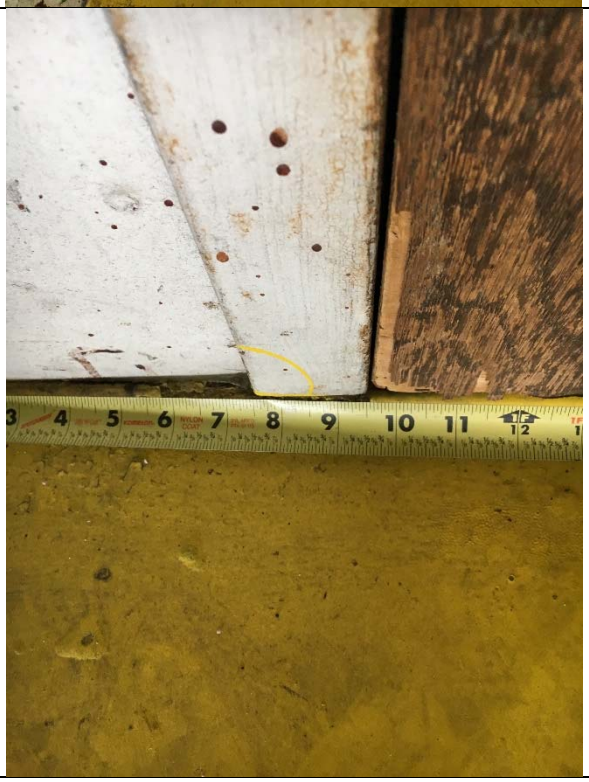


Violation 8 - There are 5 doors leading into the building from the warehouse that have a 6" step up onto a platform.



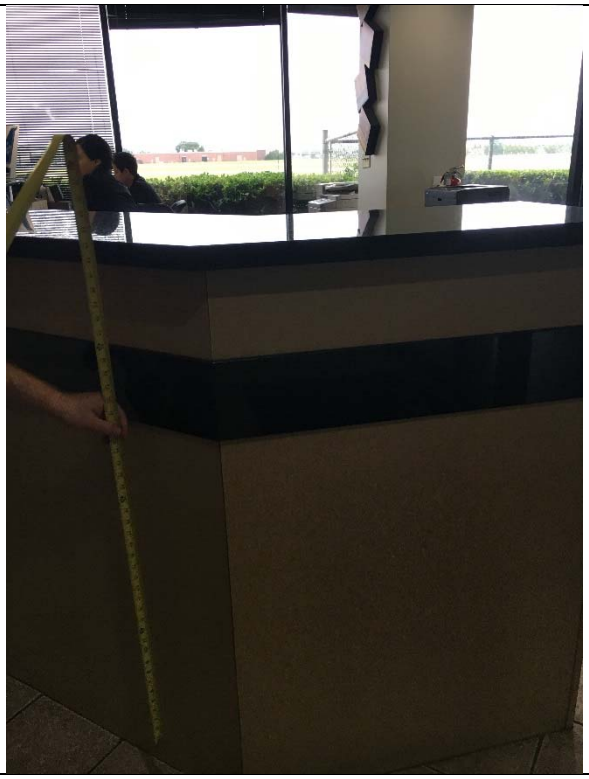
Violation 9 - The warehouse doors only have a 53" deep maneuvering clearance where a minimum of 60" is required.





Violation 10 - Doors leading into the building from the warehouse only have a 9-1/2" maneuvering clearance on the pull side where a minimum of 18" is required.

Violation 11 - Doors leading into the building from the warehouse do not have a minimum width of 32".



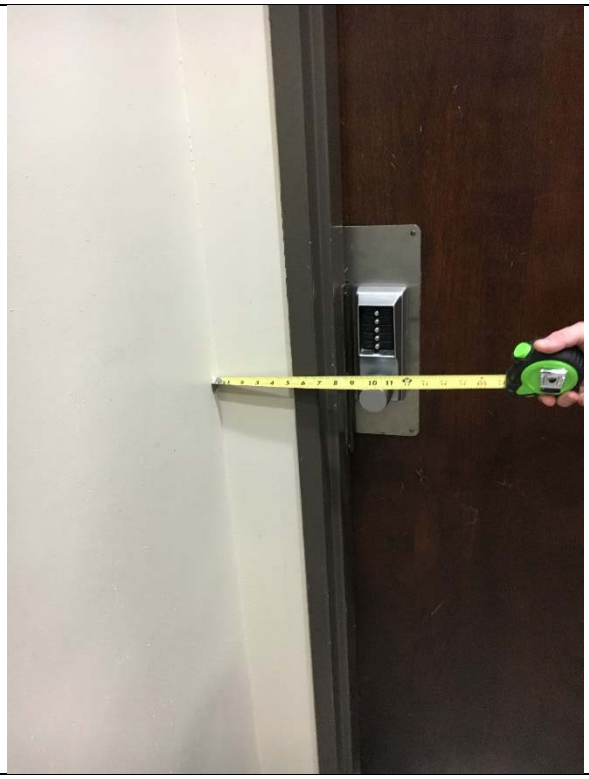
Violation 12 - The information desk is at 49-3/4" to the top where a maximum of 36" is required.

Violation 13 - Approximately 15 doors throughout the facility have door hardware that requires grasping and twisting to operate.

Conference
Room

AVIATION
Ray Goyco, Jr.
President & COO
Joe Wehrle
Director of Aviation
972-248-0457
Suite 210

Violation 14 - There are approximately 25 room signs throughout the building that have no compliant features, some of which are mounted on the doors.



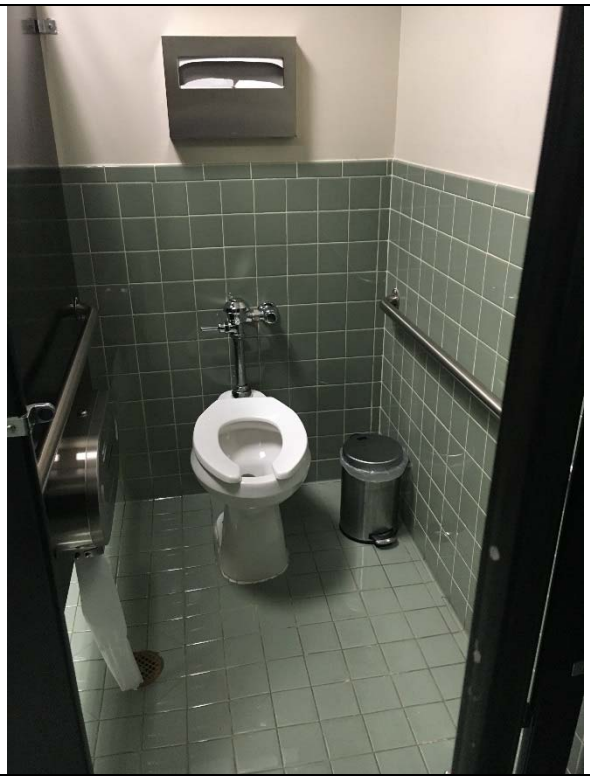
Violation 15 - There are approximately 8 doors throughout the building (including private offices) that do not have a minimum of 18" maneuvering clearance on the pull side.

Violation 16 - The controls for the thermostat provided in the lounge area are at 60" above finished floor.

Violation 17 - There are two showers in the lounge restroom, neither of which are compliant.

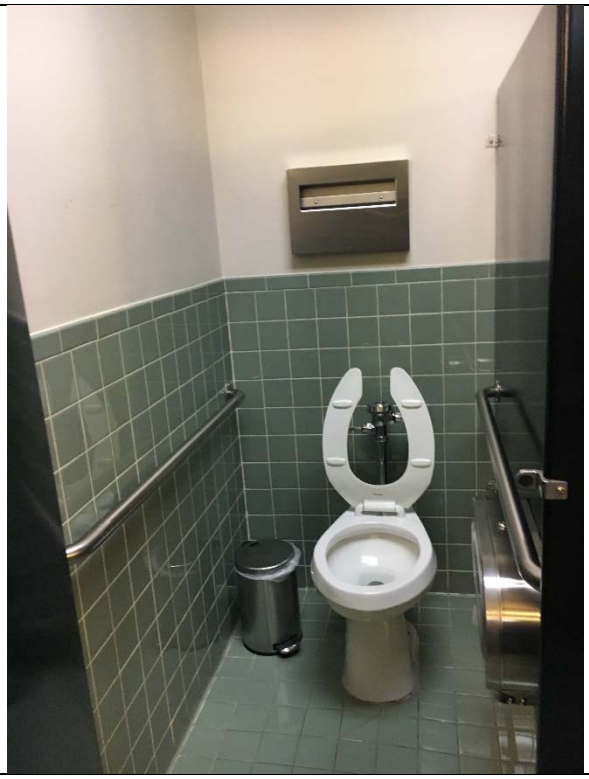
Violation 18 - The lavatory in the lounge restroom does not have the required toe and knee clearance provided.

Violation 19 - The lounge restroom does not have an accessible stall provided.



Violation 20 - First Floor Men's room - Does not have an accessible stall provided.

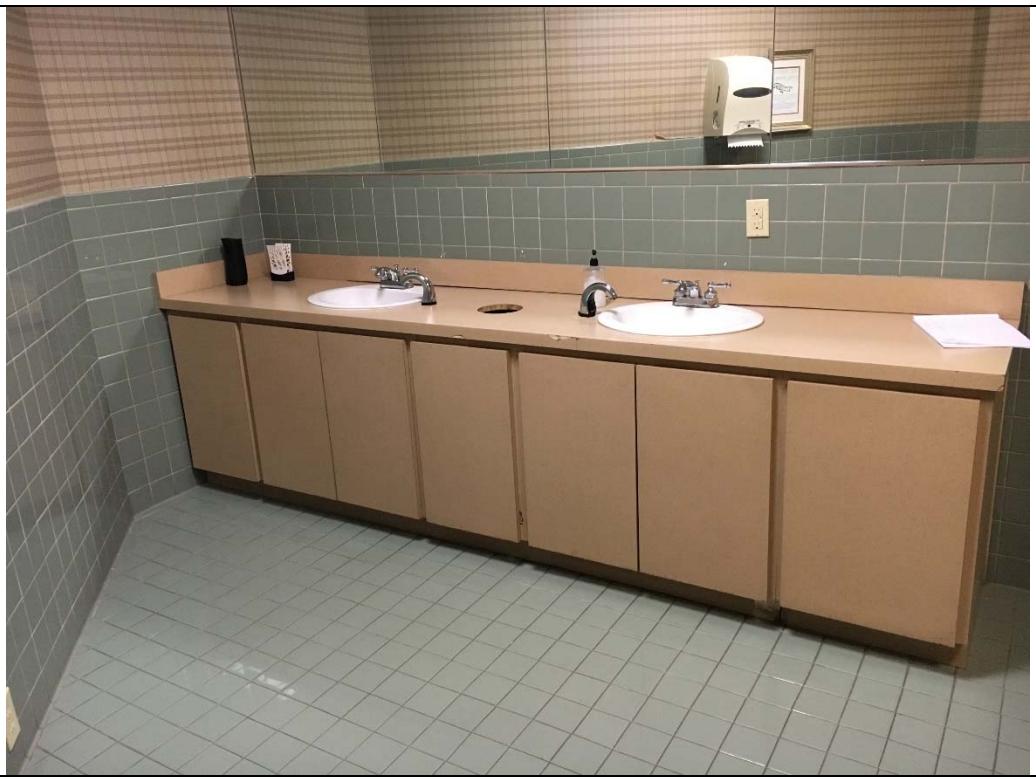
Violation 21 - First Floor Men's room - Lavatory does not have the required toe and knee clearance provided.



Violation 22 - First Floor Women's room - Does not have an accessible stall provided.

Violation 23 - First Floor Women's room - Lavatory does not have the required toe and knee clearance provided.

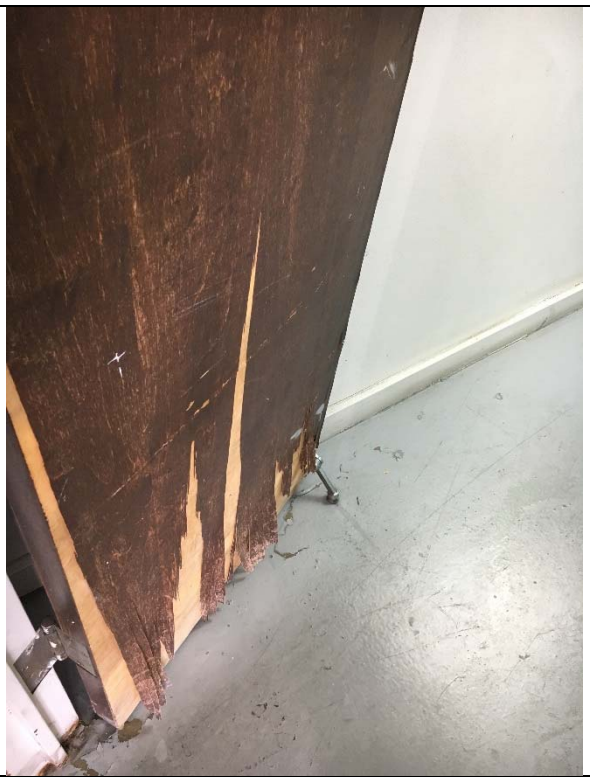
Violation 24 - Second Floor Men's room - Does not have an accessible stall provided.



Violation 25 - Second Floor Men's room - Lavatory does not have the required toe and knee clearance provided.

Violation 26 - Second Floor Women's room - Does not have an accessible stall provided.

Violation 27 - Second Floor Women's room - Lavatory does not have the required toe and knee clearance provided.

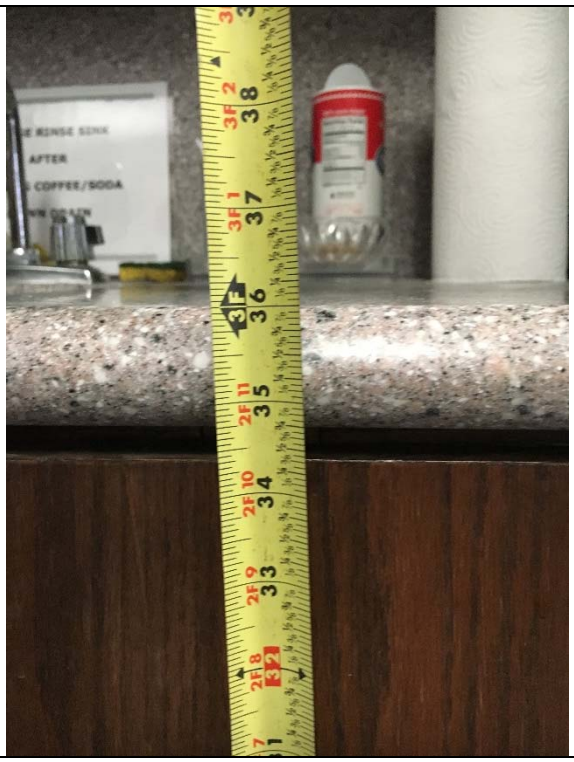


Violation 28 - Warehouse restroom door opening is only 22" wide and the door is shredded at the bottom with a door stop.

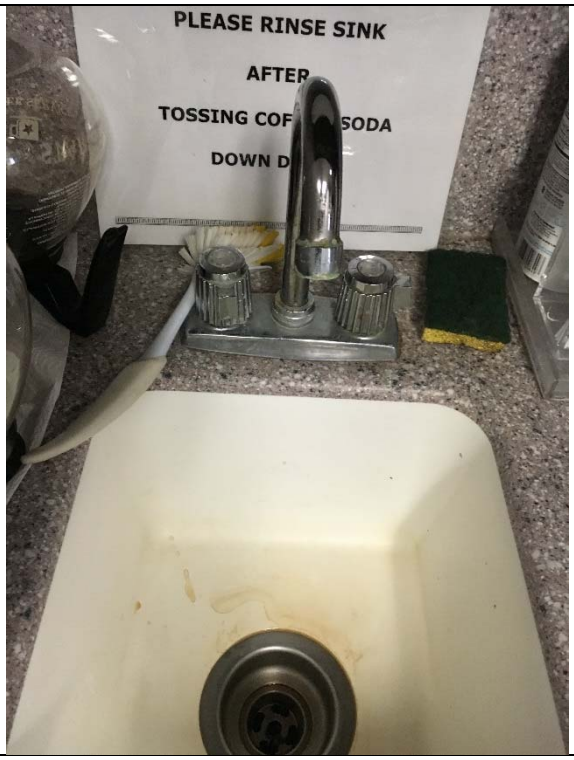
Violation 29 - The warehouse restroom does not have an accessible stall.

Violation 30 - The warehouse restroom does not have an accessible lavatory provided.

Violation 31 - The counter in the first floor break room is 36-5/16" above finished floor to the top of the counter at the sink where a maximum of 34" is required.



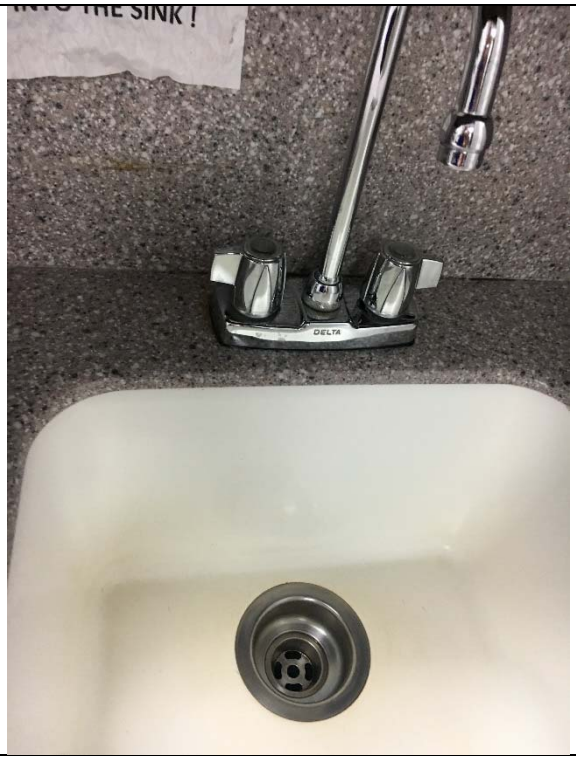
Violation 32 - There is a coffee bar in the AmeriStar Human Resources office (suite 100) with a sink that is mounted at 36" above finished floor where 34" maximum is required.



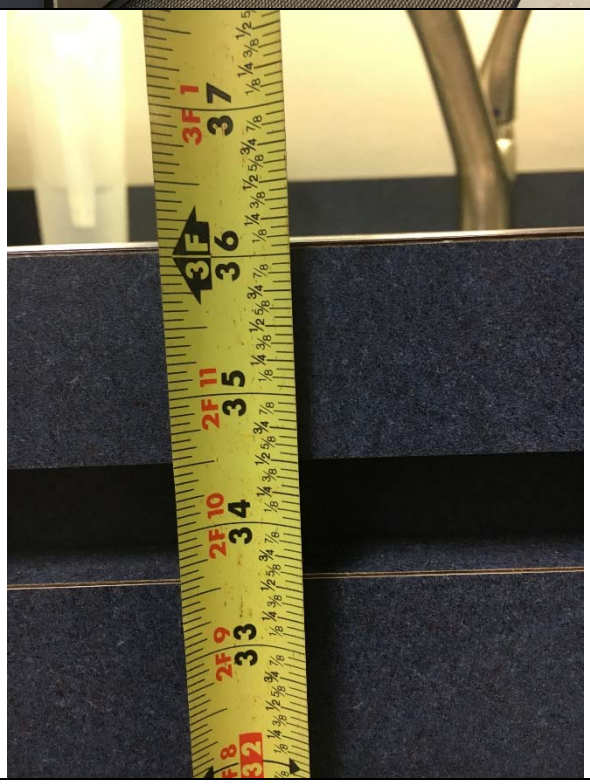
Violation 33 - The sink controls at the coffee bar in AmeriStar's Human Resources office require grasping and twisting of the wrist to operate.

Violation 34 - The counter in the second floor break room is at 36-3/8" high where 34" maximum is required.

Violation 35 - The 2nd floor break room sink clear floor space is blocked by a wing wall leaving only a 13" deep clear floor space.

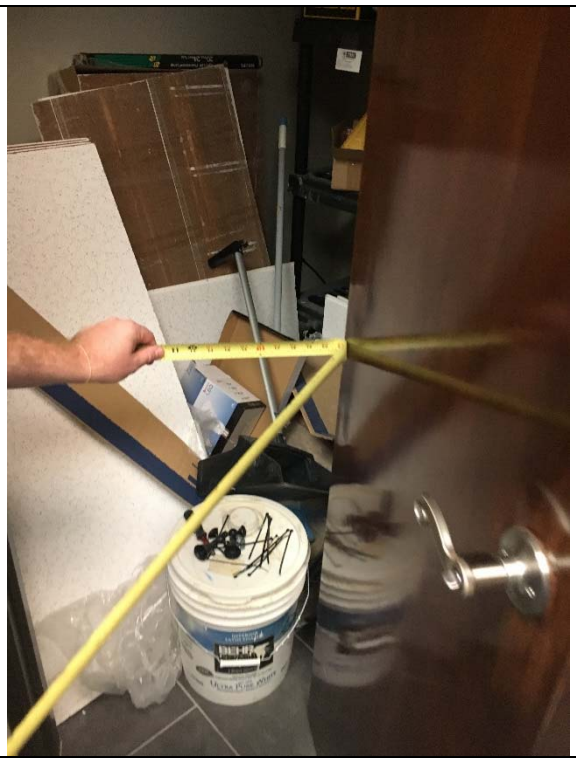


Violation 36 - The 2nd floor break room faucet controls require grasping and twisting of the wrist to operate.



Violation 37 - The counter in the 2nd floor break room in the AmeriStar office is 36-1/8" high where a maximum height of 34" is required.

Violation 38 - The mailboxes provided for the tenant has the highest operable part at 77" above finished floor.

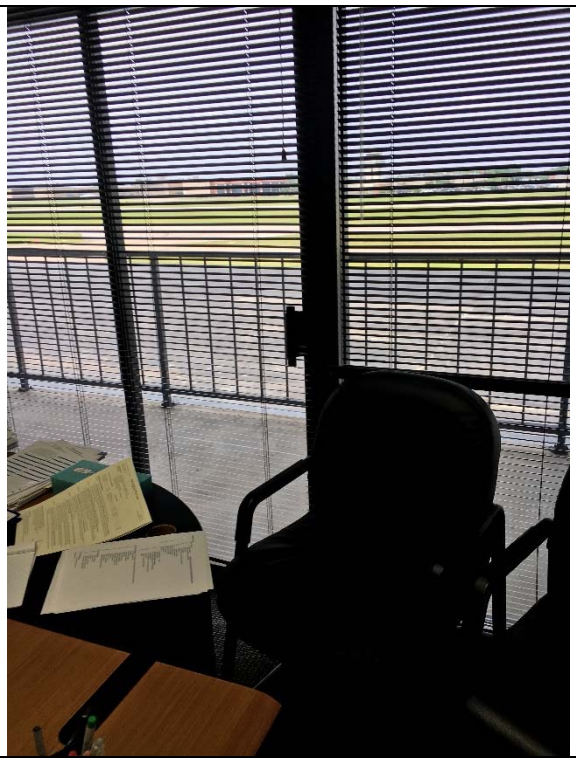


Violation 39 - The storage room in the restroom serving the lounge area has a door with a 21" opening. This storage room allows full access therefore the door width is required to have a 32" minimum opening for access.

Violation 40 - There is only one drinking fountain provided on the first floor, where two are required.

Violation 41 - There is only one drinking fountain provided on the second floor and it has no compliant features.

Violation 42 - There is only one drinking fountain provided in the warehouse and it has no compliant features.



Violation 43 - One of the offices on the second floor office has sliding glass doors to go out on the balcony. The doors only have a 28" opening.

Violation 44 - The stairs in the lobby provide a vertical protrusion at 65-5/8" where a minimum of 80" clearance is required.

ACCESSOLOGY

ADDISON AIRPORT
BUILDING REPORT

Facility Information: **Facility Name:** Terminal Building

Facility Contact: Lisa Pyles **Contact Phone:** 972-450-2878

Accessology Inspector Information:

Inspector: Karen Jackson **Date:** April 17, 2017

Email: Kjackson@accessology.com

Latitude: 32.967685 **Longitude:** -96.830112

Address: 16051 Addison Road **City:** Addison **County:** Dallas

General Parking Notes:

There are reserved parking spaces that are also covered parking spaces. One accessible parking space is provided in the covered area.

Total Parking Spaces:	115
Total Accessible Parking Spaces:	3
Number of van accessible spaces:	0
Is the accessible parking substantially compliant?	No

Violation #1: The accessible parking space on the left facing the street has a running slope of 3.1%.

Standard: **2010 ADAAG 502.4 Floor or Ground Surfaces**

Text: 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.

ADDISON AIRPORT - Terminal Building

Parking - Page 2

Possible Solutions:	Regrade the accessible parking space to achieve a 1:48 (2.08%) maximum slope in all directions and ensure one of the accessible parking spaces is a
Violation #1 Cost:	$6,300 Priority Level 5
Violation #2:	The both access aisles facing the street are only 47" wide where a minimum 60" wide access aisle is required. Neither accessible parking space is wide enough to accommodate a van accessible space.
Standard:	**2010 ADAAG 502.2 Vehicle Spaces.**
Text:	Car parking spaces shall be 96 inches wide minimum and van parking spaces shall be 132 inches wide minimum, shall be marked to define the
Possible Solutions:	Restripe to allow for 60" minimum wide access aisles and one accessible parking space to be 132" wide van accessible parking space.
Violation #2 Cost:	$2,625 Priority Level 7
Violation #3:	The left access aisle facing the street has a running slope of 2.3%.
Standard:	**2010 ADAAG 502.4 Floor or Ground Surfaces**
Text:	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.
Possible Solutions:	Regrade the access aisle to achieve a 1:48 (2%) maximum slope in all directions.
Violation #3 Cost:	$3,150 Priority Level 12

ADDISON AIRPORT - Terminal Building

Parking - Page 3

Violation #4:	The accessible parking space provided in the covered parking area has a running slope of 3.1% and a cross slope of 2.3%.
Standard:	**2010 ADAAG 502.4 Floor or Ground Surfaces**
Text:	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.
Possible Solutions:	Regrade the access aisle to achieve a 1:48 (2%) maximum slope in all directions and ensure the accessible space is a minimum of 132" wide to serve as a van accessible space.
Violation #4 Cost:	$3,150 — Priority: Level 12
Violation #5:	All accessible parking signs are mounted too low and none of the spaces are marked for "Van Accessible".
Standard:	**2010 ADAAG 502.6 Identification.**
Text:	Signs identifying van parking spaces shall contain the designation “van accessible.” Signs shall be 60 inches minimum above the finish floor or ground surface measured to the bottom of the sign.
Possible Solutions:	Raise all signage and add van accessible signage to the covered parking as well as one of the uncovered parking spaces.
Violation #5 Cost:	$525 — Priority: Level 9
Violation #6:	The access aisle serving the covered accessible parking space is partially brick and goes all the way up to the building where a mailbox is mounted on the building and protrudes into the access aisle 12" at 30-1/2" above finished floor.

ADDISON AIRPORT - Terminal Building

Parking - Page 4

Standard:	**2010 ADAAG 307.2 Protrusion Limits.**
Text:	Objects with leading edges more than 27 inches and not more than 80 inches above the finish floor or ground shall protrude 4 inches maximum horizontally into the circulation path.
Possible Solutions:	Relocate mailbox out of the path of circulation path.
Violation #6 Cost:	$158 — Priority: Level 4
Violation #7:	There are only 3 accessible parking spaces provided, where 5 are required with one being van accessible.
Standard:	**2010 ADAAG 208.2 Minimum Number.**
Text:	Parking spaces complying with 502 shall be provided in accordance with Table 208.2 except as required by 208.2.1, 208.2.2, and 208.2.3. Where more than one parking facility is provided on a site, the number of accessible spaces provided on the site shall be calculated according to the number of spaces required for each parking facility.
Possible Solutions:	Add two accessible parking spaces (one that is van accessible) with access aisles serving them with compliant signage.
Violation #7 Cost:	$3,150 — Priority: Level 4

		High Priority	1-4
Parking Violations Total	$19,058	Medium Priority	5-8
		Low Priority	9-12

ADDISON AIRPORT
BUILDING REPORT

Facility Information: **Facility Name:** Terminal Building

Facility Contact: Lisa Pyles **Contact Phone:** 972-450-2878

Accessology Inspector Information:

Inspector: Karen Jackson **Date:** April 17, 2017

Email: Kjackson@accessology.com

Latitude: 32.967685 **Longitude:** -96.830112

Address: 16051 Addison Road **City:** Addison **County:** Dallas

General Accessible Route Notes:

The accessible route to the building is substantially compliant.

Is the path of travel from accessible parking to building entrance compliant?	Yes
Does the path of travel serve all exterior amenities offered by the facility?	No
Is the path of travel from building entrances to all amenities served by the entrance substantially compliant?	N/A

Accessible Route Total $0

High Priority	1-4
Medium Priority	5-8
Low Priority	9-12

ADDISON AIRPORT
BUILDING REPORT

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Accessology Inspector Information:

Inspector: Karen Jackson **Date:** April 17, 2017

Email: Kjackson@accessology.com

Latitude: 32.967685 **Longitude:** -96.830112

Address: 16051 Addison Road **City:** Addison **County:** Dallas

General Entrance Notes:

The main entrance into the facility has non-compliant slopes.

Is the main entry door accessible?	No
Is there an alternate door that is accessible?	No
If so, does the inaccessible door have signage indicating the location of the nearest accessible door?	N/A

Violation #8: The landing at the main entrance to the building has a running slope of 7.1%.

Standard: **2010 ADAAG 404.2.4.4 Floor or Ground Surfaces.**

Text: Floor or ground surfaces within required maneuvering clearances shall comply with 302. Changes in level are not permitted. Slopes not steeper than 1:48 shall be permitted.

Possible Solutions: Remove and regrade the area in front of the door to achieve a smooth and level landing.

Violation #8 Cost: $4,200 Priority Level 3

Entrance Total $4,200

High Priority	1-4
Medium Priority	5-8
Low Priority	9-12

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Email: Kjackson@accessology.com

Latitude: 32.967685 **Longitude:** -96.830112

Address: 16051 Addison Road **City:** Addison **County:** Dallas

General Hallway Notes:

This is a multi-tenant facility. Only the suite occupied by the Town of Addison and the restrooms and elevator serving the Town were evaluated.

Does this facility have any hallways?	Yes
Do the doors have compliant hardware?	Yes
Do the doors have proper maneuvering clearances?	Yes
Is the hallway width at least 36” clear width?	Yes
Are visual strobes provided?	No
Are there any protruding objects?	No
Is the signage substantially compliant?	N/A

Violation #9: The thermostat control in the hallway is mounted with the highest operable part at 54-5/8" above finished floor where 48" high maximum is required.

Standard: **2010 ADAAG 308.2.1 Unobstructed.**

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

Possible Solutions: Lower thermostat so the highest operable part is at 48".

Violation #9 Cost: $525 Priority Level 12

ADDISON AIRPORT - Terminal Building

Hallway - Page 2

Violation #10: The fire extinguisher provided in the hallway is mounted with the highest operable part at 54" above finished floor where 48" high maximum is allowed.

Standard: **2010 ADAAG 308.2.1 Unobstructed.**

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

Possible Solutions: Lower the fire extinguisher so the highest operable part is at 48".

Violation #10 Cost: $525 Priority Level 12

Violation #11: The transaction window provided behind reception is mounted at 40" above finished floor.

Standard: **2010 ADAAG 904.4.1 Parallel Approach.**

Text: A portion of the counter surface that is 36" long min and 36" high max 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" min length of counter.

Possible Solutions: Lower counter so it is no higher than 36" above finished floor.

Violation #11 Cost: $2,100 Priority Level 12

Violation #12: Two of the offices do not have a minimum of 18" maneuvering clearance on the pull side.

ADDISON AIRPORT - Terminal Building

Hallway - Page 3

Standard:	**2010 ADAAG 404.2.4.1 Swinging Doors and Gates.**
Text:	Swinging doors and gates shall have maneuvering clearances complying with Table 404.2.4.1.
Possible Solutions:	Modify doors to provide an 18" minimum maneuvering clearance.
Violation #12 Cost:	$5,250
Priority	Level 7

		High Priority	1-4
Hallway Total	$8,400	Medium Priority	5-8
		Low Priority	9-12

ADDISON AIRPORT
BUILDING REPORT

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Accessology Inspector Information:

Inspector: Karen Jackson **Date:** April 17, 2017

Email: Kjackson@accessology.com

Latitude: 32.967685 **Longitude:** -96.830112

Address: 16051 Addison Road **City:** Addison **County:** Dallas

General Restroom Notes:

The second floor is served by Men's and Women's public restrooms.

Is the door to the restroom substantially compliant?	No
Does the room have the required turning radius?	Yes
Is the water closet substantially compliant?	No
Does the water closet have the required clear floor space?	No
Is the lavatory substantially compliant?	No
Is the urinal substantially compliant?	N/A
Is the mirror substantially compliant?	Yes

Violation #13: Women's Restroom - The distance between the door and the lavatory is only 29". A minimum of 48" maneuvering clearance is required.

Standard: **2010 ADAAG 404.2.4.1 Swinging Doors and Gates.**

Text: Swinging doors and gates shall have maneuvering clearances complying with Table 404.2.4.1.

Possible Solutions: Reverse the swing of the door.

Violation #13 Cost: $2,625 Priority Level 2

Violation #14: Women's Restroom - Pipes under the lavatory are not wrapped.

ADDISON AIRPORT - Terminal Building

Restrooms - Page 2

Standard:	**2010 ADAAG 606.5 Exposed Pipes and Surfaces.**
Text:	Water supply and drain pipes under lavatories and sinks shall be insulated or otherwise configured to protect against contact. There shall be no sharp or abrasive surfaces under lavatories and sinks.
Possible Solutions:	Provide protection at the exposed drains and water lines under the lavatories.
Violation #14 Cost:	$105 Priority Level 5
Violation #15:	Women's Restroom - No accessible stall is provided; only an ambulatory stall is provided.
Standard:	**2010 ADAAG 213.3.1 Toilet Compartments.**
Text:	Where toilet compartments are provided, at least one toilet compartment shall comply with 604.8.1.
Possible Solutions:	Modify partitions to provide a wheelchair accessible compartment. Clearance around a water closet shall be 60" minimum measured perpendicular from the side wall and 56" minimum measured perpendicular from the rear wall.
Violation #15 Cost:	$3,150 Priority Level 4
Violation #16:	Women's Restroom - The feminine product dispenser is mounted with the highest operable part at 55-1/2" above finished floor and requires grasping to operate.
Standard:	**2010 ADAAG 308.2.1 Unobstructed & 309.4 Operation.**

ADDISON AIRPORT - Terminal Building

Restrooms - Page 3

Text: Where a forward reach is unobstructed, the high forward reach shall be 48" max and the low forward reach shall be 15" min above the finish floor or ground. Operable parts shall be operable with one hand and shall not require tight grasping, pinching, or twisting of the wrist.

Possible Solutions: Remove dispenser or replace with a compliant dispenser mounted with highest operable part at 48".

Violation #16 Cost: $525 Level 12

Violation #17: Men's Restroom - Entry door requires more than 5lbs to open.

Standard: **2010 ADAAG 404.2.9 Door and Gate Opening Force.**

Text: Fire doors shall have a minimum opening force allowable by the appropriate administrative authority. The force for pushing or pulling open

Possible Solutions: Adjust closer.

Violation #17 Cost: $158 Level 2

Violation #18: Men's Restroom - Pipes under the lavatory are not wrapped.

Standard: **2010 ADAAG 606.5 Exposed Pipes and Surfaces.**

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

ADDISON AIRPORT - Terminal Building

Restrooms - Page 4

Possible Solutions:	Provide protection at the exposed drains and water lines under the lavatories.		
Violation #18 Cost:	$105		Level 5
Violation #19:	Men's Restroom - No accessible stall provided; only an ambulatory stall is provided.		
Standard:	**2010 ADAAG 213.3.1 Toilet Compartments.**		
Text:	Where toilet compartments are provided, at least one toilet compartment shall comply with 604.8.1.		
Possible Solutions:	Modify partitions to provide a wheelchair accessible compartment. Clearance around a water closet shall be 60" minimum measured perpendicular from the side wall and 56" minimum measured perpendicular from the rear wall.		
Violation #19 Cost:	$4,200	Priority	Level 4

		High Priority	1-4
Restrooms Total	$10,868	Medium Priority	5-8
		Low Priority	9-12

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Inspector: Karen Jackson **Date:** April 17, 2017
Email: Kjackson@accessology.com

Latitude: 32.967685 **Longitude:** -96.830112
Address: 16051 Addison Road **City:** Addison **County:** Dallas

General Break Room Notes:

There is one break room provided at this facility.

Does the facility have a break room?	Yes
Is there a stove or cooktop?	No
Is there a sink?	Yes
Is the sink substantially compliant?	No
Are the counters at 34” aff?	No

Violation #20: The counter in the break room is 35-3/4" above finished floor to the top of the counter at the sink where a maximum of 34" is required.

Standard: **2010 ADAAG 606.3 Lavatories and Sinks Height.**

Text: Lavatories and sinks shall be installed with the front of the higher of the rim or counter surface 34 inches maximum above the finish floor or ground.

Possible Solutions: Modify sink to provide 34" maximum height.

Violation #20 Cost: $2,100 Priority Level 2

Violation #21: The counters in the break room are from 35" to 36" above finished floor.

ADDISON AIRPORT - Terminal Building

Break Rooms - Page 2

Standard:	**2010 ADAAG 902.3 Height.**
Text:	The tops of dining surfaces and work surfaces shall be 28 inches minimum and 34 inches maximum above the finish floor or ground.
Possible Solutions:	Lower a portion of the counter to 34" above finished floor.
Violation #21 Cost:	$2,100 Priority Level 6
Violation #22:	The microwave is mounted with the highest operable part at 62-1/2" above finished floor.
Standard:	**308.2.1 Unobstructed.**
Text:	Where a forward reach is unobstructed, the high forward reach shall be 48 inches maximum and the low forward reach shall be 15 inches minimum above the finish floor or ground.
Possible Solutions:	Relocate microwave or add another one where it is within reach range.
Violation #22 Cost:	$105 Priority Level 12
Violation #23:	The counter in front of the refrigerator reduces the required clear floor space and maneuvering clearance required for use of the refrigerator down to 38".
Standard:	**404.2.4 Maneuvering Clearances**
Text:	Minimum maneuvering clearances at doors and gates shall comply with 404.2.4. Maneuvering clearances shall extend the full width of the doorway and the required latch side or hinge side clearance.

ADDISON AIRPORT - Terminal Building

Break Rooms - Page 3

Possible Solutions:	Remove or modify counter to allow for the requierd clear floor space at the refrigerator.		
Violation #23 Cost:	$1,050	Priority	Level 7

		High Priority	1-4
Break Rooms Total	$5,355	Medium Priority	5-8
		Low Priority	9-12

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BUILDING REPORT

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Latitude: 32.967685 **Longitude:** -96.830112

Address: 16051 Addison Road **City:** Addison **County:** Dallas

General Misc Notes:

There are no other miscellaneous amenities serving this facility.

Are there exterior drinking fountains? No

Are there any other miscellaneous items not previously covered? N/A

Violation #24: There is only 1 drinking fountain, at accessible height is provided. Where drinking fountains are provided, where 2 are required.

Standard: **2010 ADAAG 211.2 Minimum Number**

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

Possible Solutions: Add a drinking fountain for standing persons.

Violation #24 Cost: $5,250 Priority Level 5

Violation #25: The reception desk is mounted at 39-7/8" to the top where a maximum of 36" is required.

Standard: **2010 ADAAG 904.4.1 Parallel Approach**

ADDISON AIRPORT - Terminal Building

Miscellaneous - Page 2

Text:	A portion of the counter surface that is 36 inches long minimum and 36 inches high maximum above the finish floor shall be provided.
Possible Solutions:	Lower portion of the reception desk.
Violation #25 Cost:	$2,100
Priority	Level 12

Miscellaneous Total	$7,350

High Priority	1-4
Medium Priority	5-8
Low Priority	9-12

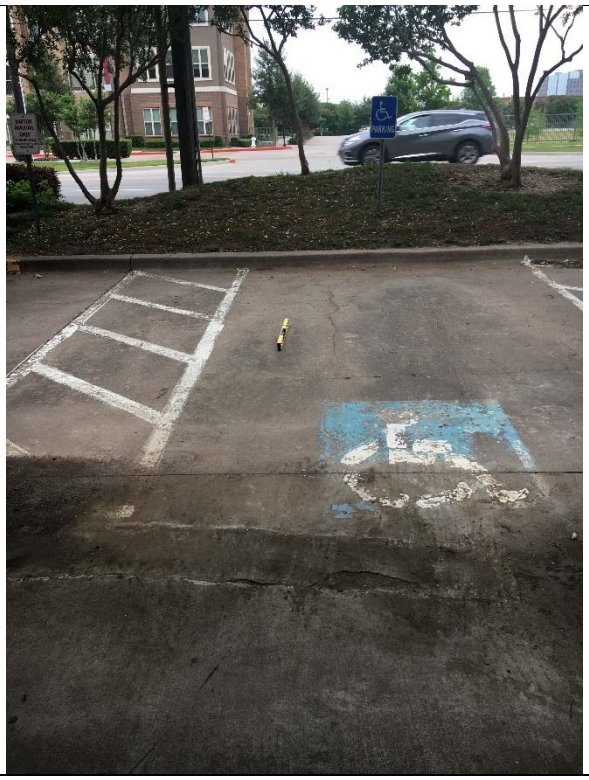
Summary Sheet for Terminal Building

Terminal Building

#	VIOLATION SUMMARY	PRIORITY LEVEL	COST
1	Regrade the accessible parking space to achieve a 1:48 (2.08%) maximum slope in all directions and ensure one of the accessible parking spaces is a minimum of 132" to serve as a van accessible space.	Level 5	$6,300.00
2	Restripe to allow for 60" minimum wide access aisles and one accessible parking space to be 132" wide van accessible parking space.	Level 7	$2,625.00
3	Regrade the access aisle to achieve a 1:48 (2%) maximum slope in all directions.	Level 12	$3,150.00
4	Regrade the access aisle to achieve a 1:48 (2%) maximum slope in all directions and ensure the accessible space is a minimum of 132" wide to serve as a van accessible space.	Level 12	$3,150.00
5	Raise all signage and add van accessible signage to the covered parking as well as one of the uncovered parking spaces.	Level 9	$525.00
6	Relocate mailbox out of the path of circulation path.	Level 4	$158.00
7	Add two accessible parking spaces (one that is van accessible) with access aisles serving them with compliant signage.	Level 4	$3,150.00
8	Remove and regrade the area in front of the door to achieve a smooth and level landing.	Level 3	$4,200.00
9	Lower thermostat so the highest operable part is at 48".	Level 12	$525.00
10	Lower the fire extinguisher so the highest operable part is at 48".	Level 12	$525.00
11	Lower counter so it is no higher than 36" above finished floor.	Level 12	$2,100.00
12	Modify doors to provide an 18" minimum maneuvering clearance.	Level 7	$5,250.00
13	Reverse the swing of the door.	Level 2	$2,625.00
14	Provide protection at the exposed drains and water lines under the lavatories.	Level 5	$105.00
15	Modify partitions to provide a wheelchair accessible compartment. Clearance around a water closet shall be 60" minimum measured perpendicular from the side wall and 56" minimum measured perpendicular from the rear wall.	Level 4	$3,150.00
16	Remove dispenser or replace with a compliant dispenser mounted with highest operable part at 48".	Level 12	$525.00
17	Adjust closer.	Level 2	$158.00
18	Provide protection at the exposed drains and water lines under the lavatories.	Level 5	$105.00
19	Modify partitions to provide a wheelchair accessible compartment. Clearance around a water closet shall be 60" minimum measured perpendicular from the side wall and 56" minimum measured perpendicular from the rear wall.	Level 4	$4,200.00
20	Modify sink to provide 34" maximum height.	Level 2	$2,100.00
21	Lower a portion of the counter to 34" above finished floor.	Level 6	$2,100.00
22	Relocate microwave or add another one where it is within reach range.	Level 12	$105.00

#	VIOLATION SUMMARY	PRIORITY LEVEL	COST
23	Remove or modify counter to allow for the requierd clear floor space at the refrigerator.	Level 7	$1,050.00
24	Add a drinking fountain for standing persons.	Level 5	$5,250.00
25	Lower portion of the reception desk.	Level 12	$2,100.00

Grand Total	$55,231.00



Violation 1 - The accessible parking space on the left facing the street has a running slope of 3.1%.

Violation 2 - The both access aisles facing the street are only 47" wide where a minimum 60" wide access aisle is required. Neither accessible parking space is wide enough to accommodate a van accessible space.

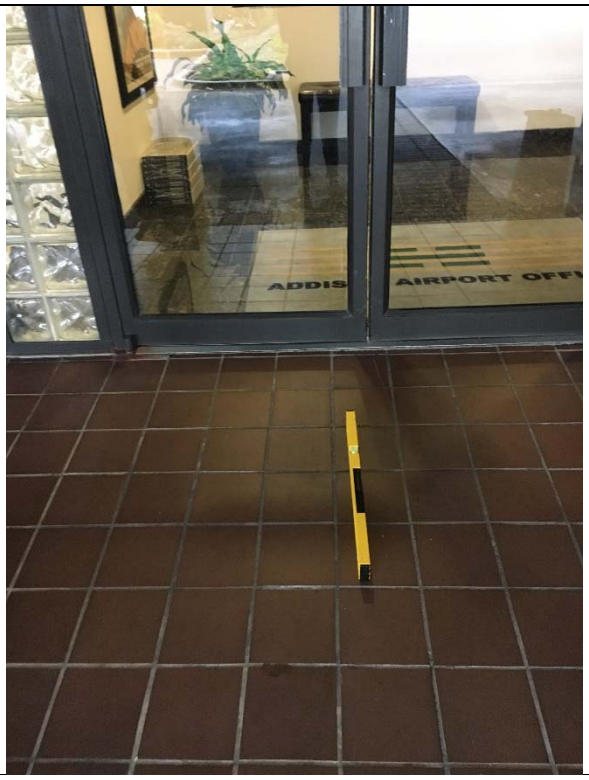
Violation 3 - The left access aisle facing the street has a running slope of 2.3%.

Violation 4 - The accessible parking space provided in the covered parking area has a running slope of 3.1% and a cross slope of 2.3%.

Violation 5 - All accessible parking signs are mounted too low and none of the spaces are marked for "Van Accessible".

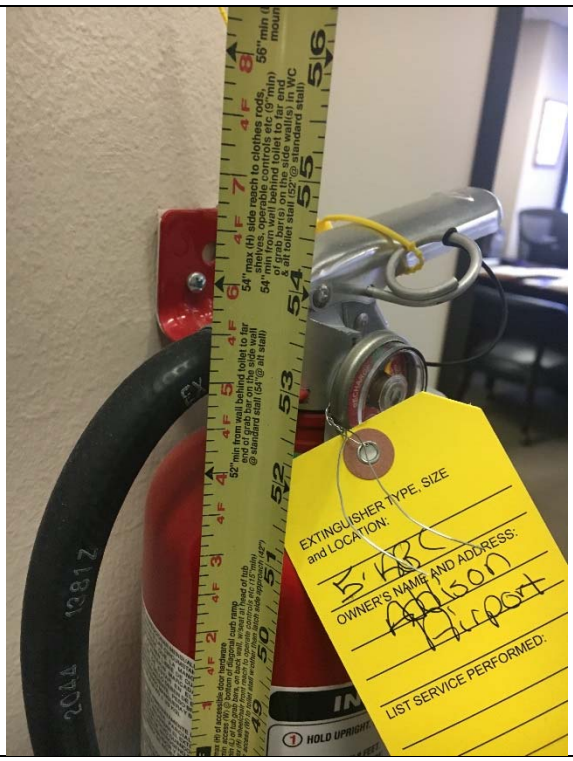
Violation 6 – The access aisle serving the covered accessible parking space is partially brick and goes all the way up to the building where a mailbox is mounted on the building and protrudes into the access aisle 12" at 30-1/2" above finished floor.

Violation 7 - There are only 3 accessible parking spaces provided, where 5 are required with one being van accessible.



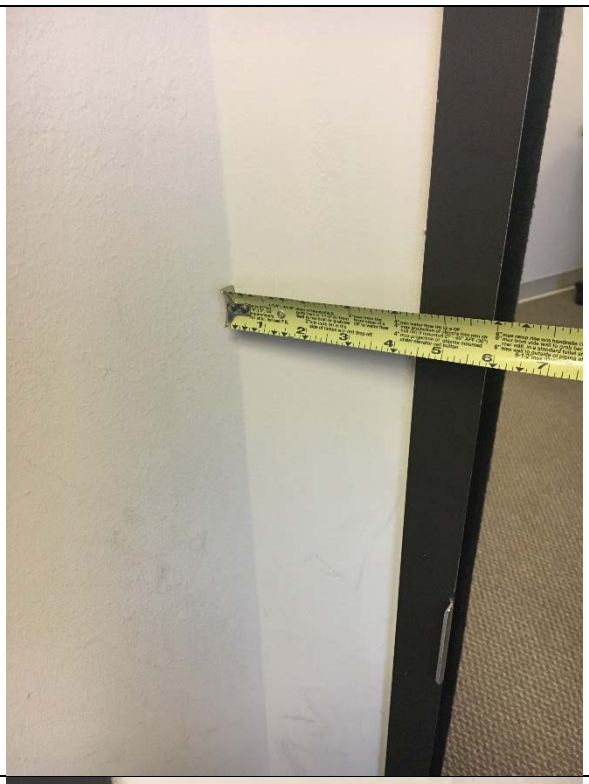
Violation 8 - The landing at the main entrance to the building has a running slope of 7.1%.

Violation 9 - The thermostat control in the hallway is mounted with the highest operable part at 54-5/8" above finished floor where 48" high maximum is required.



Violation 10 - The fire extinguisher provided in the hallway is mounted with the highest operable part at 54" above finished floor where 48" high maximum is allowed.

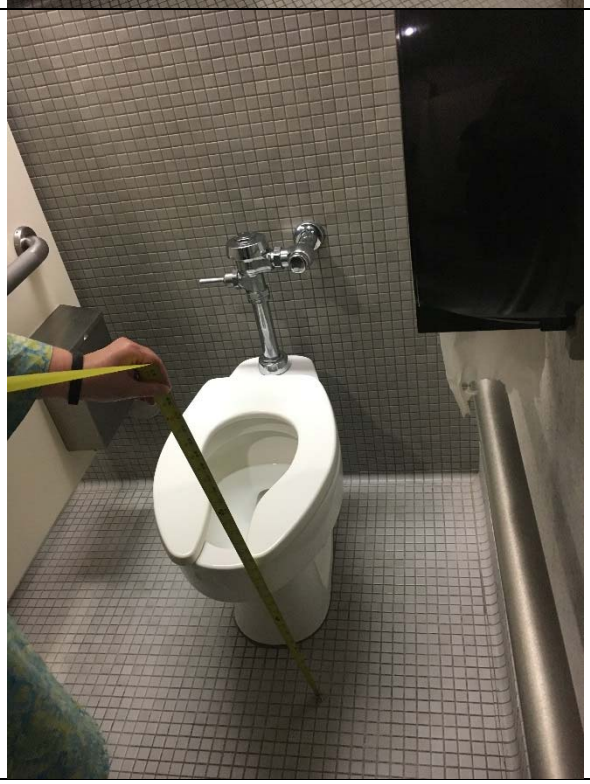
Violation 11 - The transaction window provided behind reception is mounted at 40" above finished floor.



Violation 12 - Two of the offices do not have a minimum of 18" maneuvering clearance n the pull side.

Violation 13 – Women's Restroom - The distance between the door and the lavatory is only 29". A minimum of 48" maneuvering clearance is required.

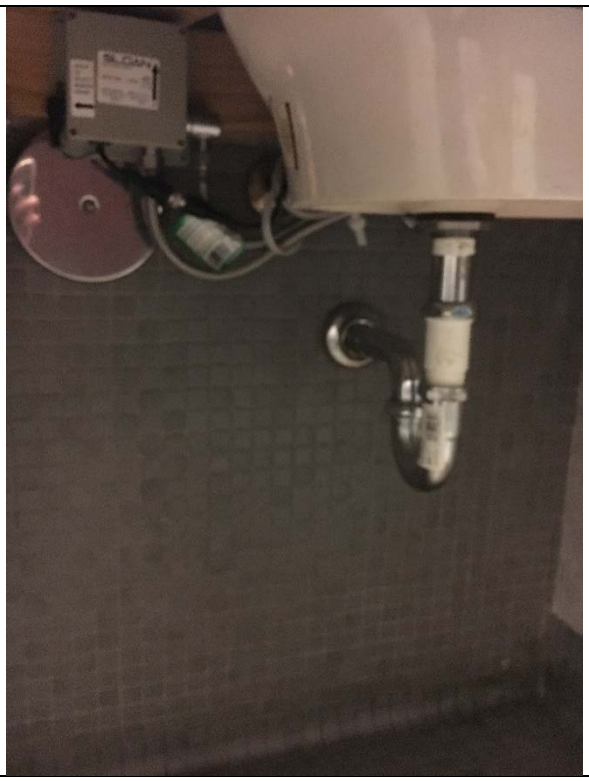
Violation 14 - Women's Restroom - Pipes under the lavatory are not wrapped.



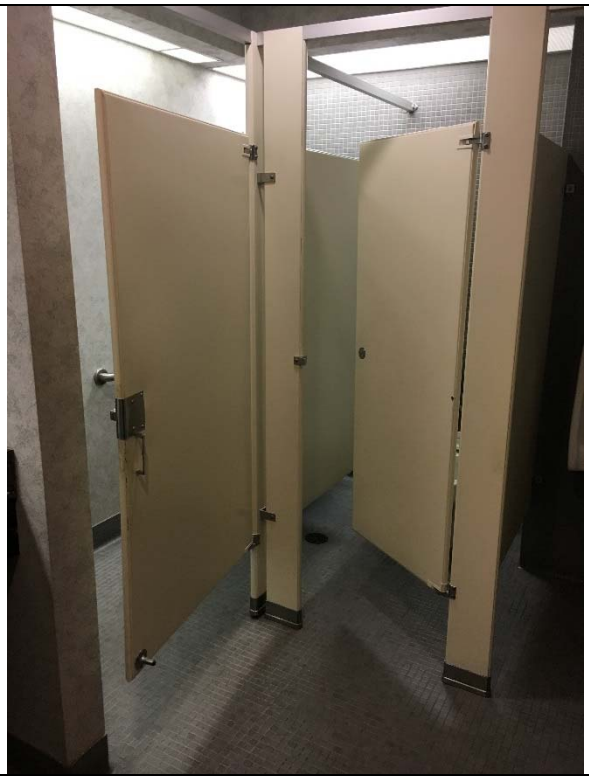
Violation 15 - Women's Restroom - No accessible stall is provided; only an ambulatory stall is provided.

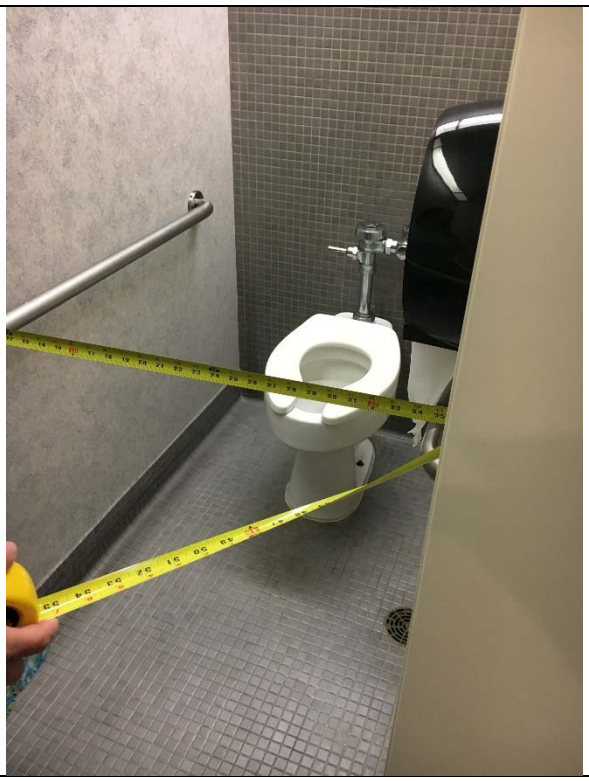
Violation 16 - Women's Restroom - The feminine product dispenser is mounted with the highest operable part at 55-1/2" above finished floor and requires grasping to operate.

Violation 17 - Men's Restroom - Entry door requires more than 5lbs to open.

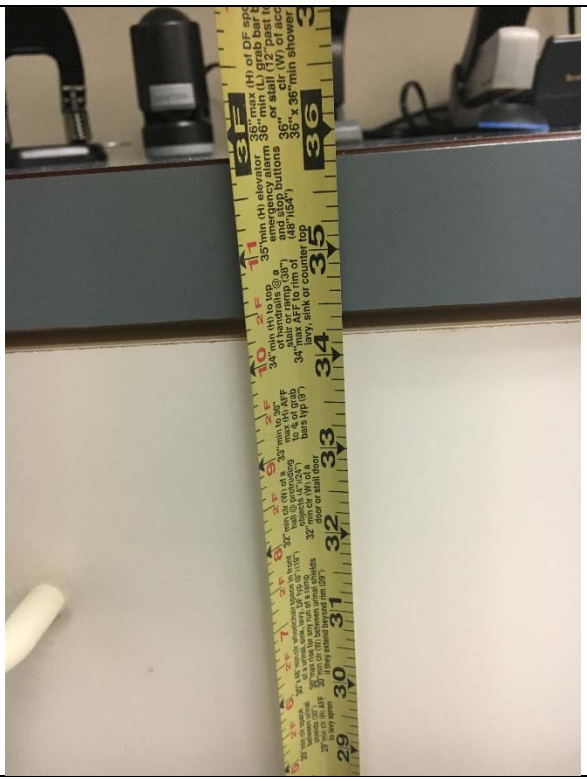


Violation 18 - Men's Restroom - Pipes under the lavatory are not wrapped.



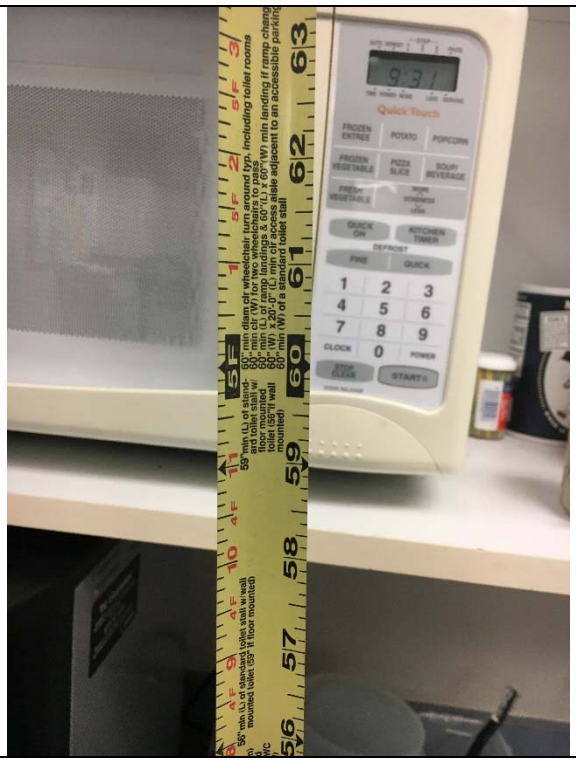


Violation 19 - Men's Restroom - No accessible stall provided; only an ambulatory stall is provided.



Violation 20 - The counter in the break room is 35-3/4" above finished floor to the top of the counter at the sink where a maximum of 34" is required.

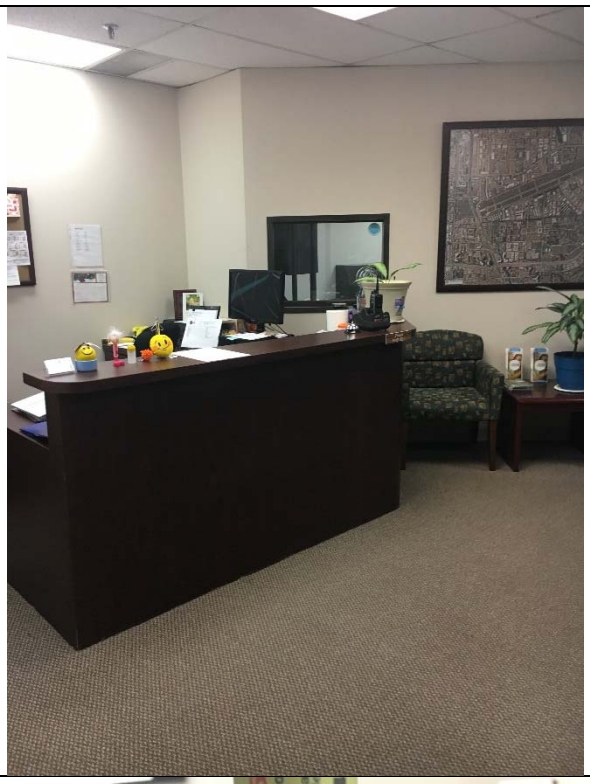
Violation 21 - The counters in the break room are from 35" to 36" above finished floor.

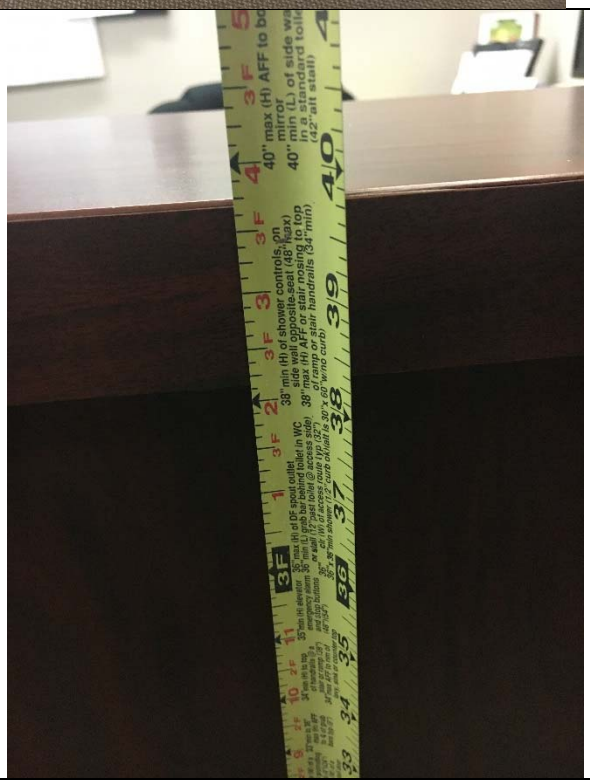


Violation 22 - The microwave is mounted with the highest operable part at 62-1/2" above finished floor.

Violation 23 - The counter in front of the refrigerator reduces the required clear floor space and maneuvering clearance required for use of the refrigerator down to 38".

Violation 24 - There is only 1 drinking fountain, at accessible height is provided. Where drinking fountains are provided, where 2 are required.





Violation 25 - The reception desk is mounted at 39-7/8" to the top where a maximum of 36" is required.

ACCESSOLOGY

ADDISON AIRPORT
BUILDING REPORT

Facility Information:

Facility Name: Cavanaugh Flight Museum - Main Building

Facility Contact: Lisa Pyles

Contact Phone: 972-450-2878

Accessology Inspector Information:

Inspector: Karen Jackson

Date: April 17, 2017

Email: Kjackson@accessology.com

Latitude: 32.972488

Longitude: -96.834886

Address: 4572 Clair Chennault Street

City: Addison

County: Dallas

General Parking Notes:

The parking lot is between the main building and hanger 4. There are spaces in-between the two buildings so it is not clear how many exactly serve each building.

Total Parking Spaces:	25
Total Accessible Parking Spaces:	1
Number of van accessible spaces:	0
Is the accessible parking substantially compliant?	No

Violation #1: The access aisle is only 53" wide, where it is required to be a minimum of 60" wide.

Standard: **2010 ADAAG 502.3.1 Access Aisle Width.**

Text: Access aisles serving car and van parking spaces shall be 60 inches wide minimum.

ADDISON AIRPORT - Cavanaugh Flight Museum - Main Building

Parking - Page 2

Possible Solutions:	Restripe access aisle.
Violation #1 Cost:	$2,100 Priority Level 5
Violation #2:	The accessible parking space is required to van accessible.
Standard:	**2010 ADAAG 502.2 Vehicle Spaces.**
Text:	Car parking spaces shall be 96" wide min. and van parking spaces shall be 132" wide min., shall be marked to define the width, and shall have an adjacent access aisle complying with 502.3. EXCEPTION: Van parking spaces shall be permitted to be 96" wide min. where the access aisle is 96" wide min.
Possible Solutions:	Restripe accessible parking space and access aisle so the accessible space and access aisles are each a minimum of 96" wide. Price included with Violation #1.
Violation #2 Cost:	$0 Priority Level 5
Violation #3:	The expansion joint that runs from the parking space through the access aisle has grass growing up through it.
Standard:	**2010 ADAAG 302.1 General.**
Text:	Floor and ground surfaces shall be stable, firm, and slip resistant and shall comply with 302.
Possible Solutions:	Clean out and caulk the expansion joint to achieve a smooth transition.

ADDISON AIRPORT - Cavanaugh Flight Museum - Main Building

Parking - Page 3

Violation #3 Cost:	$210	Priority	Level 5
Violation #4:	The parking sign is faded and illegible.		
Standard:	**2010 ADAAG 502.6 Identification.**		
Text:	Signs identifying van parking spaces shall contain the designation “van accessible.” Signs shall be 60" minimum above the finish floor or ground surface measured to the bottom of the sign.		
Possible Solutions:	Replace with a compliant van accessible sign.		
Violation #4 Cost:	$525	Priority	Level 5

		High Priority	1-4
Parking Violations Total	$2,835	Medium Priority	5-8
		Low Priority	9-12

ADDISON AIRPORT
BUILDING REPORT

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Facility Contact: Lisa Pyles **Contact Phone:** 972-450-2878

Accessology Inspector Information:

Inspector: Karen Jackson **Date:** April 17, 2017
Email: Kjackson@accessology.com

Latitude: 32.972488 **Longitude:** -96.834886
Address: 4572 Clair Chennault Street **City:** Addison **County:** Dallas

General Accessible Route Notes:

The route from the parking to the building entrance is not compliant.

Is the path of travel from accessible parking to building entrance compliant?	No
Does the path of travel serve all exterior amenities offered by the facility?	N/A
Is the path of travel from building entrances to all amenities served by the entrance substantially compliant?	N/A

Violation #5: The sidewalk as well as the landing at the top of the curb ramp has a 5.4% cross slope.

Standard: **2010 ADAAG 405.3 Cross Slope.**

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

Possible Solutions: Replace the sidewalk to achieve a cross slope no greater than 1:48.

Violation #5 Cost: $4,200 Priority Level 3

Violation #6: The curb ramp has a change in level greater than a 1/2" at the bottom and is 35-3/4" wide and has a drop off.

Standard: **2010 ADAAG 405.5 Clear Width.**
2010 ADAAG 303.2 Vertical.

ADDISON AIRPORT - Cavanaugh Flight Museum - Main Building

Accessible Route Exterior - Page 2

Text:

2010 ADAAG 405.5 Clear Width. The clear width of a ramp run shall be 36" min.
2010 ADAAG 303.2 Vertical. Changes in level of ¼ inch high maximum shall be permitted to be vertical.

Possible Solutions:

Install new compliant curb ramp at the end of the sidewalk next to the access aisle to provide a

Violation #6 Cost: $2,100 Priority Level 3

		High Priority 1-4
Accessible Route Total	$6,300	Medium Priority 5-8
		Low Priority 9-12

ADDISON AIRPORT
BUILDING REPORT

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Facility Contact: Lisa Pyles **Contact Phone:** 972-450-2878

Accessology Inspector Information:

Inspector: Karen Jackson **Date:** April 17, 2017

Email: Kjackson@accessology.com

Latitude: 32.972488 **Longitude:** -96.834886

Address: 4572 Clair Chennault Street **City:** Addison **County:** Dallas

General Entrance Notes:

The main entrance into the facility has non-compliant slopes.

Is the main entry door accessible?	No
Is there an alternate door that is accessible?	N/A
If so, does the inaccessible door have signage indicating the location of the nearest accessible door?	N/A

Violation #7: There is a 10.2% slope at the main entrance door.

Standard: **2010 ADAAG 404.2.4.4 Floor or Ground Surface.**

Text: Floor or ground surface within required maneuvering clearances shall comply with 302. Changes in level are not permitted. EXCEPTIONS: Slopes not steeper than 1:48 shall be permitted.

Possible Solutions: Remove and re-pour concrete to achieve slopes no greater than 1:48.

Violation #7 Cost: $2,100 Priority Level 3

Violation #8: The entrance door opening is only 27" wide where a minimum of 32" is required.

Standard: **2010 ADAAG 404.2.2 Double-Leaf Doors and Gates.**

ADDISON AIRPORT - Cavanaugh Flight Museum - Main Building

Entrance - Page 2

Text:	At least one of the active leaves of doorways with two leaves shall comply with 404.2.3 and 404.2.4.		
Possible Solutions:	Modify doors so one of the door openings is a minimum of 32" opening.		
Violation #8 Cost:	$2,625	Priority	Level 4

		High Priority	1-4
Entrance Total	$4,725	Medium Priority	5-8
		Low Priority	9-12

ADDISON AIRPORT
BUILDING REPORT

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Accessology Inspector Information:

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Email: Kjackson@accessology.com

Latitude: 32.972488 **Longitude:** -96.834886

Address: 4572 Clair Chennault Street **City:** Addison **County:** Dallas

General Hallway Notes:

There are multiple hallways throughout the facility. Many of the doors have non-compliant hardware and maneuvering clearances. The room signage is mounted on the doors and does not have Braille or tactile characters.

Does this facility have any hallways?	Yes
Do the doors have compliant hardware?	No
Do the doors have proper maneuvering clearances?	No
Is the hallway width at least 36” clear width?	Yes
Are visual strobes provided?	No
Are there any protruding objects?	No
Is the signage substantially compliant?	No

Violation #9: The front desk is 39-9/16" to the top of the counter.

Standard: **2010 ADAAG 904.4.1 Parallel Approach.**

Text: A portion of the counter surface that is 36" long minimum and 36" high maximum above the finish floor shall be provided.

Possible Solutions: Replace desk or lower a portion of the desk to 36" above finished floor.

Violation #9 Cost: $2,100 Priority Level 2

ADDISON AIRPORT - Cavanaugh Flight Museum - Main Building

Hallway - Page 2

Violation #10:	There are four (4) doors in the facility that have knob door hardware.
Standard:	**2010 ADAAG 404.2.7 Door and Gate Hardware.**
Text:	Handles, pulls, latches, locks, and other operable parts on doors and gates shall comply with 309.4.
Possible Solutions:	Replace hardware with lever hardware.
Violation #10 Cost:	$2,100
Priority	Level 5

High Priority	1-4
Hallway Total	$4,200
Medium Priority	5-8
Low Priority	9-12

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Facility Contact: Lisa Pyles **Contact Phone:** 972-450-2878

Accessology Inspector Information:

Inspector: Karen Jackson **Date:** April 17, 2017

Email: Kjackson@accessology.com

Latitude: 32.972488 **Longitude:** -96.834886

Address: 4572 Clair Chennault Street **City:** Addison **County:** Dallas

General Restroom Notes:

This facility has a single user Men's and a single user Women's restrooms.

Is the door to the restroom substantially compliant?	No
Does the room have the required turning radius?	No
Is the water closet substantially compliant?	No
Does the water closet have the required clear floor space?	No
Is the lavatory substantially compliant?	No
Is the urinal substantially compliant?	N/A
Is the mirror substantially compliant?	Yes

Violation #11: Men's Room: Signage is mounted on the door and does not have Braille or tactile characters.

Standard: **2010 ADAAG 216.2 Designations.**

Text: Interior and exterior signs identifying permanent rooms and spaces shall comply with 703.1, 703.2, and 703.5.

Possible Solutions: Install compliant signage on the wall on the latch side of the door.

Violation #11 Cost: $525 Priority Level 6

Violation #12: Men's Room: There is only a 4-1/2" maneuvering clearance on the pull side of the door where a minimum of 18" is required.

ADDISON AIRPORT - Cavanaugh Flight Museum - Main Building

Restrooms - Page 2

Standard:	**2010 ADAAG 404.2.4.1 Swinging Doors and Gates.**
Text:	Swinging doors and gates shall have maneuvering clearances complying with Table 404.2.4.1.
Possible Solutions:	Reverse the swing of the door.
Violation #12 Cost:	$1,575 Priority Level 3
Violation #13:	Men's Room: Water closet's required clear floor width is blocked by the urinal screen and the urinal.
Standard:	**2010 ADAAG 604.3.1 Size.**
Text:	Clearance around a water closet shall be 60" minimum measured perpendicular from the side wall and 56" minimum measured perpendicular from the rear wall.
Possible Solutions:	Remove urinal and urinal screen to provide required clearances.
Violation #13 Cost:	$2,625 Priority Level 4
Violation #14:	Men's Room: Only a side grab bar is provided where both side and rear grab bars are required to be provided.
Standard:	**2010 ADAAG 604.5 Grab Bars.**
Text:	Grab bars shall be provided on the side wall closest to the water closet and on the rear wall.

ADDISON AIRPORT - Cavanaugh Flight Museum - Main Building

Restrooms - Page 3

Possible Solutions:	Install compliant grab bars at rear and side of water closet.
Violation #14 Cost:	$1,050 Priority Level 6
Violation #15:	Men's Room: The lavatory does not have the required knee clearance provided.
Standard:	**2010 ADAAG 606.2 Clear Floor Space.**
Text:	A clear floor space complying with 305, positioned for a forward approach, and knee and toe clearance complying with 306 shall be provided.
Possible Solutions:	Modify or replace lavatory.
Violation #15 Cost:	$2,100 Priority Level 4
Violation #16:	Men's Room: The lavatory faucets controls require grasping and twisting to operate.
Standard:	**2010 ADAAG 606.4 Faucets.**
Text:	Controls for faucets shall comply with 309. Hand-operated metering faucets shall remain open for 10 seconds min.
Possible Solutions:	Replace with lever style hardware.
Violation #16 Cost:	$525 Priority Level 5
Violation #17:	Women's Room: Signage is mounted on the door.

ADDISON AIRPORT - Cavanaugh Flight Museum - Main Building

Restrooms - Page 4

Standard:	**2010 ADAAG 216.2 Designations.**
Text:	Interior and exterior signs identifying permanent rooms and spaces shall comply with 703.1, 703.2, and 703.5.
Possible Solutions:	Install compliant signage on the wall on the latch side of the door.
Violation #17 Cost:	$525 Priority Level 6
Violation #18:	Women's Room: There is not a minimum of 18" provided on the pull side of the door.
Standard:	**2010 ADAAG 404.2.4.1 Swinging Doors and Gates.**
Text:	Swinging doors and gates shall have maneuvering clearances complying with Table 404.2.4.1.
Possible Solutions:	Reverse the swing of the door.
Violation #18 Cost:	$1,575 Priority Level 3
Violation #19:	Women's Room: The lavatory encroaches on the required clear floor space width for the water closet.
Standard:	**2010 ADAAG 604.3.1 Size.**
Text:	Clearance around a water closet shall be 60" minimum measured perpendicular from the side wall and 56" minimum measured perpendicular from the rear wall.

ADDISON AIRPORT - Cavanaugh Flight Museum - Main Building

Restrooms - Page 5

Possible Solutions:	Reconfigure room to provide the required clear floor space for the water closet.
Violation #19 Cost:	$3,150 — Priority: Level 4
Violation #20:	Women's Room: Flush control is on the closed side of the water closet.
Standard:	**2010 ADAAG 604.9.5 Flush Controls**
Text:	Flush controls shall be located on the open side of the water closet.
Possible Solutions:	Replace flush valve to the open side.
Violation #20 Cost:	$525 — Priority: Level 5
Violation #21:	Women's Room: Only a side grab bar is provided where both side and rear grab bars are required to be provided.
Standard:	**2010 ADAAG 604.5 Grab Bars.**
Text:	Grab bars shall be provided on the side wall closest to the water closet and on the rear wall.
Possible Solutions:	Install compliant grab bars at rear and side of water closet.
Violation #21 Cost:	$1,050 — Priority: Level 5
Violation #22:	Women's Room: The lavatory does not have the required knee clearance provided.

ADDISON AIRPORT - Cavanaugh Flight Museum - Main Building

Restrooms - Page 6

Standard:	**2010 ADAAG 606.2 Clear Floor Space.**
Text:	A clear floor space complying with 305, positioned for a forward approach, and knee and toe clearance complying with 306 shall be provided.
Possible Solutions:	Modify or replace lavatory.
Violation #22 Cost:	$2,100 — Priority: Level 4
Violation #23:	Women's Room: The faucet controls require grasping and twisting to operate.
Standard:	**2010 ADAAG 606.4 Faucets.**
Text:	Controls for faucets shall comply with 309. Hand-operated metering faucets shall remain open for 10 seconds min.
Possible Solutions:	Replace faucet with lever style hardware.
Violation #23 Cost:	$525 — Priority: Level 5

		High Priority	1-4
Restrooms Total	$17,850	Medium Priority	5-8
		Low Priority	9-12

ADDISON AIRPORT
BUILDING REPORT

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Facility Contact: Lisa Pyles **Contact Phone:** 972-450-2878

Accessology Inspector Information:

Inspector: Karen Jackson **Date:** April 17, 2017

Email: Kjackson@accessology.com

Latitude: 32.972488 **Longitude:** -96.834886

Address: 4572 Clair Chennault Street **City:** Addison **County:** Dallas

General Misc Notes:

There are outside picnic tables as well as a drinking fountain and a donation box in the hangar portion of the building.

Are there exterior drinking fountains? No

Are there any other miscellaneous items not previously covered? N/A

Violation #24: There is only one drinking fountain provided in the hangar area and it is not compliant.

Standard: **2010 ADAAG 211.2 Minimum Number.**

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

Possible Solutions: Remove or install a Hi/Low fountain.

Violation #24 Cost: $5,250 Priority Level 8

Violation #25: The top of the donation box is at 56" above finished floor.

Standard: **2010 ADAAG 308.2.2 Obstructed High Reach.**

ADDISON AIRPORT - Cavanaugh Flight Museum - Main Building

Miscellaneous - Page 2

Text:	Where a high forward reach is over an obstruction, clear floor space shall extend beneath the element for a distance not less than the required reach depth over the obstruction. The high forward reach shall be 48" max. where the reach depth is 20" max.
Possible Solutions:	Lower the donation box so that it is no higher than 48" to the opening.
Violation #25 Cost:	$525 Priority Level 7
Violation #26:	There are no accessible picnic tables provided.
Standard:	**2010 ADAAG 902.2 Clear Floor or Ground Space.**
Text:	A clear floor space complying with 305 positioned for a forward approach shall be provided. Knee and toe clearance complying with 306 shall be provided.
Possible Solutions:	Provide an accessible picnic table.
Violation #26 Cost:	$2,273 Priority Level 12

		High Priority	1-4
Miscellaneous Total	$8,048	Medium Priority	5-8
		Low Priority	9-12

Summary Sheet for Cavanaugh Flight Museum - Main Building

Cavanaugh Flight Museum - Main Building

#	VIOLATION SUMMARY	PRIORITY LEVEL	COST
1	Restripe access aisle.	Level 5	$2,100.00
2	Restripe accessible parking space and access aisle so the accessible space and access aisles are each a minimum of 96" wide. Price included with Violation #1.	Level 5	$0.00
3	Clean out and caulk the expansion joint to achieve a smooth transition.	Level 5	$210.00
4	Replace with a compliant van accessible sign.	Level 5	$525.00
5	Replace the sidewalk to achieve a cross slope no greater than 1:48.	Level 3	$4,200.00
6	Install new compliant curb ramp at the end of the sidewalk next to the access aisle to provide a	Level 3	$2,100.00
7	Remove and re-pour concrete to achieve slopes no greater than 1:48.	Level 3	$2,100.00
8	Modify doors so one of the door openings is a minimum of 32" opening.	Level 4	$2,625.00
9	Replace desk or lower a portion of the desk to 36" above finished floor.	Level 2	$2,100.00
10	Replace hardware with lever hardware.	Level 5	$2,100.00
11	Install compliant signage on the wall on the latch side of the door.	Level 6	$525.00
12	Reverse the swing of the door.	Level 3	$1,575.00
13	Remove urinal and urinal screen to provide required clearances.	Level 4	$2,625.00
14	Install compliant grab bars at rear and side of water closet.	Level 6	$1,050.00
15	Modify or replace lavatory.	Level 4	$2,100.00
16	Replace with lever style hardware.	Level 5	$525.00
17	Install compliant signage on the wall on the latch side of the door.	Level 6	$525.00
18	Reverse the swing of the door.	Level 3	$1,575.00
19	Replace flush valve to the open side.	Level 4	$3,150.00
20	Replace flush valve to the open side.	Level 5	$525.00
21	Install compliant grab bars at rear and side of water closet.	Level 5	$1,050.00
22	Modify or replace lavatory.	Level 4	$2,100.00
23	Replace faucet with lever style hardware.	Level 5	$525.00
24	Remove or install a Hi/Low fountain.	Level 8	$5,250.00
25	Lower the donation box so that it is no higher than 48" to the opening.	Level 7	$525.00
26	Provide an accessible picnic table.	Level 12	$2,273.00

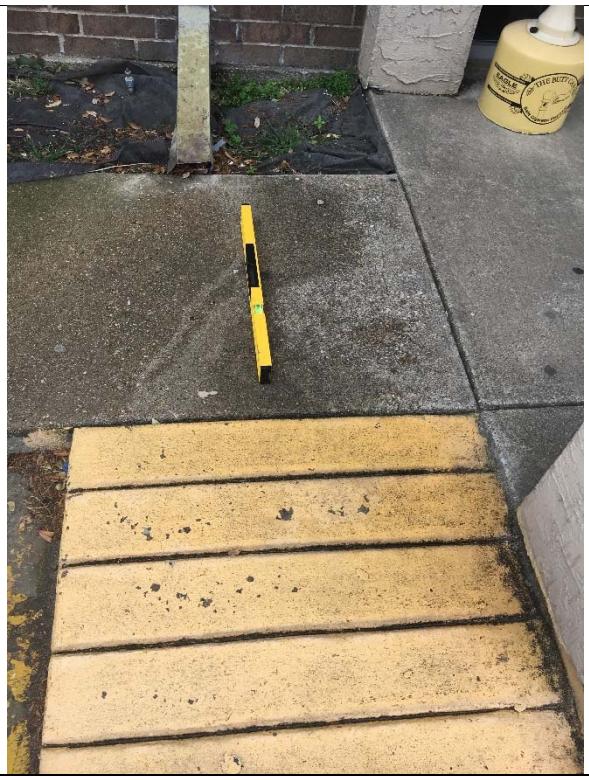
Grand Total	$43,958.00

Violation 1 - The access aisle is only 53" wide, where it is required to be a minimum of 60" wide.

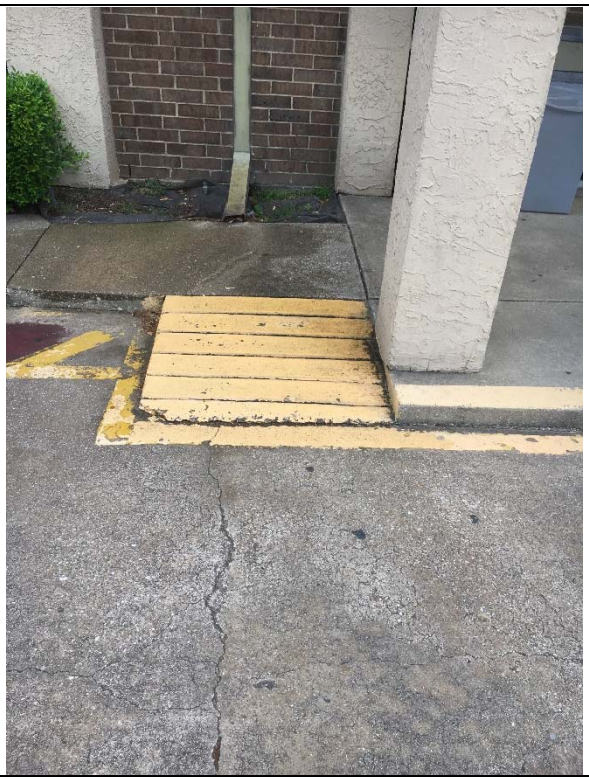
Violation 2 - The accessible parking space is required to van accessible.

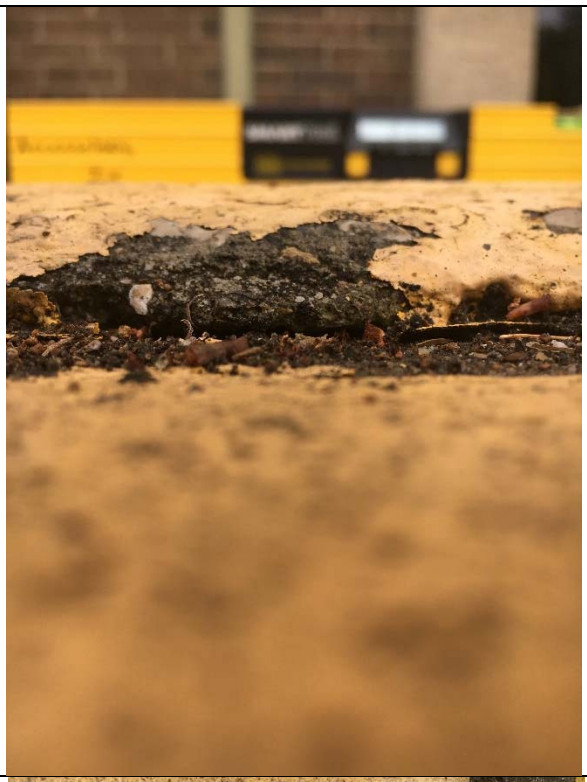
Violation 3 - The expansion joint that runs from the parking space through the access aisle has grass growing up through it.

Violation 4 - The parking sign is faded and illegible.



Violation 5 - The sidewalk as well as the landing at the top of the curb ramp has a 5.4% cross slope.

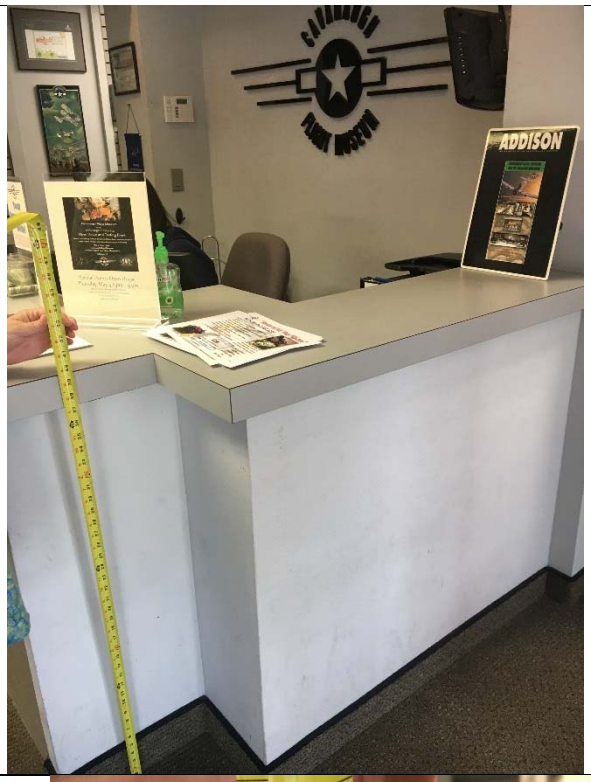


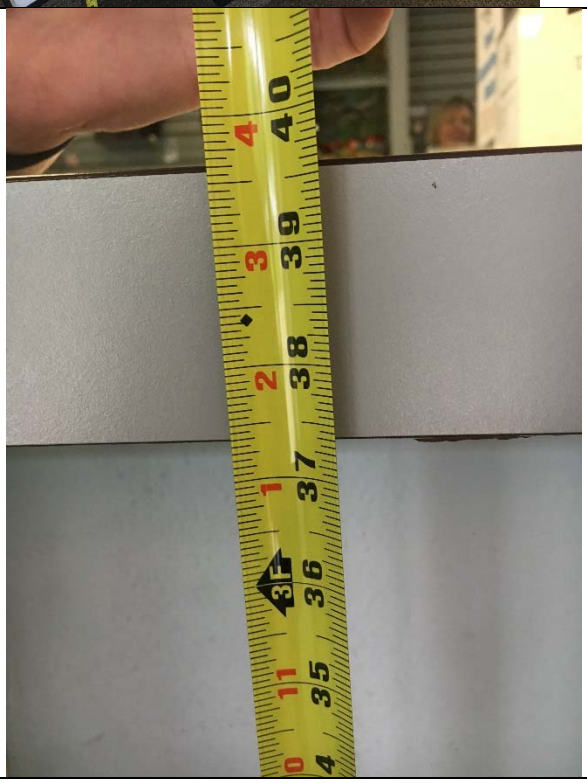


Violation 6 - The curb ramp has a change in level greater than a 1/2" at the bottom and is 35-3/4" wide and has a drop off.

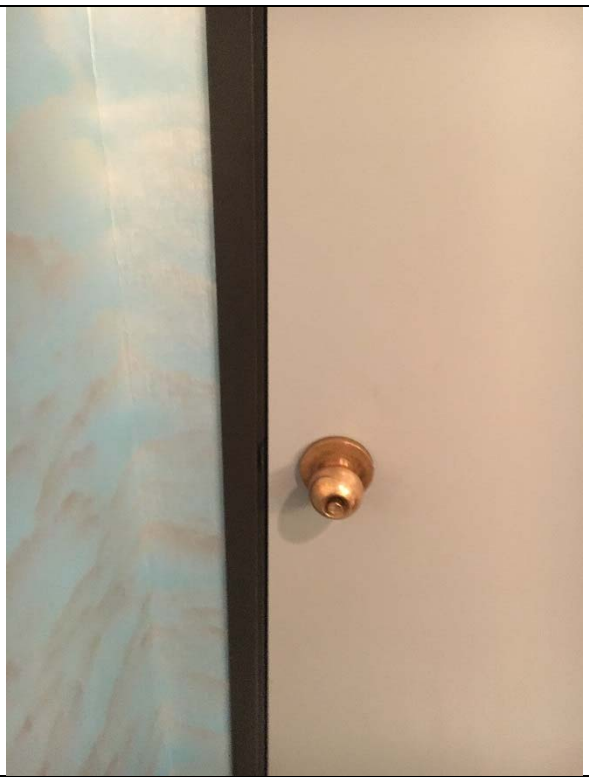
Violation 7 - There is a 10.2% slope at the main entrance door.

Violation 8 - The entrance door opening is only 27" wide where a minimum of 32" is required.



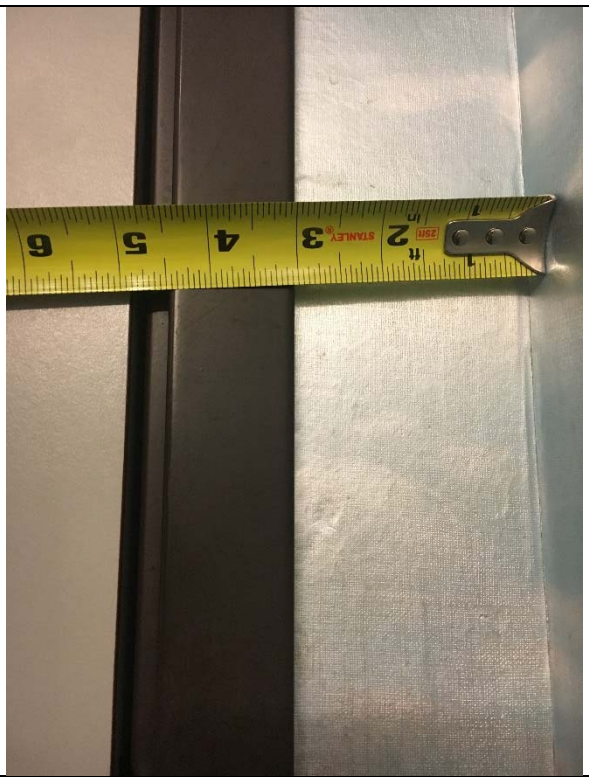


Violation 9 - The front desk is 39-9/16" to the top of the counter.

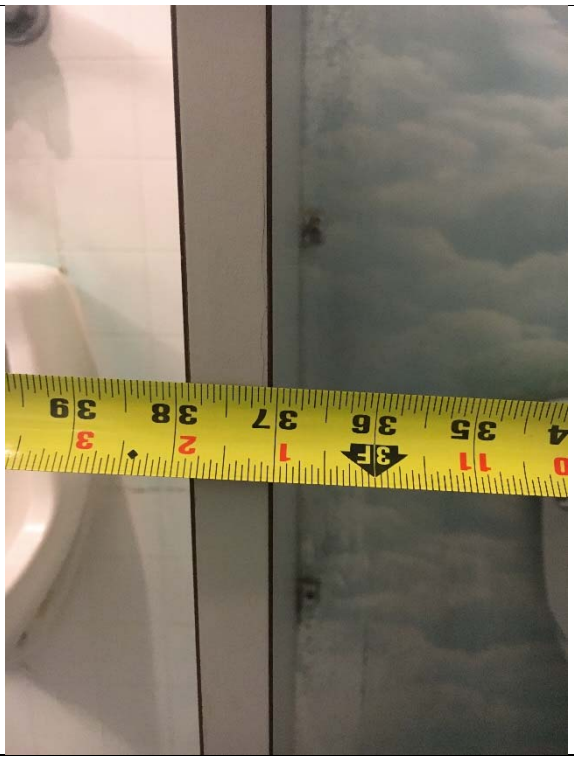


Violation 10 - There are four (4) doors in the facility that have knob door hardware.

Violation 11 - Men's Room: Signage is mounted on the door and does not have Braille or tactile characters.



Violation 12 - Men's Room: There is only a 4-1/2" maneuvering clearance on the pull side of the door where a minimum of 18" is required.



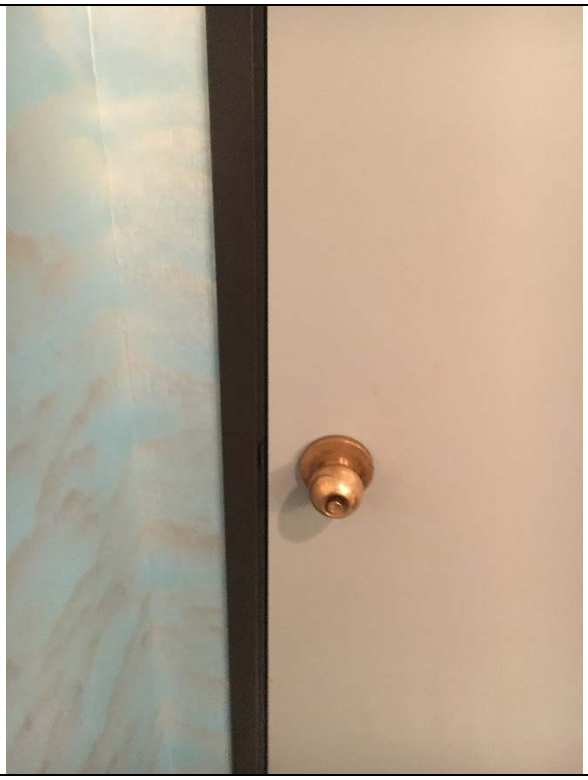
Violation 13 - Men's Room: Water closet's required clear floor width is blocked by the urinal screen and the urinal.

Violation 14 - Men's Room: Only a side grab bar is provided where both side and rear grab bars are required to be provided.

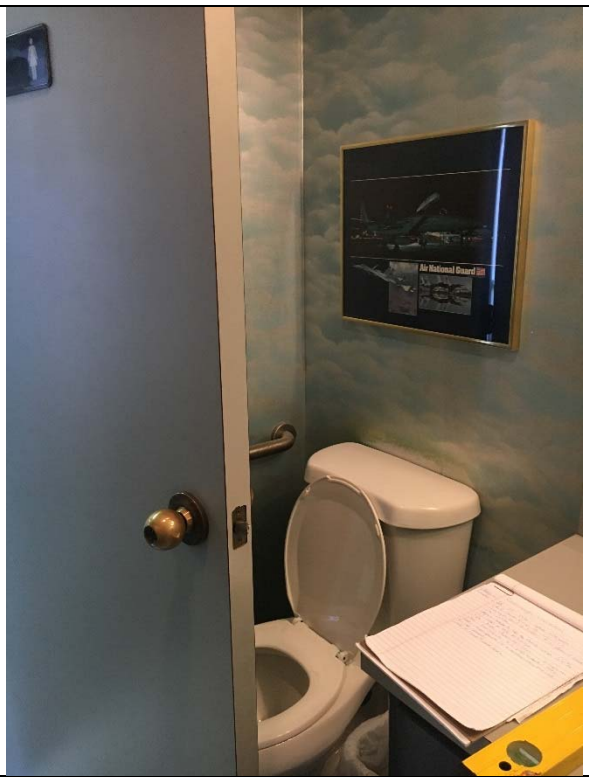
Violation 15 - Men's Room: The lavatory does not have the required knee clearance provided.

Violation 16 - Men's Room: The lavatory faucets controls require grasping and twisting to operate.

Violation 17 - Women's Room: Signage is mounted on the door.

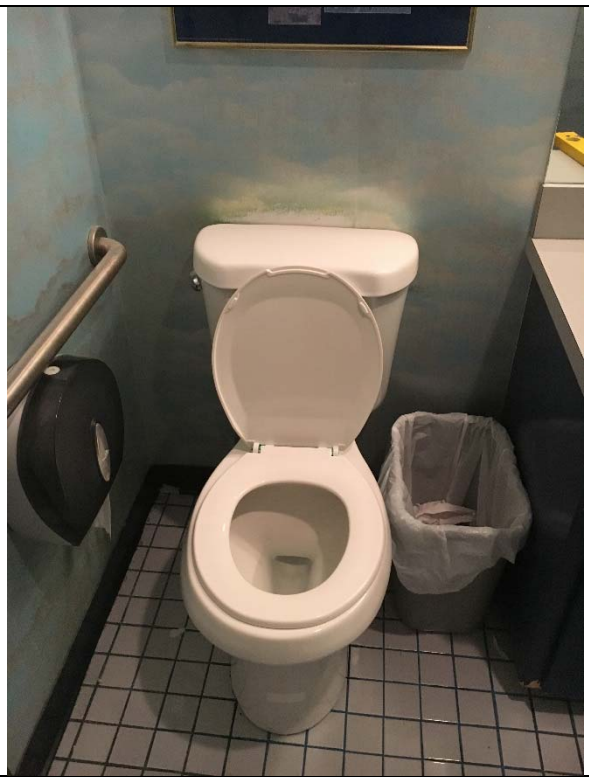


Violation 18 - Women's Room: There is not a minimum of 18" provided on the pull side of the door.

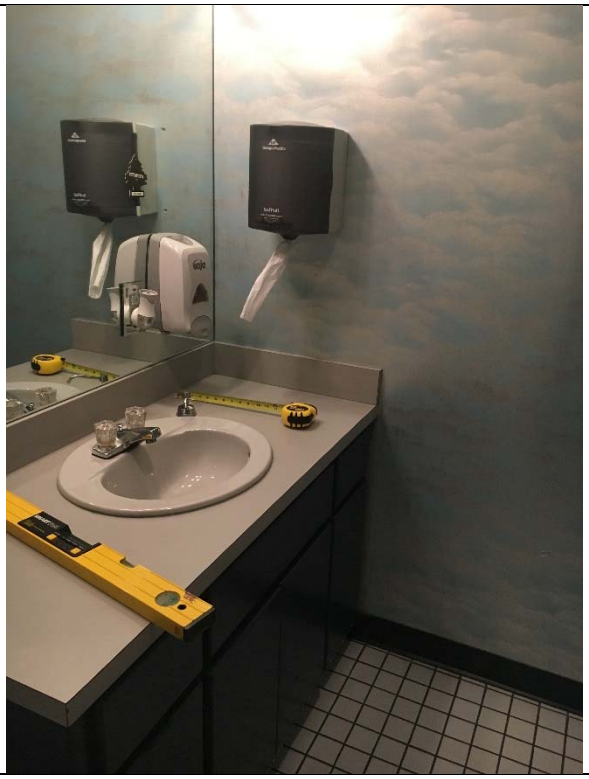


Violation 19 - Women's Room: The lavatory encroaches on the required clear floor space width for the water closet.

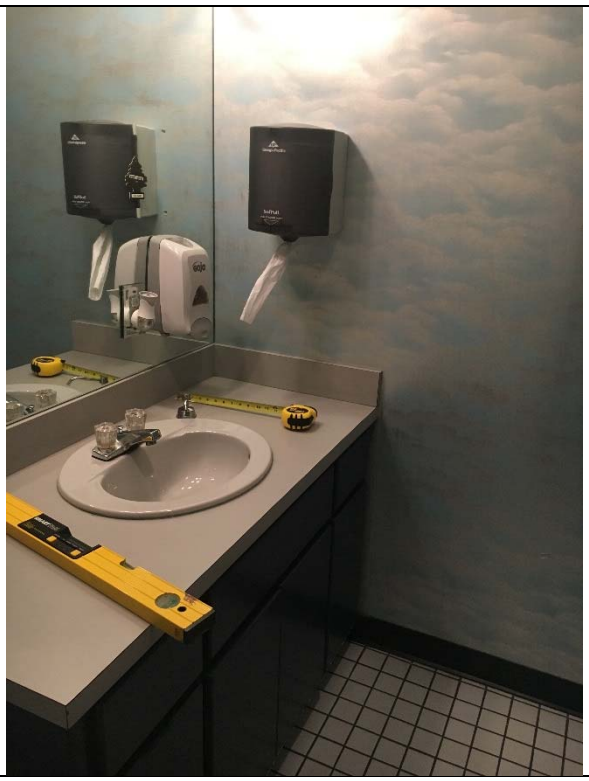
Violation 20 - Women's Room: Flush control is on the closed side of the water closet.



Violation 21 - Women's Room: Only a side grab bar is provided where both side and rear grab bars are required to be provided.



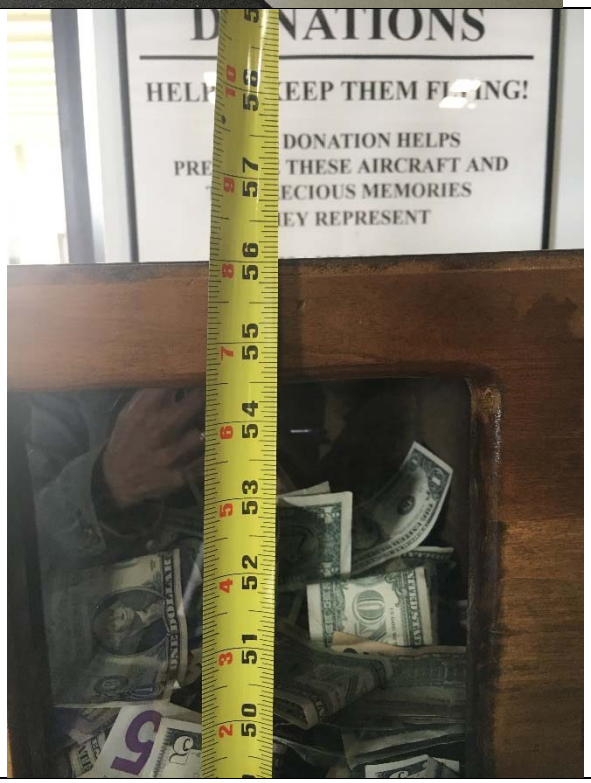
Violation 22 - Women's Room: The lavatory does not have the required knee clearance provided.



Violation 23 - Women's Room: The faucet controls require grasping and twisting to operate.

Violation 24 - There is only one drinking fountain provided in the hangar area and it is not compliant.

DONATIONS
HELP US KEEP THEM FLYING!


NATIONS
DONATION HELPS
THESE AIRCRAFT AND
ECIOUS MEMORIES
EY REPRESENT

Violation 25 - The top of the donation box is at 56" above finished floor.

Violation 26 - There are no accessible picnic tables provided.

ACCESSOLOGY

ADDISON AIRPORT
BUILDING REPORT

Facility Information: **Facility Name:** Cavanaugh Flight Museum - Hangar 2

Facility Contact: Lisa Pyles **Contact Phone:** 972-450-2878

Accessology Inspector Information:

Inspector: Karen Jackson **Date:** April 17, 2017

Email: Kjackson@accessology.com

Latitude: 32.972295 **Longitude:** -96.834397

Address: 4572 Clair Chenault Street **City:** Addison **County:** Dallas

General Parking Notes:

There is no parking specifically associated with this hanger. Parking is included in the report for the main museum building.

Total Parking Spaces:	N/A
Total Accessible Parking Spaces:	N/A
Number of van accessible spaces:	N/A
Is the accessible parking substantially compliant?	N/A

Parking Violations Total $0

High Priority	1-4
Medium Priority	5-8
Low Priority	9-12

ADDISON AIRPORT
BUILDING REPORT

Facility Information: **Facility Name:** Cavanaugh Flight Museum - Hangar 2

Facility Contact: Lisa Pyles **Contact Phone:** 972-450-2878

Accessology Inspector Information:

Inspector: Karen Jackson **Date:** April 17, 2017

Email: Kjackson@accessology.com

Latitude: 32.972295 **Longitude:** -96.834397

Address: 4572 Clair Chenault Street **City:** Addison **County:** Dallas

General Accessible Route Notes:

The route to the building entrance is substantially compliant.

Is the path of travel from accessible parking to building entrance compliant?	Yes
Does the path of travel serve all exterior amenities offered by the facility?	Yes
Is the path of travel from building entrances to all amenities served by the entrance substantially compliant?	N/A

Accessible Route Total $0

High Priority	1-4
Medium Priority	5-8
Low Priority	9-12

ADDISON AIRPORT
BUILDING REPORT

Facility Information: **Facility Name:** Cavanaugh Flight Museum - Hangar 2

Facility Contact: Lisa Pyles **Contact Phone:** 972-450-2878

Accessology Inspector Information:

Inspector: Karen Jackson **Date:** April 17, 2017

Email: Kjackson@accessology.com

Latitude: 32.972295 **Longitude:** -96.834397

Address: 4572 Clair Chenault Street **City:** Addison **County:** Dallas

General Entrance Notes:

The entrance into the facility has non-compliant slopes.

Is the main entry door accessible?	No
Is there an alternate door that is accessible?	No
If so, does the inaccessible door have signage indicating the location of the nearest accessible door?	N/A

Violation #1: The entrance into Hanger #2 has a 11.9% slope at the door.

Standard: **2010 ADAAG 404.2.4.4 Floor or Ground Surface.**

Text: Floor or ground surface within required maneuvering clearances shall comply with 302. Changes in level are not permitted. EXCEPTIONS: Slopes not steeper than 1:48 shall be permitted.

Possible Solutions: Remove and replace pavement in front of the door to achieve a 2% slope in all directions.

Violation #1 Cost: $2,625 Priority Level 3

Entrance Total $2,625

High Priority	1-4
Medium Priority	5-8
Low Priority	9-12

ADDISON AIRPORT
BUILDING REPORT

Facility Information: **Facility Name:** Cavanaugh Flight Museum - Hangar 2

Facility Contact: Lisa Pyles **Contact Phone:** 972-450-2878

Accessology Inspector Information:

Inspector: Karen Jackson **Date:** April 17, 2017

Email: Kjackson@accessology.com

Latitude: 32.972295 **Longitude:** -96.834397

Address: 4572 Clair Chenault Street **City:** Addison **County:** Dallas

General Hallway Notes:

There are no hallways provided in this facility.

Does this facility have any hallways?	No
Do the doors have compliant hardware?	No
Do the doors have proper maneuvering clearances?	Yes
Is the hallway width at least 36" clear width?	N/A
Are visual strobes provided?	No
Are there any protruding objects?	No
Is the signage substantially compliant?	N/A

Violation #2: There is a storage room in the office portion of the facility that has knob hardware.

Standard: **2010 ADAAG 404.2.7 Door and Gate Hardware**

Text: Handles, pulls, latches, locks, and other operable parts on doors and gates shall comply with 309.4.

Possible Solutions: Replace hardware with lever hardware.

Violation #2 Cost: $525 Priority Level 2

		High Priority	1-4
Hallway Total	$525	Medium Priority	5-8
		Low Priority	9-12

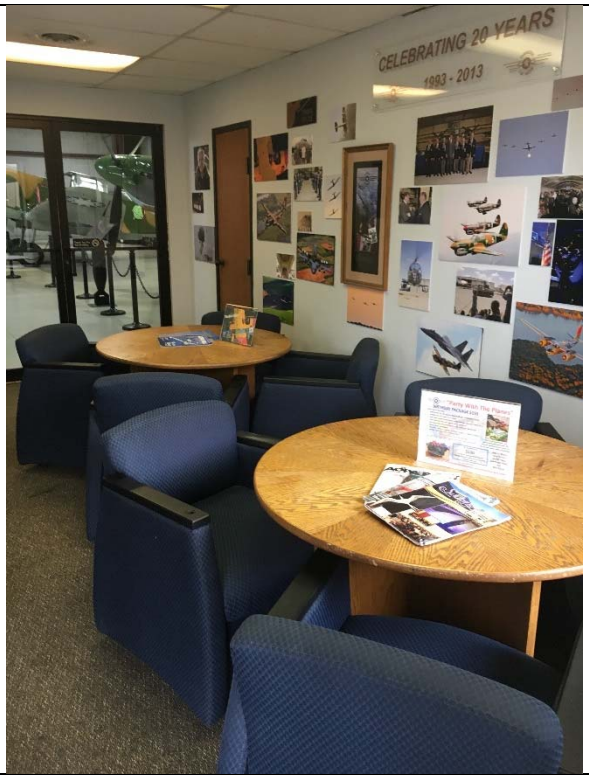
Summary Sheet for Cavanaugh Flight Museum - Hangar 2

Cavanaugh Flight Museum - Hangar 2

#	VIOLATION SUMMARY	PRIORITY LEVEL	COST
1	Remove and replace pavement in front of the door to achieve a 2% slope in all directions.	Level 3	$2,625.00
2	Replace hardware with lever hardware.	Level 2	$525.00

Grand Total	$3,150.00

Violation 1 -The entrance into Hanger #2 has a 11.9% slope at the door.



Violation 2 - There is a storage room in the office portion of the facility that has knob hardware.

ACCESSOLOGY

ADDISON AIRPORT
BUILDING REPORT

Facility Information: **Facility Name:** Cavanaugh Flight Museum - Hangar 3

Facility Contact: Lisa Pyles **Contact Phone:** 972-450-2878

Accessology Inspector Information:

Inspector: Karen Jackson **Date:** April 17, 2019

Email: Kjackson@accessology.com

Latitude: 32.972868 **Longitude:** -96.833894

Address: 4572 Clair Chenault Street **City:** Addison **County:** Dallas

General Parking Notes:

There is no parking associated specifically with this hanger. Parking is included in the report for the main museum building.

Total Parking Spaces:	N/A
Total Accessible Parking Spaces:	N/A
Number of van accessible spaces:	N/A
Is the accessible parking substantially compliant?	N/A

Parking Violations Total $0

High Priority	1-4
Medium Priority	5-8
Low Priority	9-12

ADDISON AIRPORT
BUILDING REPORT

Facility Information: **Facility Name:** Cavanaugh Flight Museum - Hangar 3

Facility Contact: Lisa Pyles **Contact Phone:** 972-450-2878

Accessology Inspector Information:

Inspector: Karen Jackson **Date:** April 17, 2019

Email: Kjackson@accessology.com

Latitude: 32.972868 **Longitude:** -96.833894

Address: 4572 Clair Chenault Street **City:** Addison **County:** Dallas

General Accessible Route Notes:

The route leading into this hangar requires walking across the lot from hanger 2 and is substantially compliant.

Is the path of travel from accessible parking to building entrance compliant?	Yes
Does the path of travel serve all exterior amenities offered by the facility?	N/A
Is the path of travel from building entrances to all amenities served by the entrance substantially compliant?	N/A

Accessible Route Total $0

High Priority	1-4
Medium Priority	5-8
Low Priority	9-12

ADDISON AIRPORT
BUILDING REPORT

Facility Information: **Facility Name:** Cavanaugh Flight Museum - Hangar 3

Facility Contact: Lisa Pyles **Contact Phone:** 972-450-2878

Accessology Inspector Information:

Inspector: Karen Jackson **Date:** April 17, 2019

Email: Kjackson@accessology.com

Latitude: 32.972868 **Longitude:** -96.833894

Address: 4572 Clair Chenault Street **City:** Addison **County:** Dallas

General Entrance Notes:

The public entrance into the hangar has a non-complaint threshold.

Is the main entry door accessible?	N/A
Is there an alternate door that is accessible?	N/A
If so, does the inaccessible door have signage indicating the location of the nearest accessible door?	N/A

Violation #1: The public entrance into the hangar requires travel over the door tracks which is not a stable surface.

Standard: **2010 ADAAG 302.1 Floor and Ground Surfaces General**

Text: The floor and ground surfaces shall be stable, firm, and slip resistant and shall comply with 302.

Possible Solutions: Provide an accessible route into the hangar.

Violation #1 Cost: $3,150 Priority Level 3

Violation #2: The entrance into the office area from the warehouse has a 5/8" change in level.

Standard: **2010 ADAAG 303.2 Vertical.**

ADDISON AIRPORT - Cavanaugh Flight Museum - Hanger 3

Entrance - Page 2

Text:	Changes in level of ¼ inch high maximum shall be permitted to be vertical.		
Possible Solutions:	Modify threshold so the change in level does not exceed 1/4".		
Violation #2 Cost:	$1,575	Priority	Level 4

		High Priority	1-4
Entrance Total	$4,725	Medium Priority	5-8
		Low Priority	9-12

ADDISON AIRPORT
BUILDING REPORT

Facility Information: **Facility Name:** Cavanaugh Flight Museum - Hangar 3

Facility Contact: Lisa Pyles **Contact Phone:** 972-450-2878

Accessology Inspector Information:

Inspector: Karen Jackson **Date:** April 17, 2019

Email: Kjackson@accessology.com

Latitude: 32.972868 **Longitude:** -96.833894

Address: 4572 Clair Chenault Street **City:** Addison **County:** Dallas

General Restroom Notes:

Men's and Women's single user restrooms serve this facility.

Is the door to the restroom substantially compliant?	No
Does the room have the required turning radius?	No
Is the water closet substantially compliant?	No
Does the water closet have the required clear floor space?	No
Is the lavatory substantially compliant?	No
Is the urinal substantially compliant?	N/A
Is the mirror substantially compliant?	Yes

Violation #3: Restroom signage is mounted on the door.

Standard: **2010 ADAAG 703.4.2 Location.**

Text: Where a tactile sign is provided at a door, the sign shall be located alongside the door at the latch side.

Possible Solutions: Install signage complying with Section 703.

Violation #3 Cost: $525 Priority Level 6

Violation #4: Restroom doors have knob hardware requiring grasping and twisting to operate.

ADDISON AIRPORT - Cavanaugh Flight Museum - Hanger 3

Restrooms - Page 2

Standard:	**2010 ADAAG 404.2.7 Door and Gate Hardware.**
Text:	Handles, pulls, latches, locks, and other operable parts on doors and gates shall comply with 309.4.
Possible Solutions:	Replace all knob hardware with lever hardware that doesn't require tight grasping or twisting to operate.
Violation #4 Cost:	$1,050 Priority Level 5
Violation #5:	Restroom doors are too narrow.
Standard:	**2010 ADAAG 404.2.3 Clear Width.**
Text:	Door openings shall provide a clear width of 32 inches minimum. Clear openings of doorways with swinging doors shall be measured between the face of the door and the stop, with the door open 90 degrees
Possible Solutions:	Replace doors to achieve 32" minimum clear width and swing doors outward.
Violation #5 Cost:	$5,250 Priority Level 4
Violation #6:	Restrooms only have a 3-1/2" maneuvering clearance on the pull side where a minimum 18" is required.
Standard:	**2010 ADAAG 404.2.4.1 Swinging Doors and Gate**
Text:	Swinging doors and gates shall have maneuvering clearances complying with Table 404.2.4.1.

ADDISON AIRPORT - Cavanaugh Flight Museum - Hanger 3

Restrooms - Page 3

Possible Solutions:	Reverse the swing of the doors. Cost included under violation #5.		
Violation #6 Cost:	$0	Priority	Level 4
Violation #7:	Restrooms are too narrow and are not large enough to accommodate a wheelchair turning space and could not be considered accessible restrooms.		
Standard:	**2010 ADAAG 213.2 Toilet Rooms and Bathing Rooms.**		
Text:	Where toilet rooms are provided, each toilet room shall comply with 603.		
Possible Solutions:	Enlarge restroom to accommodate accessible water closet, lavatory and wheelchair turning space.		
Violation #7 Cost:	$15,750	Priority	Level 4

		High Priority	1-4
Restrooms Total	$22,575	Medium Priority	5-8
		Low Priority	9-12

ADDISON AIRPORT
BUILDING REPORT

Facility Information: **Facility Name:** Cavanaugh Flight Museum - Hangar 3

Facility Contact: Lisa Pyles **Contact Phone:** 972-450-2878

Accessology Inspector Information:

Inspector: Karen Jackson **Date:** April 17, 2019

Email: Kjackson@accessology.com

Latitude: 32.972868 **Longitude:** -96.833894

Address: 4572 Clair Chenault Street **City:** Addison **County:** Dallas

General Break Room Notes:

There is a small break area provided in this facility.

Does the facility have a break room?	Yes
Is there a stove or cooktop?	No
Is there a sink?	Yes
Is the sink substantially compliant?	Yes
Are the counters at 34" aff?	No

Violation #8: The sink in the break area is 35-13/16" high where 34" maximum is required.

Standard: **2010 ADAAG 606.3 Lavatories and Sinks Height.**

Text: Lavatories and sinks shall be installed with the front of the higher of the rim or counter surface 34 inches maximum above the finish floor or ground.

Possible Solutions: Modify sink to provide 34" maximum height.

Violation #8 Cost: $2,100 Priority Level 4

Break Rooms Total $2,100

High Priority	1-4
Medium Priority	5-8
Low Priority	9-12

ADDISON AIRPORT
BUILDING REPORT

Facility Information: **Facility Name:** Cavanaugh Flight Museum - Hangar 3

Facility Contact: Lisa Pyles **Contact Phone:** 972-450-2878

Accessology Inspector Information:

Inspector: Karen Jackson **Date:** April 17, 2019

Email: Kjackson@accessology.com

Latitude: 32.972868 **Longitude:** -96.833894

Address: 4572 Clair Chenault Street **City:** Addison **County:** Dallas

General Misc Notes:

There are no other miscellaneous items serving this facility.

Are there exterior drinking fountains? No

Are there any other miscellaneous items not previously covered? N/A

Violation #9: There is only one drinking fountain provided in the hangar area where if provided, two are required.

Standard: **2010 ADAAG 211.2 Minimum Number.**

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

Possible Solutions: Install a new Hi/Low drinking fountain in a compliant location.

Violation #9 Cost: $5,250 Priority Level 2

High Priority 1-4

Miscellaneous Total $5,250 Medium Priority 5-8

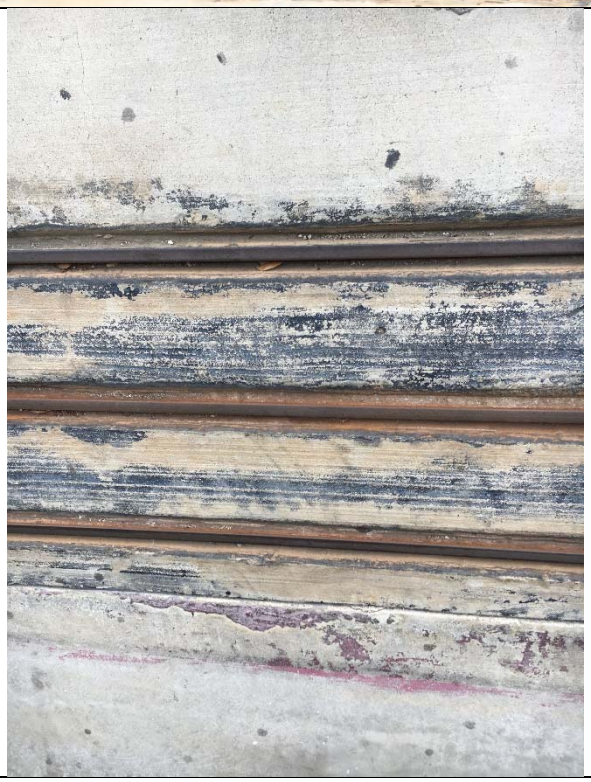
Low Priority 9-12

Summary Sheet for Cavanaugh Flight Museum - Hangar 3

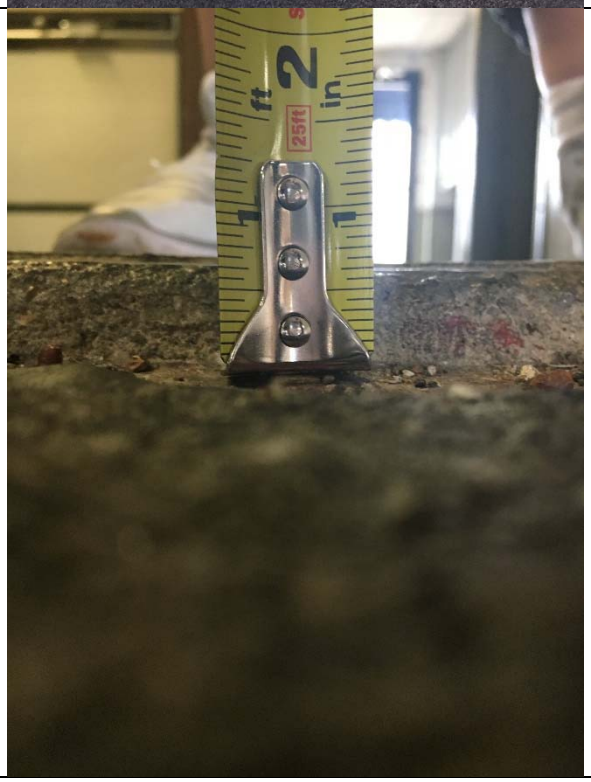
Cavanaugh Flight Museum - Hangar 3

#	VIOLATION SUMMARY	PRIORITY LEVEL	COST
1	Provide an accessible route into the hangar.	Level 3	$3,150.00
2	Modify threshold so the change in level does not exceed 1/4".	Level 4	$1,575.00
3	Install signage complying with Section 703.	Level 6	$525.00
4	Replace all knob hardware with lever hardware that doesn't require tight grasping or twisting to operate.	Level 5	$1,050.00
5	Replace doors to achieve 32" minimum clear width and swing doors outward.	Level 4	$5,250.00
6	Reverse the swing of the doors. Cost included under violation #5.	Level 4	$0.00
7	Enlarge restroom to accommodate accessible water closet, lavatory and wheelchair turning space.	Level 4	$15,750.00
8	Modify sink to provide 34" maximum height.	Level 4	$2,100.00
9	Install a new Hi/Low drinking fountain in a compliant location.	Level 2	$5,250.00

Grand Total	$34,650.00



Violation 1 - The public entrance into the hangar requires travel over the door tracks which is not a stable surface.



Violation 2 - The entrance into the office area from the warehouse has a 5/8" change in level.

Violation 3 - Restroom signage is mounted on the door.

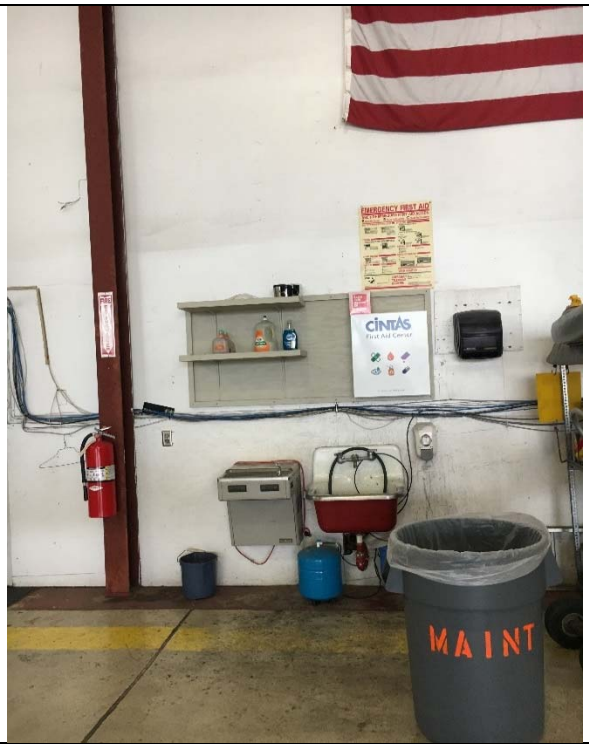
Violation 4 - Restroom doors have knob hardware requiring grasping and twisting to operate.

Violation 5 - Restroom doors are too narrow.

Violation 6 - Restrooms only have a 3-1/2" maneuvering clearance on the pull side where a minimum 18" is required.

Violation 7 - Restrooms are too narrow and are not large enough to accommodate a wheelchair turning space and could not be considered accessible restrooms.

Violation 8 - The sink in the break rea is 35-13/16" high where 34" maximum is required.



Violation 9 - There is only one drinking fountain provided in the hangar area where if provided, two are required.

ACCESSOLOGY

ADDISON AIRPORT
BUILDING REPORT

Facility Information: **Facility Name:** Cavanaugh Flight Museum - Hangar 4

Facility Contact: Lisa Pyles **Contact Phone:** 972-450-2878

Accessology Inspector Information:

Inspector: Karen Jackson **Date:** April 17, 2017
Email: Kjackson@accessology.com

Latitude: 32.973154 **Longitude:** -96.834302
Address: 4572 Clair Chennault Street **City:** Addison **County:** Dallas

Total Parking Spaces:	25
Total Accessible Parking Spaces:	0
Number of van accessible spaces:	0
Is the accessible parking substantially compliant?	No

Violation #1: There are no accessible parking spaces provided.

Standard: **2010 ADAAG 208.1 General.**

Text: Where parking spaces are provided, parking spaces shall be provided in accordance with 208

Possible Solutions: Provide a van accessible parking space with an access aisle and compliant signage.

Violation #1 Cost: $3,150 Priority Level 3

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Parking Violations Total $3,150

High Priority	1-4
Medium Priority	5-8
Low Priority	9-12

ADDISON AIRPORT
BUILDING REPORT

Facility Information: **Facility Name:** Cavanaugh Flight Museum - Hangar 4

Facility Contact: Lisa Pyles **Contact Phone:** 972-450-2878

Accessology Inspector Information:

Inspector: Karen Jackson **Date:** April 17, 2017

Email: Kjackson@accessology.com

Latitude: 32.973154 **Longitude:** -96.834302

Address: 4572 Clair Chennault Street **City:** Addison **County:** Dallas

General Accessible Route Notes:

The route leading into this hangar requires walking from hanger 3 and is in substantial compliance.

Is the path of travel from accessible parking to building entrance compliant?	Yes
Does the path of travel serve all exterior amenities offered by the facility?	N/A
Is the path of travel from building entrances to all amenities served by the entrance substantially compliant?	N/A

Accessible Route Total $0

High Priority 1-4

Medium Priority 5-8

Low Priority 9-12

ADDISON AIRPORT
BUILDING REPORT

Facility Information: **Facility Name:** Cavanaugh Flight Museum - Hangar 4

Facility Contact: Lisa Pyles **Contact Phone:** 972-450-2878

Accessology Inspector Information:

Inspector: Karen Jackson **Date:** April 17, 2017

Email: Kjackson@accessology.com

Latitude: 32.973154 **Longitude:** -96.834302

Address: 4572 Clair Chennault Street **City:** Addison **County:** Dallas

General Entrance Notes:

The public entrance into the hangar has a non-complaint threshold. The main building entrance has broken concrete at the door.

Is the main entry door accessible?	No
Is there an alternate door that is accessible?	No
If so, does the inaccessible door have signage indicating the location of the nearest accessible door?	N/A

Violation #2: The pavement at the main entrance door is broken.

Standard: **2010 ADAAG 404.2.4.4 Floor or Ground Surface.**

Text: Floor or ground surface within required maneuvering clearances shall comply with 302. Changes in level are not permitted.

Possible Solutions: Remove and replace the broken pavement.

Violation #2 Cost: $1,575 Priority Level 4

Violation #3: The public entrance into the hangar that is used during tours requires travel over the door tracks which is not a stable surface.

Standard: **2010 ADAAG 302.1 Floor and Ground Surfaces General**

ADDISON AIRPORT - Cavanaugh Flight Museum - Hangar 4

Entrance - Page 2

Text:	The floor and ground surfaces shall be stable, firm, and slip resistant and shall comply with 302.		
Possible Solutions:	Provide an accessible route into the hangar.		
Violation #3 Cost:	$3,150	Priority	Level 3

		High Priority	1-4
Entrance Total	$4,725	Medium Priority	5-8
		Low Priority	9-12

ADDISON AIRPORT
BUILDING REPORT

Facility Information: **Facility Name:** Cavanaugh Flight Museum - Hangar 4

Facility Contact: Lisa Pyles **Contact Phone:** 972-450-2878

Accessology Inspector Information:

Inspector: Karen Jackson **Date:** April 17, 2017

Email: Kjackson@accessology.com

Latitude: 32.973154 **Longitude:** -96.834302

Address: 4572 Clair Chennault Street **City:** Addison **County:** Dallas

General Hallway Notes:

This facility provides 2 office restrooms, a break area, and 2 restrooms accessed from the hangar area.

Does this facility have any hallways?	Yes
Do the doors have compliant hardware?	No
Do the doors have proper maneuvering clearances?	Yes
Is the hallway width at least 36” clear width?	Yes
Are visual strobes provided?	No
Are there any protruding objects?	No
Is the signage substantially compliant?	No

Violation #4: There are 6 doors in the building with knob style door hardware requiring grasping and twisting to operate.

Standard: **2010 ADAAG 404.2.7 Door and Gate Hardware.**

Text: Handles, pulls, latches, locks, and other operable parts on doors and gates shall comply with 309.4.

Possible Solutions: Replace with lever hardware.

Violation #4 Cost: $3,150 Priority Level 6

Hallway Total $3,150

High Priority	1-4
Medium Priority	5-8
Low Priority	9-12

ADDISON AIRPORT
BUILDING REPORT

Facility Information: **Facility Name:** Cavanaugh Flight Museum - Hangar 4

Facility Contact: Lisa Pyles **Contact Phone:** 972-450-2878

Accessology Inspector Information:

Inspector: Karen Jackson **Date:** April 17, 2017

Email: Kjackson@accessology.com

Latitude: 32.973154 **Longitude:** -96.834302

Address: 4572 Clair Chennault Street **City:** Addison **County:** Dallas

General Restroom Notes:

There are 2 sets of restrooms provided in the facility.

Is the door to the restroom substantially compliant?	No
Does the room have the required turning radius?	Yes
Is the water closet substantially compliant?	No
Does the water closet have the required clear floor space?	No
Is the lavatory substantially compliant?	No
Is the urinal substantially compliant?	N/A
Is the mirror substantially compliant?	Yes

Violation #5: Signage for the restrooms in the office area is mounted on the door.

Standard: **2010 ADAAG 703.4.2 Location.**

Text: Where a tactile sign is provided at a door, the sign shall be located alongside the door at the latch side.

Possible Solutions: Install signage complying with Section 703.

Violation #5 Cost: $525 Priority Level 6

Violation #6: Office area Women's Room: The water closet does not have the required clear floor space.

ADDISON AIRPORT - Cavanaugh Flight Museum - Hangar 4

Restrooms - Page 2

Standard:	**2010 ADAAG 604.3.1 Size**
Text:	Clearance around a water closet shall be 60" min. measured perpendicular from the side wall and 56" min. measured perpendicular from the rear wall.
Possible Solutions:	Remodel restroom to provide the required clear floor space.
Violation #6 Cost:	$8,400 Priority Level 5
Violation #7:	Office area Women's Room: No rear grab bar is provided and the side grab bar is only 24" long.
Standard:	**2010 ADAAG 604.5 Grab Bars.**
Text:	Grab bars for water closets shall comply with 609. Grab bars shall be provided on the side wall closest to the water closet and on the rear wall.
Possible Solutions:	Install compliant grab bars.
Violation #7 Cost:	$525 Priority Level 4
Violation #8:	Office area Men's and Women's Rooms: The lavatories do not have the required knee clearance.
Standard:	**2010 ADAAG 606.2 Clear Floor Space.**
Text:	A clear floor space complying with 305, positioned for a forward approach, and knee and toe clearance complying with 306 shall be provided.

ADDISON AIRPORT - Cavanaugh Flight Museum - Hangar 4

Restrooms - Page 3

Possible Solutions:	Modify lavatories to provide required toe and knee clearance.		
Violation #8 Cost:	$4,200	Priority	Level 4
Violation #9:	Office area Men's and Women's Rooms: The lavatory faucet controls require grasping and twisting to operate.		
Standard:	**2010 ADAAG 606.4 Faucets.**		
Text:	Controls for faucets shall comply with 309. Hand-operated metering faucets shall remain open for 10 seconds min.		
Possible Solutions:	Replace faucets with lever type.		
Violation #9 Cost:	$1,050	Priority	Level 5
Violation #10:	Office are Men's room: The water closet does not have the required clear floor space.		
Standard:	**2010 ADAAG 604.3.1 Size**		
Text:	Clearance around a water closet shall be 60" min. measured perpendicular from the side wall and 56" min. measured perpendicular from the rear wall.		
Possible Solutions:	Remodel restroom to provide the required clear floor space.		
Violation #10 Cost:	$8,400	Priority	Level 4

ADDISON AIRPORT - Cavanaugh Flight Museum - Hangar 4

Restrooms - Page 4

Violation #11:	Office area Men's Room: No rear grab bar is provided and the side grab bar is only 24" long.
Standard:	**2010 ADAAG 604.5 Grab Bars.**
Text:	Grab bars for water closets shall comply with 609. Grab bars shall be provided on the side wall closest to the water closet and on the rear wall.
Possible Solutions:	Install compliant grab bars.
Violation #11 Cost:	$525 Priority Level 4
Violation #12:	The Men's and Women's hangar restrooms require more than 5lbs of pressure to operate.
Standard:	**2010 ADAAG 404.2.9 Door and Gate Opening Force.**
Text:	The force for pushing or pulling open an interior hinged doors and gates is 5 pounds maximum.
Possible Solutions:	Adjust door closers.
Violation #12 Cost:	$105 Level 8

		High Priority	1-4
Restrooms Total	$23,730	Medium Priority	5-8
		Low Priority	9-12

ADDISON AIRPORT
BUILDING REPORT

Facility Information: **Facility Name:** Cavanaugh Flight Museum - Hangar 4

Facility Contact: Lisa Pyles **Contact Phone:** 972-450-2878

Accessology Inspector Information:

Inspector: Karen Jackson **Date:** April 17, 2017

Email: Kjackson@accessology.com

Latitude: 32.973154 **Longitude:** -96.834302

Address: 4572 Clair Chennault Street **City:** Addison **County:** Dallas

General Break Room Notes:

There is a small break area provided in the facility.

Does the facility have a break room?	Yes
Is there a stove or cooktop?	No
Is there a sink?	Yes
Is the sink substantially compliant?	Yes
Are the counters at 34" aff?	No

Violation #13: The sink in the break rea is 36" high where 34" maximum is required.

Standard: **2010 ADAAG 606.3 Lavatories and Sinks Height.**

Text: Lavatories and sinks shall be installed with the front of the higher of the rim or counter surface 34 inches maximum above the finish floor or ground.

Possible Solutions: Modify sink to provide 34" maximum height.

Violation #13 Cost: $2,100 Priority Level 4

Break Rooms Total $2,100

High Priority	1-4
Medium Priority	5-8
Low Priority	9-12

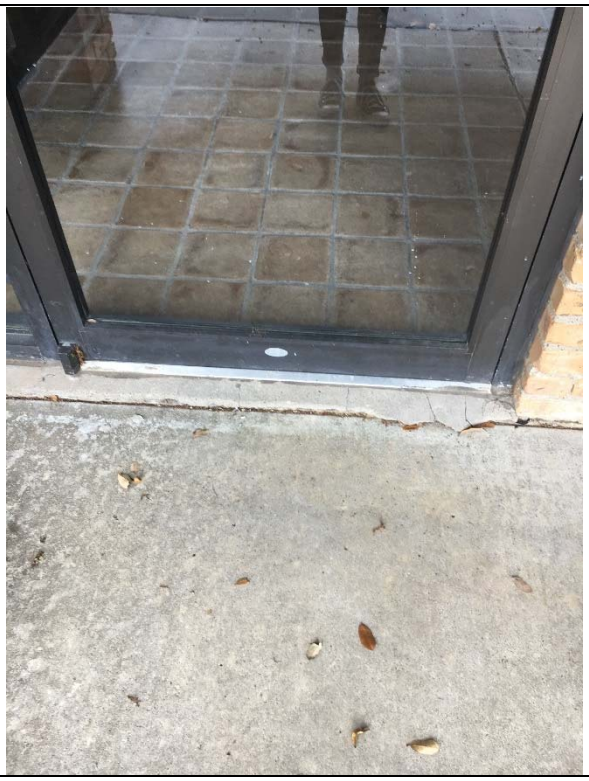
Summary Sheet for Cavanaugh Flight Museum - Hangar 4

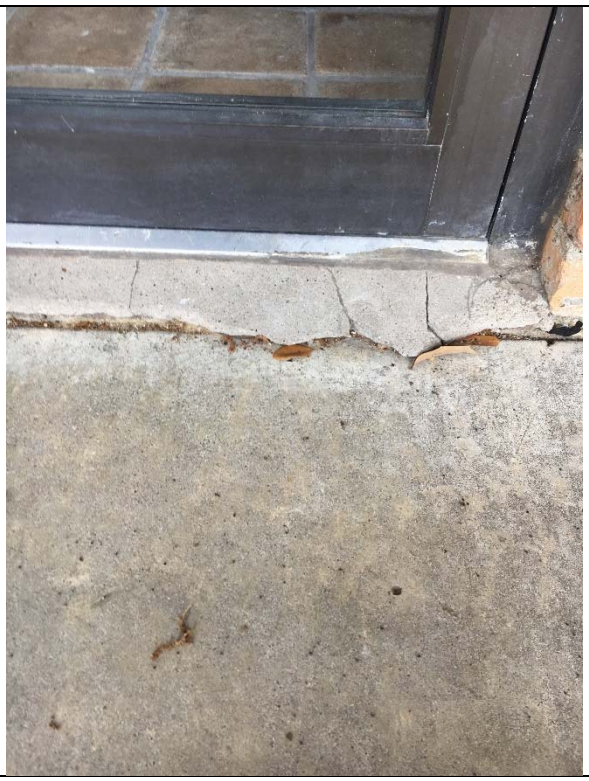
Cavanaugh Flight Museum - Hangar 4

#	VIOLATION SUMMARY	PRIORITY LEVEL	COST
1	Provide a van accessible parking space with an access aisle and compliant signage.	Level 3	$3,150.00
2	Remove and replace the broken pavement.	Level 4	$1,575.00
3	Provide an accessible route into the hangar.	Level 3	$3,150.00
4	Replace with lever hardware.	Level 6	$3,150.00
5	Install signage complying with Section 703.	Level 6	$525.00
6	Remodel restroom to provide the required clear floor space.	Level 5	$8,400.00
7	Install compliant grab bars.	Level 4	$525.00
8	Modify lavatories to provide required toe and knee clearance.	Level 4	$4,200.00
9	Replace faucets with lever type.	Level 5	$1,050.00
10	Remodel restroom to provide the required clear floor space.	Level 4	$8,400.00
11	Install compliant grab bars.	Level 4	$525.00
12	Adjust door closers.	Level 8	$105.00
13	Modify sink to provide 34" maximum height.	Level 4	$2,100.00

Grand Total	$36,855.00

Violation 1 - There are no accessible parking spaces provided.





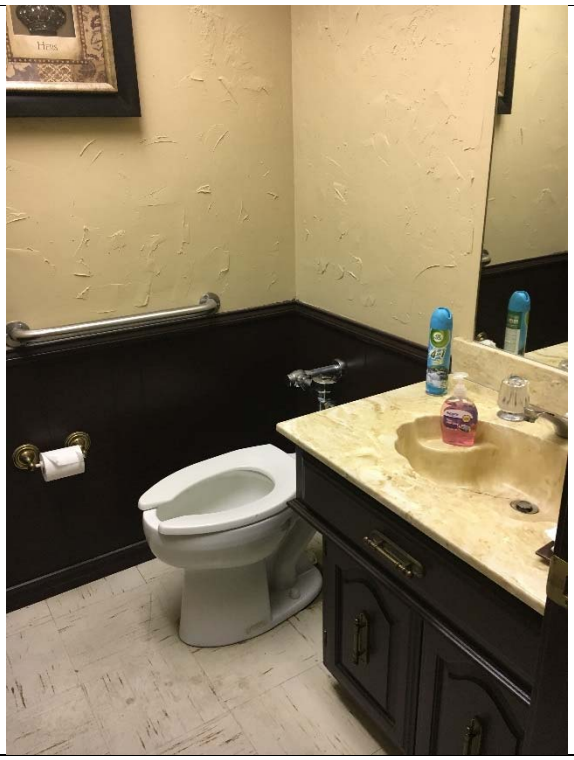
Violation 2 - The pavement at the main entrance door is broken.

Violation 3 - The public entrance into the hangar that is used during tours requires travel over the door tracks which is not a stable surface.

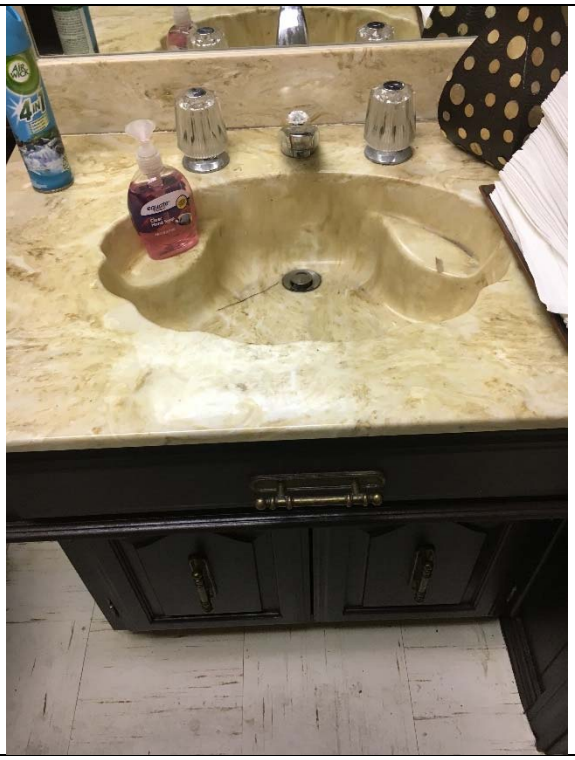
Violation 4 - There are 6 doors in the building with knob style door hardware requiring grasping and twisting to operate.

Violation 5 - Signage for the restrooms in the office area is mounted on the door.

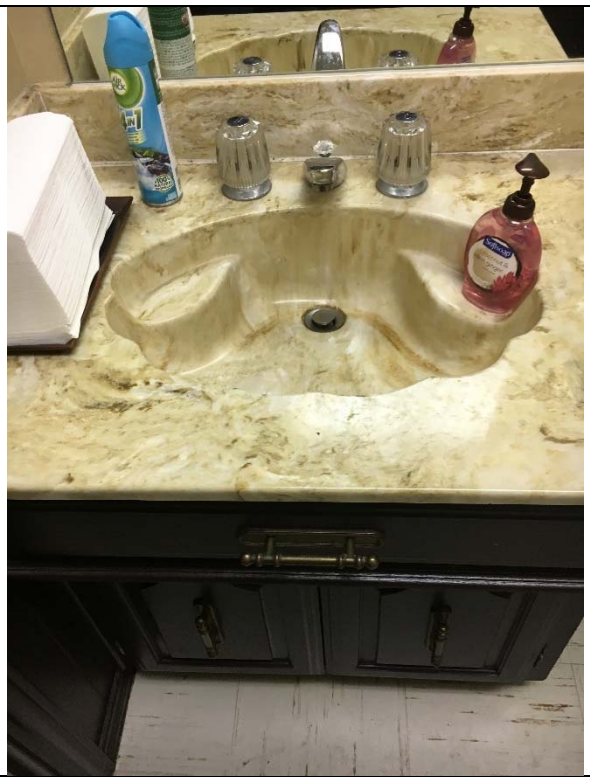
Violation 6 - Office area Women's Room: The water closet does not have the required clear floor space.



Violation 7 - Office area Women's Room: No rear grab bar is provided and the side grab bar is only 24" long.

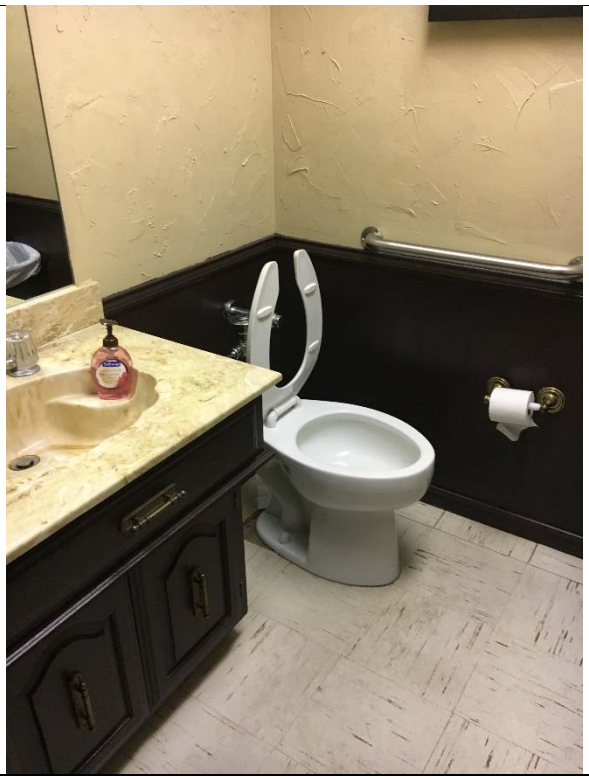


Violation 8 - Office area Men's and Women's Rooms: The lavatories do not have the required knee clearance.



Violation 9 - Office area Men's and Women's Rooms: The lavatory faucet controls require grasping and twisting to operate.

Violation 10 - Office are Men's room: The water closet does not have the required clear floor space.



Violation 11 - Office area Men's Room: No rear grab bar is provided and the side grab bar is only 24" long.

Violation 12 - The Men's and Women's hangar restrooms require more than 5lbs of pressure to operate.

Violation 13 - The sink in the break rea is 36" high where 34" maximum is required.

Town of Addison
ADA Self-Evaluation and Transition Plan
Signalized Intersection Cost Projection Summary
12/21/2017

GPS ID	Project Name	Cost Projection	Priority
1	Intersection of Addison Rd and Sojourn Dr	$ 63,000	2
2	Intersection of Addison Rd and Westgrove Dr	$ 82,000	5
3	Intersection of Addison Rd and Keller Springs Rd	$ 40,000	5
4	Intersection of Quorum Dr and Keller Springs Rd	$ 69,000	2
5	Intersection of Addison Rd and Airport Pkwy	$ 60,000	2
6	Intersection of Quorum Dr and Airport Pkwy	$ 61,000	5
7	Intersection of Addison Rd and Lindbergh Dr / Broadway St	$ 83,000	5
8	Intersection of Arapaho Rd and Quorum Dr	$ 29,000	2
9	Intersection of Arapaho Rd and Spectrum Dr	$ 33,000	2
10	Intersection of Arapaho Rd and Addison Rd	$ 47,000	5
11	Intersection of Arapaho Rd and Edwin Lewis Dr	$ 54,000	2
12	Intersection of Quorum Dr and Edwin Lewis Dr	$ 90,000	2
13	Intersection of Belt Line Rd and Quorum Dr	$ 94,000	5
14	Intersection of Belt Line Rd and Midway Rd	$ 96,000	2
15	Intersection of Landmark Pl and Landmark Blvd	$ 31,000	5
16	Intersection of Vitruvian Way and Ponte Ave	$ 25,000	2
17	Intersection of Spring Valley Rd and Vitruvian Way	$ 17,000	9
18	Intersection of Spring Valley Rd and Greenhill School St	$ 53,000	2
	TOTAL	**$ 1,027,000**	

Kimley-Horn and Associates, Inc. **Priority: 2**
Project Description for Signalized Intersection

Client: Town of Addison **Date: 12/21/17**
Program: ADA Self-Evaluation and Transition Plan **Prepared By: CMP**
KHA No.: 063543021 **Checked By: EPE**

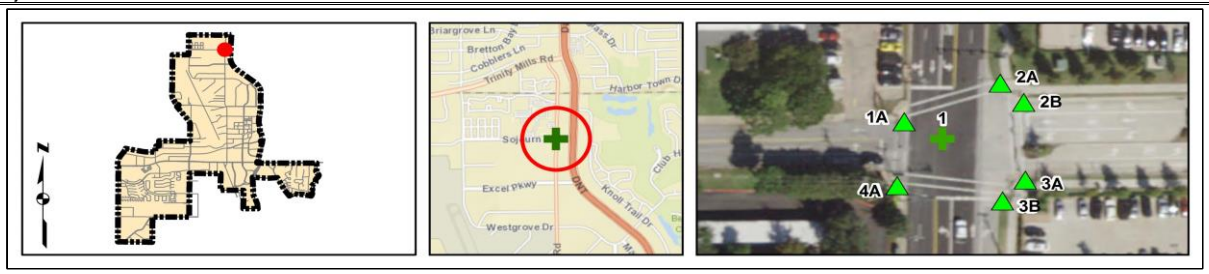
Corridor : Addison Rd **GPS ID: 1**
Project Name: Intersection of Addison Rd and Sojourn Dr
Town: Addison

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	$ 10.00	$ -
TxDOT 529-6002	CONC CURB (TY II)	0	LF	$ 15.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	19	SY	$ 45.00	$ 855.00
TxDOT 531	CURB RAMPS	3	EA	$ 1,500.00	$ 4,500.00
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	$ 50.00	$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	26	SY	$ 9.00	$ 234.00
TxDOT 687-6002	PEDESTRIAN PUSH BUTTON POLE	4	EA	$ 1,400.00	$ 5,600.00
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	$ 2.80	$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	387	LF	$ 8.50	$ 3,289.50
TxDOT 688-6001	PED DETECT PUSH BUTTON (APS)	4	EA	$ 1,300.00	$ 5,200.00
TxDOT 690-6030	REMOVAL OF PEDESTRIAN PUSH BUTTONS	4	EA	$ 125.00	$ 500.00
---	RELOCATE PEDESTRIAN PUSH BUTTONS	2	EA	$ 300.00	$ 600.00
TxDOT 682-6018	PED SIG SEC (LED) (COUNTDOWN)	0	EA	$ 500.00	$ -
---	PEDESTRIAN PUSH BUTTON SIGN	4	EA	$ 150.00	$ 600.00
---	REMOVE PEDESTRIAN PUSH BUTTON SIGN	4	EA	$ 50.00	$ 200.00
---	REPAVE ROADWAY	3	LS	$ 5,000.00	$ 15,000.00
---	FIX PONDING	0	LS	$ 2,000.00	$ -
---	FIX CURB RAMP TRANSITION	2	LS	$ 2,000.00	$ 4,000.00
---	MEDIAN NOSE MODIFICATION	0	LS	$ 5,000.00	$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	$ 500.00	$ -
---	FIX CURB RAMP COUNTER SLOPE	2	LS	$ 2,000.00	$ 4,000.00

Basis for Cost Projection
- ☑ No Design Completed
- ❑ Preliminary Design
- ❑ Final Design

Subtotal:		$ 44,578.50
Engineering: (% +/-)	20%	$ 9,210.75
Contingency: (% +/-)	20%	$ 9,210.75
Estimated Project Cost:		**$ 63,000.00**

Project Location



Field Observations

Intersection Issues	Crosswalk N	Crosswalk E	Crosswalk S	Crosswalk W	Possible Solutions
Path of travel pavement condition	Good	Good	Good	Dangerous	
Path of travel running slope is greater than 5%	X		X	X	Repave roadway and install crosswalk pavement markings
Path of travel cross slope is greater than 5%				X	
Crosswalk width is less than 6'					Install crosswalk pavement markings
Crosswalk striping condition	Good	Good	Good	Worn	

Curb Ramp Issues	Curb Ramp ID ('z' or 'i' in ramp label indicates no existing ramp) 1A	2A	2B	3A	3B	4A	Possible Solutions
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						Remove and replace crosswalk pavement markings
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%	X						Remove and replace curb ramp
Cut-thru ramp cross slope is greater than 5%							
Curb ramp width is less than 48"	X					X	
Cut-thru ramp width is less than 60"							
Permanent obstruction (>0.25") in curb ramp/landing/flares						X	
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	X					X	Install landing area
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		X	X				
Pedestrian push button is not parallel to crosswalk							
Pedestrian push button height is greater than 48"							
Pedestrian push button diameter is not 2"	X					X	Remove PBs and replace with APS push buttons
Pedestrian push button sign does not exist							
Pedestrian push button sign is not MUTCD approved		X	X	X	X		Remove and replace pedestrian push button sign
Clear floor space does not exist and is needed			X	X	X		Install clear floor space
Clear floor space for pedestrian push button is less than 30" x 48" or has a slope greater than 2%	X	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	Fix curb ramp counter slope
Ponding occurs at base of curb ramp							

Kimley-Horn and Associates, Inc.	Intersection of Addison Rd and Sojourn Dr
Photographs	GPS ID: 1

Ramp 1A

Ramp 2A

Ramp 2B

Ramp 3A

Ramp 3B

Ramp 4A

Curb Ramp Recommendation Details:

Types 1-11 (Standard Corner Ramp)	3	EA
Type 20 (Median Ramps with Shared Landing)	0	EA
Type 21 (Median Cut-thru Ramp)	0	EA
Type 22 (Channelizing Island Cut-thru Ramp)	0	EA

Opinion of Probable Construction Cost Disclaimer:

The Engineer has no control over the cost of labor, materials, equipment, or over the Contractor's methods of determining prices or over competitive bidding or market conditions. Opinions of probable costs provided herein are based on the information known to Engineer at this time and represent only the Engineer's judgment as a design professional familiar with the construction industry. The Engineer cannot and does not guarantee that proposals, bids, or actual construction costs will not vary from its opinions of probable costs.

Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

End of Project Description for Project 1 Intersection of Addison Rd and Sojourn Dr

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

Client: **Town of Addison** **Date: 12/21/17**
Program: **ADA Self-Evaluation and Transition Plan** **Prepared By: CMP**
KHA No.: **063543021** **Checked By: EPE**

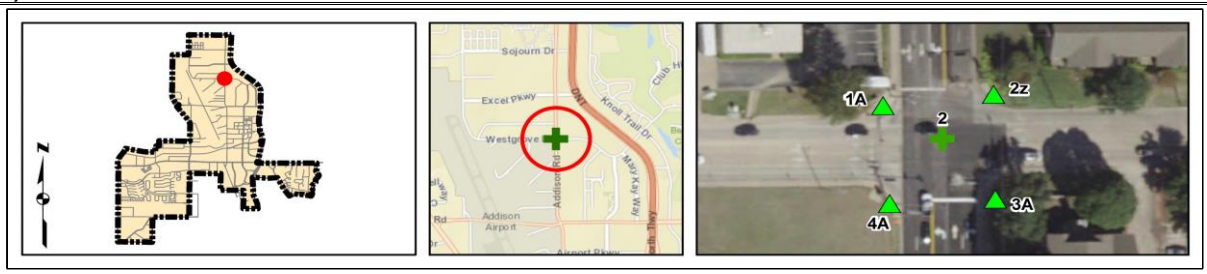
Corridor : **Addison Rd** **GPS ID: 2**
Project Name: **Intersection of Addison Rd and Westgrove Dr**
Town: **Addison**

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	$ 10.00	$ -
TxDOT 529-6002	CONC CURB (TY II)	0	LF	$ 15.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	39	SY	$ 45.00	$ 1,755.00
TxDOT 531	CURB RAMPS	8	EA	$ 1,500.00	$ 12,000.00
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	$ 50.00	$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	60	SY	$ 9.00	$ 540.00
TxDOT 687-6002	PEDESTRIAN PUSH BUTTON POLE	0	EA	$ 1,400.00	$ -
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	$ 2.80	$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	522	LF	$ 8.50	$ 4,437.00
TxDOT 688-6001	PED DETECT PUSH BUTTON (APS)	8	EA	$ 1,300.00	$ 10,400.00
TxDOT 690-6030	REMOVAL OF PEDESTRIAN PUSH BUTTONS	8	EA	$ 125.00	$ 1,000.00
---	RELOCATE PEDESTRIAN PUSH BUTTONS	0	EA	$ 300.00	$ -
TxDOT 682-6018	PED SIG SEC (LED) (COUNTDOWN)	0	EA	$ 500.00	$ -
---	PEDESTRIAN PUSH BUTTON SIGN	0	EA	$ 150.00	$ -
---	REMOVE PEDESTRIAN PUSH BUTTON SIGN	0	EA	$ 50.00	$ -
---	REPAVE ROADWAY	4	LS	$ 5,000.00	$ 20,000.00
---	FIX PONDING	1	LS	$ 2,000.00	$ 2,000.00
---	FIX CURB RAMP TRANSITION	3	LS	$ 2,000.00	$ 6,000.00
---	MEDIAN NOSE MODIFICATION	0	LS	$ 5,000.00	$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	$ 500.00	$ -
---	FIX CURB RAMP COUNTER SLOPE	0	LS	$ 2,000.00	$ -

Basis for Cost Projection
- ☑ No Design Completed
- ❑ Preliminary Design
- ❑ Final Design

Subtotal:		$ 58,132.00
Engineering: (% +/-)	20%	$ 11,934.00
Contingency: (% +/-)	20%	$ 11,934.00
Estimated Project Cost:		**$ 82,000.00**

Project Location



Field Observations

Intersection Issues	Crosswalk N	Crosswalk E	Crosswalk S	Crosswalk W	Possible Solutions
Path of travel pavement condition	Dangerous	Dangerous	Dangerous	Dangerous	
Path of travel running slope is greater than 5%	X				Repave roadway and install crosswalk pavement markings
Path of travel cross slope is greater than 5%		X			
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	Install crosswalk pavement markings
Crosswalk striping condition	None	None	None	None	

Curb Ramp Issues	Curb Ramp ID ('z' or 'i' in ramp label indicates no existing ramp) 1A	2z	3A	4A	Possible Solutions
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		X		
Curb ramp running slope is greater than 8.3%	X			X	
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					Remove and replace curb ramp
Curb ramp cross slope is greater than 2%	X				
Cut-thru ramp cross slope is greater than 5%					
Curb ramp width is less than 48"	X				
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25") in curb ramp/landing/flares	X				
Temporary obstruction (>0.25") in curb ramp/landing/flares					
No textured surface at base of curb ramp	X		X	X	For intersection, commercial driveway, and park ramps,
No color contrast at base of curb ramp	X		X	X	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		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					
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	X	Remove PBs and replace with APS push buttons
Pedestrian push button sign does not exist					
Pedestrian push button sign is not MUTCD approved					
Clear floor space does not exist and is needed		X	X		Install clear floor space
Clear floor space for pedestrian push button is less than 30" x 48" or has a slope greater than 2%	X			X	Remove and replace clear floor space
Missing or no pedestrian signal heads					
Curb ramp transition onto roadway is greater than 0.25"	X		X	X	Fix curb ramp transition
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
Ponding occurs at base of curb ramp	X				Fix ponding

Kimley-Horn and Associates, Inc.	Intersection of Addison Rd and Westgrove Dr
Photographs	GPS ID: 2

Ramp 1A

Corner 2 No Ramp (2z)

Ramp 3A

Ramp 4A

Curb Ramp Recommendation Details:

Types 1-11 (Standard Corner Ramp)	8	EA
Type 20 (Median Ramps with Shared Landing)	0	EA
Type 21 (Median Cut-thru Ramp)	0	EA
Type 22 (Channelizing Island Cut-thru Ramp)	0	EA

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

End of Project Description for Project 2 Intersection of Addison Rd and Westgrove Dr

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

Client:	**Town of Addison**	**Date: 12/21/17**
Program:	**ADA Self-Evaluation and Transition Plan**	**Prepared By: CMP**
KHA No.:	**063543021**	**Checked By: EPE**

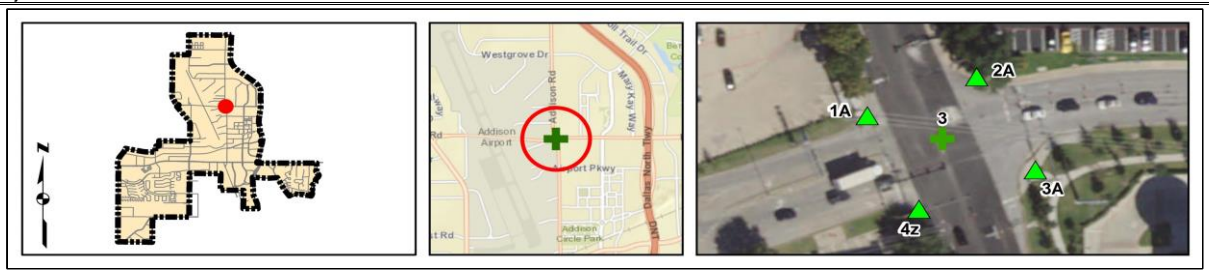
Corridor :	**Keller Springs Rd**	**GPS ID: 3**
Project Name:	**Intersection of Addison Rd and Keller Springs Rd**	
Town:	**Addison**	

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	$ 10.00	$ -
TxDOT 529-6002	CONC CURB (TY II)	0	LF	$ 15.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	21	SY	$ 45.00	$ 945.00
TxDOT 531	CURB RAMPS	7	EA	$ 1,500.00	$ 10,500.00
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	$ 50.00	$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	33	SY	$ 9.00	$ 297.00
TxDOT 687-6002	PEDESTRIAN PUSH BUTTON POLE	2	EA	$ 1,400.00	$ 2,800.00
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	$ 2.80	$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	590	LF	$ 8.50	$ 5,015.00
TxDOT 688-6001	PED DETECT PUSH BUTTON (APS)	0	EA	$ 1,300.00	$ -
TxDOT 690-6030	REMOVAL OF PEDESTRIAN PUSH BUTTONS	0	EA	$ 125.00	$ -
---	RELOCATE PEDESTRIAN PUSH BUTTONS	4	EA	$ 300.00	$ 1,200.00
TxDOT 682-6018	PED SIG SEC (LED) (COUNTDOWN)	0	EA	$ 500.00	$ -
---	PEDESTRIAN PUSH BUTTON SIGN	8	EA	$ 150.00	$ 1,200.00
---	REMOVE PEDESTRIAN PUSH BUTTON SIGN	8	EA	$ 50.00	$ 400.00
---	REPAVE ROADWAY	0	LS	$ 5,000.00	$ -
---	FIX PONDING	0	LS	$ 2,000.00	$ -
---	FIX CURB RAMP TRANSITION	2	LS	$ 2,000.00	$ 4,000.00
---	MEDIAN NOSE MODIFICATION	0	LS	$ 5,000.00	$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	$ 500.00	$ -
---	FIX CURB RAMP COUNTER SLOPE	1	LS	$ 2,000.00	$ 2,000.00

Basis for Cost Projection
- ☑ No Design Completed
- ❑ Preliminary Design
- ❑ Final Design

Subtotal:		$ 28,357.00
Engineering: (% +/-)	20%	$ 5,821.50
Contingency: (% +/-)	20%	$ 5,821.50
Estimated Project Cost:		**$ 40,000.00**

Project Location



Field Observations

Intersection Issues	Crosswalk N	E	S	W	Possible Solutions
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'	N/A	N/A	N/A	N/A	Install crosswalk pavement markings
Crosswalk striping condition	None	None	None	None	

Curb Ramp Issues	Curb Ramp ID ('z' or 'i' in ramp label indicates no existing ramp) 1A	2A	3A	4z	Possible Solutions
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			Remove and replace curb ramp
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 5%					
Curb ramp width is less than 48"					
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25") in curb ramp/landing/flares	X	X			
Temporary obstruction (>0.25") in curb ramp/landing/flares					
No textured surface at base of curb ramp	X	X			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		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"	X				Relocate pedestrian push buttons
Pedestrian push button diameter is not 2"					
Pedestrian push button sign does not exist					
Pedestrian push button sign is not MUTCD approved	X	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%	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			Fix curb ramp counter slope
Ponding occurs at base of curb ramp					

Ramp 1A

Ramp 2A

Ramp 3A

Corner 4 No Ramp (4z)

Curb Ramp Recommendation Details:

Types 1-11 (Standard Corner Ramp)	7	EA
Type 20 (Median Ramps with Shared Landing)	0	EA
Type 21 (Median Cut-thru Ramp)	0	EA
Type 22 (Channelizing Island Cut-thru Ramp)	0	EA

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

End of Project Description for Project 3 Intersection of Addison Rd and Keller Springs Rd

Kimley-Horn and Associates, Inc. **Priority: 2**
Project Description for Signalized Intersection

Client: **Town of Addison** **Date: 12/21/17**
Program: **ADA Self-Evaluation and Transition Plan** **Prepared By: CMP**
KHA No.: **063543021** **Checked By: EPE**

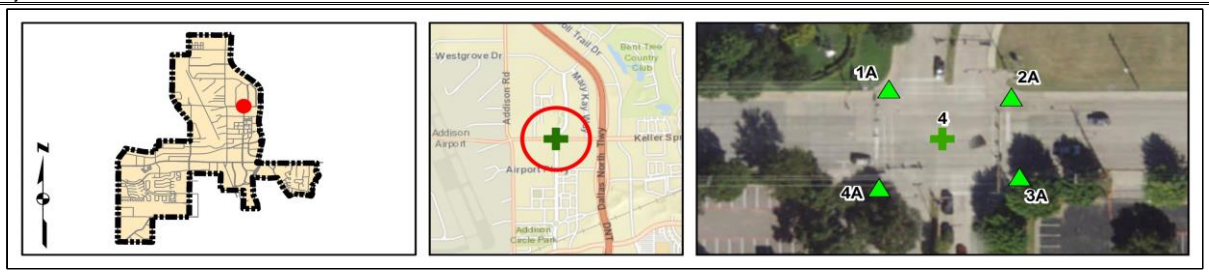
Corridor : **Keller Springs Rd** **GPS ID: 4**
Project Name: **Intersection of Quorum Dr and Keller Springs Rd**
Town: **Addison**

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	$ 10.00	$ -
TxDOT 529-6002	CONC CURB (TY II)	0	LF	$ 15.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	29	SY	$ 45.00	$ 1,305.00
TxDOT 531	CURB RAMPS	6	EA	$ 1,500.00	$ 9,000.00
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	10	SF	$ 50.00	$ 500.00
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	51	SY	$ 9.00	$ 459.00
TxDOT 687-6002	PEDESTRIAN PUSH BUTTON POLE	5	EA	$ 1,400.00	$ 7,000.00
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	$ 2.80	$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	444	LF	$ 8.50	$ 3,774.00
TxDOT 688-6001	PED DETECT PUSH BUTTON (APS)	0	EA	$ 1,300.00	$ -
TxDOT 690-6030	REMOVAL OF PEDESTRIAN PUSH BUTTONS	0	EA	$ 125.00	$ -
---	RELOCATE PEDESTRIAN PUSH BUTTONS	7	EA	$ 300.00	$ 2,100.00
TxDOT 682-6018	PED SIG SEC (LED) (COUNTDOWN)	0	EA	$ 500.00	$ -
---	PEDESTRIAN PUSH BUTTON SIGN	8	EA	$ 150.00	$ 1,200.00
---	REMOVE PEDESTRIAN PUSH BUTTON SIGN	8	EA	$ 50.00	$ 400.00
---	REPAVE ROADWAY	3	LS	$ 5,000.00	$ 15,000.00
---	FIX PONDING	1	LS	$ 2,000.00	$ 2,000.00
---	FIX CURB RAMP TRANSITION	2	LS	$ 2,000.00	$ 4,000.00
---	MEDIAN NOSE MODIFICATION	0	LS	$ 5,000.00	$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	$ 500.00	$ -
---	FIX CURB RAMP COUNTER SLOPE	1	LS	$ 2,000.00	$ 2,000.00

Basis for Cost Projection
- ☑ No Design Completed
- ❑ Preliminary Design
- ❑ Final Design

Subtotal:		$ 48,738.00
Engineering: (% +/-)	20%	$ 10,131.00
Contingency: (% +/-)	20%	$ 10,131.00
Estimated Project Cost:		**$ 69,000.00**

Project Location



Field Observations

Intersection Issues	Crosswalk N	E	S	W	Possible Solutions
Path of travel pavement condition	Good	Dangerous	Dangerous	Dangerous	Repave roadway and install crosswalk pavement markings
Path of travel running slope is greater than 5%					
Path of travel cross slope is greater than 5%					
Crosswalk width is less than 6'					
Crosswalk striping condition	Good	Good	Good	Good	

Curb Ramp Issues	Curb Ramp ID ('z' or 'i' in ramp label indicates no existing ramp) 1A	2A	3A	4A	Possible Solutions
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		Remove and replace crosswalk pavement markings
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	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					
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%	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	X	X	Install push button pole and relocate pedestrian push buttons
Pedestrian push button offset more than 10' from curb face		X	X		
Pedestrian push button is not parallel to crosswalk					
Pedestrian push button height is greater than 48"	X				Relocate pedestrian push buttons
Pedestrian push button diameter is not 2"					
Pedestrian push button sign does not exist					
Pedestrian push button sign is not MUTCD approved	X	X	X	X	Remove and replace pedestrian push button sign
Clear floor space does not exist and is needed	X		X	X	Install clear floor space
Clear floor space for pedestrian push button is less than 30" x 48" or has a slope greater than 2%	X	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	Fix curb ramp counter slope
Ponding occurs at base of curb ramp		X			Fix ponding

Ramp 1A

Ramp 2A

Ramp 3A

Ramp 4A

Curb Ramp Recommendation Details:

Types 1-11 (Standard Corner Ramp)	6	EA
Type 20 (Median Ramps with Shared Landing)	0	EA
Type 21 (Median Cut-thru Ramp)	0	EA
Type 22 (Channelizing Island Cut-thru Ramp)	0	EA

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

End of Project Description for Project 4 Intersection of Quorum Dr and Keller Springs Rd

Kimley-Horn and Associates, Inc. **Priority: 2**
Project Description for Signalized Intersection

Client:	**Town of Addison**	**Date: 12/21/17**
Program:	**ADA Self-Evaluation and Transition Plan**	**Prepared By: CMP**
KHA No.:	**063543021**	**Checked By: EPE**

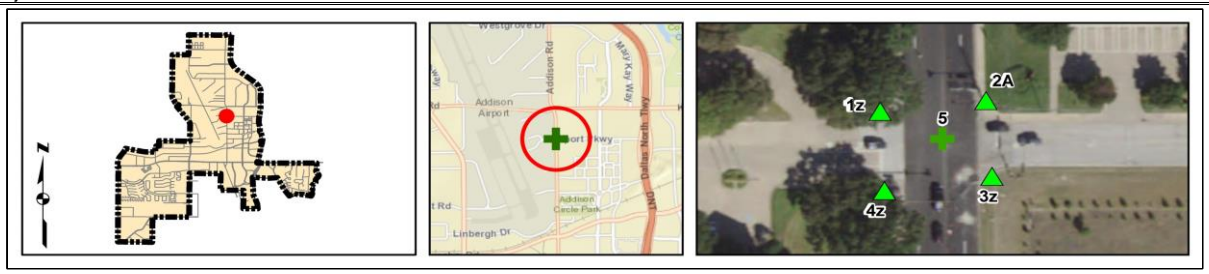
Corridor :	**Airport Pkwy**	**GPS ID: 5**
Project Name:	**Intersection of Addison Rd and Airport Pkwy**	
Town:	**Addison**	

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	$ 10.00	$ -
TxDOT 529-6002	CONC CURB (TY II)	0	LF	$ 15.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	22	SY	$ 45.00	$ 990.00
TxDOT 531	CURB RAMPS	7	EA	$ 1,500.00	$ 10,500.00
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	$ 50.00	$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	23	SY	$ 9.00	$ 207.00
TxDOT 687-6002	PEDESTRIAN PUSH BUTTON POLE	0	EA	$ 1,400.00	$ -
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	$ 2.80	$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	476	LF	$ 8.50	$ 4,046.00
TxDOT 688-6001	PED DETECT PUSH BUTTON (APS)	8	EA	$ 1,300.00	$ 10,400.00
TxDOT 690-6030	REMOVAL OF PEDESTRIAN PUSH BUTTONS	8	EA	$ 125.00	$ 1,000.00
---	RELOCATE PEDESTRIAN PUSH BUTTONS	0	EA	$ 300.00	$ -
TxDOT 682-6018	PED SIG SEC (LED) (COUNTDOWN)	0	EA	$ 500.00	$ -
---	PEDESTRIAN PUSH BUTTON SIGN	0	EA	$ 150.00	$ -
---	REMOVE PEDESTRIAN PUSH BUTTON SIGN	0	EA	$ 50.00	$ -
---	REPAVE ROADWAY	3	LS	$ 5,000.00	$ 15,000.00
---	FIX PONDING	0	LS	$ 2,000.00	$ -
---	FIX CURB RAMP TRANSITION	0	LS	$ 2,000.00	$ -
---	MEDIAN NOSE MODIFICATION	0	LS	$ 5,000.00	$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	$ 500.00	$ -
---	FIX CURB RAMP COUNTER SLOPE	0	LS	$ 2,000.00	$ -

Basis for Cost Projection
- ☑ No Design Completed
- ❑ Preliminary Design
- ❑ Final Design

Subtotal:		$ 42,143.00
Engineering: (% +/-)	20%	$ 8,928.50
Contingency: (% +/-)	20%	$ 8,928.50
Estimated Project Cost:		**$ 60,000.00**

Project Location



Field Observations

Intersection Issues	Crosswalk N	Crosswalk E	Crosswalk S	Crosswalk W	Possible Solutions
Path of travel pavement condition	Poor	Dangerous	Dangerous	Good	Repave roadway and install crosswalk pavement markings
Path of travel running slope is greater than 5%					
Path of travel cross slope is greater than 5%					
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	Install crosswalk pavement markings
Crosswalk striping condition	None	None	None	None	

Curb Ramp Issues	Curb Ramp ID ('z' or 'i' in ramp label indicates no existing ramp) 1z	2A	3z	4z	Possible Solutions
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%		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%		X			Remove and replace curb ramp
Cut-thru ramp cross slope is greater than 5%					
Curb ramp width is less than 48"					
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25") in curb ramp/landing/flares		X			
Temporary obstruction (>0.25") in curb ramp/landing/flares					
No textured surface at base of curb ramp		X			For intersection, commercial driveway, and park ramps,
No color contrast at base of curb ramp		X			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%					
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"	X	X	X	X	Remove PBs and replace with APS push buttons
Pedestrian push button sign does not exist					
Pedestrian push button sign is not MUTCD approved					
Clear floor space does not exist and is needed	X		X	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					

Corner 1 No Ramp (1z)

Ramp 2A

Corner 3 No Ramp (3z)

Corner 4 No Ramp (4z)

Curb Ramp Recommendation Details:

Types 1-11 (Standard Corner Ramp)	7	EA
Type 20 (Median Ramps with Shared Landing)	0	EA
Type 21 (Median Cut-thru Ramp)	0	EA
Type 22 (Channelizing Island Cut-thru Ramp)	0	EA

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

End of Project Description for Project 5 Intersection of Addison Rd and Airport Pkwy

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

Client:	**Town of Addison**	**Date: 12/21/17**
Program:	**ADA Self-Evaluation and Transition Plan**	**Prepared By: CMP**
KHA No.:	**063543021**	**Checked By: EPE**

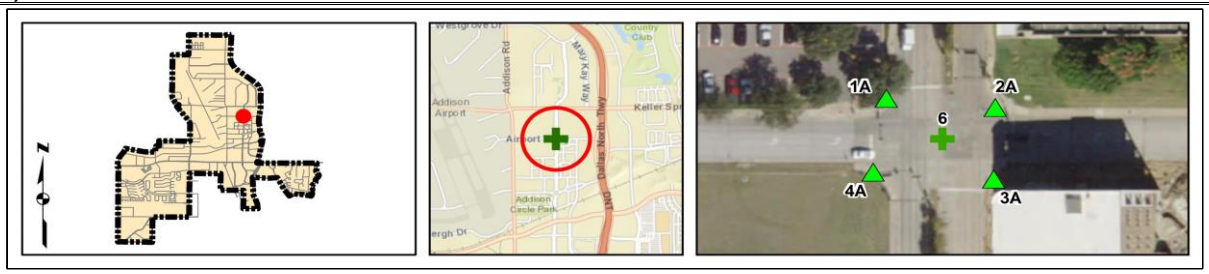
Corridor :	**Airport Pkwy**	**GPS ID: 6**
Project Name:	**Intersection of Quorum Dr and Airport Pkwy**	
Town:	**Addison**	

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	$ 10.00	$ -
TxDOT 529-6002	CONC CURB (TY II)	0	LF	$ 15.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	29	SY	$ 45.00	$ 1,305.00
TxDOT 531	CURB RAMPS	6	EA	$ 1,500.00	$ 9,000.00
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	$ 50.00	$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	79	SY	$ 9.00	$ 711.00
TxDOT 687-6002	PEDESTRIAN PUSH BUTTON POLE	0	EA	$ 1,400.00	$ -
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	$ 2.80	$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	533	LF	$ 8.50	$ 4,530.50
TxDOT 688-6001	PED DETECT PUSH BUTTON (APS)	8	EA	$ 1,300.00	$ 10,400.00
TxDOT 690-6030	REMOVAL OF PEDESTRIAN PUSH BUTTONS	8	EA	$ 125.00	$ 1,000.00
---	RELOCATE PEDESTRIAN PUSH BUTTONS	0	EA	$ 300.00	$ -
TxDOT 682-6018	PED SIG SEC (LED) (COUNTDOWN)	0	EA	$ 500.00	$ -
---	PEDESTRIAN PUSH BUTTON SIGN	0	EA	$ 150.00	$ -
---	REMOVE PEDESTRIAN PUSH BUTTON SIGN	0	EA	$ 50.00	$ -
---	REPAVE ROADWAY	2	LS	$ 5,000.00	$ 10,000.00
---	FIX PONDING	0	LS	$ 2,000.00	$ -
---	FIX CURB RAMP TRANSITION	1	LS	$ 2,000.00	$ 2,000.00
---	MEDIAN NOSE MODIFICATION	0	LS	$ 5,000.00	$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	$ 500.00	$ -
---	FIX CURB RAMP COUNTER SLOPE	2	LS	$ 2,000.00	$ 4,000.00

Basis for Cost Projection
- ☑ No Design Completed
- ❑ Preliminary Design
- ❑ Final Design

Subtotal:		$ 42,946.50
Engineering: (% +/-)	20%	$ 9,026.75
Contingency: (% +/-)	20%	$ 9,026.75
Estimated Project Cost:		**$ 61,000.00**

Project Location



Field Observations

Intersection Issues	Crosswalk N	Crosswalk E	Crosswalk S	Crosswalk W	Possible Solutions
Path of travel pavement condition	Poor	Good	Good	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'	N/A	N/A	N/A	N/A	Install crosswalk pavement markings
Crosswalk striping condition	None	None	None	None	

Curb Ramp Issues	Curb Ramp ID ('z' or 'i' in ramp label indicates no existing ramp) 1A	2A	3A	4A	Possible Solutions
Curb ramp does not exist and is needed					
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curbed side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%		X		X	
Curb ramp running slope is greater than 8.3%	X	X		X	
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%	X	X			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					
Temporary obstruction (>0.25") in curb ramp/landing/flares					
No textured surface at base of curb ramp	X	X		X	For intersection, commercial driveway, and park ramps,
No color contrast at base of curb ramp	X	X		X	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	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					
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	X	Remove PBs and replace with APS push buttons
Pedestrian push button sign does not exist					
Pedestrian push button sign is not MUTCD approved					
Clear floor space does not exist and is needed	X				Install clear floor space
Clear floor space for pedestrian push button is less than 30" x 48" or has a slope greater than 2%		X	X	X	Remove and replace clear floor space
Missing or no pedestrian signal heads					
Curb ramp transition onto roadway is greater than 0.25"		X			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					

Ramp 1A

Ramp 2A

Ramp 3A

Ramp 4A

Curb Ramp Recommendation Details:

Types 1-11 (Standard Corner Ramp)	6	EA
Type 20 (Median Ramps with Shared Landing)	0	EA
Type 21 (Median Cut-thru Ramp)	0	EA
Type 22 (Channelizing Island Cut-thru Ramp)	0	EA

Opinion of Probable Construction Cost Disclaimer:

The Engineer has no control over the cost of labor, materials, equipment, or over the Contractor's methods of determining prices or over competitive bidding or market conditions. Opinions of probable costs provided herein are based on the information known to Engineer at this time and represent only the Engineer's judgment as a design professional familiar with the construction industry. The Engineer cannot and does not guarantee that proposals, bids, or actual construction costs will not vary from its opinions of probable costs.

Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

End of Project Description for Project 6 Intersection of Quorum Dr and Airport Pkwy

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

Client:	**Town of Addison**	**Date: 12/21/17**
Program:	**ADA Self-Evaluation and Transition Plan**	**Prepared By: CMP**
KHA No.:	**063543021**	**Checked By: EPE**

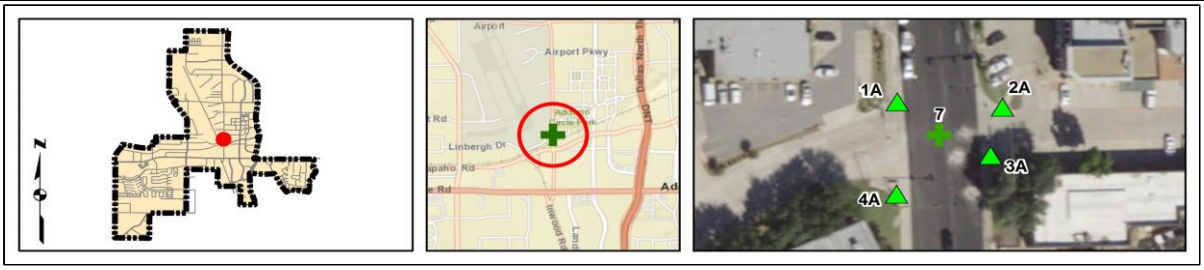
Corridor :	**Addison Rd**	**GPS ID: 7**
Project Name:	**Intersection of Addison Rd and Lindbergh Dr / Broadway St**	
Town:	**Addison**	

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	$ 10.00	$ -
TxDOT 529-6002	CONC CURB (TY II)	0	LF	$ 15.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	24	SY	$ 45.00	$ 1,080.00
TxDOT 531	CURB RAMPS	5	EA	$ 1,500.00	$ 7,500.00
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	10	SF	$ 50.00	$ 500.00
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	43	SY	$ 9.00	$ 387.00
TxDOT 687-6002	PEDESTRIAN PUSH BUTTON POLE	3	EA	$ 1,400.00	$ 4,200.00
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	$ 2.80	$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	489	LF	$ 8.50	$ 4,156.50
TxDOT 688-6001	PED DETECT PUSH BUTTON (APS)	8	EA	$ 1,300.00	$ 10,400.00
TxDOT 690-6030	REMOVAL OF PEDESTRIAN PUSH BUTTONS	8	EA	$ 125.00	$ 1,000.00
---	RELOCATE PEDESTRIAN PUSH BUTTONS	0	EA	$ 300.00	$ -
TxDOT 682-6018	PED SIG SEC (LED) (COUNTDOWN)	0	EA	$ 500.00	$ -
---	PEDESTRIAN PUSH BUTTON SIGN	0	EA	$ 150.00	$ -
---	REMOVE PEDESTRIAN PUSH BUTTON SIGN	0	EA	$ 50.00	$ -
---	REPAVE ROADWAY	4	LS	$ 5,000.00	$ 20,000.00
---	FIX PONDING	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 COUNTER SLOPE	2	LS	$ 2,000.00	$ 4,000.00

Basis for Cost Projection
- ☑ No Design Completed
- ❑ Preliminary Design
- ❑ Final Design

Subtotal:		$ 59,223.50
Engineering: (% +/-)	20%	$ 11,888.25
Contingency: (% +/-)	20%	$ 11,888.25
Estimated Project Cost:		**$ 83,000.00**

Project Location



Field Observations

Intersection Issues	Crosswalk N	E	S	W	Possible Solutions
Path of travel pavement condition	Dangerous	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'	N/A				Install crosswalk pavement markings
Crosswalk striping condition	None	Good	Good	Good	

Curb Ramp Issues	Curb Ramp ID ('z' or 'i' in ramp label indicates no existing ramp) 1A	2A	3A	4A	Possible Solutions
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		Remove and replace crosswalk pavement markings
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			X	
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					Remove and replace curb ramp
Curb ramp cross slope is greater than 2%	X				
Cut-thru ramp cross slope is greater than 5%					
Curb ramp width is less than 48"	X				
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25") in curb ramp/landing/flares			X		
Temporary obstruction (>0.25") in curb ramp/landing/flares					
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	
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		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		X	X		Relocate pedestrian push buttons
Pedestrian push button height is greater than 48"					
Pedestrian push button diameter is not 2"	X	X	X	X	Remove PBs and replace with APS push buttons
Pedestrian push button sign does not exist					
Pedestrian push button sign is not MUTCD approved					
Clear floor space does not exist and is needed	X	X	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"		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		Fix ponding

Ramp 1A

Ramp 2A

Ramp 3A

Ramp 4A

Curb Ramp Recommendation Details:

Types 1-11 (Standard Corner Ramp)	5	EA
Type 20 (Median Ramps with Shared Landing)	0	EA
Type 21 (Median Cut-thru Ramp)	0	EA
Type 22 (Channelizing Island Cut-thru Ramp)	0	EA

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

End of Project Description for Project 7 Intersection of Addison Rd and Lindbergh Dr / Broadway St

Kimley-Horn and Associates, Inc. **Priority: 2**
Project Description for Signalized Intersection

Client:	**Town of Addison**	**Date: 12/21/17**
Program:	**ADA Self-Evaluation and Transition Plan**	**Prepared By: CMP**
KHA No.:	**063543021**	**Checked By: EPE**

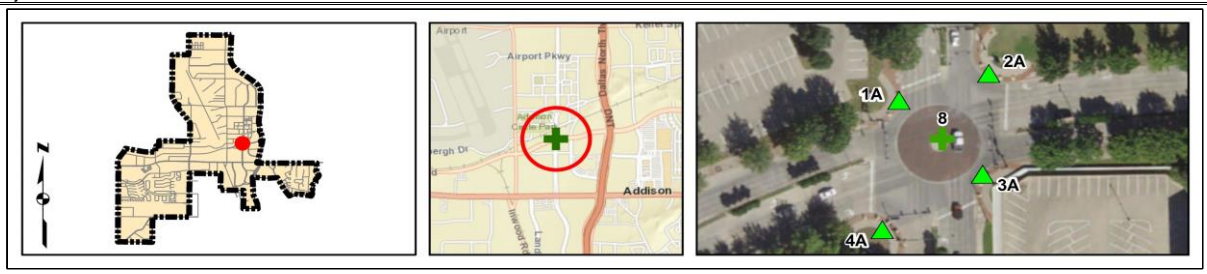
Corridor :	**Arapaho Rd**	**GPS ID: 8**
Project Name:	**Intersection of Arapaho Rd and Quorum Dr**	
Town:	**Addison**	

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	$ 10.00	$ -
TxDOT 529-6002	CONC CURB (TY II)	0	LF	$ 15.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	49	SY	$ 45.00	$ 2,205.00
TxDOT 531	CURB RAMPS	4	EA	$ 1,500.00	$ 6,000.00
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	20	SF	$ 50.00	$ 1,000.00
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	70	SY	$ 9.00	$ 630.00
TxDOT 687-6002	PEDESTRIAN PUSH BUTTON POLE	0	EA	$ 1,400.00	$ -
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	$ 2.80	$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	728	LF	$ 8.50	$ 6,188.00
TxDOT 688-6001	PED DETECT PUSH BUTTON (APS)	0	EA	$ 1,300.00	$ -
TxDOT 690-6030	REMOVAL OF PEDESTRIAN PUSH BUTTONS	0	EA	$ 125.00	$ -
---	RELOCATE PEDESTRIAN PUSH BUTTONS	2	EA	$ 300.00	$ 600.00
TxDOT 682-6018	PED SIG SEC (LED) (COUNTDOWN)	0	EA	$ 500.00	$ -
---	PEDESTRIAN PUSH BUTTON SIGN	8	EA	$ 150.00	$ 1,200.00
---	REMOVE PEDESTRIAN PUSH BUTTON SIGN	8	EA	$ 50.00	$ 400.00
---	REPAVE ROADWAY	0	LS	$ 5,000.00	$ -
---	FIX PONDING	1	LS	$ 2,000.00	$ 2,000.00
---	FIX CURB RAMP TRANSITION	0	LS	$ 2,000.00	$ -
---	MEDIAN NOSE MODIFICATION	0	LS	$ 5,000.00	$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	$ 500.00	$ -
---	FIX CURB RAMP COUNTER SLOPE	0	LS	$ 2,000.00	$ -

Basis for Cost Projection
- ☑ No Design Completed
- ❑ Preliminary Design
- ❑ Final Design

Subtotal:		$ 20,223.00
Engineering: (% +/-)	20%	$ 4,388.50
Contingency: (% +/-)	20%	$ 4,388.50
Estimated Project Cost:		**$ 29,000.00**

Project Location



Field Observations

Intersection Issues	Crosswalk N	E	S	W	Possible Solutions
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'	N/A	N/A	N/A	N/A	Install crosswalk pavement markings
Crosswalk striping condition	None	None	None	None	

Curb Ramp Issues	Curb Ramp ID ('z' or 'i' in ramp label indicates no existing ramp) 1A	2A	3A	4A	Possible Solutions
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		X		
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					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					
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, in
No color contrast at base of curb ramp					
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%	X	X	X	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					
Pedestrian push button offset more than 10' from curb face					
Pedestrian push button is not parallel to crosswalk					
Pedestrian push button height is greater than 48"		X			Relocate pedestrian push buttons
Pedestrian push button diameter is not 2"					
Pedestrian push button sign does not exist					
Pedestrian push button sign is not MUTCD approved	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%					
Ponding occurs at base of curb ramp		X			Fix ponding

Ramp 1A

Ramp 2A

Ramp 3A

Ramp 4A

Curb Ramp Recommendation Details:

Types 1-11 (Standard Corner Ramp)	4	EA
Type 20 (Median Ramps with Shared Landing)	0	EA
Type 21 (Median Cut-thru Ramp)	0	EA
Type 22 (Channelizing Island Cut-thru Ramp)	0	EA

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

End of Project Description for Project 8 Intersection of Arapaho Rd and Quorum Dr

Kimley-Horn and Associates, Inc. **Priority: 2**
Project Description for Signalized Intersection

Client:	**Town of Addison**	**Date: 12/21/17**
Program:	**ADA Self-Evaluation and Transition Plan**	**Prepared By: CMP**
KHA No.:	**063543021**	**Checked By: EPE**

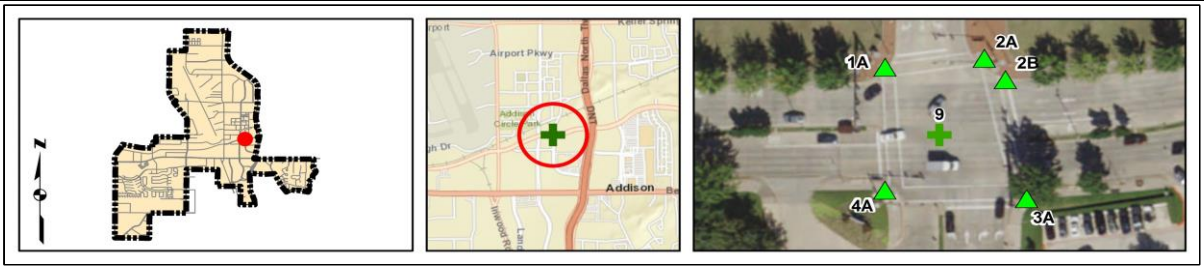
Corridor :	**Arapaho Rd**	**GPS ID: 9**
Project Name:	**Intersection of Arapaho Rd and Spectrum Dr**	
Town:	**Addison**	

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	$ 10.00	$ -
TxDOT 529-6002	CONC CURB (TY II)	0	LF	$ 15.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	33	SY	$ 45.00	$ 1,485.00
TxDOT 531	CURB RAMPS	6	EA	$ 1,500.00	$ 9,000.00
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	$ 50.00	$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	54	SY	$ 9.00	$ 486.00
TxDOT 687-6002	PEDESTRIAN PUSH BUTTON POLE	4	EA	$ 1,400.00	$ 5,600.00
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	$ 2.80	$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	184	LF	$ 8.50	$ 1,564.00
TxDOT 688-6001	PED DETECT PUSH BUTTON (APS)	0	EA	$ 1,300.00	$ -
TxDOT 690-6030	REMOVAL OF PEDESTRIAN PUSH BUTTONS	0	EA	$ 125.00	$ -
---	RELOCATE PEDESTRIAN PUSH BUTTONS	5	EA	$ 300.00	$ 1,500.00
TxDOT 682-6018	PED SIG SEC (LED) (COUNTDOWN)	0	EA	$ 500.00	$ -
---	PEDESTRIAN PUSH BUTTON SIGN	8	EA	$ 150.00	$ 1,200.00
---	REMOVE PEDESTRIAN PUSH BUTTON SIGN	8	EA	$ 50.00	$ 400.00
---	REPAVE ROADWAY	0	LS	$ 5,000.00	$ -
---	FIX PONDING	0	LS	$ 2,000.00	$ -
---	FIX CURB RAMP TRANSITION	1	LS	$ 2,000.00	$ 2,000.00
---	MEDIAN NOSE MODIFICATION	0	LS	$ 5,000.00	$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	$ 500.00	$ -
---	FIX CURB RAMP COUNTER SLOPE	0	LS	$ 2,000.00	$ -

Basis for Cost Projection
- ☑ No Design Completed
- ❑ Preliminary Design
- ❑ Final Design

Subtotal:		$ 23,235.00
Engineering: (% +/-)	20%	$ 4,882.50
Contingency: (% +/-)	20%	$ 4,882.50
Estimated Project Cost:		**$ 33,000.00**

Project Location



Field Observations

Intersection Issues	Crosswalk N	E	S	W	Possible Solutions
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	Worn	Good	Remove and replace crosswalk pavement markings

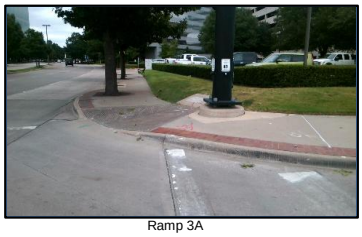
Curb Ramp Issues	Curb Ramp ID ('z' or 'i' in ramp label indicates no existing ramp) 1A	2A	2B	3A	4A	Possible Solutions
Curb ramp does not exist and is needed						
Curb ramp does not land in crosswalk						
No 4' x 4' clear space at base of curb ramp						
Curbed side is not 90° or has traversable adjacent surface						
Flare cross slope is greater than 10%				X	X	
Curb ramp running slope is greater than 8.3%					X	
Blended transition running slope is greater than 5%						
Cut-thru ramp running slope is greater than 5%						Remove and replace curb ramp
Curb ramp cross slope is greater than 2%				X		
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	X	For intersection, commercial driveway, and park ramps, ir
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%	X	X	X			Remove and replace landing area
Missing or no pedestrian push buttons						
Pedestrian push button is offset more than 5' from the nearest crosswalk edge	X					Install push button pole and relocate pedestrian push buttons
Pedestrian push button offset more than 10' from curb face	X	X			X	
Pedestrian push button is not parallel to crosswalk						
Pedestrian push button height is greater than 48"						
Pedestrian push button diameter is not 2"						
Pedestrian push button sign does not exist						
Pedestrian push button sign is not MUTCD approved	X	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	X		Remove and replace clear floor space
Missing or no pedestrian signal heads						
Curb ramp transition onto roadway is greater than 0.25"				X		Fix curb ramp transition
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%						
Ponding occurs at base of curb ramp						

Kimley-Horn and Associates, Inc.	Intersection of Arapaho Rd and Spectrum Dr
Photographs	GPS ID: 9

Ramp 1A

Ramp 2A

Ramp 2B


Ramp 3A

Ramp 4A

Curb Ramp Recommendation Details:

Types 1-11 (Standard Corner Ramp)	6	EA
Type 20 (Median Ramps with Shared Landing)	0	EA
Type 21 (Median Cut-thru Ramp)	0	EA
Type 22 (Channelizing Island Cut-thru Ramp)	0	EA

Opinion of Probable Construction Cost Disclaimer:

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End of Project Description for Project 9 Intersection of Arapaho Rd and Spectrum Dr

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

Client:	**Town of Addison**	**Date: 12/21/17**
Program:	**ADA Self-Evaluation and Transition Plan**	**Prepared By: CMP**
KHA No.:	**063543021**	**Checked By: EPE**

Corridor :	**Arapaho Rd**	**GPS ID: 10**
Project Name:	**Intersection of Arapaho Rd and Addison Rd**	
Town:	**Addison**	

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	$ 10.00	$ -
TxDOT 529-6002	CONC CURB (TY II)	0	LF	$ 15.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	19	SY	$ 45.00	$ 855.00
TxDOT 531	CURB RAMPS	4	EA	$ 1,500.00	$ 6,000.00
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	$ 50.00	$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	37	SY	$ 9.00	$ 333.00
TxDOT 687-6002	PEDESTRIAN PUSH BUTTON POLE	2	EA	$ 1,400.00	$ 2,800.00
TxDOT 677	ELIM EXT PAVE MRK & MRKS	316	LF	$ 2.80	$ 884.80
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	478	LF	$ 8.50	$ 4,063.00
TxDOT 688-6001	PED DETECT PUSH BUTTON (APS)	2	EA	$ 1,300.00	$ 2,600.00
TxDOT 690-6030	REMOVAL OF PEDESTRIAN PUSH BUTTONS	2	EA	$ 125.00	$ 250.00
---	RELOCATE PEDESTRIAN PUSH BUTTONS	4	EA	$ 300.00	$ 1,200.00
TxDOT 682-6018	PED SIG SEC (LED) (COUNTDOWN)	0	EA	$ 500.00	$ -
---	PEDESTRIAN PUSH BUTTON SIGN	6	EA	$ 150.00	$ 900.00
---	REMOVE PEDESTRIAN PUSH BUTTON SIGN	6	EA	$ 50.00	$ 300.00
---	REPAVE ROADWAY	1	LS	$ 5,000.00	$ 5,000.00
---	FIX PONDING	0	LS	$ 2,000.00	$ -
---	FIX CURB RAMP TRANSITION	4	LS	$ 2,000.00	$ 8,000.00
---	MEDIAN NOSE MODIFICATION	0	LS	$ 5,000.00	$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	$ 500.00	$ -
---	FIX CURB RAMP COUNTER SLOPE	0	LS	$ 2,000.00	$ -

Basis for Cost Projection
- ☑ No Design Completed
- ❑ Preliminary Design
- ❑ Final Design

Subtotal:		$ 33,185.80
Engineering: (% +/-)	20%	$ 6,907.10
Contingency: (% +/-)	20%	$ 6,907.10
Estimated Project Cost:		**$ 47,000.00**

Project Location

Field Observations

Intersection Issues	Crosswalk N	Crosswalk E	Crosswalk S	Crosswalk W	Possible Solutions
Path of travel pavement condition	Poor	Good	Good	Good	Repave roadway and install crosswalk pavement markings
Path of travel running slope is greater than 5%					
Path of travel cross slope is greater than 5%					
Crosswalk width is less than 6'					
Crosswalk striping condition	Good	Good	Good	Good	

Curb Ramp Issues	Curb Ramp ID ('z' or 'i' in ramp label indicates no existing ramp) 1A	2A	3A	4A	Possible Solutions
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		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%			X		
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%		X			Remove and replace curb ramp
Cut-thru ramp cross slope is greater than 5%					
Curb ramp width is less than 48"					
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25") in curb ramp/landing/flares					
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	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					
Pedestrian push button is not parallel to crosswalk					
Pedestrian push button height is greater than 48"			X		Relocate pedestrian push buttons
Pedestrian push button diameter is not 2"	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		X			Install clear floor space
Clear floor space for pedestrian push button is less than 30" x 48" or has a slope greater than 2%	X		X		Remove and replace clear floor space
Missing or no pedestrian signal heads					
Curb ramp transition onto roadway is greater than 0.25"	X	X	X	X	Fix curb ramp transition
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
Ponding occurs at base of curb ramp					

Ramp 1A

Ramp 2A

Ramp 3A

Ramp 4A

Curb Ramp Recommendation Details:

Types 1-11 (Standard Corner Ramp)	4	EA
Type 20 (Median Ramps with Shared Landing)	0	EA
Type 21 (Median Cut-thru Ramp)	0	EA
Type 22 (Channelizing Island Cut-thru Ramp)	0	EA

Opinion of Probable Construction Cost Disclaimer:

The Engineer has no control over the cost of labor, materials, equipment, or over the Contractor's methods of determining prices or over competitive bidding or market conditions. Opinions of probable costs provided herein are based on the information known to Engineer at this time and represent only the Engineer's judgment as a design professional familiar with the construction industry. The Engineer cannot and does not guarantee that proposals, bids, or actual construction costs will not vary from its opinions of probable costs.

Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

End of Project Description for Project 10 Intersection of Arapaho Rd and Addison Rd

Kimley-Horn and Associates, Inc. **Priority: 2**
Project Description for Signalized Intersection

Client:	**Town of Addison**	**Date: 12/21/17**
Program:	**ADA Self-Evaluation and Transition Plan**	**Prepared By: CMP**
KHA No.:	**063543021**	**Checked By: EPE**

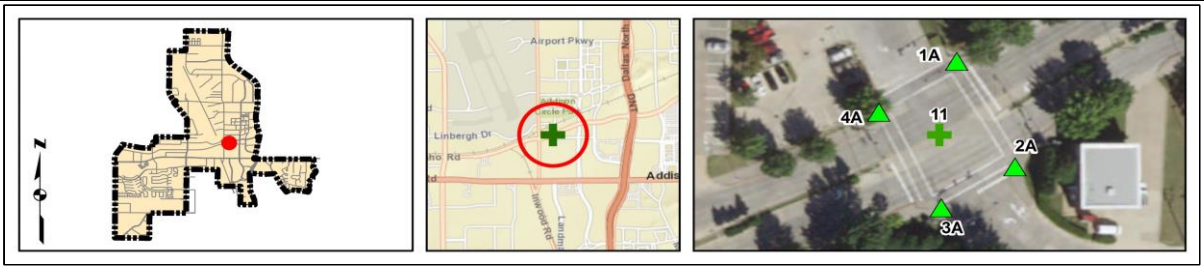
Corridor :	**Arapaho Rd**	**GPS ID: 11**
Project Name:	**Intersection of Arapaho Rd and Edwin Lewis Dr**	
Town:	**Addison**	

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	$ 10.00	$ -
TxDOT 529-6002	CONC CURB (TY II)	0	LF	$ 15.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	13	SY	$ 45.00	$ 585.00
TxDOT 531	CURB RAMPS	8	EA	$ 1,500.00	$ 12,000.00
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	$ 50.00	$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	42	SY	$ 9.00	$ 378.00
TxDOT 687-6002	PEDESTRIAN PUSH BUTTON POLE	3	EA	$ 1,400.00	$ 4,200.00
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	$ 2.80	$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	434	LF	$ 8.50	$ 3,689.00
TxDOT 688-6001	PED DETECT PUSH BUTTON (APS)	0	EA	$ 1,300.00	$ -
TxDOT 690-6030	REMOVAL OF PEDESTRIAN PUSH BUTTONS	0	EA	$ 125.00	$ -
---	RELOCATE PEDESTRIAN PUSH BUTTONS	7	EA	$ 300.00	$ 2,100.00
TxDOT 682-6018	PED SIG SEC (LED) (COUNTDOWN)	0	EA	$ 500.00	$ -
---	PEDESTRIAN PUSH BUTTON SIGN	8	EA	$ 150.00	$ 1,200.00
---	REMOVE PEDESTRIAN PUSH BUTTON SIGN	8	EA	$ 50.00	$ 400.00
---	REPAVE ROADWAY	2	LS	$ 5,000.00	$ 10,000.00
---	FIX PONDING	2	LS	$ 2,000.00	$ 4,000.00
---	FIX CURB RAMP TRANSITION	0	LS	$ 2,000.00	$ -
---	MEDIAN NOSE MODIFICATION	0	LS	$ 5,000.00	$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	$ 500.00	$ -
---	FIX CURB RAMP COUNTER SLOPE	0	LS	$ 2,000.00	$ -

Basis for Cost Projection
- ☑ No Design Completed
- ❑ Preliminary Design
- ❑ Final Design

Subtotal:		$ 38,552.00
Engineering: (% +/-)	20%	$ 7,724.00
Contingency: (% +/-)	20%	$ 7,724.00
Estimated Project Cost:		**$ 54,000.00**

Project Location



Field Observations

Intersection Issues	Crosswalk N	E	S	W	Possible Solutions
Path of travel pavement condition	Poor	Poor	Good	Good	Repave roadway and install crosswalk pavement markings
Path of travel running slope is greater than 5%					
Path of travel cross slope is greater than 5%					
Crosswalk width is less than 6'					
Crosswalk striping condition	Worn	Worn	Good	Worn	Remove and replace crosswalk pavement markings

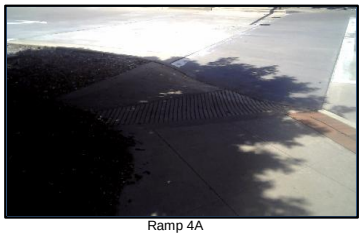
Curb Ramp Issues	Curb Ramp ID ('z' or 'i' in ramp label indicates no existing ramp) 1A	2A	3A	4A	Possible Solutions
Curb ramp does not exist and is needed					
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curbed side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%	X		X	X	
Curb ramp running slope is greater than 8.3%					
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 5%					
Curb ramp width is less than 48"	X	X			
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25") in curb ramp/landing/flares					
Temporary obstruction (>0.25") in curb ramp/landing/flares					
No textured surface at base of curb ramp	X	X	X	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	X	X	X		Install landing area
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	X	Install push button pole and relocate pedestrian push buttons
Pedestrian push button offset more than 10' from curb face					
Pedestrian push button is not parallel to crosswalk					
Pedestrian push button height is greater than 48"	X	X	X	X	Relocate pedestrian push buttons
Pedestrian push button diameter is not 2"					
Pedestrian push button sign does not exist					
Pedestrian push button sign is not MUTCD approved	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%					
Ponding occurs at base of curb ramp		X	X		Fix ponding

Kimley-Horn and Associates, Inc.	Intersection of Arapaho Rd and Edwin Lewis Dr
Photographs	GPS ID: 11

Ramp 1A

Ramp 2A

Ramp 3A


Ramp 4A

Curb Ramp Recommendation Details:

Types 1-11 (Standard Corner Ramp)	8	EA
Type 20 (Median Ramps with Shared Landing)	0	EA
Type 21 (Median Cut-thru Ramp)	0	EA
Type 22 (Channelizing Island Cut-thru Ramp)	0	EA

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

End of Project Description for Project 11 Intersection of Arapaho Rd and Edwin Lewis Dr

Kimley-Horn and Associates, Inc. **Priority: 2**
Project Description for Signalized Intersection

Client:	**Town of Addison**	**Date: 12/21/17**
Program:	**ADA Self-Evaluation and Transition Plan**	**Prepared By: CMP**
KHA No.:	**063543021**	**Checked By: EPE**

Corridor :	**Edwin Lewis Dr**	**GPS ID: 12**
Project Name:	**Intersection of Quorum Dr and Edwin Lewis Dr**	
Town:	**Addison**	

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	$ 10.00	$ -
TxDOT 529-6002	CONC CURB (TY II)	0	LF	$ 15.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	43	SY	$ 45.00	$ 1,935.00
TxDOT 531	CURB RAMPS	8	EA	$ 1,500.00	$ 12,000.00
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	$ 50.00	$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	77	SY	$ 9.00	$ 693.00
TxDOT 687-6002	PEDESTRIAN PUSH BUTTON POLE	5	EA	$ 1,400.00	$ 7,000.00
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	$ 2.80	$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	610	LF	$ 8.50	$ 5,185.00
TxDOT 688-6001	PED DETECT PUSH BUTTON (APS)	8	EA	$ 1,300.00	$ 10,400.00
TxDOT 690-6030	REMOVAL OF PEDESTRIAN PUSH BUTTONS	8	EA	$ 125.00	$ 1,000.00
---	RELOCATE PEDESTRIAN PUSH BUTTONS	0	EA	$ 300.00	$ -
TxDOT 682-6018	PED SIG SEC (LED) (COUNTDOWN)	0	EA	$ 500.00	$ -
---	PEDESTRIAN PUSH BUTTON SIGN	0	EA	$ 150.00	$ -
---	REMOVE PEDESTRIAN PUSH BUTTON SIGN	0	EA	$ 50.00	$ -
---	REPAVE ROADWAY	4	LS	$ 5,000.00	$ 20,000.00
---	FIX PONDING	0	LS	$ 2,000.00	$ -
---	FIX CURB RAMP TRANSITION	2	LS	$ 2,000.00	$ 4,000.00
---	MEDIAN NOSE MODIFICATION	0	LS	$ 5,000.00	$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	$ 500.00	$ -
---	FIX CURB RAMP COUNTER SLOPE	1	LS	$ 2,000.00	$ 2,000.00

Basis for Cost Projection
- ☑ No Design Completed
- ❑ Preliminary Design
- ❑ Final Design

Subtotal:		$ 64,213.00
Engineering: (% +/-)	20%	$ 12,893.50
Contingency: (% +/-)	20%	$ 12,893.50
Estimated Project Cost:		**$ 90,000.00**

Project Location

Field Observations

Intersection Issues	Crosswalk N	Crosswalk E	Crosswalk S	Crosswalk W	Possible Solutions
Path of travel pavement condition	Dangerous	Poor	Dangerous	Dangerous	Repave roadway and install crosswalk pavement markings
Path of travel running slope is greater than 5%		X			
Path of travel cross slope is greater than 5%					
Crosswalk width is less than 6'					
Crosswalk striping condition	Good	Good	Good	Good	

Curb Ramp Issues	Curb Ramp ID ('z' or 'i' in ramp label indicates no existing ramp) 1A	2A	3A	4A	Possible Solutions
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				Remove and replace curb ramp
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		X		
Cut-thru ramp cross slope is greater than 5%					
Curb ramp width is less than 48"					
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25") in curb ramp/landing/flares		X	X	X	
Temporary obstruction (>0.25") in curb ramp/landing/flares					
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		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	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"				X	Relocate pedestrian push buttons
Pedestrian push button diameter is not 2"	X	X	X	X	Remove PBs and replace with APS push buttons
Pedestrian push button sign does not exist					
Pedestrian push button sign is not MUTCD approved					
Clear floor space does not exist and is needed				X	Install clear floor space
Clear floor space for pedestrian push button is less than 30" x 48" or has a slope greater than 2%	X	X	X	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	Fix curb ramp counter slope
Ponding occurs at base of curb ramp					

Ramp 1A

Ramp 2A

Ramp 3A

Ramp 4A

Curb Ramp Recommendation Details:

Types 1-11 (Standard Corner Ramp)	8	EA
Type 20 (Median Ramps with Shared Landing)	0	EA
Type 21 (Median Cut-thru Ramp)	0	EA
Type 22 (Channelizing Island Cut-thru Ramp)	0	EA

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

End of Project Description for Project 12 Intersection of Quorum Dr and Edwin Lewis Dr

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

Client:	**Town of Addison**	**Date: 12/21/17**
Program:	**ADA Self-Evaluation and Transition Plan**	**Prepared By: CMP**
KHA No.:	**063543021**	**Checked By: EPE**

Corridor :	**Belt Line Rd**	**GPS ID: 13**
Project Name:	**Intersection of Belt Line Rd and Quorum Dr**	
Town:	**Addison**	

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	$ 10.00	$ -
TxDOT 529-6002	CONC CURB (TY II)	0	LF	$ 15.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	32	SY	$ 45.00	$ 1,440.00
TxDOT 531	CURB RAMPS	6	EA	$ 1,500.00	$ 9,000.00
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	10	SF	$ 50.00	$ 500.00
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	52	SY	$ 9.00	$ 468.00
TxDOT 687-6002	PEDESTRIAN PUSH BUTTON POLE	6	EA	$ 1,400.00	$ 8,400.00
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	$ 2.80	$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	898	LF	$ 8.50	$ 7,633.00
TxDOT 688-6001	PED DETECT PUSH BUTTON (APS)	8	EA	$ 1,300.00	$ 10,400.00
TxDOT 690-6030	REMOVAL OF PEDESTRIAN PUSH BUTTONS	8	EA	$ 125.00	$ 1,000.00
---	RELOCATE PEDESTRIAN PUSH BUTTONS	0	EA	$ 300.00	$ -
TxDOT 682-6018	PED SIG SEC (LED) (COUNTDOWN)	0	EA	$ 500.00	$ -
---	PEDESTRIAN PUSH BUTTON SIGN	0	EA	$ 150.00	$ -
---	REMOVE PEDESTRIAN PUSH BUTTON SIGN	0	EA	$ 50.00	$ -
---	REPAVE ROADWAY	4	LS	$ 5,000.00	$ 20,000.00
---	FIX PONDING	1	LS	$ 2,000.00	$ 2,000.00
---	FIX CURB RAMP TRANSITION	3	LS	$ 2,000.00	$ 6,000.00
---	MEDIAN NOSE MODIFICATION	0	LS	$ 5,000.00	$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	$ 500.00	$ -
---	FIX CURB RAMP COUNTER SLOPE	0	LS	$ 2,000.00	$ -

Basis for Cost Projection
- ☑ No Design Completed
- ❑ Preliminary Design
- ❑ Final Design

Subtotal:		$ 66,841.00
Engineering: (% +/-)	20%	$ 13,579.50
Contingency: (% +/-)	20%	$ 13,579.50
Estimated Project Cost:		**$ 94,000.00**

Project Location

Field Observations

Intersection Issues	Crosswalk N	Crosswalk E	Crosswalk S	Crosswalk W	Possible Solutions
Path of travel pavement condition	Poor	Poor	Dangerous	Dangerous	Repave roadway and install crosswalk pavement markings
Path of travel running slope is greater than 5%					
Path of travel cross slope is greater than 5%					
Crosswalk width is less than 6'					
Crosswalk striping condition	Good	Good	Good	Good	

Curb Ramp Issues	Curb Ramp ID ('z' or 'i' in ramp label indicates no existing ramp) 1A	2A	3A	4A	Possible Solutions
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	Remove and replace crosswalk pavement markings
Curbed side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%			X	X	
Curb ramp running slope is greater than 8.3%			X	X	
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%		X	X		Remove and replace curb ramp
Cut-thru ramp cross slope is greater than 5%					
Curb ramp width is less than 48"					
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25") in curb ramp/landing/flares		X			
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, in
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		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	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"		X			Relocate pedestrian push buttons
Pedestrian push button diameter is not 2"	X	X	X	X	Remove PBs and replace with APS push buttons
Pedestrian push button sign does not exist					
Pedestrian push button sign is not MUTCD approved					
Clear floor space does not exist and is needed	X		X	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"	X	X		X	Fix curb ramp transition
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
Ponding occurs at base of curb ramp		X			Fix ponding

Ramp 1A

Ramp 2A

Ramp 3A

Ramp 4A

Curb Ramp Recommendation Details:

Types 1-11 (Standard Corner Ramp)	6	EA
Type 20 (Median Ramps with Shared Landing)	0	EA
Type 21 (Median Cut-thru Ramp)	0	EA
Type 22 (Channelizing Island Cut-thru Ramp)	0	EA

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

End of Project Description for Project 13 Intersection of Belt Line Rd and Quorum Dr

Kimley-Horn and Associates, Inc. **Priority: 2**
Project Description for Signalized Intersection

Client: Town of Addison **Date: 12/21/17**
Program: ADA Self-Evaluation and Transition Plan **Prepared By: CMP**
KHA No.: 063543021 **Checked By: EPE**

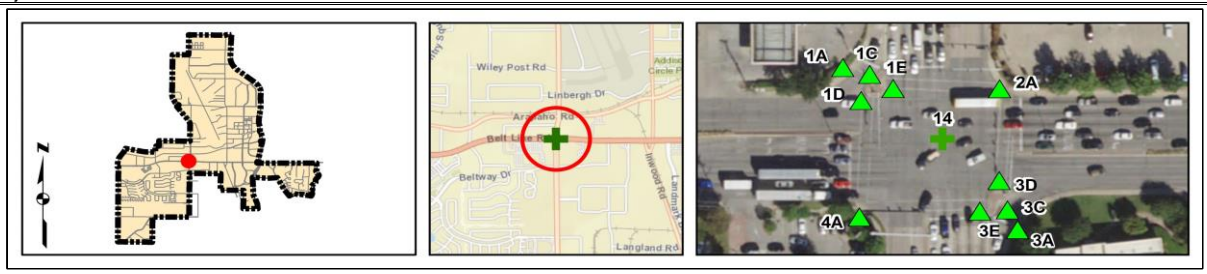
Corridor : Belt Line Rd **GPS ID: 14**
Project Name: Intersection of Belt Line Rd and Midway Rd
Town: Addison

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	$ 10.00	$ -
TxDOT 529-6002	CONC CURB (TY II)	0	LF	$ 15.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	28	SY	$ 45.00	$ 1,260.00
TxDOT 531	CURB RAMPS	8	EA	$ 1,500.00	$ 12,000.00
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	10	SF	$ 50.00	$ 500.00
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	117	SY	$ 9.00	$ 1,053.00
TxDOT 687-6002	PEDESTRIAN PUSH BUTTON POLE	4	EA	$ 1,400.00	$ 5,600.00
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	$ 2.80	$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	901	LF	$ 8.50	$ 7,658.50
TxDOT 688-6001	PED DETECT PUSH BUTTON (APS)	6	EA	$ 1,300.00	$ 7,800.00
TxDOT 690-6030	REMOVAL OF PEDESTRIAN PUSH BUTTONS	6	EA	$ 125.00	$ 750.00
---	RELOCATE PEDESTRIAN PUSH BUTTONS	2	EA	$ 300.00	$ 600.00
TxDOT 682-6018	PED SIG SEC (LED) (COUNTDOWN)	0	EA	$ 500.00	$ -
---	PEDESTRIAN PUSH BUTTON SIGN	2	EA	$ 150.00	$ 300.00
---	REMOVE PEDESTRIAN PUSH BUTTON SIGN	2	EA	$ 50.00	$ 100.00
---	REPAVE ROADWAY	4	LS	$ 5,000.00	$ 20,000.00
---	FIX PONDING	2	LS	$ 2,000.00	$ 4,000.00
---	FIX CURB RAMP TRANSITION	3	LS	$ 2,000.00	$ 6,000.00
---	MEDIAN NOSE MODIFICATION	0	LS	$ 5,000.00	$ -
---	REMOVE TEMPORARY OBSTRUCTION	1	LS	$ 500.00	$ 500.00
---	FIX CURB RAMP COUNTER SLOPE	0	LS	$ 2,000.00	$ -

Basis for Cost Projection
- ☑ No Design Completed
- ❑ Preliminary Design
- ❑ Final Design

Subtotal:		$ 68,121.50
Engineering: (% +/-)	20%	$ 13,939.25
Contingency: (% +/-)	20%	$ 13,939.25
Estimated Project Cost:		**$ 96,000.00**

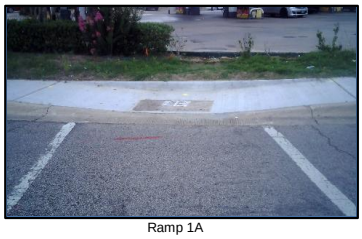
Project Location

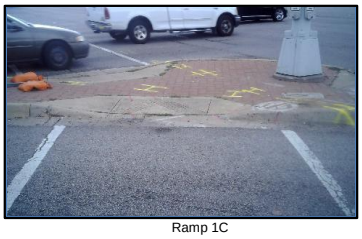


Field Observations

Intersection Issues	Crosswalk N	Crosswalk E	Crosswalk S	Crosswalk W	Possible Solutions
Path of travel pavement condition	Dangerous	Dangerous	Dangerous	Poor	Repave roadway and install crosswalk pavement markings
Path of travel running slope is greater than 5%					
Path of travel cross slope is greater than 5%					
Crosswalk width is less than 6'					Remove and replace crosswalk pavement markings
Crosswalk striping condition	Worn	Worn	Worn	Good	

Curb Ramp Issues	Curb Ramp ID ('z' or 'i' in ramp label indicates no existing ramp) 1A	1C	1D	1E	2A	3A	3C	3D	3E	4A	Possible Solutions
Curb ramp does not exist and is needed		X	X	X				X	X		Remove and replace curb ramp
Curb ramp does not land in crosswalk											
No 4' x 4' clear space at base of curb ramp											
Curbed side is not 90° or has traversable adjacent surface											
Flare cross slope is greater than 10%		X	X	X	X	X		X	X		
Curb ramp running slope is greater than 8.3%	X				X	X			X		
Blended transition running slope is greater than 5%											
Cut-thru ramp running slope is greater than 5%											
Curb ramp cross slope is greater than 2%					X	X			X		
Cut-thru ramp cross slope is greater than 5%											
Curb ramp width is less than 48"											
Cut-thru ramp width is less than 60"											
Permanent obstruction (>0.25") in curb ramp/landing/flares				X							
Temporary obstruction (>0.25") in curb ramp/landing/flares				X							Remove temporary obstruction
No textured surface at base of curb ramp		X	X	X	X	X	X	X	X		For intersection, commercial driveway, and park ramps, install color truncated domes
No color contrast at base of curb ramp						X					
Landing area does not exist and is needed											
Landing area is less than 5' x 5' or slopes greater than 2%	X	X	X	X	X	X	X	X	X		Remove and replace landing area
Missing or no pedestrian push buttons											
Pedestrian push button is offset more than 5' from the nearest crosswalk edge					X						Install push button pole and relocate pedestrian push buttons
Pedestrian push button offset more than 10' from curb face										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	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	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%			X	X	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	X			X			Fix curb ramp transition
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%											
Ponding occurs at base of curb ramp		X					X				Fix ponding


Ramp 1A


Ramp 1C

Ramp 1D

Ramp 1E

Ramp 2A

Ramp 3A

Ramp 3C

Ramp 3D

Ramp 3E

Ramp 4A

Curb Ramp Recommendation Details:

Types 1-11 (Standard Corner Ramp)	8	EA
Type 20 (Median Ramps with Shared Landing)	0	EA
Type 21 (Median Cut-thru Ramp)	0	EA
Type 22 (Channelizing Island Cut-thru Ramp)	0	EA

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

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End of Project Description for Project 14 Intersection of Belt Line Rd and Midway Rd

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

Client:	**Town of Addison**	**Date: 12/21/17**
Program:	**ADA Self-Evaluation and Transition Plan**	**Prepared By: CMP**
KHA No.:	**063543021**	**Checked By: EPE**

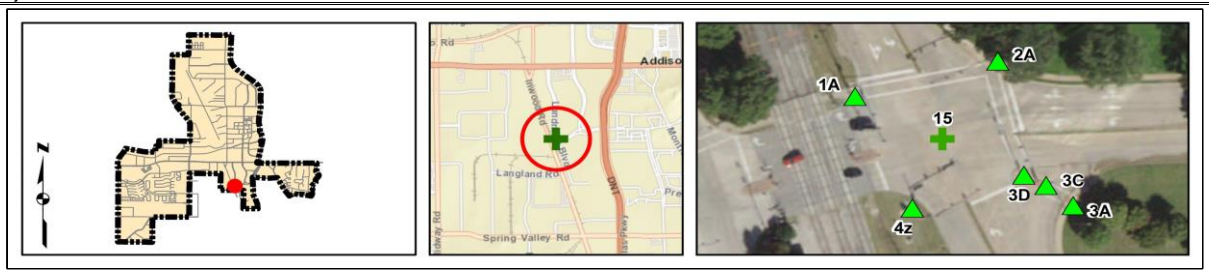
Corridor :	**Quorum Dr**	**GPS ID: 15**
Project Name:	**Intersection of Landmark Pl and Landmark Blvd**	
Town:	**Addison**	

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	$ 10.00	$ -
TxDOT 529-6002	CONC CURB (TY II)	0	LF	$ 15.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	18	SY	$ 45.00	$ 810.00
TxDOT 531	CURB RAMPS	4	EA	$ 1,500.00	$ 6,000.00
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	$ 50.00	$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	56	SY	$ 9.00	$ 504.00
TxDOT 687-6002	PEDESTRIAN PUSH BUTTON POLE	2	EA	$ 1,400.00	$ 2,800.00
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	$ 2.80	$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	0	LF	$ 8.50	$ -
TxDOT 688-6001	PED DETECT PUSH BUTTON (APS)	0	EA	$ 1,300.00	$ -
TxDOT 690-6030	REMOVAL OF PEDESTRIAN PUSH BUTTONS	0	EA	$ 125.00	$ -
---	RELOCATE PEDESTRIAN PUSH BUTTONS	3	EA	$ 300.00	$ 900.00
TxDOT 682-6018	PED SIG SEC (LED) (COUNTDOWN)	0	EA	$ 500.00	$ -
---	PEDESTRIAN PUSH BUTTON SIGN	4	EA	$ 150.00	$ 600.00
---	REMOVE PEDESTRIAN PUSH BUTTON SIGN	4	EA	$ 50.00	$ 200.00
---	REPAVE ROADWAY	0	LS	$ 5,000.00	$ -
---	FIX PONDING	0	LS	$ 2,000.00	$ -
---	FIX CURB RAMP TRANSITION	4	LS	$ 2,000.00	$ 8,000.00
---	MEDIAN NOSE MODIFICATION	0	LS	$ 5,000.00	$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	$ 500.00	$ -
---	FIX CURB RAMP COUNTER SLOPE	1	LS	$ 2,000.00	$ 2,000.00

Basis for Cost Projection
- ☑ No Design Completed
- ❑ Preliminary Design
- ❑ Final Design

Subtotal:		$ 21,814.00
Engineering: (% +/-)	20%	$ 4,593.00
Contingency: (% +/-)	20%	$ 4,593.00
Estimated Project Cost:		**$ 31,000.00**

Project Location



Field Observations

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

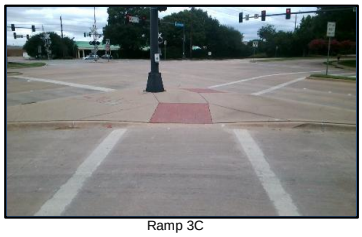
Curb Ramp Issues	1A	2A	3A	3C	3D	4z	Possible Solutions
Curb ramp does not exist and is needed				X	X		Remove and replace curb ramp
Curb ramp does not land in crosswalk							
No 4' x 4' clear space at base of curb ramp							
Curbed side is not 90° or has traversable adjacent surface							
Flare cross slope is greater than 10%			X				
Curb ramp running slope is greater than 8.3%		X	X	X	X		
Blended transition running slope is greater than 5%							
Cut-thru ramp running slope is greater than 5%							
Curb ramp cross slope is greater than 2%		X	X				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							
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, in
No color contrast at base of curb ramp							
Landing area does not exist and is needed							
Landing area is less than 5' x 5' or slopes greater than 2%	X	X	X				Remove and replace landing area
Missing or no pedestrian push buttons							
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		
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%	X						Remove and replace clear floor space
Missing or no pedestrian signal heads							
Curb ramp transition onto roadway is greater than 0.25"		X	X	X	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							

Kimley-Horn and Associates, Inc.	Intersection of Landmark Pl and Landmark Blvd
Photographs	GPS ID: 15

Ramp 1A

Ramp 2A

Ramp 3A


Ramp 3C

Ramp 3D

Corner 4 No Ramp (4z)

Curb Ramp Recommendation Details:

Types 1-11 (Standard Corner Ramp)	4	EA
Type 20 (Median Ramps with Shared Landing)	0	EA
Type 21 (Median Cut-thru Ramp)	0	EA
Type 22 (Channelizing Island Cut-thru Ramp)	0	EA

Opinion of Probable Construction Cost Disclaimer:

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End of Project Description for Project 15 Intersection of Landmark Pl and Landmark Blvd

Kimley-Horn and Associates, Inc. **Priority: 2**
Project Description for Signalized Intersection

Client:	**Town of Addison**	**Date: 12/21/17**
Program:	**ADA Self-Evaluation and Transition Plan**	**Prepared By: CMP**
KHA No.:	**063543021**	**Checked By: EPE**

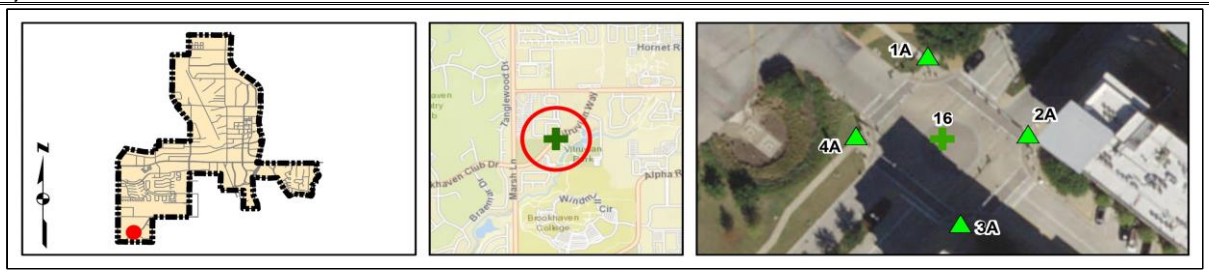
Corridor :	**Vitruvian Park**	**GPS ID: 16**
Project Name:	**Intersection of Vitruvian Way and Ponte Ave**	
Town:	**Addison**	

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	$ 10.00	$ -
TxDOT 529-6002	CONC CURB (TY II)	0	LF	$ 15.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	6	SY	$ 45.00	$ 270.00
TxDOT 531	CURB RAMPS	4	EA	$ 1,500.00	$ 6,000.00
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	$ 50.00	$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	38	SY	$ 9.00	$ 342.00
TxDOT 687-6002	PEDESTRIAN PUSH BUTTON POLE	0	EA	$ 1,400.00	$ -
TxDOT 677	ELIM EXT PAVE MRK & MRKS	474	LF	$ 2.80	$ 1,327.20
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	474	LF	$ 8.50	$ 4,029.00
TxDOT 688-6001	PED DETECT PUSH BUTTON (APS)	0	EA	$ 1,300.00	$ -
TxDOT 690-6030	REMOVAL OF PEDESTRIAN PUSH BUTTONS	0	EA	$ 125.00	$ -
---	RELOCATE PEDESTRIAN PUSH BUTTONS	0	EA	$ 300.00	$ -
TxDOT 682-6018	PED SIG SEC (LED) (COUNTDOWN)	0	EA	$ 500.00	$ -
---	PEDESTRIAN PUSH BUTTON SIGN	8	EA	$ 150.00	$ 1,200.00
---	REMOVE PEDESTRIAN PUSH BUTTON SIGN	8	EA	$ 50.00	$ 400.00
---	REPAVE ROADWAY	0	LS	$ 5,000.00	$ -
---	FIX PONDING	0	LS	$ 2,000.00	$ -
---	FIX CURB RAMP TRANSITION	1	LS	$ 2,000.00	$ 2,000.00
---	MEDIAN NOSE MODIFICATION	0	LS	$ 5,000.00	$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	$ 500.00	$ -
---	FIX CURB RAMP COUNTER SLOPE	1	LS	$ 2,000.00	$ 2,000.00

Basis for Cost Projection
- ☑ No Design Completed
- ❑ Preliminary Design
- ❑ Final Design

Subtotal:		$ 17,568.20
Engineering: (% +/-)	20%	$ 3,715.90
Contingency: (% +/-)	20%	$ 3,715.90
Estimated Project Cost:		**$ 25,000.00**

Project Location



Field Observations

Intersection Issues	Crosswalk N	Crosswalk E	Crosswalk S	Crosswalk W	Possible Solutions
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	Worn	Worn	Good	Good	Remove and replace crosswalk pavement markings

Curb Ramp Issues	Curb Ramp ID ('z' or 'i' in ramp label indicates no existing ramp) 1A	2A	3A	4A	Possible Solutions
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	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%	X	X	X	X	
Blended transition running slope is greater than 5%	X	X	X	X	
Cut-thru ramp running slope is greater than 5%					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					
No color contrast at base of curb ramp					
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%		X			Remove and replace landing area
Missing or no pedestrian push buttons					
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	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%					
Missing or no pedestrian signal heads					
Curb ramp transition onto roadway is greater than 0.25"	X				Fix curb ramp transition
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%			X		Fix curb ramp counter slope
Ponding occurs at base of curb ramp					

Ramp 1A

Ramp 2A

Ramp 3A

Ramp 4A

Curb Ramp Recommendation Details:

Types 1-11 (Standard Corner Ramp)	4	EA
Type 20 (Median Ramps with Shared Landing)	0	EA
Type 21 (Median Cut-thru Ramp)	0	EA
Type 22 (Channelizing Island Cut-thru Ramp)	0	EA

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Kimley-Horn and Associates, Inc. **Priority: 9**
Project Description for Signalized Intersection

Client:	**Town of Addison**	**Date: 12/21/17**
Program:	**ADA Self-Evaluation and Transition Plan**	**Prepared By: CMP**
KHA No.:	**063543021**	**Checked By: EPE**

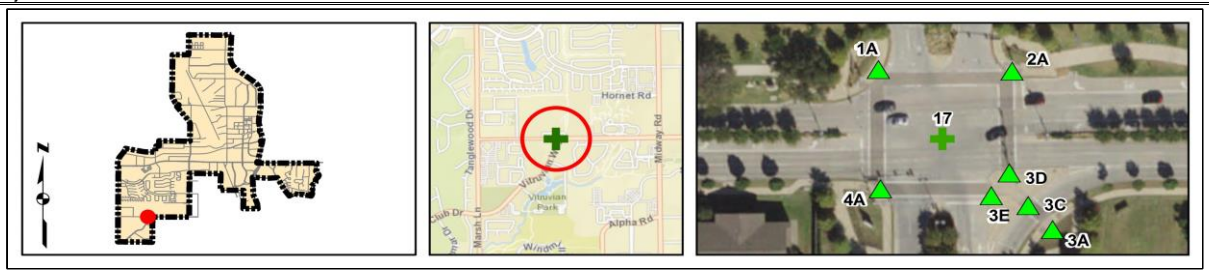
Corridor :	**Spring Valley Rd**	**GPS ID: 17**
Project Name:	**Intersection of Spring Valley Rd and Vitruvian Way**	
Town:	**Addison**	

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	$ 10.00	$ -
TxDOT 529-6002	CONC CURB (TY II)	0	LF	$ 15.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	8	SY	$ 45.00	$ 360.00
TxDOT 531	CURB RAMPS	3	EA	$ 1,500.00	$ 4,500.00
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	$ 50.00	$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	29	SY	$ 9.00	$ 261.00
TxDOT 687-6002	PEDESTRIAN PUSH BUTTON POLE	3	EA	$ 1,400.00	$ 4,200.00
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	$ 2.80	$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	0	LF	$ 8.50	$ -
TxDOT 688-6001	PED DETECT PUSH BUTTON (APS)	0	EA	$ 1,300.00	$ -
TxDOT 690-6030	REMOVAL OF PEDESTRIAN PUSH BUTTONS	0	EA	$ 125.00	$ -
---	RELOCATE PEDESTRIAN PUSH BUTTONS	3	EA	$ 300.00	$ 900.00
TxDOT 682-6018	PED SIG SEC (LED) (COUNTDOWN)	0	EA	$ 500.00	$ -
---	PEDESTRIAN PUSH BUTTON SIGN	8	EA	$ 150.00	$ 1,200.00
---	REMOVE PEDESTRIAN PUSH BUTTON SIGN	8	EA	$ 50.00	$ 400.00
---	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 COUNTER SLOPE	0	LS	$ 2,000.00	$ -

Basis for Cost Projection
- ☑ No Design Completed
- ❑ Preliminary Design
- ❑ Final Design

Subtotal:		$ 11,821.00
Engineering: (% +/-)	20%	$ 2,589.50
Contingency: (% +/-)	20%	$ 2,589.50
Estimated Project Cost:		**$ 17,000.00**

Project Location



Field Observations

Intersection Issues	Crosswalk N	Crosswalk E	Crosswalk S	Crosswalk W	Possible Solutions
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' or 'i' in ramp label indicates no existing ramp) 1A	2A	3A	3C	3D	3E	4A	Possible Solutions
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	X					X	
Blended transition running slope is greater than 5%								
Cut-thru ramp running slope is greater than 5%								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								
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							Remove and replace landing area
Missing or no pedestrian push buttons								
Pedestrian push button is offset more than 5' from the nearest crosswalk edge		X						Install push button pole and relocate pedestrian push buttons
Pedestrian push button offset more than 10' from curb face					X	X		
Pedestrian push button is not parallel to crosswalk								
Pedestrian push button height is greater than 48"								
Pedestrian push button diameter is not 2"								
Pedestrian push button sign does not exist								
Pedestrian push button sign is not MUTCD approved	X	X			X	X	X	Remove and replace pedestrian push button sign
Clear floor space does not exist and is needed	X	X					X	Install clear floor space
Clear floor space for pedestrian push button is less than 30" x 48" or has a slope greater than 2%					X			Remove and replace clear floor space
Missing or no pedestrian signal heads								
Curb ramp transition onto roadway is greater than 0.25"								
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%								
Ponding occurs at base of curb ramp								

Ramp 1A

Ramp 2A

Ramp 3A

Ramp 3C

Ramp 3D

Ramp 3E

Ramp 4A

Curb Ramp Recommendation Details:

Types 1-11 (Standard Corner Ramp)	3	EA
Type 20 (Median Ramps with Shared Landing)	0	EA
Type 21 (Median Cut-thru Ramp)	0	EA
Type 22 (Channelizing Island Cut-thru Ramp)	0	EA

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

End of Project Description for Project 17 Intersection of Spring Valley Rd and Vitruvian Way

Kimley-Horn and Associates, Inc. **Priority: 2**
Project Description for Signalized Intersection

Client: **Town of Addison** **Date: 12/21/17**
Program: **ADA Self-Evaluation and Transition Plan** **Prepared By: CMP**
KHA No.: **063543021** **Checked By: EPE**

Corridor : **Spring Valley Rd** **GPS ID: 18**
Project Name: **Intersection of Spring Valley Rd and Greenhill School St**
Town: **Addison**

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	$ 10.00	$ -
TxDOT 529-6002	CONC CURB (TY II)	0	LF	$ 15.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	16	SY	$ 45.00	$ 720.00
TxDOT 531	CURB RAMPS	6	EA	$ 1,500.00	$ 9,000.00
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	$ 50.00	$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	79	SY	$ 9.00	$ 711.00
TxDOT 687-6002	PEDESTRIAN PUSH BUTTON POLE	0	EA	$ 1,400.00	$ -
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	$ 2.80	$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	492	LF	$ 8.50	$ 4,182.00
TxDOT 688-6001	PED DETECT PUSH BUTTON (APS)	0	EA	$ 1,300.00	$ -
TxDOT 690-6030	REMOVAL OF PEDESTRIAN PUSH BUTTONS	0	EA	$ 125.00	$ -
---	RELOCATE PEDESTRIAN PUSH BUTTONS	0	EA	$ 300.00	$ -
TxDOT 682-6018	PED SIG SEC (LED) (COUNTDOWN)	0	EA	$ 500.00	$ -
---	PEDESTRIAN PUSH BUTTON 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	1	LS	$ 2,000.00	$ 2,000.00
---	FIX CURB RAMP TRANSITION	4	LS	$ 2,000.00	$ 8,000.00
---	MEDIAN NOSE MODIFICATION	2	LS	$ 5,000.00	$ 10,000.00
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	$ 500.00	$ -
---	FIX CURB RAMP COUNTER SLOPE	1	LS	$ 2,000.00	$ 2,000.00

Basis for Cost Projection
- ☑ No Design Completed
- ❑ Preliminary Design
- ❑ Final Design

Subtotal:		$ 37,813.00
Engineering: (% +/-)	20%	$ 7,593.50
Contingency: (% +/-)	20%	$ 7,593.50
Estimated Project Cost:		**$ 53,000.00**

Project Location

Field Observations

Intersection Issues	Crosswalk N	Crosswalk E	Crosswalk S	Crosswalk W	Possible Solutions
Path of travel pavement condition	Good	Good	N/A	Good	
Path of travel running slope is greater than 5%			N/A		
Path of travel cross slope is greater than 5%			N/A		
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	Install crosswalk pavement markings
Crosswalk striping condition	None	None	N/A	None	

Curb Ramp Issues	Curb Ramp ID ('z' or 'i' in ramp label indicates no existing ramp) NF	NG	Ez	Wz	1A	2A	3z	4z	Possible Solutions
Curb ramp does not exist and is needed	X	X	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									
Curbed side is not 90° or has traversable adjacent surface									
Flare cross slope is greater than 10%	X	X			X	X			
Curb ramp running slope is greater than 8.3%	X	X			X	X			
Blended transition running slope is greater than 5%									
Cut-thru ramp running slope is greater than 5%									
Curb ramp cross slope is greater than 2%	X				X	X			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									
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,
No color contrast at base of curb ramp	X	X			X	X			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	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									
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	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	Remove and replace clear floor space
Missing or no pedestrian signal heads									
Curb ramp transition onto roadway is greater than 0.25"	X	X			X	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 North F

Ramp North G

East Median No Ramp (Ez)

West Median No Ramp (Wz)

Ramp 1A

Ramp 2A

Corner 3 No Ramp (3z)

Corner 4 No Ramp (4z)

Curb Ramp Recommendation Details:

Types 1-11 (Standard Corner Ramp)	4	EA
Type 20 (Median Ramps with Shared Landing)	0	EA
Type 21 (Median Cut-thru Ramp)	2	EA
Type 22 (Channelizing Island Cut-thru Ramp)	0	EA

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

End of Project Description for Project 18 Intersection of Spring Valley Rd and Greenhill School St

Town of Addison
ADA Self-Evaluation and Transition Plan
Sidewalk Cost Projection Summary
1/2/2018

GPS ID	Project Name	Cost Projection
1	Keller Springs Rd	$ 187,000
2	Quorum Dr	$ 278,000
3	Airport Pkwy	$ 183,000
4	Morris Ave	$ 122,000
5	Addison Cir	$ 154,000
6	Spectrum Dr	$ 188,000
7	Addison Rd	$ 127,000
8	Arapaho Rd	$ 181,000
9	Edwin Lewis Dr	$ 63,000
10	Belt Line Rd	$ 396,000
11	Arapaho Rd	$ 9,000
12	Beltway Dr	$ 293,000
13	Quorum Dr	$ 204,000
14	Oaks N Dr	$ 163,000
15	Paladium Dr	$ 102,000
16	Montford Dr	$ 26,000
17	Proton Rd	$ 196,000
18	Les Lacs Ave	$ 211,000
19	Woodshadow Ln	$ 94,000
20	Longfellow Ct	$ 39,000
21	Brookwood Ln	$ 139,000
22	Brookwood Ln Trail	$ 1,000
23	Beau Park Ln	$ 21,000
24	Brookwood Ln	$ 36,000
25	Spring Valley Rd	$ 119,000
	TOTAL	**$ 3,532,000**

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

Client:	**Town of Addison**	**Date: 01/02/18**
Program:	**ADA Self-Evaluation and Transition Plan**	**Prepared By: CMP**
KHA No.:	**063543021**	**Checked By: EPE**

Corridor:	**Keller Springs Rd**	**GPS ID: 1**
Limits:	**Addison Rd - Dallas Pkwy**	
Town:	**Addison**	

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost *Includes Engineering (15%) and Contingency (20%)*
TxDOT 450	RAIL (HANDRAIL)	0	LF	$ 89.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	1,695	SY	$ 45.00	$ 106,775.00
TxDOT 530-6004	DRIVEWAYS (CONC)	337	SY	$ 60.00	$ 28,266.21
TxDOT 104-6017	REMOVING CONC (DRIVEWAYS)	337	SY	$ 15.00	$ 7,066.55
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	1,412	SY	$ 9.00	$ 17,786.09
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	$ 50.00	$ -
---	CONCRETE RAILROAD PANEL	0	LS	$ 16,000.00	$ -
TxDOT 530-6005	DRIVEWAYS (ASPHALT CONC PAV)	0	SY	$ 35.00	$ -
---	WELDED STEEL GRATE	3	EA	$ 1,300.00	$ 5,460.00
---	RELOCATE FIRE HYDRANT	0	LS	$ 2,000.00	$ -
---	ADJUST UTILITY ELEVATION	6	LS	$ 1,000.00	$ 8,400.00
---	REMOVE OBSTRUCTION	9	LS	$ 1,000.00	$ 12,600.00
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	$ 500.00	$ -
---	RAILROAD COMPANY FLAGGER	0	Day(s)	$ 1,000.00	$ -
---	REMOVE CONCRETE RAILROAD PANEL	0	LS	$ 2,000.00	$ -
TxDOT 105-6008	REMOVING STAB BASE AND ASPH PAV (6")	0	SY	$ 5.10	$ -
---	INSTALLATION OF ASPHALT PAVEMENT (6")	0	SY	$ 5.00	$ -

Basis for Cost Projection

☑ No Design Completed
❑ Preliminary Design
❑ Final Design

Subtotal:		$	186,353.85
Estimated Project Cost:		**$**	**187,000.00**
Engineering: (% +/-)	*20%*	*$*	*26,621.98*
Contingency: (% +/-)	*20%*	*$*	*26,621.98*

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Sidewalk Summary

Priority	Length (LF)	Cost
High	1,543	$ 99,253.06
Medium	1,548	$ 70,728.08
Low	586	$ 16,372.71
Compliant	1,479	
Not Prioritized	23	
Subtotal	**5,179**	$ 186,353.85
Sidewalk Total		**$ 187,000.00**

Corridor Summary

Facility	**Cost**
Sidewalk Total	$ 187,000.00
Unsignalized Intersection Total	$ 161,000.00
Corridor Total	**$ 348,000.00**

End of Project Description for Project 1 Keller Springs Rd

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

Client:	**Town of Addison**	**Date: 01/02/18**
Program:	**ADA Self-Evaluation and Transition Plan**	**Prepared By: CMP**
KHA No.:	**063543021**	**Checked By: EPE**

Corridor:	**Quorum Dr**	**GPS ID: 2**
Limits:	**Keller Springs Rd - Addison Circle Dr**	
Town:	**Addison**	

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost *Includes Engineering (15%) and Contingency (20%)*
TxDOT 450	RAIL (HANDRAIL)	0	LF	$ 89.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	2,984	SY	$ 45.00	$ 188,006.15
TxDOT 530-6004	DRIVEWAYS (CONC)	147	SY	$ 60.00	$ 12,375.20
TxDOT 104-6017	REMOVING CONC (DRIVEWAYS)	147	SY	$ 15.00	$ 3,093.80
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	3,018	SY	$ 9.00	$ 38,031.27
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	$ 50.00	$ -
---	CONCRETE RAILROAD PANEL	0	LS	$ 16,000.00	$ -
TxDOT 530-6005	DRIVEWAYS (ASPHALT CONC PAV)	0	SY	$ 35.00	$ -
---	WELDED STEEL GRATE	0	EA	$ 1,300.00	$ -
---	RELOCATE FIRE HYDRANT	0	LS	$ 2,000.00	$ -
---	ADJUST UTILITY ELEVATION	20	LS	$ 1,000.00	$ 28,000.00
---	REMOVE OBSTRUCTION	6	LS	$ 1,000.00	$ 8,400.00
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	$ 500.00	$ -
---	RAILROAD COMPANY FLAGGER	0	Day(s)	$ 1,000.00	$ -
---	REMOVE CONCRETE RAILROAD PANEL	0	LS	$ 2,000.00	$ -
TxDOT 105-6008	REMOVING STAB BASE AND ASPH PAV (6")	0	SY	$ 5.10	$ -
---	INSTALLATION OF ASPHALT PAVEMENT (6")	0	SY	$ 5.00	$ -

Basis for Cost Projection

☑ No Design Completed
❑ Preliminary Design
❑ Final Design

Subtotal:		$	277,906.41
Estimated Project Cost:		**$**	**278,000.00**
Engineering: (% +/-)	*20%*	*$*	*39,700.92*
Contingency: (% +/-)	*20%*	*$*	*39,700.92*

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Sidewalk Summary

Priority	Length (LF)	Cost
High	1,325	$ 107,141.81
Medium	2,763	$ 164,811.84
Low	574	$ 5,952.77
Compliant	3,693	
Not Prioritized	45	
Subtotal	**8,400**	$ 277,906.41
Sidewalk Total		**$ 278,000.00**

Corridor Summary

Facility	**Cost**
Sidewalk Total	$ 278,000.00
Unsignalized Intersection Total	$ 206,000.00
Corridor Total	**$ 484,000.00**

End of Project Description for Project 2 Quorum Dr

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

Client:	**Town of Addison**	**Date: 01/02/18**
Program:	**ADA Self-Evaluation and Transition Plan**	**Prepared By: CMP**
KHA No.:	**063543021**	**Checked By: EPE**

Corridor:	**Airport Pkwy**	**GPS ID: 3**
Limits:	**Addison Rd - Dallas Pkwy**	
Town:	**Addison**	

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost *Includes Engineering (15%) and Contingency (20%)*
TxDOT 450	RAIL (HANDRAIL)	0	LF	$ 89.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	1,640	SY	$ 45.00	$ 103,347.96
TxDOT 530-6004	DRIVEWAYS (CONC)	439	SY	$ 60.00	$ 36,834.18
TxDOT 104-6017	REMOVING CONC (DRIVEWAYS)	439	SY	$ 15.00	$ 9,208.54
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	1,092	SY	$ 9.00	$ 13,762.73
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	$ 50.00	$ -
---	CONCRETE RAILROAD PANEL	0	LS	$ 16,000.00	$ -
TxDOT 530-6005	DRIVEWAYS (ASPHALT CONC PAV)	0	SY	$ 35.00	$ -
---	WELDED STEEL GRATE	1	EA	$ 1,300.00	$ 1,820.00
---	RELOCATE FIRE HYDRANT	0	LS	$ 2,000.00	$ -
---	ADJUST UTILITY ELEVATION	11	LS	$ 1,000.00	$ 15,400.00
---	REMOVE OBSTRUCTION	1	LS	$ 1,000.00	$ 1,400.00
---	REMOVE TEMPORARY OBSTRUCTION	1	LS	$ 500.00	$ 700.00
---	RAILROAD COMPANY FLAGGER	0	Day(s)	$ 1,000.00	$ -
---	REMOVE CONCRETE RAILROAD PANEL	0	LS	$ 2,000.00	$ -
TxDOT 105-6008	REMOVING STAB BASE AND ASPH PAV (6")	0	SY	$ 5.10	$ -
---	INSTALLATION OF ASPHALT PAVEMENT (6")	0	SY	$ 5.00	$ -

Basis for Cost Projection

☑ No Design Completed
❑ Preliminary Design
❑ Final Design

Subtotal:		$	182,473.41
Estimated Project Cost:		**$**	**183,000.00**
Engineering: (% +/-)	*20%*	*$*	*26,067.63*
Contingency: (% +/-)	*20%*	*$*	*26,067.63*

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Sidewalk Summary

Priority	Length (LF)	Cost
High	1,249	$ 80,829.44
Medium	1,154	$ 62,013.34
Low	1,112	$ 39,630.63
Compliant	473	
Not Prioritized	6	
Subtotal	**3,994**	$ 182,473.41
Sidewalk Total		**$ 183,000.00**

Corridor Summary

Facility	**Cost**
Sidewalk Total	$ 183,000.00
Unsignalized Intersection Total	$ 111,000.00
Corridor Total	**$ 294,000.00**

End of Project Description for Project 3 Airport Pkwy

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

Client:	**Town of Addison**	**Date: 01/02/18**
Program:	**ADA Self-Evaluation and Transition Plan**	**Prepared By: CMP**
KHA No.:	**063543021**	**Checked By: EPE**

Corridor:	**Morris Ave**	**GPS ID: 4**
Limits:	**Addison Rd - Spectrum Dr**	
Town:	**Addison**	

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost *Includes Engineering (15%) and Contingency (20%)*
TxDOT 450	RAIL (HANDRAIL)	0	LF	$ 89.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	1,418	SY	$ 45.00	$ 89,347.08
TxDOT 530-6004	DRIVEWAYS (CONC)	17	SY	$ 60.00	$ 1,431.80
TxDOT 104-6017	REMOVING CONC (DRIVEWAYS)	17	SY	$ 15.00	$ 357.95
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	1,423	SY	$ 9.00	$ 17,928.52
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	$ 50.00	$ -
---	CONCRETE RAILROAD PANEL	0	LS	$ 16,000.00	$ -
TxDOT 530-6005	DRIVEWAYS (ASPHALT CONC PAV)	0	SY	$ 35.00	$ -
---	WELDED STEEL GRATE	0	EA	$ 1,300.00	$ -
---	RELOCATE FIRE HYDRANT	0	LS	$ 2,000.00	$ -
---	ADJUST UTILITY ELEVATION	8	LS	$ 1,000.00	$ 11,200.00
---	REMOVE OBSTRUCTION	1	LS	$ 1,000.00	$ 1,400.00
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	$ 500.00	$ -
---	RAILROAD COMPANY FLAGGER	0	Day(s)	$ 1,000.00	$ -
---	REMOVE CONCRETE RAILROAD PANEL	0	LS	$ 2,000.00	$ -
TxDOT 105-6008	REMOVING STAB BASE AND ASPH PAV (6")	0	SY	$ 5.10	$ -
---	INSTALLATION OF ASPHALT PAVEMENT (6")	0	SY	$ 5.00	$ -

Basis for Cost Projection
- ☑ No Design Completed
- ❑ Preliminary Design
- ❑ Final Design

Subtotal:		$	121,665.35
Estimated Project Cost:		**$**	**122,000.00**
Engineering: (% +/-)	*20%*	*$*	*17,380.76*
Contingency: (% +/-)	*20%*	*$*	*17,380.76*

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Sidewalk Summary

Priority	Length (LF)	Cost
High	652	$ 39,377.85
Medium	1,317	$ 74,455.19
Low	207	$ 7,832.31
Compliant	1,521	
Not Prioritized	14	
Subtotal	**3,711**	$ 121,665.35
Sidewalk Total		**$ 122,000.00**

Corridor Summary

Facility	**Cost**
Sidewalk Total	$ 122,000.00
Unsignalized Intersection Total	$ 259,000.00
Corridor Total	**$ 381,000.00**

End of Project Description for Project 4 Morris Ave

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

Client:	**Town of Addison**	**Date: 01/02/18**
Program:	**ADA Self-Evaluation and Transition Plan**	**Prepared By: CMP**
KHA No.:	**063543021**	**Checked By: EPE**

Corridor:	**Addison Cir**	**GPS ID: 5**
Limits:	**Addison Rd - Spectrum Dr**	
Town:	**Addison**	

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost *Includes Engineering (15%) and Contingency (20%)*
TxDOT 450	RAIL (HANDRAIL)	0	LF	$ 89.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	1,528	SY	$ 45.00	$ 96,292.60
TxDOT 530-6004	DRIVEWAYS (CONC)	157	SY	$ 60.00	$ 13,213.76
TxDOT 104-6017	REMOVING CONC (DRIVEWAYS)	157	SY	$ 15.00	$ 3,303.44
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	1,481	SY	$ 9.00	$ 18,660.55
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	$ 50.00	$ -
---	CONCRETE RAILROAD PANEL	0	LS	$ 16,000.00	$ -
TxDOT 530-6005	DRIVEWAYS (ASPHALT CONC PAV)	0	SY	$ 35.00	$ -
---	WELDED STEEL GRATE	0	EA	$ 1,300.00	$ -
---	RELOCATE FIRE HYDRANT	0	LS	$ 2,000.00	$ -
---	ADJUST UTILITY ELEVATION	8	LS	$ 1,000.00	$ 11,200.00
---	REMOVE OBSTRUCTION	4	LS	$ 1,000.00	$ 5,600.00
---	REMOVE TEMPORARY OBSTRUCTION	7	LS	$ 500.00	$ 4,900.00
---	RAILROAD COMPANY FLAGGER	0	Day(s)	$ 1,000.00	$ -
---	REMOVE CONCRETE RAILROAD PANEL	0	LS	$ 2,000.00	$ -
TxDOT 105-6008	REMOVING STAB BASE AND ASPH PAV (6")	0	SY	$ 5.10	$ -
---	INSTALLATION OF ASPHALT PAVEMENT (6")	0	SY	$ 5.00	$ -

Basis for Cost Projection

☑ No Design Completed
❑ Preliminary Design
❑ Final Design

Subtotal:		$	153,170.34
Estimated Project Cost:		**$**	**154,000.00**
Engineering: (% +/-)	*20%*	*$*	*21,881.48*
Contingency: (% +/-)	*20%*	*$*	*21,881.48*

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Sidewalk Summary

Priority	Length (LF)	Cost
High	1,013	$ 79,867.26
Medium	1,111	$ 63,632.98
Low	130	$ 9,670.10
Compliant	2,650	
Not Prioritized	8	
Subtotal	**4,912**	$ 153,170.34
Sidewalk Total		**$ 154,000.00**

Corridor Summary

Facility	**Cost**
Sidewalk Total	$ 154,000.00
Unsignalized Intersection Total	$ 332,000.00
Corridor Total	**$ 486,000.00**

End of Project Description for Project 5 Addison Cir

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

Client:	**Town of Addison**	**Date: 01/02/18**
Program:	**ADA Self-Evaluation and Transition Plan**	**Prepared By: CMP**
KHA No.:	**063543021**	**Checked By: EPE**

Corridor:	**Spectrum Dr**	**GPS ID: 6**
Limits:	**Morris Ave - Dallas Pkwy**	
Town:	**Addison**	

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost *Includes Engineering (15%) and Contingency (20%)*
TxDOT 450	RAIL (HANDRAIL)	0	LF	$ 89.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	1,898	SY	$ 45.00	$ 119,582.67
TxDOT 530-6004	DRIVEWAYS (CONC)	170	SY	$ 60.00	$ 14,308.24
TxDOT 104-6017	REMOVING CONC (DRIVEWAYS)	170	SY	$ 15.00	$ 3,577.06
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	1,856	SY	$ 9.00	$ 23,387.47
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	$ 50.00	$ -
---	CONCRETE RAILROAD PANEL	0	LS	$ 16,000.00	$ -
TxDOT 530-6005	DRIVEWAYS (ASPHALT CONC PAV)	23	SY	$ 35.00	$ 1,122.26
---	WELDED STEEL GRATE	0	EA	$ 1,300.00	$ -
---	RELOCATE FIRE HYDRANT	0	LS	$ 2,000.00	$ -
---	ADJUST UTILITY ELEVATION	15	LS	$ 1,000.00	$ 21,000.00
---	REMOVE OBSTRUCTION	3	LS	$ 1,000.00	$ 4,200.00
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	$ 500.00	$ -
---	RAILROAD COMPANY FLAGGER	0	Day(s)	$ 1,000.00	$ -
---	REMOVE CONCRETE RAILROAD PANEL	0	LS	$ 2,000.00	$ -
TxDOT 105-6008	REMOVING STAB BASE AND ASPH PAV (6")	23	SY	$ 5.10	$ 163.53
---	INSTALLATION OF ASPHALT PAVEMENT (6")	0	SY	$ 5.00	$ -

Basis for Cost Projection

☑ No Design Completed
❑ Preliminary Design
❑ Final Design

Subtotal:		$	187,341.23
Estimated Project Cost:		**$**	**188,000.00**
Engineering: (% +/-)	*20%*	*$*	*26,763.03*
Contingency: (% +/-)	*20%*	*$*	*26,763.03*

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Sidewalk Summary

Priority	Length (LF)	Cost
High	1,230	$ 93,389.48
Medium	1,610	$ 93,951.75
Low	275	$ -
Compliant	1,696	
Not Prioritized	7	
Subtotal	**4,817**	$ 187,341.23
Sidewalk Total		**$ 188,000.00**

Corridor Summary

Facility	**Cost**
Sidewalk Total	$ 188,000.00
Unsignalized Intersection Total	$ 88,000.00
Corridor Total	**$ 276,000.00**

End of Project Description for Project 6 Spectrum Dr

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

Client:	**Town of Addison**	**Date: 01/02/18**
Program:	**ADA Self-Evaluation and Transition Plan**	**Prepared By: CMP**
KHA No.:	**063543021**	**Checked By: EPE**

Corridor:	**Addison Rd**	**GPS ID: 7**
Limits:	**Addison Circle Dr - Belt Line Rd**	
Town:	**Addison**	

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost *Includes Engineering (15%) and Contingency (20%)*
TxDOT 450	RAIL (HANDRAIL)	0	LF	$ 89.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	901	SY	$ 45.00	$ 56,737.29
TxDOT 530-6004	DRIVEWAYS (CONC)	426	SY	$ 60.00	$ 35,742.29
TxDOT 104-6017	REMOVING CONC (DRIVEWAYS)	426	SY	$ 15.00	$ 8,935.57
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	721	SY	$ 9.00	$ 9,078.35
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	$ 50.00	$ -
---	CONCRETE RAILROAD PANEL	0	LS	$ 16,000.00	$ -
TxDOT 530-6005	DRIVEWAYS (ASPHALT CONC PAV)	0	SY	$ 35.00	$ -
---	WELDED STEEL GRATE	0	EA	$ 1,300.00	$ -
---	RELOCATE FIRE HYDRANT	0	LS	$ 2,000.00	$ -
---	ADJUST UTILITY ELEVATION	6	LS	$ 1,000.00	$ 8,400.00
---	REMOVE OBSTRUCTION	4	LS	$ 1,000.00	$ 5,600.00
---	REMOVE TEMPORARY OBSTRUCTION	3	LS	$ 500.00	$ 2,100.00
---	RAILROAD COMPANY FLAGGER	0	Day(s)	$ 1,000.00	$ -
---	REMOVE CONCRETE RAILROAD PANEL	0	LS	$ 2,000.00	$ -
TxDOT 105-6008	REMOVING STAB BASE AND ASPH PAV (6")	0	SY	$ 5.10	$ -
---	INSTALLATION OF ASPHALT PAVEMENT (6")	0	SY	$ 5.00	$ -

Basis for Cost Projection

☑ No Design Completed
❑ Preliminary Design
❑ Final Design

Subtotal:		$	126,593.50
Estimated Project Cost:		**$**	**127,000.00**
Engineering: (% +/-)	*20%*	*$*	*18,084.79*
Contingency: (% +/-)	*20%*	*$*	*18,084.79*

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Sidewalk Summary

Priority	Length (LF)	Cost
High	431	$ 36,191.05
Medium	1,224	$ 56,947.71
Low	426	$ 33,454.74
Compliant	2,729	
Not Prioritized	0	
Subtotal	**4,810**	$ 126,593.50
Sidewalk Total		**$ 127,000.00**

Corridor Summary

Facility	**Cost**
Sidewalk Total	$ 127,000.00
Unsignalized Intersection Total	$ 126,000.00
Corridor Total	**$ 253,000.00**

End of Project Description for Project 7 Addison Rd

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

Client:	**Town of Addison**	**Date: 01/02/18**
Program:	**ADA Self-Evaluation and Transition Plan**	**Prepared By: CMP**
KHA No.:	**063543021**	**Checked By: EPE**

Corridor:	**Arapaho Rd**	**GPS ID: 8**
Limits:	**Addison Rd - Dallas Pkwy**	
Town:	**Addison**	

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost *Includes Engineering (15%) and Contingency (20%)*
TxDOT 450	RAIL (HANDRAIL)	0	LF	$ 89.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	1,519	SY	$ 45.00	$ 95,715.61
TxDOT 530-6004	DRIVEWAYS (CONC)	477	SY	$ 60.00	$ 40,074.97
TxDOT 104-6017	REMOVING CONC (DRIVEWAYS)	477	SY	$ 15.00	$ 10,018.74
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	1,526	SY	$ 9.00	$ 19,226.62
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	$ 50.00	$ -
---	CONCRETE RAILROAD PANEL	0	LS	$ 16,000.00	$ -
TxDOT 530-6005	DRIVEWAYS (ASPHALT CONC PAV)	0	SY	$ 35.00	$ -
---	WELDED STEEL GRATE	0	EA	$ 1,300.00	$ -
---	RELOCATE FIRE HYDRANT	0	LS	$ 2,000.00	$ -
---	ADJUST UTILITY ELEVATION	8	LS	$ 1,000.00	$ 11,200.00
---	REMOVE OBSTRUCTION	2	LS	$ 1,000.00	$ 2,800.00
---	REMOVE TEMPORARY OBSTRUCTION	2	LS	$ 500.00	$ 1,400.00
---	RAILROAD COMPANY FLAGGER	0	Day(s)	$ 1,000.00	$ -
---	REMOVE CONCRETE RAILROAD PANEL	0	LS	$ 2,000.00	$ -
TxDOT 105-6008	REMOVING STAB BASE AND ASPH PAV (6")	0	SY	$ 5.10	$ -
---	INSTALLATION OF ASPHALT PAVEMENT (6")	0	SY	$ 5.00	$ -

Basis for Cost Projection

☑ No Design Completed
❑ Preliminary Design
❑ Final Design

Subtotal:		$	180,435.94
Estimated Project Cost:		**$**	**181,000.00**
Engineering: (% +/-)	*20%*	*$*	*25,776.56*
Contingency: (% +/-)	*20%*	*$*	*25,776.56*

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Sidewalk Summary

Priority	Length (LF)	Cost
High	1,274	$ 85,123.73
Medium	1,572	$ 85,611.62
Low	83	$ 9,700.59
Compliant	2,631	
Not Prioritized	4	
Subtotal	**5,565**	$ 180,435.94
Sidewalk Total		**$ 181,000.00**

Corridor Summary

Facility	**Cost**
Sidewalk Total	$ 181,000.00
Unsignalized Intersection Total	$ 118,000.00
Corridor Total	**$ 299,000.00**

End of Project Description for Project 8 Arapaho Rd

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

Client:	**Town of Addison**	**Date: 01/02/18**
Program:	**ADA Self-Evaluation and Transition Plan**	**Prepared By: CMP**
KHA No.:	**063543021**	**Checked By: EPE**

Corridor:	**Edwin Lewis Dr**	**GPS ID: 9**
Limits:	**Arapaho Rd - Spectrum Dr**	
Town:	**Addison**	

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost *Includes Engineering (15%) and Contingency (20%)*
TxDOT 450	RAIL (HANDRAIL)	0	LF	$ 89.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	370	SY	$ 45.00	$ 23,292.80
TxDOT 530-6004	DRIVEWAYS (CONC)	158	SY	$ 60.00	$ 13,313.10
TxDOT 104-6017	REMOVING CONC (DRIVEWAYS)	158	SY	$ 15.00	$ 3,328.28
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	370	SY	$ 9.00	$ 4,658.56
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	$ 50.00	$ -
---	CONCRETE RAILROAD PANEL	0	LS	$ 16,000.00	$ -
TxDOT 530-6005	DRIVEWAYS (ASPHALT CONC PAV)	0	SY	$ 35.00	$ -
---	WELDED STEEL GRATE	0	EA	$ 1,300.00	$ -
---	RELOCATE FIRE HYDRANT	0	LS	$ 2,000.00	$ -
---	ADJUST UTILITY ELEVATION	11	LS	$ 1,000.00	$ 15,400.00
---	REMOVE OBSTRUCTION	0	LS	$ 1,000.00	$ -
---	REMOVE TEMPORARY OBSTRUCTION	3	LS	$ 500.00	$ 2,100.00
---	RAILROAD COMPANY FLAGGER	0	Day(s)	$ 1,000.00	$ -
---	REMOVE CONCRETE RAILROAD PANEL	0	LS	$ 2,000.00	$ -
TxDOT 105-6008	REMOVING STAB BASE AND ASPH PAV (6")	0	SY	$ 5.10	$ -
---	INSTALLATION OF ASPHALT PAVEMENT (6")	0	SY	$ 5.00	$ -

Basis for Cost Projection

☑ No Design Completed
❑ Preliminary Design
❑ Final Design

Subtotal:		$	62,092.73
Estimated Project Cost:		**$**	**63,000.00**
Engineering: (% +/-)	*20%*	*$*	*8,870.39*
Contingency: (% +/-)	*20%*	*$*	*8,870.39*

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Sidewalk Summary

Priority	Length (LF)	Cost
High	323	$ 30,638.34
Medium	473	$ 26,417.06
Low	43	$ 5,037.34
Compliant	1,796	
Not Prioritized	6	
Subtotal	**2,640**	$ 62,092.73
Sidewalk Total		**$ 63,000.00**

Corridor Summary

Facility	**Cost**
Sidewalk Total	$ 63,000.00
Unsignalized Intersection Total	$ 95,000.00
Corridor Total	**$ 158,000.00**

End of Project Description for Project 9 Edwin Lewis Dr

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

Client:	**Town of Addison**	**Date: 01/02/18**
Program:	**ADA Self-Evaluation and Transition Plan**	**Prepared By: CMP**
KHA No.:	**063543021**	**Checked By: EPE**

Corridor:	**Belt Line Rd**	**GPS ID: 10**
Limits:	**Midway Rd - Dallas Pkwy**	
Town:	**Addison**	

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost *Includes Engineering (15%) and Contingency (20%)*
TxDOT 450	RAIL (HANDRAIL)	0	LF	$ 89.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	2,924	SY	$ 45.00	$ 184,237.08
TxDOT 530-6004	DRIVEWAYS (CONC)	1,306	SY	$ 60.00	$ 109,676.36
TxDOT 104-6017	REMOVING CONC (DRIVEWAYS)	1,306	SY	$ 15.00	$ 27,419.09
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	2,879	SY	$ 9.00	$ 36,275.69
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	$ 50.00	$ -
---	CONCRETE RAILROAD PANEL	0	LS	$ 16,000.00	$ -
TxDOT 530-6005	DRIVEWAYS (ASPHALT CONC PAV)	0	SY	$ 35.00	$ -
---	WELDED STEEL GRATE	1	EA	$ 1,300.00	$ 1,820.00
---	RELOCATE FIRE HYDRANT	0	LS	$ 2,000.00	$ -
---	ADJUST UTILITY ELEVATION	18	LS	$ 1,000.00	$ 25,200.00
---	REMOVE OBSTRUCTION	6	LS	$ 1,000.00	$ 8,400.00
---	REMOVE TEMPORARY OBSTRUCTION	3	LS	$ 500.00	$ 2,100.00
---	RAILROAD COMPANY FLAGGER	0	Day(s)	$ 1,000.00	$ -
---	REMOVE CONCRETE RAILROAD PANEL	0	LS	$ 2,000.00	$ -
TxDOT 105-6008	REMOVING STAB BASE AND ASPH PAV (6")	0	SY	$ 5.10	$ -
---	INSTALLATION OF ASPHALT PAVEMENT (6")	0	SY	$ 5.00	$ -

Basis for Cost Projection

☑ No Design Completed
❑ Preliminary Design
❑ Final Design

Subtotal:		$	395,128.21
Estimated Project Cost:		**$**	**396,000.00**
Engineering: (% +/-)	*20%*	*$*	*56,446.89*
Contingency: (% +/-)	*20%*	*$*	*56,446.89*

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	3,131	$ 199,041.88
Medium	3,207	$ 153,848.33
Low	542	$ 42,238.00
Compliant	3,372	
Not Prioritized	4	
Subtotal	**10,257**	$ 395,128.21
Sidewalk Total		**$ 396,000.00**

Corridor Summary

Facility	**Cost**
Sidewalk Total	$ 396,000.00
Unsignalized Intersection Total	$ 448,000.00
Corridor Total	**$ 844,000.00**

End of Project Description for Project 10 Belt Line Rd

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

Client:	**Town of Addison**	**Date: 01/02/18**
Program:	**ADA Self-Evaluation and Transition Plan**	**Prepared By: CMP**
KHA No.:	**063543021**	**Checked By: EPE**

Corridor:	**Arapaho Rd**	**GPS ID: 11**
Limits:	**Surveyor Blvd - Midway Rd**	
Town:	**Addison**	

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost *Includes Engineering (15%) and Contingency (20%)*
TxDOT 450	RAIL (HANDRAIL)	0	LF	$ 89.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	117	SY	$ 45.00	$ 7,401.65
TxDOT 530-6004	DRIVEWAYS (CONC)	0	SY	$ 60.00	$ -
TxDOT 104-6017	REMOVING CONC (DRIVEWAYS)	0	SY	$ 15.00	$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	117	SY	$ 9.00	$ 1,480.33
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	$ 50.00	$ -
---	CONCRETE RAILROAD PANEL	0	LS	$ 16,000.00	$ -
TxDOT 530-6005	DRIVEWAYS (ASPHALT CONC PAV)	0	SY	$ 35.00	$ -
---	WELDED STEEL GRATE	0	EA	$ 1,300.00	$ -
---	RELOCATE FIRE HYDRANT	0	LS	$ 2,000.00	$ -
---	ADJUST UTILITY ELEVATION	0	LS	$ 1,000.00	$ -
---	REMOVE OBSTRUCTION	0	LS	$ 1,000.00	$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	$ 500.00	$ -
---	RAILROAD COMPANY FLAGGER	0	Day(s)	$ 1,000.00	$ -
---	REMOVE CONCRETE RAILROAD PANEL	0	LS	$ 2,000.00	$ -
TxDOT 105-6008	REMOVING STAB BASE AND ASPH PAV (6")	0	SY	$ 5.10	$ -
---	INSTALLATION OF ASPHALT PAVEMENT (6")	0	SY	$ 5.00	$ -

Basis for Cost Projection

☑ No Design Completed
❑ Preliminary Design
❑ Final Design

Subtotal:		$ 8,881.98
Estimated Project Cost:		**$ 9,000.00**
Engineering: (% +/-)	*20%*	*$ 1,268.85*
Contingency: (% +/-)	*20%*	*$ 1,268.85*

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Sidewalk Summary

Priority	Length (LF)	Cost
High	5	$ 406.03
Medium	99	$ 8,475.95
Low	72	$ -
Compliant	1,041	
Not Prioritized	0	
Subtotal	**1,217**	$ 8,881.98
Sidewalk Total		**$ 9,000.00**

Corridor Summary

Facility	**Cost**
Sidewalk Total	$ 9,000.00
Unsignalized Intersection Total	$ -
Corridor Total	**$ 9,000.00**

End of Project Description for Project 11 Arapaho Rd

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

Client:	**Town of Addison**	**Date: 01/02/18**
Program:	**ADA Self-Evaluation and Transition Plan**	**Prepared By: CMP**
KHA No.:	**063543021**	**Checked By: EPE**

Corridor:	**Beltway Dr**	**GPS ID: 12**
Limits:	**Marsh Ln - Midway Rd**	
Town:	**Addison**	

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost *Includes Engineering (15%) and Contingency (20%)*
TxDOT 450	RAIL (HANDRAIL)	0	LF	$ 89.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	2,858	SY	$ 45.00	$ 180,062.36
TxDOT 530-6004	DRIVEWAYS (CONC)	521	SY	$ 60.00	$ 43,754.45
TxDOT 104-6017	REMOVING CONC (DRIVEWAYS)	521	SY	$ 15.00	$ 10,938.61
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	2,854	SY	$ 9.00	$ 35,954.33
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	$ 50.00	$ -
---	CONCRETE RAILROAD PANEL	0	LS	$ 16,000.00	$ -
TxDOT 530-6005	DRIVEWAYS (ASPHALT CONC PAV)	0	SY	$ 35.00	$ -
---	WELDED STEEL GRATE	2	EA	$ 1,300.00	$ 3,640.00
---	RELOCATE FIRE HYDRANT	1	LS	$ 2,000.00	$ 2,800.00
---	ADJUST UTILITY ELEVATION	11	LS	$ 1,000.00	$ 15,400.00
---	REMOVE OBSTRUCTION	0	LS	$ 1,000.00	$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	$ 500.00	$ -
---	RAILROAD COMPANY FLAGGER	0	Day(s)	$ 1,000.00	$ -
---	REMOVE CONCRETE RAILROAD PANEL	0	LS	$ 2,000.00	$ -
TxDOT 105-6008	REMOVING STAB BASE AND ASPH PAV (6")	0	SY	$ 5.10	$ -
---	INSTALLATION OF ASPHALT PAVEMENT (6")	0	SY	$ 5.00	$ -

Basis for Cost Projection

☑ No Design Completed
❑ Preliminary Design
❑ Final Design

Subtotal:		$	292,549.75
Estimated Project Cost:		**$**	**293,000.00**
Engineering: (% +/-)	*20%*	*$*	*41,792.82*
Contingency: (% +/-)	*20%*	*$*	*41,792.82*

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Sidewalk Summary

Priority	Length (LF)	Cost
High	2,111	$ 119,131.42
Medium	3,015	$ 152,922.75
Low	176	$ 20,495.59
Compliant	4,072	
Not Prioritized	11	
Subtotal	**9,384**	$ 292,549.75
Sidewalk Total		**$ 293,000.00**

Corridor Summary

Facility	**Cost**
Sidewalk Total	$ 293,000.00
Unsignalized Intersection Total	$ 232,000.00
Corridor Total	**$ 525,000.00**

End of Project Description for Project 12 Beltway Dr

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

Client:	**Town of Addison**	**Date: 01/02/18**
Program:	**ADA Self-Evaluation and Transition Plan**	**Prepared By: CMP**
KHA No.:	**063543021**	**Checked By: EPE**

Corridor:	**Quorum Dr**	**GPS ID: 13**
Limits:	**Belt Line Rd - Dallas Pkwy**	
Town:	**Addison**	

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost *Includes Engineering (15%) and Contingency (20%)*
TxDOT 450	RAIL (HANDRAIL)	0	LF	$ 89.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	1,312	SY	$ 45.00	$ 82,655.13
TxDOT 530-6004	DRIVEWAYS (CONC)	726	SY	$ 60.00	$ 60,975.53
TxDOT 104-6017	REMOVING CONC (DRIVEWAYS)	726	SY	$ 15.00	$ 15,243.88
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	1,282	SY	$ 9.00	$ 16,147.97
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	$ 50.00	$ -
---	CONCRETE RAILROAD PANEL	0	LS	$ 16,000.00	$ -
TxDOT 530-6005	DRIVEWAYS (ASPHALT CONC PAV)	0	SY	$ 35.00	$ -
---	WELDED STEEL GRATE	2	EA	$ 1,300.00	$ 3,640.00
---	RELOCATE FIRE HYDRANT	0	LS	$ 2,000.00	$ -
---	ADJUST UTILITY ELEVATION	15	LS	$ 1,000.00	$ 21,000.00
---	REMOVE OBSTRUCTION	2	LS	$ 1,000.00	$ 2,800.00
---	REMOVE TEMPORARY OBSTRUCTION	1	LS	$ 500.00	$ 700.00
---	RAILROAD COMPANY FLAGGER	0	Day(s)	$ 1,000.00	$ -
---	REMOVE CONCRETE RAILROAD PANEL	0	LS	$ 2,000.00	$ -
TxDOT 105-6008	REMOVING STAB BASE AND ASPH PAV (6")	0	SY	$ 5.10	$ -
---	INSTALLATION OF ASPHALT PAVEMENT (6")	0	SY	$ 5.00	$ -

Basis for Cost Projection
- ☑ No Design Completed
- ❑ Preliminary Design
- ❑ Final Design

Subtotal:		$	203,162.51
Estimated Project Cost:		**$**	**204,000.00**
Engineering: (% +/-)	*20%*	*$*	*29,023.22*
Contingency: (% +/-)	*20%*	*$*	*29,023.22*

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Sidewalk Summary

Priority	Length (LF)	Cost
High	1,530	$ 111,611.42
Medium	1,399	$ 80,004.44
Low	136	$ 11,546.65
Compliant	1,163	
Not Prioritized	0	
Subtotal	**4,229**	$ 203,162.51
Sidewalk Total		**$ 204,000.00**

Corridor Summary

Facility	**Cost**
Sidewalk Total	$ 204,000.00
Unsignalized Intersection Total	$ 285,000.00
Corridor Total	**$ 489,000.00**

End of Project Description for Project 13 Quorum Dr

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

Client:	**Town of Addison**	**Date: 01/02/18**
Program:	**ADA Self-Evaluation and Transition Plan**	**Prepared By: CMP**
KHA No.:	**063543021**	**Checked By: EPE**

Corridor:	**Oaks N Dr**	**GPS ID: 14**
Limits:	**Belt Line Rd - Paladium Dr**	
Town:	**Addison**	

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost *Includes Engineering (15%) and Contingency (20%)*
TxDOT 450	RAIL (HANDRAIL)	0	LF	$ 89.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	880	SY	$ 45.00	$ 55,414.29
TxDOT 530-6004	DRIVEWAYS (CONC)	677	SY	$ 60.00	$ 56,867.38
TxDOT 104-6017	REMOVING CONC (DRIVEWAYS)	677	SY	$ 15.00	$ 14,216.85
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	848	SY	$ 9.00	$ 10,687.23
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	$ 50.00	$ -
---	CONCRETE RAILROAD PANEL	0	LS	$ 16,000.00	$ -
TxDOT 530-6005	DRIVEWAYS (ASPHALT CONC PAV)	0	SY	$ 35.00	$ -
---	WELDED STEEL GRATE	0	EA	$ 1,300.00	$ -
---	RELOCATE FIRE HYDRANT	0	LS	$ 2,000.00	$ -
---	ADJUST UTILITY ELEVATION	2	LS	$ 1,000.00	$ 2,800.00
---	REMOVE OBSTRUCTION	16	LS	$ 1,000.00	$ 22,400.00
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	$ 500.00	$ -
---	RAILROAD COMPANY FLAGGER	0	Day(s)	$ 1,000.00	$ -
---	REMOVE CONCRETE RAILROAD PANEL	0	LS	$ 2,000.00	$ -
TxDOT 105-6008	REMOVING STAB BASE AND ASPH PAV (6")	0	SY	$ 5.10	$ -
---	INSTALLATION OF ASPHALT PAVEMENT (6")	0	SY	$ 5.00	$ -

Basis for Cost Projection
- ☑ No Design Completed
- ❑ Preliminary Design
- ❑ Final Design

Subtotal:		$	162,385.74
Estimated Project Cost:		**$**	**163,000.00**
Engineering: (% +/-)	*20%*	*$*	*23,197.96*
Contingency: (% +/-)	*20%*	*$*	*23,197.96*

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Sidewalk Summary

Priority	Length (LF)	Cost
High	1,830	$ 134,987.99
Medium	374	$ 20,474.28
Low	90	$ 6,923.48
Compliant	471	
Not Prioritized	0	
Subtotal	**2,765**	$ 162,385.74
Sidewalk Total		**$ 163,000.00**

Corridor Summary

Facility	**Cost**
Sidewalk Total	$ 163,000.00
Unsignalized Intersection Total	$ 209,000.00
Corridor Total	**$ 372,000.00**

End of Project Description for Project 14 Oaks N Dr

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

Client:	**Town of Addison**	**Date: 01/02/18**
Program:	**ADA Self-Evaluation and Transition Plan**	**Prepared By: CMP**
KHA No.:	**063543021**	**Checked By: EPE**

Corridor:	**Paladium Dr**	**GPS ID: 15**
Limits:	**Montford Dr - Oaks North Dr**	
Town:	**Addison**	

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost *Includes Engineering (15%) and Contingency (20%)*
TxDOT 450	RAIL (HANDRAIL)	0	LF	$ 89.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	447	SY	$ 45.00	$ 28,176.23
TxDOT 530-6004	DRIVEWAYS (CONC)	432	SY	$ 60.00	$ 36,282.53
TxDOT 104-6017	REMOVING CONC (DRIVEWAYS)	432	SY	$ 15.00	$ 9,070.63
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	447	SY	$ 9.00	$ 5,635.25
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	$ 50.00	$ -
---	CONCRETE RAILROAD PANEL	0	LS	$ 16,000.00	$ -
TxDOT 530-6005	DRIVEWAYS (ASPHALT CONC PAV)	0	SY	$ 35.00	$ -
---	WELDED STEEL GRATE	0	EA	$ 1,300.00	$ -
---	RELOCATE FIRE HYDRANT	0	LS	$ 2,000.00	$ -
---	ADJUST UTILITY ELEVATION	2	LS	$ 1,000.00	$ 2,800.00
---	REMOVE OBSTRUCTION	14	LS	$ 1,000.00	$ 19,600.00
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	$ 500.00	$ -
---	RAILROAD COMPANY FLAGGER	0	Day(s)	$ 1,000.00	$ -
---	REMOVE CONCRETE RAILROAD PANEL	0	LS	$ 2,000.00	$ -
TxDOT 105-6008	REMOVING STAB BASE AND ASPH PAV (6")	0	SY	$ 5.10	$ -
---	INSTALLATION OF ASPHALT PAVEMENT (6")	0	SY	$ 5.00	$ -

Basis for Cost Projection

☑ No Design Completed
❑ Preliminary Design
❑ Final Design

Subtotal:		$	101,564.64
Estimated Project Cost:		**$**	**102,000.00**
Engineering: (% +/-)	*20%*	*$*	*14,509.23*
Contingency: (% +/-)	*20%*	*$*	*14,509.23*

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Sidewalk Summary

Priority	Length (LF)	Cost
High	964	$ 86,813.95
Medium	316	$ 14,750.69
Low	0	$ -
Compliant	184	
Not Prioritized	0	
Subtotal	**1,463**	$ 101,564.64
Sidewalk Total		**$ 102,000.00**

Corridor Summary

Facility	**Cost**
Sidewalk Total	$ 102,000.00
Unsignalized Intersection Total	$ 109,000.00
Corridor Total	**$ 211,000.00**

End of Project Description for Project 15 Paladium Dr

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

Client:	**Town of Addison**	**Date: 01/02/18**
Program:	**ADA Self-Evaluation and Transition Plan**	**Prepared By: CMP**
KHA No.:	**063543021**	**Checked By: EPE**

Corridor:	**Montford Dr**	**GPS ID: 16**
Limits:	**AMC Driveway - Verde Valley Ln**	
Town:	**Addison**	

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost *Includes Engineering (15%) and Contingency (20%)*
TxDOT 450	RAIL (HANDRAIL)	0	LF	$ 89.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	108	SY	$ 45.00	$ 6,776.58
TxDOT 530-6004	DRIVEWAYS (CONC)	102	SY	$ 60.00	$ 8,568.85
TxDOT 104-6017	REMOVING CONC (DRIVEWAYS)	102	SY	$ 15.00	$ 2,142.21
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	108	SY	$ 9.00	$ 1,355.32
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	$ 50.00	$ -
---	CONCRETE RAILROAD PANEL	0	LS	$ 16,000.00	$ -
TxDOT 530-6005	DRIVEWAYS (ASPHALT CONC PAV)	0	SY	$ 35.00	$ -
---	WELDED STEEL GRATE	0	EA	$ 1,300.00	$ -
---	RELOCATE FIRE HYDRANT	0	LS	$ 2,000.00	$ -
---	ADJUST UTILITY ELEVATION	2	LS	$ 1,000.00	$ 2,800.00
---	REMOVE OBSTRUCTION	3	LS	$ 1,000.00	$ 4,200.00
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	$ 500.00	$ -
---	RAILROAD COMPANY FLAGGER	0	Day(s)	$ 1,000.00	$ -
---	REMOVE CONCRETE RAILROAD PANEL	0	LS	$ 2,000.00	$ -
TxDOT 105-6008	REMOVING STAB BASE AND ASPH PAV (6")	0	SY	$ 5.10	$ -
---	INSTALLATION OF ASPHALT PAVEMENT (6")	0	SY	$ 5.00	$ -

Basis for Cost Projection

☑ No Design Completed
❑ Preliminary Design
❑ Final Design

Subtotal:		$	25,842.96
Estimated Project Cost:		**$**	**26,000.00**
Engineering: (% +/-)	*20%*	*$*	*3,691.85*
Contingency: (% +/-)	*20%*	*$*	*3,691.85*

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Sidewalk Summary

Priority	Length (LF)	Cost
High	114	$ 14,782.11
Medium	259	$ 11,060.85
Low	0	$ -
Compliant	193	
Not Prioritized	0	
Subtotal	**566**	$ 25,842.96
Sidewalk Total		**$ 26,000.00**

Corridor Summary

Facility	**Cost**
Sidewalk Total	$ 26,000.00
Unsignalized Intersection Total	$ 24,000.00
Corridor Total	**$ 50,000.00**

End of Project Description for Project 16 Montford Dr

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

Client:	**Town of Addison**	**Date: 01/02/18**
Program:	**ADA Self-Evaluation and Transition Plan**	**Prepared By: CMP**
KHA No.:	**063543021**	**Checked By: EPE**

Corridor:	**Proton Rd**	**GPS ID: 17**
Limits:	**Beltway Dr - Midway Rd**	
Town:	**Addison**	

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost *Includes Engineering (15%) and Contingency (20%)*
TxDOT 450	RAIL (HANDRAIL)	0	LF	$ 89.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	1,946	SY	$ 45.00	$ 122,589.69
TxDOT 530-6004	DRIVEWAYS (CONC)	207	SY	$ 60.00	$ 17,407.50
TxDOT 104-6017	REMOVING CONC (DRIVEWAYS)	207	SY	$ 15.00	$ 4,351.88
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	1,922	SY	$ 9.00	$ 24,214.56
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	$ 50.00	$ -
---	CONCRETE RAILROAD PANEL	0	LS	$ 16,000.00	$ -
TxDOT 530-6005	DRIVEWAYS (ASPHALT CONC PAV)	0	SY	$ 35.00	$ -
---	WELDED STEEL GRATE	0	EA	$ 1,300.00	$ -
---	RELOCATE FIRE HYDRANT	4	LS	$ 2,000.00	$ 11,200.00
---	ADJUST UTILITY ELEVATION	11	LS	$ 1,000.00	$ 15,400.00
---	REMOVE OBSTRUCTION	0	LS	$ 1,000.00	$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	$ 500.00	$ -
---	RAILROAD COMPANY FLAGGER	0	Day(s)	$ 1,000.00	$ -
---	REMOVE CONCRETE RAILROAD PANEL	0	LS	$ 2,000.00	$ -
TxDOT 105-6008	REMOVING STAB BASE AND ASPH PAV (6")	0	SY	$ 5.10	$ -
---	INSTALLATION OF ASPHALT PAVEMENT (6")	0	SY	$ 5.00	$ -

Basis for Cost Projection

☑ No Design Completed
❑ Preliminary Design
❑ Final Design

Subtotal:		$	195,163.63
Estimated Project Cost:		**$**	**196,000.00**
Engineering: (% +/-)	*20%*	*$*	*27,880.52*
Contingency: (% +/-)	*20%*	*$*	*27,880.52*

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Sidewalk Summary

Priority	Length (LF)	Cost
High	1,895	$ 106,618.95
Medium	1,846	$ 88,544.68
Low	185	$ -
Compliant	1,489	
Not Prioritized	0	
Subtotal	**5,415**	$ 195,163.63
Sidewalk Total		**$ 196,000.00**

Corridor Summary

Facility	**Cost**
Sidewalk Total	$ 196,000.00
Unsignalized Intersection Total	$ 314,000.00
Corridor Total	**$ 510,000.00**

End of Project Description for Project 17 Proton Rd

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

Client:	**Town of Addison**	**Date: 01/02/18**
Program:	**ADA Self-Evaluation and Transition Plan**	**Prepared By: CMP**
KHA No.:	**063543021**	**Checked By: EPE**

Corridor:	**Les Lacs Ave**	**GPS ID: 18**
Limits:	**Beltway Dr - Proton Dr**	
Town:	**Addison**	

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost *Includes Engineering (15%) and Contingency (20%)*
TxDOT 450	RAIL (HANDRAIL)	0	LF	$ 89.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	2,320	SY	$ 45.00	$ 146,179.88
TxDOT 530-6004	DRIVEWAYS (CONC)	69	SY	$ 60.00	$ 5,784.73
TxDOT 104-6017	REMOVING CONC (DRIVEWAYS)	69	SY	$ 15.00	$ 1,446.18
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	2,303	SY	$ 9.00	$ 29,013.60
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	$ 50.00	$ -
---	CONCRETE RAILROAD PANEL	0	LS	$ 16,000.00	$ -
TxDOT 530-6005	DRIVEWAYS (ASPHALT CONC PAV)	0	SY	$ 35.00	$ -
---	WELDED STEEL GRATE	0	EA	$ 1,300.00	$ -
---	RELOCATE FIRE HYDRANT	1	LS	$ 2,000.00	$ 2,800.00
---	ADJUST UTILITY ELEVATION	17	LS	$ 1,000.00	$ 23,800.00
---	REMOVE OBSTRUCTION	1	LS	$ 1,000.00	$ 1,400.00
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	$ 500.00	$ -
---	RAILROAD COMPANY FLAGGER	0	Day(s)	$ 1,000.00	$ -
---	REMOVE CONCRETE RAILROAD PANEL	0	LS	$ 2,000.00	$ -
TxDOT 105-6008	REMOVING STAB BASE AND ASPH PAV (6")	0	SY	$ 5.10	$ -
---	INSTALLATION OF ASPHALT PAVEMENT (6")	0	SY	$ 5.00	$ -

Basis for Cost Projection

☑ No Design Completed
❑ Preliminary Design
❑ Final Design

Subtotal:		$	210,424.40
Estimated Project Cost:		**$**	**211,000.00**
Engineering: (% +/-)	*20%*	*$*	*30,060.63*
Contingency: (% +/-)	*20%*	*$*	*30,060.63*

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Sidewalk Summary

Priority	Length (LF)	Cost
High	2,354	$ 131,419.46
Medium	1,885	$ 75,590.43
Low	337	$ 3,414.50
Compliant	1,619	
Not Prioritized	0	
Subtotal	**6,195**	$ 210,424.40
Sidewalk Total		**$ 211,000.00**

Corridor Summary

Facility	**Cost**
Sidewalk Total	$ 211,000.00
Unsignalized Intersection Total	$ 469,000.00
Corridor Total	**$ 680,000.00**

End of Project Description for Project 18 Les Lacs Ave

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

Client:	**Town of Addison**	**Date: 01/02/18**
Program:	**ADA Self-Evaluation and Transition Plan**	**Prepared By: CMP**
KHA No.:	**063543021**	**Checked By: EPE**

Corridor:	**Woodshadow Ln**	**GPS ID: 19**
Limits:	**Flanders Ct - Beau Park Ln**	
Town:	**Addison**	

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost *Includes Engineering (15%) and Contingency (20%)*
TxDOT 450	RAIL (HANDRAIL)	0	LF	$ 89.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	512	SY	$ 45.00	$ 32,269.81
TxDOT 530-6004	DRIVEWAYS (CONC)	365	SY	$ 60.00	$ 30,683.06
TxDOT 104-6017	REMOVING CONC (DRIVEWAYS)	365	SY	$ 15.00	$ 7,670.76
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	405	SY	$ 9.00	$ 5,099.23
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	$ 50.00	$ -
---	CONCRETE RAILROAD PANEL	0	LS	$ 16,000.00	$ -
TxDOT 530-6005	DRIVEWAYS (ASPHALT CONC PAV)	0	SY	$ 35.00	$ -
---	WELDED STEEL GRATE	0	EA	$ 1,300.00	$ -
---	RELOCATE FIRE HYDRANT	0	LS	$ 2,000.00	$ -
---	ADJUST UTILITY ELEVATION	1	LS	$ 1,000.00	$ 1,400.00
---	REMOVE OBSTRUCTION	12	LS	$ 1,000.00	$ 16,800.00
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	$ 500.00	$ -
---	RAILROAD COMPANY FLAGGER	0	Day(s)	$ 1,000.00	$ -
---	REMOVE CONCRETE RAILROAD PANEL	0	LS	$ 2,000.00	$ -
TxDOT 105-6008	REMOVING STAB BASE AND ASPH PAV (6")	0	SY	$ 5.10	$ -
---	INSTALLATION OF ASPHALT PAVEMENT (6")	0	SY	$ 5.00	$ -

Basis for Cost Projection

☑ No Design Completed
❑ Preliminary Design
❑ Final Design

Subtotal:		$	93,922.87
Estimated Project Cost:		**$**	**94,000.00**
Engineering: (% +/-)	*20%*	*$*	*13,417.55*
Contingency: (% +/-)	*20%*	*$*	*13,417.55*

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Sidewalk Summary

Priority	Length (LF)	Cost
High	965	$ 81,101.19
Medium	308	$ 12,496.15
Low	87	$ 325.52
Compliant	134	
Not Prioritized	0	
Subtotal	**1,494**	$ 93,922.87
Sidewalk Total		**$ 94,000.00**

Corridor Summary

Facility	**Cost**
Sidewalk Total	$ 94,000.00
Unsignalized Intersection Total	$ 213,000.00
Corridor Total	**$ 307,000.00**

End of Project Description for Project 19 Woodshadow Ln

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

Client:	**Town of Addison**	**Date: 01/02/18**
Program:	**ADA Self-Evaluation and Transition Plan**	**Prepared By: CMP**
KHA No.:	**063543021**	**Checked By: EPE**

Corridor:	**Longfellow Ct**	**GPS ID: 20**
Limits:	**Woodshadow Ln - Brookwood Ln**	
Town:	**Addison**	

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost *Includes Engineering (15%) and Contingency (20%)*
TxDOT 450	RAIL (HANDRAIL)	0	LF	$ 89.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	218	SY	$ 45.00	$ 13,747.14
TxDOT 530-6004	DRIVEWAYS (CONC)	145	SY	$ 60.00	$ 12,147.15
TxDOT 104-6017	REMOVING CONC (DRIVEWAYS)	145	SY	$ 15.00	$ 3,036.79
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	174	SY	$ 9.00	$ 2,195.74
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	$ 50.00	$ -
---	CONCRETE RAILROAD PANEL	0	LS	$ 16,000.00	$ -
TxDOT 530-6005	DRIVEWAYS (ASPHALT CONC PAV)	0	SY	$ 35.00	$ -
---	WELDED STEEL GRATE	0	EA	$ 1,300.00	$ -
---	RELOCATE FIRE HYDRANT	0	LS	$ 2,000.00	$ -
---	ADJUST UTILITY ELEVATION	2	LS	$ 1,000.00	$ 2,800.00
---	REMOVE OBSTRUCTION	3	LS	$ 1,000.00	$ 4,200.00
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	$ 500.00	$ -
---	RAILROAD COMPANY FLAGGER	0	Day(s)	$ 1,000.00	$ -
---	REMOVE CONCRETE RAILROAD PANEL	0	LS	$ 2,000.00	$ -
TxDOT 105-6008	REMOVING STAB BASE AND ASPH PAV (6")	0	SY	$ 5.10	$ -
---	INSTALLATION OF ASPHALT PAVEMENT (6")	0	SY	$ 5.00	$ -

Basis for Cost Projection

☑ No Design Completed
❑ Preliminary Design
❑ Final Design

Subtotal:		$	38,126.82
Estimated Project Cost:		**$**	**39,000.00**
Engineering: (% +/-)	*20%*	*$*	*5,446.69*
Contingency: (% +/-)	*20%*	*$*	*5,446.69*

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Sidewalk Summary

Priority	Length (LF)	Cost
High	422	$ 33,743.31
Medium	88	$ 3,588.82
Low	44	$ 794.70
Compliant	0	
Not Prioritized	0	
Subtotal	**554**	$ 38,126.82
Sidewalk Total		**$ 39,000.00**

Corridor Summary

Facility	**Cost**
Sidewalk Total	$ 39,000.00
Unsignalized Intersection Total	$ -
Corridor Total	**$ 39,000.00**

End of Project Description for Project 20 Longfellow Ct

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

Client:	**Town of Addison**	**Date:**	**01/02/18**
Program:	**ADA Self-Evaluation and Transition Plan**	**Prepared By:**	**CMP**
KHA No.:	**063543021**	**Checked By:**	**EPE**

Corridor:	**Brookwood Ln**	**GPS ID:**	**21**
Limits:	**Flanders Ct - Aspen Ct**		
Town:	**Addison**		

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost *Includes Engineering (15%) and Contingency (20%)*
TxDOT 450	RAIL (HANDRAIL)	0	LF	$ 89.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	1,169	SY	$ 45.00	$ 73,649.99
TxDOT 530-6004	DRIVEWAYS (CONC)	153	SY	$ 60.00	$ 12,880.28
TxDOT 104-6017	REMOVING CONC (DRIVEWAYS)	153	SY	$ 15.00	$ 3,220.07
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	1,107	SY	$ 9.00	$ 13,952.58
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	$ 50.00	$ -
---	CONCRETE RAILROAD PANEL	0	LS	$ 16,000.00	$ -
TxDOT 530-6005	DRIVEWAYS (ASPHALT CONC PAV)	0	SY	$ 35.00	$ -
---	WELDED STEEL GRATE	0	EA	$ 1,300.00	$ -
---	RELOCATE FIRE HYDRANT	0	LS	$ 2,000.00	$ -
---	ADJUST UTILITY ELEVATION	24	LS	$ 1,000.00	$ 33,600.00
---	REMOVE OBSTRUCTION	1	LS	$ 1,000.00	$ 1,400.00
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	$ 500.00	$ -
---	RAILROAD COMPANY FLAGGER	0	Day(s)	$ 1,000.00	$ -
---	REMOVE CONCRETE RAILROAD PANEL	0	LS	$ 2,000.00	$ -
TxDOT 105-6008	REMOVING STAB BASE AND ASPH PAV (6")	0	SY	$ 5.10	$ -
---	INSTALLATION OF ASPHALT PAVEMENT (6")	0	SY	$ 5.00	$ -

Basis for Cost Projection

☑ No Design Completed
❑ Preliminary Design
❑ Final Design

Subtotal:		$	138,702.91
Estimated Project Cost:		**$**	**139,000.00**
Engineering: (% +/-)	*20%*	*$*	*19,814.70*
Contingency: (% +/-)	*20%*	*$*	*19,814.70*

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Sidewalk Summary

Priority	Length (LF)	Cost
High	1,565	$ 107,373.29
Medium	903	$ 31,329.63
Low	310	$ -
Compliant	666	
Not Prioritized	0	
Subtotal	**3,443**	$ 138,702.91
Sidewalk Total		**$ 139,000.00**

Corridor Summary

Facility	**Cost**
Sidewalk Total	$ 139,000.00
Unsignalized Intersection Total	$ 581,000.00
Corridor Total	**$ 720,000.00**

End of Project Description for Project 21 Brookwood Ln

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

Client:	**Town of Addison**	**Date: 01/02/18**
Program:	**ADA Self-Evaluation and Transition Plan**	**Prepared By: CMP**
KHA No.:	**063543021**	**Checked By: EPE**

Corridor:	**Brookwood Ln Trail**	**GPS ID: 22**
Limits:	**Brookwood Ln - South of Brookwood Ln**	
Town:	**Addison**	

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost *Includes Engineering (15%) and Contingency (20%)*
TxDOT 450	RAIL (HANDRAIL)	0	LF	$ 89.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	4	SY	$ 45.00	$ 227.82
TxDOT 530-6004	DRIVEWAYS (CONC)	0	SY	$ 60.00	$ -
TxDOT 104-6017	REMOVING CONC (DRIVEWAYS)	0	SY	$ 15.00	$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	4	SY	$ 9.00	$ 45.56
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	$ 50.00	$ -
---	CONCRETE RAILROAD PANEL	0	LS	$ 16,000.00	$ -
TxDOT 530-6005	DRIVEWAYS (ASPHALT CONC PAV)	0	SY	$ 35.00	$ -
---	WELDED STEEL GRATE	0	EA	$ 1,300.00	$ -
---	RELOCATE FIRE HYDRANT	0	LS	$ 2,000.00	$ -
---	ADJUST UTILITY ELEVATION	0	LS	$ 1,000.00	$ -
---	REMOVE OBSTRUCTION	0	LS	$ 1,000.00	$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	$ 500.00	$ -
---	RAILROAD COMPANY FLAGGER	0	Day(s)	$ 1,000.00	$ -
---	REMOVE CONCRETE RAILROAD PANEL	0	LS	$ 2,000.00	$ -
TxDOT 105-6008	REMOVING STAB BASE AND ASPH PAV (6")	0	SY	$ 5.10	$ -
---	INSTALLATION OF ASPHALT PAVEMENT (6")	0	SY	$ 5.00	$ -

Basis for Cost Projection

☑ No Design Completed
❑ Preliminary Design
❑ Final Design

Subtotal:		$	273.39
Estimated Project Cost:		**$**	**1,000.00**
Engineering: (% +/-)	*20%*	*$*	*39.06*
Contingency: (% +/-)	*20%*	*$*	*39.06*

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Sidewalk Summary

Priority	Length (LF)	Cost
High	4	$ 273.39
Medium	0	$ -
Low	0	$ -
Compliant	199	
Not Prioritized	0	
Subtotal	**203**	$ 273.39
Sidewalk Total		**$ 1,000.00**

Corridor Summary

Facility	**Cost**
Sidewalk Total	$ 1,000.00
Unsignalized Intersection Total	$ -
Corridor Total	**$ 1,000.00**

End of Project Description for Project 22 Brookwood Ln Trail

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

Client:	**Town of Addison**	**Date: 01/02/18**
Program:	**ADA Self-Evaluation and Transition Plan**	**Prepared By: CMP**
KHA No.:	**063543021**	**Checked By: EPE**

Corridor:	**Beau Park Ln**	**GPS ID: 23**
Limits:	**Les Lacs Ave - Brookwood Ln**	
Town:	**Addison**	

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost *Includes Engineering (15%) and Contingency (20%)*
TxDOT 450	RAIL (HANDRAIL)	0	LF	$ 89.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	126	SY	$ 45.00	$ 7,936.46
TxDOT 530-6004	DRIVEWAYS (CONC)	51	SY	$ 60.00	$ 4,249.45
TxDOT 104-6017	REMOVING CONC (DRIVEWAYS)	51	SY	$ 15.00	$ 1,062.36
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	113	SY	$ 9.00	$ 1,427.48
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	$ 50.00	$ -
---	CONCRETE RAILROAD PANEL	0	LS	$ 16,000.00	$ -
TxDOT 530-6005	DRIVEWAYS (ASPHALT CONC PAV)	0	SY	$ 35.00	$ -
---	WELDED STEEL GRATE	0	EA	$ 1,300.00	$ -
---	RELOCATE FIRE HYDRANT	0	LS	$ 2,000.00	$ -
---	ADJUST UTILITY ELEVATION	3	LS	$ 1,000.00	$ 4,200.00
---	REMOVE OBSTRUCTION	1	LS	$ 1,000.00	$ 1,400.00
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	$ 500.00	$ -
---	RAILROAD COMPANY FLAGGER	0	Day(s)	$ 1,000.00	$ -
---	REMOVE CONCRETE RAILROAD PANEL	0	LS	$ 2,000.00	$ -
TxDOT 105-6008	REMOVING STAB BASE AND ASPH PAV (6")	0	SY	$ 5.10	$ -
---	INSTALLATION OF ASPHALT PAVEMENT (6")	0	SY	$ 5.00	$ -

Basis for Cost Projection

☑ No Design Completed
❑ Preliminary Design
❑ Final Design

Subtotal:		$	20,275.75
Estimated Project Cost:		**$**	**21,000.00**
Engineering: (% +/-)	*20%*	*$*	*2,896.54*
Contingency: (% +/-)	*20%*	*$*	*2,896.54*

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Sidewalk Summary

Priority	Length (LF)	Cost
High	160	$ 15,222.50
Medium	81	$ 3,378.61
Low	120	$ 1,674.63
Compliant	239	
Not Prioritized	0	
Subtotal	**600**	$ 20,275.75
Sidewalk Total		**$ 21,000.00**

Corridor Summary

Facility	**Cost**
Sidewalk Total	$ 21,000.00
Unsignalized Intersection Total	$ 40,000.00
Corridor Total	**$ 61,000.00**

End of Project Description for Project 23 Beau Park Ln

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

Client:	**Town of Addison**	**Date:**	**01/02/18**
Program:	**ADA Self-Evaluation and Transition Plan**	**Prepared By:**	**CMP**
KHA No.:	**063543021**	**Checked By:**	**EPE**

Corridor:	**Brookwood Ln**	**GPS ID:**	**24**
Limits:	**Les Lacs Ave - Brookwood Ln**		
Town:	**Addison**		

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost *Includes Engineering (15%) and Contingency (20%)*
TxDOT 450	RAIL (HANDRAIL)	0	LF	$ 89.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	235	SY	$ 45.00	$ 14,836.08
TxDOT 530-6004	DRIVEWAYS (CONC)	94	SY	$ 60.00	$ 7,926.16
TxDOT 104-6017	REMOVING CONC (DRIVEWAYS)	94	SY	$ 15.00	$ 1,981.54
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	174	SY	$ 9.00	$ 2,197.86
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	$ 50.00	$ -
---	CONCRETE RAILROAD PANEL	0	LS	$ 16,000.00	$ -
TxDOT 530-6005	DRIVEWAYS (ASPHALT CONC PAV)	0	SY	$ 35.00	$ -
---	WELDED STEEL GRATE	0	EA	$ 1,300.00	$ -
---	RELOCATE FIRE HYDRANT	0	LS	$ 2,000.00	$ -
---	ADJUST UTILITY ELEVATION	4	LS	$ 1,000.00	$ 5,600.00
---	REMOVE OBSTRUCTION	2	LS	$ 1,000.00	$ 2,800.00
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	$ 500.00	$ -
---	RAILROAD COMPANY FLAGGER	0	Day(s)	$ 1,000.00	$ -
---	REMOVE CONCRETE RAILROAD PANEL	0	LS	$ 2,000.00	$ -
TxDOT 105-6008	REMOVING STAB BASE AND ASPH PAV (6")	0	SY	$ 5.10	$ -
---	INSTALLATION OF ASPHALT PAVEMENT (6")	0	SY	$ 5.00	$ -

Basis for Cost Projection

☑ No Design Completed
❑ Preliminary Design
❑ Final Design

Subtotal:		$	35,341.63
Estimated Project Cost:		**$**	**36,000.00**
Engineering: (% +/-)	*20%*	*$*	*5,048.80*
Contingency: (% +/-)	*20%*	*$*	*5,048.80*

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Sidewalk Summary

Priority	Length (LF)	Cost
High	381	$ 30,019.74
Medium	41	$ 1,713.85
Low	234	$ 3,608.05
Compliant	0	
Not Prioritized	0	
Subtotal	**657**	$ 35,341.63
Sidewalk Total		**$ 36,000.00**

Corridor Summary

Facility	**Cost**
Sidewalk Total	$ 36,000.00
Unsignalized Intersection Total	$ 40,000.00
Corridor Total	**$ 76,000.00**

End of Project Description for Project 24 Brookwood Ln

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

Client:	**Town of Addison**	**Date: 01/02/18**
Program:	**ADA Self-Evaluation and Transition Plan**	**Prepared By: CMP**
KHA No.:	**063543021**	**Checked By: EPE**

Corridor:	**Spring Valley Rd**	**GPS ID: 25**
Limits:	**Marsh Ln - Vitruvian Way**	
Town:	**Addison**	

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost *Includes Engineering (15%) and Contingency (20%)*
TxDOT 450	RAIL (HANDRAIL)	0	LF	$ 89.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	661	SY	$ 45.00	$ 41,659.44
TxDOT 530-6004	DRIVEWAYS (CONC)	585	SY	$ 60.00	$ 49,156.04
TxDOT 104-6017	REMOVING CONC (DRIVEWAYS)	585	SY	$ 15.00	$ 12,289.01
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	656	SY	$ 9.00	$ 8,260.55
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	$ 50.00	$ -
---	CONCRETE RAILROAD PANEL	0	LS	$ 16,000.00	$ -
TxDOT 530-6005	DRIVEWAYS (ASPHALT CONC PAV)	0	SY	$ 35.00	$ -
---	WELDED STEEL GRATE	0	EA	$ 1,300.00	$ -
---	RELOCATE FIRE HYDRANT	0	LS	$ 2,000.00	$ -
---	ADJUST UTILITY ELEVATION	1	LS	$ 1,000.00	$ 1,400.00
---	REMOVE OBSTRUCTION	4	LS	$ 1,000.00	$ 5,600.00
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	$ 500.00	$ -
---	RAILROAD COMPANY FLAGGER	0	Day(s)	$ 1,000.00	$ -
---	REMOVE CONCRETE RAILROAD PANEL	0	LS	$ 2,000.00	$ -
TxDOT 105-6008	REMOVING STAB BASE AND ASPH PAV (6")	0	SY	$ 5.10	$ -
---	INSTALLATION OF ASPHALT PAVEMENT (6")	0	SY	$ 5.00	$ -

Basis for Cost Projection

☑ No Design Completed
❑ Preliminary Design
❑ Final Design

Subtotal:		$	118,365.04
Estimated Project Cost:		**$**	**119,000.00**
Engineering: (% +/-)	*20%*	*$*	*16,909.29*
Contingency: (% +/-)	*20%*	*$*	*16,909.29*

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Sidewalk Summary

Priority	Length (LF)	Cost
High	943	$ 61,130.81
Medium	554	$ 43,516.48
Low	210	$ 13,717.76
Compliant	2,952	
Not Prioritized	0	
Subtotal	**4,659**	$ 118,365.04
Sidewalk Total		**$ 119,000.00**

Corridor Summary

Facility	**Cost**
Sidewalk Total	$ 119,000.00
Unsignalized Intersection Total	$ 140,000.00
Corridor Total	**$ 259,000.00**

End of Project Description for Project 25 Spring Valley Rd

Town of Addison
ADA Self-Evaluation and Transition Plan
Sidewalk Cost Projection Summary - Rail
12/21/2017

GPS ID	Project Name	Cost Projection
2	Quorum Dr	$ 44,000
6	Spectrum Dr	$ 75,000
10	Belt Line Rd	$ 75,000
	TOTAL	**$ 194,000**

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

Client:	**Town of Addison**	**Date:**	**12/21/17**
Program:	**ADA Self-Evaluation and Transition Plan**	**Prepared By:**	**CMP**
KHA No.:	**063543021**	**Checked By:**	**EPE**

Corridor:	**Quorum Dr**	**GPS ID:**	**2**
Limits:	**Keller Springs Rd - Addison Circle Dr**		
Town:	**Addison**		

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost *Includes Engineering (15%) and Contingency (20%)*
TxDOT 450	RAIL (HANDRAIL)	0	LF	$ 89.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	22	SY	$ 45.00	$ 1,401.12
TxDOT 530-6004	DRIVEWAYS (CONC)	0	SY	$ 60.00	$ -
TxDOT 104-6017	REMOVING CONC (DRIVEWAYS)	0	SY	$ 15.00	$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	22	SY	$ 9.00	$ 280.22
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	40	SF	$ 50.00	$ 2,800.00
---	CONCRETE RAILROAD PANEL	1	LS	$ 16,000.00	$ 22,400.00
TxDOT 530-6005	DRIVEWAYS (ASPHALT CONC PAV)	0	SY	$ 35.00	$ -
---	WELDED STEEL GRATE	0	EA	$ 1,300.00	$ -
---	RELOCATE FIRE HYDRANT	0	LS	$ 2,000.00	$ -
---	ADJUST UTILITY ELEVATION	0	LS	$ 1,000.00	$ -
---	REMOVE OBSTRUCTION	0	LS	$ 1,000.00	$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	$ 500.00	$ -
---	RAILROAD COMPANY FLAGGER	10	Day(s)	$ 1,000.00	$ 14,000.00
---	REMOVE CONCRETE RAILROAD PANEL	1	LS	$ 2,000.00	$ 2,800.00
TxDOT 105-6008	REMOVING STAB BASE AND ASPH PAV (6")	0	SY	$ 5.10	$ -
---	INSTALLATION OF ASPHALT PAVEMENT (6")	0	SY	$ 5.00	$ -

Basis for Cost Projection

☑ No Design Completed
❑ Preliminary Design
❑ Final Design

Subtotal:		$	43,681.34
Estimated Project Cost:		**$**	**44,000.00**
Engineering: (% +/-)	*20%*	*$*	*6,240.19*
Contingency: (% +/-)	*20%*	*$*	*6,240.19*

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Sidewalk Summary

Priority	Length (LF)	Cost
High	43	$ 43,681.34
Medium	0	$ -
Low	0	$ -
Compliant	0	
Not Prioritized	0	
Subtotal	**43**	$ 43,681.34
Sidewalk Total		**$ 44,000.00**

Corridor Summary

Facility	**Cost**
Sidewalk Total	$ 44,000.00
Unsignalized Intersection Total	$ 206,000.00
Corridor Total	**$ 250,000.00**

End of Project Description for Project 2 Quorum Dr

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

Client:	**Town of Addison**	**Date:**	**12/21/17**
Program:	**ADA Self-Evaluation and Transition Plan**	**Prepared By:**	**CMP**
KHA No.:	**063543021**	**Checked By:**	**EPE**

Corridor:	**Spectrum Dr**	**GPS ID:**	**6**
Limits:	**Morris Ave - Dallas Pkwy**		
Town:	**Addison**		

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost *Includes Engineering (15%) and Contingency (20%)*
TxDOT 450	RAIL (HANDRAIL)	0	LF	$ 89.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	22	SY	$ 45.00	$ 1,401.12
TxDOT 530-6004	DRIVEWAYS (CONC)	0	SY	$ 60.00	$ -
TxDOT 104-6017	REMOVING CONC (DRIVEWAYS)	0	SY	$ 15.00	$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	22	SY	$ 9.00	$ 280.22
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	40	SF	$ 50.00	$ 2,800.00
---	CONCRETE RAILROAD PANEL	2	LS	$ 16,000.00	$ 44,800.00
TxDOT 530-6005	DRIVEWAYS (ASPHALT CONC PAV)	0	SY	$ 35.00	$ -
---	WELDED STEEL GRATE	0	EA	$ 1,300.00	$ -
---	RELOCATE FIRE HYDRANT	0	LS	$ 2,000.00	$ -
---	ADJUST UTILITY ELEVATION	0	LS	$ 1,000.00	$ -
---	REMOVE OBSTRUCTION	0	LS	$ 1,000.00	$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	$ 500.00	$ -
---	RAILROAD COMPANY FLAGGER	14	Day(s)	$ 1,000.00	$ 19,600.00
---	REMOVE CONCRETE RAILROAD PANEL	2	LS	$ 2,000.00	$ 5,600.00
TxDOT 105-6008	REMOVING STAB BASE AND ASPH PAV (6")	0	SY	$ 5.10	$ -
---	INSTALLATION OF ASPHALT PAVEMENT (6")	0	SY	$ 5.00	$ -

Basis for Cost Projection

☑ No Design Completed
❑ Preliminary Design
❑ Final Design

Subtotal:		$	74,481.34
Estimated Project Cost:		**$**	**75,000.00**
Engineering: (% +/-)	*20%*	*$*	*10,640.19*
Contingency: (% +/-)	*20%*	*$*	*10,640.19*

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	55	$ 74,481.34
Medium	0	$ -
Low	0	$ -
Compliant	0	
Not Prioritized	0	
Subtotal	**55**	$ 74,481.34
Sidewalk Total		**$ 75,000.00**

Corridor Summary

Facility	**Cost**
Sidewalk Total	$ 75,000.00
Unsignalized Intersection Total	$ 88,000.00
Corridor Total	**$ 163,000.00**

End of Project Description for Project 6 Spectrum Dr

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

Client:	**Town of Addison**	**Date: 12/21/17**
Program:	**ADA Self-Evaluation and Transition Plan**	**Prepared By: CMP**
KHA No.:	**063543021**	**Checked By: EPE**

Corridor:	**Belt Line Rd**	**GPS ID: 10**
Limits:	**Midway Rd - Dallas Pkwy**	
Town:	**Addison**	

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost *Includes Engineering (15%) and Contingency (20%)*
TxDOT 450	RAIL (HANDRAIL)	0	LF	$ 89.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	22	SY	$ 45.00	$ 1,401.12
TxDOT 530-6004	DRIVEWAYS (CONC)	0	SY	$ 60.00	$ -
TxDOT 104-6017	REMOVING CONC (DRIVEWAYS)	0	SY	$ 15.00	$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	22	SY	$ 9.00	$ 280.22
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	40	SF	$ 50.00	$ 2,800.00
---	CONCRETE RAILROAD PANEL	2	LS	$ 16,000.00	$ 44,800.00
TxDOT 530-6005	DRIVEWAYS (ASPHALT CONC PAV)	0	SY	$ 35.00	$ -
---	WELDED STEEL GRATE	0	EA	$ 1,300.00	$ -
---	RELOCATE FIRE HYDRANT	0	LS	$ 2,000.00	$ -
---	ADJUST UTILITY ELEVATION	0	LS	$ 1,000.00	$ -
---	REMOVE OBSTRUCTION	0	LS	$ 1,000.00	$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	$ 500.00	$ -
---	RAILROAD COMPANY FLAGGER	14	Day(s)	$ 1,000.00	$ 19,600.00
---	REMOVE CONCRETE RAILROAD PANEL	2	LS	$ 2,000.00	$ 5,600.00
TxDOT 105-6008	REMOVING STAB BASE AND ASPH PAV (6")	0	SY	$ 5.10	$ -
---	INSTALLATION OF ASPHALT PAVEMENT (6")	0	SY	$ 5.00	$ -

Basis for Cost Projection

☑ No Design Completed
❑ Preliminary Design
❑ Final Design

Subtotal:		$	74,481.34
Estimated Project Cost:		**$**	**75,000.00**
Engineering: (% +/-)	*20%*	*$*	*10,640.19*
Contingency: (% +/-)	*20%*	*$*	*10,640.19*

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	43	$ 74,481.34
Medium	0	$ -
Low	0	$ -
Compliant	0	
Not Prioritized	0	
Subtotal	**43**	$ 74,481.34
Sidewalk Total		**$ 75,000.00**

Corridor Summary

Facility	**Cost**
Sidewalk Total	$ 75,000.00
Unsignalized Intersection Total	$ 448,000.00
Corridor Total	**$ 523,000.00**

End of Project Description for Project 10 Belt Line Rd

Town of Addison
ADA Self-Evaluation and Transition Plan
Unsignalized Intersection Cost Projection Summary
12/21/2017

GPS ID	Project Name	Cost Projection	Priority
100	Intersection of Keller Springs Rd and driveway (Lat. 32.9686; Long. -96.8290)	$ 11,000	2
101	Intersection of Keller Springs Rd and driveway (Lat. 32.9686; Long. -96.8288)	$ 12,000	2
103	Intersection of Keller Springs Rd and driveway (Lat. 32.9686; Long. -96.8272)	$ 13,000	2
104	Intersection of Keller Springs Rd and driveway (Lat. 32.9686; Long. -96.8270)	$ 12,000	2
105	Intersection of Keller Springs Rd and driveway (Lat. 32.9686; Long. -96.8268)	$ 11,000	2
106	Intersection of Keller Springs Rd and driveway (Lat. 32.9686; Long. -96.8253)	$ 8,000	2
107	Intersection of Keller Springs Rd and driveway (Lat. 32.9686; Long. -96.8241)	$ 9,000	2
108	Intersection of Keller Springs Rd and driveway (Lat. 32.9686; Long. -96.8239)	$ 11,000	2
109	Intersection of Keller Springs Rd and driveway (Lat. 32.9685; Long. -96.8231)	$ 11,000	2
110	Intersection of Keller Springs Rd and Mary Kay Way	$ 38,000	2
111	Intersection of Quorum Dr and driveway (Lat. 32.9677; Long. -96.8257)	$ 5,000	3
112	Intersection of Quorum Dr and driveway (Lat. 32.9673; Long. -96.8257)	$ 15,000	2
113	Intersection of Quorum Dr and driveway (Lat. 32.9668; Long. -96.8257)	$ 5,000	3
114	Intersection of Quorum Dr and Meridian Ln	$ 17,000	5
115	Intersection of Quorum Dr and Calloway Dr	$ 50,000	5
116	Intersection of Quorum Dr and Marcus Ave	$ 22,000	3
117	Intersection of Quorum Dr and Parkview Pl	$ 33,000	2
118	Intersection of Quorum Dr and Goodman Ave	$ 6,000	2
119	Intersection of Quorum Dr and Morris Ave	$ 33,000	2
120	Intersection of Quorum Dr and McEntire Pl	$ 23,000	5
121	Intersection of Airport Pkwy and driveway (Lat. 32.9660; Long. -96.8294)	$ 5,000	2
122	Intersection of Airport Pkwy and driveway (Lat. 32.9660; Long. -96.8287)	$ 11,000	2
123	Intersection of Airport Pkwy and driveway (Lat. 32.9660; Long. -96.8284)	$ 18,000	2
124	Intersection of Airport Pkwy and driveway (Lat. 32.9660; Long. -96.8278)	$ 5,000	2
125	Intersection of Airport Pkwy and driveway (Lat. 32.9660; Long. -96.8274)	$ 23,000	2
126	Intersection of Airport Pkwy and driveway (Lat. 32.9660; Long. -96.8271)	$ 11,000	2
127	Intersection of Airport Pkwy and driveway (Lat. 32.9660; Long. -96.8261)	$ 11,000	5
129	Intersection of Airport Pkwy and Dallas Pkwy	$ 16,000	5
130	Intersection of Addison Rd and Morris Ave	$ 38,000	5
131	Intersection of Morris Ave and Artist Way	$ 41,000	2
132	Intersection of Morris Ave and Artist Way	$ 20,000	2
133	Intersection of Morris Ave and Mildred Pl	$ 22,000	5
134	Intersection of Spectrum Dr and Morris Ave	$ 32,000	2
135	Intersection of Addison Rd and Addison Cir	$ 29,000	2
136	Intersection of Addison Cir and Dallas Pkwy	$ 36,000	5
137	Intersection of Spectrum Dr and McEntire Pl	$ 27,000	5
138	Intersection of Spectrum Dr and driveway (Lat. 32.9587; Long. -96.8247)	$ 14,000	2
139	Intersection of Edwin Lewis Dr and Spectrum Dr	$ 38,000	2
140	Intersection of Spectrum Dr and driveway (Lat. 32.9561; Long. -96.8245)	$ 11,000	2
141	Intersection of Spectrum Dr and driveway (Lat. 32.9557; Long. -96.8233)	$ 11,000	2
142	Intersection of Spectrum Dr and Dallas Pkwy	$ 11,000	5
143	Intersection of Arapaho Rd and driveway (Lat. 32.9577; Long. -96.8294)	$ 13,000	5
144	Intersection of Arapaho Rd and driveway (Lat. 32.9578; Long. -96.8290)	$ 18,000	5
145	Intersection of Arapaho Rd and driveway (Lat. 32.9582; Long. -96.8280)	$ 11,000	5
146	Intersection of Arapaho Rd and driveway (Lat. 32.9585; Long. -96.8272)	$ 18,000	2
147	Intersection of Arapaho Rd and driveway (Lat. 32.9590; Long. -96.8250)	$ 9,000	2
148	Intersection of Arapaho Rd and driveway (Lat. 32.9590; Long. -96.8241)	$ 11,000	2
149	Intersection of Arapaho Rd and driveway (Lat. 32.9592; Long. -96.8235)	$ 23,000	2
150	Intersection of Arapaho Rd and driveway (Lat. 32.9594; Long. -96.8224)	$ 15,000	2
152	Intersection of Addison Rd and driveway (Lat. 32.9597; Long. -96.8298)	$ 5,000	2
153	Intersection of Addison Rd and driveway (Lat. 32.9593; Long. -96.8298)	$ 5,000	3
154	Intersection of Addison Rd and driveway (Lat. 32.9592; Long. -96.8298)	$ 7,000	5
155	Intersection of Addison Rd and driveway (Lat. 32.9585; Long. -96.8298)	$ 16,000	5
156	Intersection of Addison Rd and driveway (Lat. 32.9572; Long. -96.8298)	$ 8,000	5
157	Intersection of Addison Rd and driveway (Lat. 32.9570; Long. -96.8298)	$ 8,000	5
158	Intersection of Addison Rd and driveway (Lat. 32.9567; Long. -96.8298)	$ 10,000	5
159	Intersection of Addison Rd and driveway (Lat. 32.9563; Long. -96.8298)	$ 6,000	5
160	Intersection of Addison Rd and driveway (Lat. 32.9559; Long. -96.8298)	$ 6,000	5
161	Intersection of Addison Rd and driveway (Lat. 32.9557; Long. -96.8298)	$ 6,000	5
162	Intersection of Addison Rd and driveway (Lat. 32.9555; Long. -96.8298)	$ 4,000	5
163	Intersection of Addison Rd and driveway (Lat. 32.9554; Long. -96.8298)	$ 6,000	5
164	Intersection of Addison Rd and driveway (Lat. 32.9552; Long. -96.8298)	$ 8,000	5

GPS ID	Project Name	Cost Projection	Priority
165	Intersection of Addison Rd and driveway (Lat. 32.9549; Long. -96.8298)	$ 3,000	9
166	Intersection of Addison Rd and driveway (Lat. 32.9548; Long. -96.8298)	$ 6,000	5
167	Intersection of Edwin Lewis Dr and driveway (Lat. 32.9577; Long. -96.8280)	$ 18,000	5
168	Intersection of Edwin Lewis Dr and driveway (Lat. 32.9578; Long. -96.8271)	$ 9,000	5
169	Intersection of Edwin Lewis Dr and driveway (Lat. 32.9577; Long. -96.8269)	$ 9,000	5
170	Intersection of Edwin Lewis Dr and driveway (Lat. 32.9577; Long. -96.8254)	$ 8,000	9
171	Intersection of Edwin Lewis Dr and driveway (Lat. 32.9577; Long. -96.8251)	$ 13,000	2
172	Intersection of Belt Line Rd and driveway (Lat. 32.9543; Long. -96.8380)	$ 11,000	2
173	Intersection of Belt Line Rd and driveway (Lat. 32.9543; Long. -96.8377)	$ 11,000	5
174	Intersection of Belt Line Rd and driveway (Lat. 32.9543; Long. -96.8374)	$ 17,000	5
175	Intersection of Belt Line Rd and driveway (Lat. 32.9542; Long. -96.8370)	$ 15,000	2
176	Intersection of Belt Line Rd and driveway (Lat. 32.9542; Long. -96.8366)	$ 6,000	5
177	Intersection of Belt Line Rd and driveway (Lat. 32.9541; Long. -96.8363)	$ 8,000	2
178	Intersection of Belt Line Rd and driveway (Lat. 32.9541; Long. -96.8361)	$ 4,000	2
179	Intersection of Belt Line Rd and driveway (Lat. 32.9542; Long. -96.8360)	$ 13,000	5
180	Intersection of Belt Line Rd and driveway (Lat. 32.9541; Long. -96.8355)	$ 35,000	2
181	Intersection of Belt Line Rd and driveway (Lat. 32.9540; Long. -96.8347)	$ 13,000	2
182	Intersection of Belt Line Rd and driveway (Lat. 32.9541; Long. -96.8343)	$ 21,000	2
183	Intersection of Belt Line Rd and driveway (Lat. 32.9540; Long. -96.8327)	$ 5,000	5
184	Intersection of Belt Line Rd and E Beltwood Pkwy	$ 35,000	5
185	Intersection of Belt Line Rd and driveway (Lat. 32.9540; Long. -96.8316)	$ 11,000	5
186	Intersection of Belt Line Rd and driveway (Lat. 32.9540; Long. -96.8310)	$ 8,000	5
187	Intersection of Belt Line Rd and Inwood Rd (west offset)	$ 20,000	5
188	Intersection of Belt Line Rd and driveway (Lat. 32.9541; Long. -96.8294)	$ 3,000	2
189	Intersection of Belt Line Rd and driveway (Lat. 32.9540; Long. -96.8291)	$ 9,000	2
190	Intersection of Belt Line Rd and Landmark Blvd	$ 63,000	5
191	Intersection of Belt Line Rd and driveway (Lat. 32.9540; Long. -96.8277)	$ 8,000	2
192	Intersection of Belt Line Rd and driveway (Lat. 32.9541; Long. -96.8275)	$ 11,000	5
193	Intersection of Belt Line Rd and driveway (Lat. 32.9540; Long. -96.8269)	$ 14,000	5
194	Intersection of Belt Line Rd and driveway (Lat. 32.9541; Long. -96.8268)	$ 13,000	2
195	Intersection of Belt Line Rd and driveway (Lat. 32.9540; Long. -96.8252)	$ 22,000	2
196	Intersection of Belt Line Rd and driveway (Lat. 32.9541; Long. -96.8249)	$ 12,000	2
197	Intersection of Belt Line Rd and driveway (Lat. 32.9540; Long. -96.8243)	$ 15,000	2
198	Intersection of Belt Line Rd and driveway (Lat. 32.9541; Long. -96.8234)	$ 11,000	2
199	Intersection of Belt Line Rd and driveway (Lat. 32.9540; Long. -96.8228)	$ 26,000	2
200	Intersection of Quorum Dr and driveway (Lat. 32.9531; Long. -96.8260)	$ 23,000	2
201	Intersection of Quorum Dr and driveway (Lat. 32.9529; Long. -96.8259)	$ 16,000	5
202	Intersection of Quorum Dr and driveway (Lat. 32.9528; Long. -96.8260)	$ 13,000	2
203	Intersection of Quorum Dr and driveway (Lat. 32.9521; Long. -96.8255)	$ 28,000	2
204	Intersection of Quorum Dr and driveway (Lat. 32.9519; Long. -96.8253)	$ 18,000	2
205	Intersection of Quorum Dr and driveway (Lat. 32.9513; Long. -96.8252)	$ 5,000	2
206	Intersection of Quorum Dr and driveway (Lat. 32.9510; Long. -96.8252)	$ 18,000	2
207	Intersection of Quorum Dr and driveway (Lat. 32.9508; Long. -96.8251)	$ 8,000	2
208	Intersection of Quorum Dr and driveway (Lat. 32.9505; Long. -96.8252)	$ 13,000	2
211	Intersection of Quorum Dr and driveway (Lat. 32.9500; Long. -96.8254)	$ 28,000	2
212	Intersection of Quorum Dr and driveway (Lat. 32.9499; Long. -96.8255)	$ 5,000	2
213	Intersection of Quorum Dr and driveway (Lat. 32.9495; Long. -96.8256)	$ 6,000	2
214	Intersection of Quorum Dr and midblock crossing (Lat. 32.9493; Long. -96.8256)	$ 45,000	2
215	Intersection of Quorum Dr and Landmark Pl (west)	$ 22,000	2
216	Intersection of Quorum Dr and Landmark Pl (east)	$ 16,000	2
217	Intersection of Landmark Pl and driveway (Lat. 32.9486; Long. -96.8246)	$ 5,000	2
218	Intersection of Oaks N Dr and driveway (Lat. 32.9533; Long. -96.8143)	$ 11,000	5
219	Intersection of Oaks N Dr and midblock crossing (Lat. 32.9527; Long. -96.8143)	$ 8,000	5
220	Intersection of Oaks N Dr and Trafalgar Ct	$ 41,000	6
221	Intersection of Oaks N Dr and Paladium Dr	$ 28,000	6
222	Intersection of Paladium Dr and Lochinvar Dr	$ 22,000	6
223	Intersection of Paladium Dr and Lochinvar Dr	$ 17,000	6
224	Intersection of Montfort Dr and driveway (Lat. 32.9502; Long. -96.8179)	$ 5,000	2
225	Intersection of Montfort Dr and driveway (Lat. 32.9498; Long. -96.8177)	$ 8,000	2
226	Intersection of Montfort Dr and driveway (Lat. 32.9495; Long. -96.8176)	$ 11,000	2
227	Intersection of Beltway Dr and Les Lacs Ave	$ 52,000	5
228	Intersection of Beltway Dr and Proton Dr	$ 33,000	2
229	Intersection of Beltway Dr and driveway (Lat. 32.9504; Long. -96.8491)	$ 24,000	2
230	Intersection of Beltway Dr and driveway (Lat. 32.9509; Long. -96.8483)	$ 6,000	9
231	Intersection of Beltway Dr and driveway (Lat. 32.9510; Long. -96.8482)	$ 3,000	9
232	Intersection of Beltway Dr and driveway (Lat. 32.9511; Long. -96.8477)	$ 5,000	2
234	Intersection of Beltway Dr and driveway (Lat. 32.9512; Long. -96.8473)	$ 13,000	5
235	Intersection of Beltway Dr and Surveyor Blvd	$ 35,000	4

GPS ID	Project Name	Cost Projection	Priority
236	Intersection of Beltway Dr and driveway (Lat. 32.9512; Long. -96.8452)	$ 11,000	5
237	Intersection of Beltway Dr and driveway (Lat. 32.9512; Long. -96.8445)	$ 5,000	5
238	Intersection of Beltway Dr and driveway (Lat. 32.9512; Long. -96.8438)	$ 5,000	5
239	Intersection of Beltway Dr and driveway (Lat. 32.9514; Long. -96.8432)	$ 5,000	5
240	Intersection of Beltway Dr and Towne Lake Cir	$ 11,000	5
241	Intersection of Beltway Dr and driveway (Lat. 32.9517; Long. -96.8409)	$ 5,000	6
242	Intersection of Beltway Dr and driveway (Lat. 32.9519; Long. -96.8396)	$ 11,000	5
243	Intersection of Proton Dr and Ridgelake Ct	$ 19,000	5
244	Intersection of Proton Dr and Lakeview Ct	$ 25,000	5
245	Intersection of Proton Dr and Weller Run Ct	$ 20,000	5
246	Intersection of Proton Dr and Canot Ln	$ 18,000	5
247	Intersection of Les Lacs Ave and Proton Dr	$ 41,000	5
248	Intersection of Proton Dr and Redding Trail	$ 2,000	2
249	Intersection of Proton Dr and Lexus Ave	$ 36,000	5
250	Intersection of Proton Dr and Lakecrest Dr	$ 29,000	5
251	Intersection of Proton Dr and Heritage Ln	$ 27,000	5
252	Intersection of Proton Dr and Vintage Ln	$ 36,000	5
253	Intersection of Proton Dr and Azure Ln	$ 19,000	5
254	Intersection of Proton Dr and Berklee Dr	$ 12,000	5
255	Intersection of Proton Dr and driveway (Lat. 32.9460; Long. -96.8417)	$ 11,000	2
256	Intersection of Proton Dr and driveway (Lat. 32.9460; Long. -96.8415)	$ 19,000	5
257	Intersection of Proton Dr and driveway (Lat. 32.9459; Long. -96.8410)	$ 8,000	2
258	Intersection of Proton Dr and driveway (Lat. 32.9459; Long. -96.8402)	$ 13,000	5
259	Intersection of Proton Dr and driveway (Lat. 32.9459; Long. -96.8399)	$ 5,000	6
260	Intersection of Proton Dr and driveway (Lat. 32.9459; Long. -96.8395)	$ 4,000	5
261	Intersection of Proton Dr and driveway (Lat. 32.9459; Long. -96.8393)	$ 11,000	5
262	Intersection of Les Lacs Ave and Chatham Ct Dr	$ 59,000	5
263	Intersection of Les Lacs Ave and Lakeway Ct	$ 23,000	5
264	Intersection of Les Lacs Ave and Waterside Ct	$ 35,000	5
265	Intersection of Les Lacs Ave and Waterford Dr	$ 37,000	5
266	Intersection of Les Lacs Ave and Beau Park Ln	$ 54,000	5
267	Intersection of Les Lacs Ave and Meadowcreek Cir	$ 36,000	5
268	Intersection of Les Lacs Ave and Waterford Dr	$ 37,000	5
269	Intersection of Les Lacs Ave and Brookwood Ln	$ 21,000	5
270	Intersection of Les Lacs Ave and Wayside Ct	$ 52,000	5
271	Intersection of Les Lacs Ave and Bentwater Ct	$ 59,000	5
272	Intersection of Woodshadow Ln and Flanders Ct	$ 36,000	5
273	Intersection of Woodshadow Ln and Windsor Ct	$ 33,000	5
274	Intersection of Woodshadow Ln and Stratford Ct	$ 40,000	5
275	Intersection of Woodshadow Ln and Dickenson Ct	$ 23,000	5
276	Intersection of Brookwood Ln and Flanders Ct	$ 26,000	5
277	Intersection of Brookwood Ln and Ponder Ct	$ 46,000	5
278	Intersection of Brookwood Ln and Poe Ct	$ 38,000	5
279	Intersection of Brookwood Ln and Walden Ct	$ 33,000	5
280	Intersection of Brookwood Ln and Princeton Ct	$ 38,000	5
281	Intersection of Brookwood Ln and Dove Ct	$ 47,000	5
282	Intersection of Brookwood Ln and Whitman Ct	$ 36,000	5
284	Intersection of Brookwood Ln and Hawthorne Ct	$ 26,000	5
285	Intersection of Brookwood Ln and Blueberry Ct	$ 38,000	5
286	Intersection of Brookwood Ln and Hemmingway Ct	$ 28,000	5
287	Intersection of Brookwood Ln and Parker Ct	$ 18,000	5
288	Intersection of Brookwood Ln and Cambridge Ct	$ 17,000	5
289	Intersection of Brookwood Ln and Evergreen Ct	$ 28,000	5
290	Intersection of Brookwood Ln and Dartmouth Ct	$ 31,000	5
291	Intersection of Brookwood Ln and Camelot Ct	$ 32,000	5
292	Intersection of Brookwood Ln and Aspen Ct	$ 20,000	5
293	Intersection of Spring Valley Rd and driveway (Lat. 32.9399; Long. -96.8552)	$ 15,000	5
294	Intersection of Spring Valley Rd and driveway (Lat. 32.9399; Long. -96.8550)	$ 18,000	5
295	Intersection of Spring Valley Rd and driveway (Lat. 32.9399; Long. -96.8549)	$ 3,000	6
297	Intersection of Spring Valley Rd and driveway (Lat. 32.9399; Long. -96.8545)	$ 9,000	5
298	Intersection of Spring Valley Rd and driveway (Lat. 32.9399; Long. -96.8543)	$ 15,000	5
299	Intersection of Spring Valley Rd and driveway (Lat. 32.9399; Long. -96.8533)	$ 5,000	5
300	Intersection of Spring Valley Rd and driveway (Lat. 32.9399; Long. -96.8531)	$ 15,000	5
301	Intersection of Spring Valley Rd and driveway (Lat. 32.9399; Long. -96.8523)	$ 10,000	2
302	Intersection of Spring Valley Rd and Woodway Dr	$ 9,000	13
303	Intersection of Spring Valley Rd and driveway (Lat. 32.9398; Long. -96.8511)	$ 6,000	2
304	Intersection of Spring Valley Rd and driveway (Lat. 32.9399; Long. -96.8502)	$ 6,000	2
305	Intersection of Spring Valley Rd and driveway (Lat. 32.9398; Long. -96.8500)	$ 1,000	9

GPS ID	Project Name	Cost Projection	Priority
306	Intersection of Spring Valley Rd and driveway (Lat. 32.9398; Long. -96.8494)	$ 4,000	2
90019	Intersection of Brookwood Ln and midblock ramp (Lat. 32.9442; Long. -96.8530)	$ 17,000	2
90020	Intersection of Les Lacs Park and parking lot (Lat. 32.9508; Long. -96.8491)	$ 10,000	2
90028	Intersection of Spring Valley Rd and driveway (Lat. 32.9399; Long. -96.8544)	$ 8,000	5
90029	Intersection of Spring Valley Rd and driveway (Lat. 32.9399; Long. -96.8547)	$ 5,000	6
90030	Intersection of Spring Valley Rd and driveway (Lat. 32.9399; Long. -96.8537)	$ 11,000	5
90031	Intersection of Beau Park Ln and Woodshadow Ln	$ 30,000	5
90032	Intersection of Beau Park Ln and driveway (Lat. 32.9444; Long. -96.8527)	$ 5,000	6
90033	Intersection of Beau Park Ln and driveway (Lat. 32.9443; Long. -96.8527)	$ 5,000	6
90035	Intersection of Brookwood Ln and Greenleaf Ct	$ 37,000	5
90036	Intersection of Brookwood Ln and driveway (Lat. 32.9442; Long. -96.8525)	$ 5,000	6
90037	Intersection of Brookwood Ln and driveway (Lat. 32.9442; Long. -96.8513)	$ 5,000	6
90038	Intersection of Brookwood Ln and driveway (Lat. 32.9442; Long. -96.8503)	$ 5,000	6
90039	Intersection of Brookwood Ln and Emerald Ct	$ 25,000	5
90040	Intersection of Brookwood Ln and driveway (Lat. 32.9443; Long. -96.8496)	$ 5,000	3
90041	Intersection of Brookwood Ln and driveway (Lat. 32.9446; Long. -96.8496)	$ 5,000	6
90042	Intersection of Brookwood Ln and driveway (Lat. 32.9447; Long. -96.8496)	$ 5,000	6
90043	Intersection of Brookwood Ln and driveway (Lat. 32.9442; Long. -96.8537)	$ 5,000	6
90044	Intersection of Brookwood Ln and driveway (Lat. 32.9442; Long. -96.8543)	$ 5,000	6
90045	Intersection of Woodshadow Ln and driveway (Lat. 32.9443; Long. -96.8551)	$ 9,000	6
90046	Intersection of Woodshadow Ln and driveway (Lat. 32.9446; Long. -96.8552)	$ 5,000	6
90047	Intersection of Woodshadow Ln and driveway (Lat. 32.9447; Long. -96.8551)	$ 5,000	6
90048	Intersection of Woodshadow Ln and driveway (Lat. 32.9449; Long. -96.8549)	$ 5,000	6
90049	Intersection of Woodshadow Ln and driveway (Lat. 32.9449; Long. -96.8548)	$ 9,000	6
90050	Intersection of Woodshadow Ln and driveway (Lat. 32.9449; Long. -96.8543)	$ 5,000	6
90051	Intersection of Woodshadow Ln and driveway (Lat. 32.9449; Long. -96.8541)	$ 5,000	6
90052	Intersection of Woodshadow Ln and driveway (Lat. 32.9447; Long. -96.8529)	$ 9,000	6
90053	Intersection of Woodshadow Ln and driveway (Lat. 32.9448; Long. -96.8531)	$ 9,000	6
90054	Intersection of Woodshadow Ln and driveway (Lat. 32.9448; Long. -96.8532)	$ 5,000	6
90055	Intersection of Woodshadow Ln and driveway (Lat. 32.9449; Long. -96.8535)	$ 5,000	6
90056	Intersection of Woodshadow Ln and driveway (Lat. 32.9449; Long. -96.8536)	$ 5,000	6
90057	Intersection of Woodshadow Ln and driveway (Lat. 32.9449; Long. -96.8538)	$ 5,000	6
90058	Intersection of Les Lacs Ave and driveway (Lat. 32.9474; Long. -96.8536)	$ 5,000	6
90059	Intersection of Beltway Dr and fire station parking driveway (Lat. 32.9510; Long. -96.8483)	$ 8,000	9
90060	Intersection of Belt Line Rd and driveway (Lat. 32.9541; Long. -96.8330)	$ 8,000	5
90061	Intersection of Quorum Dr and midblock crossing (Lat. 32.9508; Long. -96.8251)	$ 16,000	2
90063	Intersection of Addison Cir and driveway (Lat. 32.9614; Long. -96.8292)	$ 13,000	2
90064	Intersection of Addison Cir and Circle Dr (Lat. 32.9615; Long. -96.8283)	$ 33,000	2
90065	Intersection of Addison Cir and driveway (Lat. 32.9614; Long. -96.8276)	$ 8,000	2
90066	Intersection of Addison Cir and Witt Pl	$ 25,000	2
90067	Intersection of Addison Cir and Quorum dr	$ 42,000	2
90068	Intersection of Quorum Dr and ramp (Lat. 32.9619; Long. -96.8258)	$ 3,000	2
90069	Intersection of Addison Cir and ramp (Lat. 32.9614; Long. -96.8267)	$ 4,000	2
90070	Intersection of Quorum Dr and ramp (Lat. 32.9625; Long. -96.8258)	$ 11,000	2
90071	Intersection of Quorum Dr and driveway (Lat. 32.9650; Long. -96.8257)	$ 5,000	5
90072	Intersection of Quorum Dr and ramp (Lat. 32.9633; Long. -96.8258)	$ 3,000	2
90073	Intersection of Morris Ave and driveway (Lat. 32.9627; Long. -96.8242)	$ 14,000	2
90074	Intersection of Morris Ave and Seabolt Pl	$ 14,000	5
90075	Intersection of Morris Ave and driveway (Lat. 32.9627; Long. -96.8254)	$ 18,000	2
90076	Intersection of Morris Ave and ramp (Lat. 32.9627; Long. -96.8275)	$ 6,000	2
90077	Intersection of Morris Ave and Witt Pl	$ 14,000	2
90078	Intersection of Morris Ave and driveway (Lat. 32.9627; Long. -96.8289)	$ 7,000	5
90079	Intersection of Airport Pkwy and driveway (Lat. 32.9659; Long. -96.8241)	$ 11,000	5
90081	Intersection of Keller Springs Rd and Ledgemont Ln	$ 25,000	5
90082	Intersection of Spectrum Dr and driveway (Lat. 32.9582; Long. -96.8247)	$ 8,000	2
90083	Intersection of Paladium Dr and driveway (Lat. 32.9490; Long. -96.8170)	$ 9,000	6
90084	Intersection of Paladium Dr and driveway (Lat. 32.9491; Long. -96.8168)	$ 9,000	6
90085	Intersection of Paladium Dr and driveway (Lat. 32.9491; Long. -96.8166)	$ 9,000	6
90086	Intersection of Paladium Dr and driveway (Lat. 32.9492; Long. -96.8164)	$ 9,000	6
90087	Intersection of Paladium Dr and driveway (Lat. 32.9493; Long. -96.8163)	$ 5,000	6
90088	Intersection of Paladium Dr and driveway (Lat. 32.9494; Long. -96.8161)	$ 5,000	6
90089	Intersection of Paladium Dr and driveway (Lat. 32.9496; Long. -96.8160)	$ 9,000	6
90090	Intersection of Paladium Dr and driveway (Lat. 32.9500; Long. -96.8155)	$ 5,000	6
90091	Intersection of Paladium Dr and driveway (Lat. 32.9498; Long. -96.8158)	$ 5,000	6
90092	Intersection of Paladium Dr and driveway (Lat. 32.9499; Long. -96.8157)	$ 5,000	6
90093	Intersection of Oaks N Dr and driveway (Lat. 32.9504; Long. -96.8156)	$ 9,000	6
90094	Intersection of Oaks N Dr and driveway (Lat. 32.9501; Long. -96.8154)	$ 5,000	6
90095	Intersection of Oaks N Dr and driveway (Lat. 32.9505; Long. -96.8157)	$ 9,000	6

GPS ID	Project Name	Cost Projection	Priority
90096	Intersection of Oaks N Dr and driveway (Lat. 32.9506; Long. -96.8157)	$ 5,000	6
90097	Intersection of Oaks N Dr and driveway (Lat. 32.9507; Long. -96.8158)	$ 9,000	6
90098	Intersection of Oaks N Dr and driveway (Lat. 32.9509; Long. -96.8160)	$ 9,000	6
90099	Intersection of Oaks N Dr and driveway (Lat. 32.9508; Long. -96.8159)	$ 5,000	6
90100	Intersection of Oaks N Dr and driveway (Lat. 32.9510; Long. -96.8160)	$ 5,000	6
90101	Intersection of Oaks N Dr and driveway (Lat. 32.9512; Long. -96.8158)	$ 5,000	6
90102	Intersection of Oaks N Dr and driveway (Lat. 32.9513; Long. -96.8156)	$ 9,000	6
90103	Intersection of Oaks N Dr and driveway (Lat. 32.9511; Long. -96.8159)	$ 5,000	6
90104	Intersection of Oaks N Dr and driveway (Lat. 32.9514; Long. -96.8154)	$ 9,000	6
90105	Intersection of Oaks N Dr and driveway (Lat. 32.9516; Long. -96.8151)	$ 5,000	6
90106	Intersection of Oaks N Dr and driveway (Lat. 32.9516; Long. -96.8150)	$ 5,000	6
90107	Intersection of Oaks N Dr and driveway (Lat. 32.9519; Long. -96.8146)	$ 9,000	6
90108	Intersection of Oaks N Dr and driveway (Lat. 32.9520; Long. -96.8145)	$ 5,000	6
90109	Intersection of Oaks N Dr and driveway (Lat. 32.9521; Long. -96.8145)	$ 5,000	6
90110	Intersection of Oaks N Dr and driveway (Lat. 32.9522; Long. -96.8144)	$ 5,000	6
90112	Intersection of Oaks N Dr and driveway (Lat. 32.9524; Long. -96.8143)	$ 3,000	6
90113	Intersection of Addison Rd and driveway (Lat. 32.9543; Long. -96.8298)	$ 3,000	5
90114	Intersection of Addison Cir and Lewis Pl	$ 19,000	2
90115	Intersection of Addison Rd and Festival Way	$ 19,000	2
90116	Intersection of Addison Cir and Spectrum Dr (south)	$ 25,000	2
90117	Intersection of Addison Cir and Spectrum Dr (north)	$ 46,000	2
90118	Intersection of Addison Cir and Mildred Pl	$ 20,000	2
90119	Intersection of Addison Cir and east crossing (Lat. 32.9620; Long. -96.8233)	$ 12,000	2
90120	Intersection of Addison Cir and driveway (Lat. 32.9621; Long. -96.8227)	$ 9,000	2
90121	Intersection of Addison Cir and west crossing (Lat. 32.9616; Long. -96.8250)	$ 11,000	2
90122	Intersection of Quorum Dr and driveway (Lat. 32.9595; Long. -96.8260)	$ 8,000	5
90123	Intersection of Spectrum Dr and driveway (Lat. 32.9612; Long. -96.8239)	$ 6,000	5
	TOTAL	**$ 4,600,000**	

Kimley-Horn and Associates, Inc. **Priority: 2**
Project Description for Unsignalized Intersection

Client:	**Town of Addison**	**Date:**	**12/21/17**
Program:	**ADA Self-Evaluation and Transition Plan**	**Prepared By:**	**CMP**
KHA No.:	**063543021**	**Checked By:**	**EPE**

Corridor :	**Keller Springs Rd**	**GPS ID:**	**100**
Project Name:	**Intersection of Keller Springs Rd and driveway (Lat. 32.9686; Long. -96.8290)**		
Town:	**Addison**		

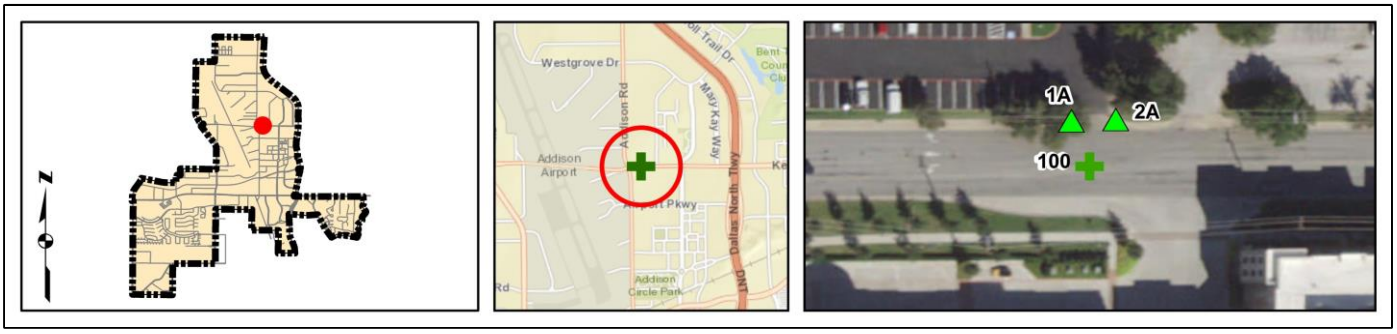
Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	$ 10.00	$ -
TxDOT 529-6002	CONC CURB (TY II)	0	LF	$ 15.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	0	SY	$ 45.00	$ -
TxDOT 531	CURB RAMPS	2	EA	$ 1,500.00	$ 3,000.00
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	$ 50.00	$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	18	SY	$ 9.00	$ 162.00
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	$ 2.80	$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	0	LF	$ 8.50	$ -
---	REPAVE ROADWAY	0	LS	$ 5,000.00	$ -
---	FIX PONDING	0	LS	$ 2,000.00	$ -
---	FIX CURB RAMP TRANSITION	2	LS	$ 2,000.00	$ 4,000.00
---	MEDIAN NOSE MODIFICATION	0	LS	$ 5,000.00	$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	$ 500.00	$ -
---	FIX CURB RAMP COUNTER SLOPE	0	LS	$ 2,000.00	$ -

Basis for Cost Projection

- ☑ No Design Completed
- ❑ Preliminary Design
- ❑ Final Design

Subtotal:		$ 7,162.00
Engineering: (% +/-)	20%	$ 1,919.00
Contingency: (% +/-)	20%	$ 1,919.00
Estimated Project Cost:		**$ 11,000.00**

Project Location



Field Observations

Intersection Issues	Crosswalk N	Crosswalk E	Crosswalk S	Crosswalk W	Possible Solutions
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' or 'i' in ramp label indicates no existing ramp) 1A	2A	Possible Solutions
Curb ramp does not exist and is needed			
Curb ramp does not land in crosswalk			
No 4' x 4' clear space at base of curb ramp			
Curbed side is not 90° or has traversable adjacent surface	X	X	Remove and replace curb ramp
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	X	
Cut-thru ramp width is less than 60"			
Permanent obstruction (>0.25") in curb ramp/landing/flares	X	X	
Temporary obstruction (>0.25") in curb ramp/landing/flares			
No textured surface at base of curb ramp	X	X	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	X	Remove and replace landing area
Curb ramp transition onto roadway is greater than 0.25"	X	X	Fix curb ramp transition
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%			
Ponding occurs at base of curb ramp			

Kimley-Horn and Associates, Inc.	Intersection of Keller Springs Rd and driveway (Lat. 32.9686; Long. -96.8290)
Photographs	GPS ID: 100

Ramp 1A

Ramp 2A

Opinion of Probable Construction Cost Disclaimer:
The Engineer has no control over the cost of labor, materials, equipment, or over the Contractor's methods of determining prices or over competitive bidding or market conditions. Opinions of probable costs provided herein are based on the information known to Engineer at this time and represent only the Engineer's judgment as a design professional familiar with the construction industry. The Engineer cannot and does not guarantee that proposals, bids, or actual construction costs will not vary from its opinions of probable costs.

Project Location Map Sources:
Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013,
DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

End of Project Description for Project 100 Intersection of Keller Springs Rd and driveway (Lat. 32.9686; Long. -96.8290)

Kimley-Horn and Associates, Inc. **Priority: 2**
Project Description for Unsignalized Intersection

Client:	**Town of Addison**	**Date:**	**12/21/17**
Program:	**ADA Self-Evaluation and Transition Plan**	**Prepared By:**	**CMP**
KHA No.:	**063543021**	**Checked By:**	**EPE**

Corridor :	**Keller Springs Rd**	**GPS ID:**	**101**
Project Name:	**Intersection of Keller Springs Rd and driveway (Lat. 32.9686; Long. -96.8288)**		
Town:	**Addison**		

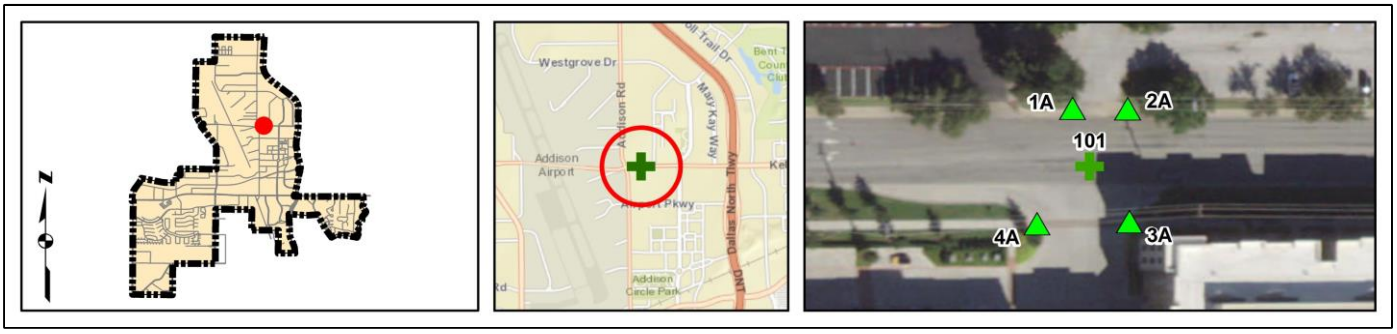
Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	$ 10.00	$ -
TxDOT 529-6002	CONC CURB (TY II)	0	LF	$ 15.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	0	SY	$ 45.00	$ -
TxDOT 531	CURB RAMPS	4	EA	$ 1,500.00	$ 6,000.00
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	$ 50.00	$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	33	SY	$ 9.00	$ 297.00
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	$ 2.80	$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	0	LF	$ 8.50	$ -
---	REPAVE ROADWAY	0	LS	$ 5,000.00	$ -
---	FIX PONDING	0	LS	$ 2,000.00	$ -
---	FIX CURB RAMP TRANSITION	1	LS	$ 2,000.00	$ 2,000.00
---	MEDIAN NOSE MODIFICATION	0	LS	$ 5,000.00	$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	$ 500.00	$ -
---	FIX CURB RAMP COUNTER SLOPE	0	LS	$ 2,000.00	$ -

Basis for Cost Projection

- ☑ No Design Completed
- ❑ Preliminary Design
- ❑ Final Design

Subtotal:		$ 8,297.00
Engineering: (% +/-)	20%	$ 1,851.50
Contingency: (% +/-)	20%	$ 1,851.50
Estimated Project Cost:		**$ 12,000.00**

Project Location



Field Observations

Intersection Issues	Crosswalk N	E	S	W	Possible Solutions
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' or 'i' in ramp label indicates no existing ramp) 1A	2A	3A	4A	Possible Solutions
Curb ramp does not exist and is needed					
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curbed side is not 90° or has traversable adjacent surface	X	X			Remove and replace curb ramp
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	X	X	
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"	X	X			
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25") in curb ramp/landing/flares		X			
Temporary obstruction (>0.25") in curb ramp/landing/flares					
No textured surface at base of curb ramp	X	X			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	X			Remove and replace landing area
Curb ramp transition onto roadway is greater than 0.25"		X			Fix curb ramp transition
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
Ponding occurs at base of curb ramp					

Ramp 1A

Ramp 2A

Ramp 3A

Ramp 4A

Opinion of Probable Construction Cost Disclaimer:
The Engineer has no control over the cost of labor, materials, equipment, or over the Contractor's methods of determining prices or over competitive bidding or market conditions. Opinions of probable costs provided herein are based on the information known to Engineer at this time and represent only the Engineer's judgment as a design professional familiar with the construction industry. The Engineer cannot and does not guarantee that proposals, bids, or actual construction costs will not vary from its opinions of probable costs.

Project Location Map Sources:
Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

End of Project Description for Project 101 Intersection of Keller Springs Rd and driveway (Lat. 32.9686; Long. -96.8288)

Kimley-Horn and Associates, Inc. **Priority: 2**
Project Description for Unsignalized Intersection

Client:	**Town of Addison**	**Date:**	**12/21/17**
Program:	**ADA Self-Evaluation and Transition Plan**	**Prepared By:**	**CMP**
KHA No.:	**063543021**	**Checked By:**	**EPE**

Corridor :	**Keller Springs Rd**	**GPS ID:**	**103**
Project Name:	**Intersection of Keller Springs Rd and driveway (Lat. 32.9686; Long. -96.8272)**		
Town:	**Addison**		

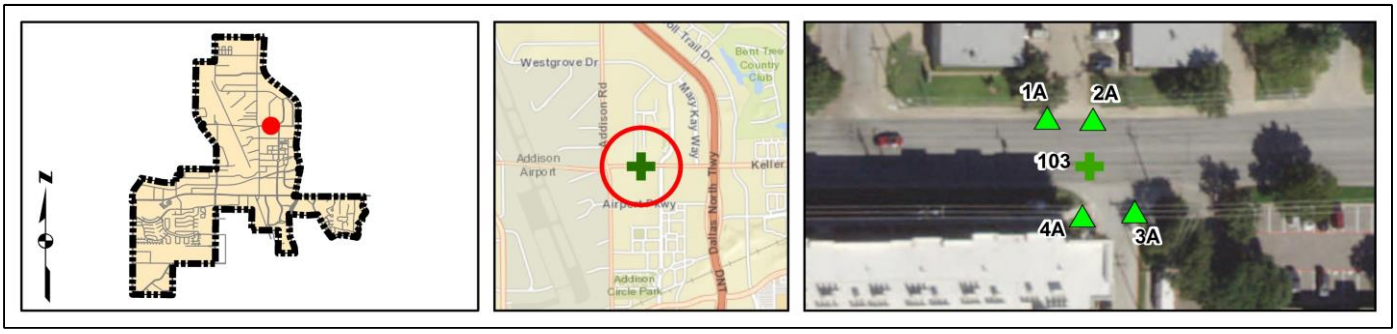
Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	$ 10.00	$ -
TxDOT 529-6002	CONC CURB (TY II)	0	LF	$ 15.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	0	SY	$ 45.00	$ -
TxDOT 531	CURB RAMPS	3	EA	$ 1,500.00	$ 4,500.00
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	$ 50.00	$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	31	SY	$ 9.00	$ 279.00
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	$ 2.80	$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	0	LF	$ 8.50	$ -
---	REPAVE ROADWAY	0	LS	$ 5,000.00	$ -
---	FIX PONDING	0	LS	$ 2,000.00	$ -
---	FIX CURB RAMP TRANSITION	2	LS	$ 2,000.00	$ 4,000.00
---	MEDIAN NOSE MODIFICATION	0	LS	$ 5,000.00	$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	$ 500.00	$ -
---	FIX CURB RAMP COUNTER SLOPE	0	LS	$ 2,000.00	$ -

Basis for Cost Projection

- ☑ No Design Completed
- ❑ Preliminary Design
- ❑ Final Design

Subtotal:		$ 8,779.00
Engineering: (% +/-)	20%	$ 2,110.50
Contingency: (% +/-)	20%	$ 2,110.50
Estimated Project Cost:		**$ 13,000.00**

Project Location



Field Observations

Intersection Issues	Crosswalk N	Crosswalk E	Crosswalk S	Crosswalk W	Possible Solutions
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' or 'i' in ramp label indicates no existing ramp) 1A	2A	3A	4A	Possible Solutions
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					Remove and replace curb ramp
Flare cross slope is greater than 10%	X	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%	X	X	X		
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"		X			
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25") in curb ramp/landing/flares		X			
Temporary obstruction (>0.25") in curb ramp/landing/flares					
No textured surface at base of curb ramp	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		
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%	X	X	X		Remove and replace landing area
Curb ramp transition onto roadway is greater than 0.25"	X	X			Fix curb ramp transition
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
Ponding occurs at base of curb ramp					

Ramp 1A

Ramp 2A

Ramp 3A

Ramp 4A

Opinion of Probable Construction Cost Disclaimer:
The Engineer has no control over the cost of labor, materials, equipment, or over the Contractor's methods of determining prices or over competitive bidding or market conditions. Opinions of probable costs provided herein are based on the information known to Engineer at this time and represent only the Engineer's judgment as a design professional familiar with the construction industry. The Engineer cannot and does not guarantee that proposals, bids, or actual construction costs will not vary from its opinions of probable costs.

Project Location Map Sources:
Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

End of Project Description for Project 103 Intersection of Keller Springs Rd and driveway (Lat. 32.9686; Long. -96.8272)

Kimley-Horn and Associates, Inc. **Priority: 2**
Project Description for Unsignalized Intersection

Client:	**Town of Addison**	**Date:**	**12/21/17**
Program:	**ADA Self-Evaluation and Transition Plan**	**Prepared By:**	**CMP**
KHA No.:	**063543021**	**Checked By:**	**EPE**

Corridor :	**Keller Springs Rd**	**GPS ID:**	**104**
Project Name:	**Intersection of Keller Springs Rd and driveway (Lat. 32.9686; Long. -96.8270)**		
Town:	**Addison**		

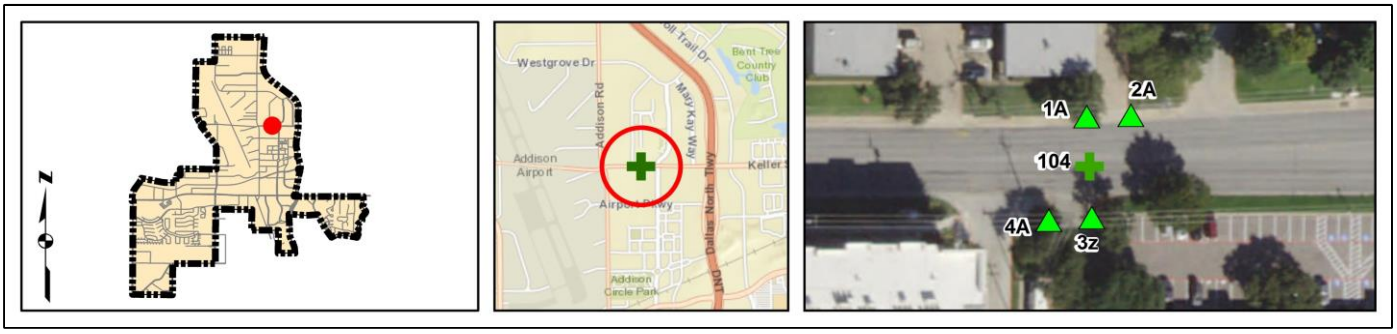
Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	$ 10.00	$ -
TxDOT 529-6002	CONC CURB (TY II)	0	LF	$ 15.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	0	SY	$ 45.00	$ -
TxDOT 531	CURB RAMPS	4	EA	$ 1,500.00	$ 6,000.00
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	$ 50.00	$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	26	SY	$ 9.00	$ 234.00
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	$ 2.80	$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	0	LF	$ 8.50	$ -
---	REPAVE ROADWAY	0	LS	$ 5,000.00	$ -
---	FIX PONDING	0	LS	$ 2,000.00	$ -
---	FIX CURB RAMP TRANSITION	0	LS	$ 2,000.00	$ -
---	MEDIAN NOSE MODIFICATION	0	LS	$ 5,000.00	$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	$ 500.00	$ -
---	FIX CURB RAMP COUNTER SLOPE	1	LS	$ 2,000.00	$ 2,000.00

Basis for Cost Projection

- ☑ No Design Completed
- ❑ Preliminary Design
- ❑ Final Design

Subtotal:		$ 8,234.00
Engineering: (% +/-)	20%	$ 1,883.00
Contingency: (% +/-)	20%	$ 1,883.00
Estimated Project Cost:		**$ 12,000.00**

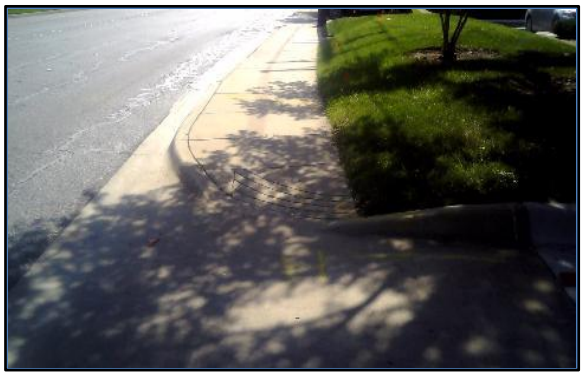
Project Location



Field Observations

Intersection Issues	Crosswalk N	Crosswalk E	Crosswalk S	Crosswalk W	Possible Solutions
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' or 'i' in ramp label indicates no existing ramp) 1A	2A	3z	4A	Possible Solutions
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					Remove and replace curb ramp
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			X	
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"	X	X			
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25") in curb ramp/landing/flares					
Temporary obstruction (>0.25") in curb ramp/landing/flares					
No textured surface at base of curb ramp	X	X		X	For intersection, commercial driveway, and park ramps, install color truncated domes
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%	X			X	Remove and replace landing area
Curb ramp transition onto roadway is greater than 0.25"					
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%		X			Fix curb ramp counter slope
Ponding occurs at base of curb ramp					



Ramp 1A

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

End of Project Description for Project 104 Intersection of Keller Springs Rd and driveway (Lat. 32.9686; Long. -96.8270)

Kimley-Horn and Associates, Inc. **Priority: 2**
Project Description for Unsignalized Intersection

Client:	**Town of Addison**	**Date:**	**12/21/17**
Program:	**ADA Self-Evaluation and Transition Plan**	**Prepared By:**	**CMP**
KHA No.:	**063543021**	**Checked By:**	**EPE**

Corridor :	**Keller Springs Rd**	**GPS ID:**	**105**
Project Name:	**Intersection of Keller Springs Rd and driveway (Lat. 32.9686; Long. -96.8268)**		
Town:	**Addison**		

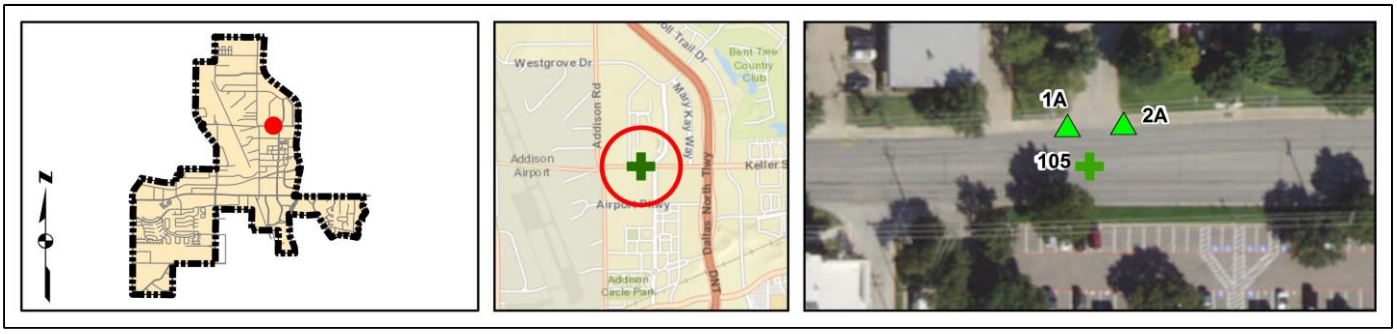
Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	$ 10.00	$ -
TxDOT 529-6002	CONC CURB (TY II)	0	LF	$ 15.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	0	SY	$ 45.00	$ -
TxDOT 531	CURB RAMPS	2	EA	$ 1,500.00	$ 3,000.00
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	$ 50.00	$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	18	SY	$ 9.00	$ 162.00
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	$ 2.80	$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	0	LF	$ 8.50	$ -
---	REPAVE ROADWAY	0	LS	$ 5,000.00	$ -
---	FIX PONDING	0	LS	$ 2,000.00	$ -
---	FIX CURB RAMP TRANSITION	2	LS	$ 2,000.00	$ 4,000.00
---	MEDIAN NOSE MODIFICATION	0	LS	$ 5,000.00	$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	$ 500.00	$ -
---	FIX CURB RAMP COUNTER SLOPE	0	LS	$ 2,000.00	$ -

Basis for Cost Projection

- ☑ No Design Completed
- ❑ Preliminary Design
- ❑ Final Design

Subtotal:		$ 7,162.00
Engineering: (% +/-)	20%	$ 1,919.00
Contingency: (% +/-)	20%	$ 1,919.00
Estimated Project Cost:		**$ 11,000.00**

Project Location



Field Observations

Intersection Issues	Crosswalk N	E	S	W	Possible Solutions
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' or 'i' in ramp label indicates no existing ramp) 1A	2A	Possible Solutions
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%	X	X	Remove and replace curb ramp
Cut-thru ramp cross slope is greater than 2%			
Curb ramp width is less than 48"	X	X	
Cut-thru ramp width is less than 60"			
Permanent obstruction (>0.25") in curb ramp/landing/flares			
Temporary obstruction (>0.25") in curb ramp/landing/flares			
No textured surface at base of curb ramp	X	X	For intersection, 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	X	Fix curb ramp transition
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%			
Ponding occurs at base of curb ramp			

Kimley-Horn and Associates, Inc.	Intersection of Keller Springs Rd and driveway (Lat. 32.9686; Long. -96.8268)
Photographs	GPS ID: 105

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

End of Project Description for Project 105 Intersection of Keller Springs Rd and driveway (Lat. 32.9686; Long. -96.8268)

Kimley-Horn and Associates, Inc. **Priority: 2**
Project Description for Unsignalized Intersection

Client:	**Town of Addison**	**Date:**	**12/21/17**
Program:	**ADA Self-Evaluation and Transition Plan**	**Prepared By:**	**CMP**
KHA No.:	**063543021**	**Checked By:**	**EPE**

Corridor :	**Keller Springs Rd**	**GPS ID:**	**106**
Project Name:	**Intersection of Keller Springs Rd and driveway (Lat. 32.9686; Long. -96.8253)**		
Town:	**Addison**		

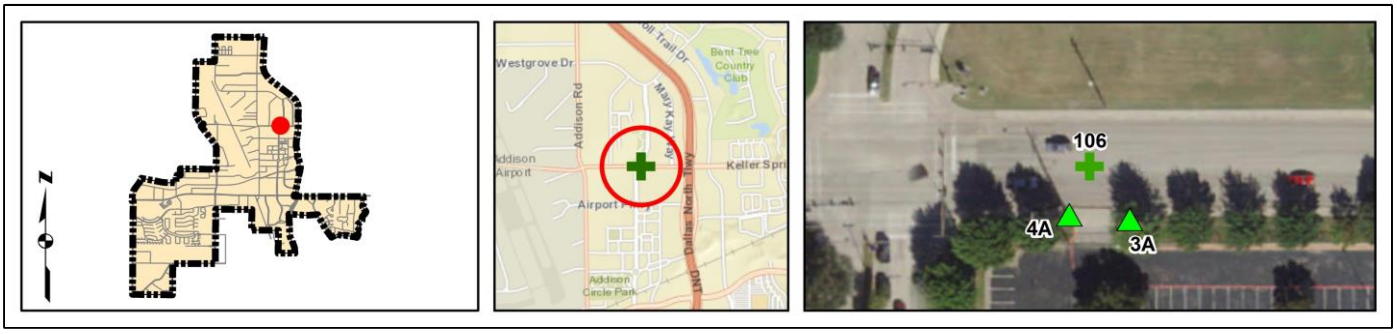
Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	$ 10.00	$ -
TxDOT 529-6002	CONC CURB (TY II)	0	LF	$ 15.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	0	SY	$ 45.00	$ -
TxDOT 531	CURB RAMPS	2	EA	$ 1,500.00	$ 3,000.00
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	$ 50.00	$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	21	SY	$ 9.00	$ 189.00
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	$ 2.80	$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	0	LF	$ 8.50	$ -
---	REPAVE ROADWAY	0	LS	$ 5,000.00	$ -
---	FIX PONDING	0	LS	$ 2,000.00	$ -
---	FIX CURB RAMP TRANSITION	1	LS	$ 2,000.00	$ 2,000.00
---	MEDIAN NOSE MODIFICATION	0	LS	$ 5,000.00	$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	$ 500.00	$ -
---	FIX CURB RAMP COUNTER SLOPE	0	LS	$ 2,000.00	$ -

Basis for Cost Projection

- ☑ No Design Completed
- ❑ Preliminary Design
- ❑ Final Design

Subtotal:		$ 5,189.00
Engineering: (% +/-)	20%	$ 1,405.50
Contingency: (% +/-)	20%	$ 1,405.50
Estimated Project Cost:		**$ 8,000.00**

Project Location



Field Observations

Intersection Issues	Crosswalk N	E	S	W	Possible Solutions
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' or 'i' in ramp label indicates no existing ramp) 3A	4A	Possible Solutions
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%	X	X	Remove and replace curb ramp
Cut-thru ramp cross slope is greater than 2%			
Curb ramp width is less than 48"		X	
Cut-thru ramp width is less than 60"			
Permanent obstruction (>0.25") in curb ramp/landing/flares			
Temporary obstruction (>0.25") in curb ramp/landing/flares			
No textured surface at base of curb ramp	X	X	For intersection, commercial driveway, and park ramps, install
No color contrast at base of curb ramp			
Landing area does not exist and is needed			
Landing area is less than 5' x 5' or slopes greater than 2%	X	X	Remove and replace landing area
Curb ramp transition onto roadway is greater than 0.25"		X	Fix curb ramp transition
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%			
Ponding occurs at base of curb ramp			

Kimley-Horn and Associates, Inc.	Intersection of Keller Springs Rd and driveway (Lat. 32.9686; Long. -96.8253)
Photographs	GPS ID: 106

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

End of Project Description for Project 106 Intersection of Keller Springs Rd and driveway (Lat. 32.9686; Long. -96.8253)

Kimley-Horn and Associates, Inc. **Priority: 2**
Project Description for Unsignalized Intersection

Client:	**Town of Addison**	**Date:**	**12/21/17**
Program:	**ADA Self-Evaluation and Transition Plan**	**Prepared By:**	**CMP**
KHA No.:	**063543021**	**Checked By:**	**EPE**

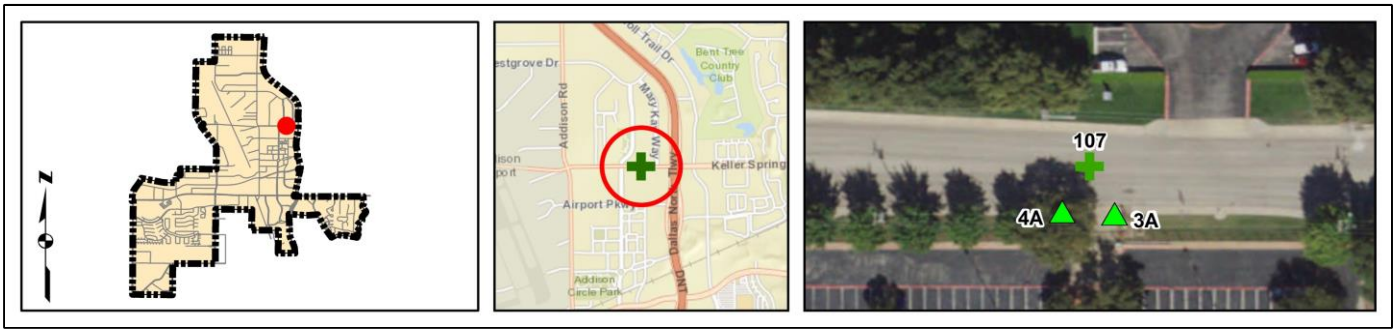
Corridor :	**Keller Springs Rd**	**GPS ID:**	**107**
Project Name:	**Intersection of Keller Springs Rd and driveway (Lat. 32.9686; Long. -96.8241)**		
Town:	**Addison**		

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	$ 10.00	$ -
TxDOT 529-6002	CONC CURB (TY II)	0	LF	$ 15.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	3	SY	$ 45.00	$ 135.00
TxDOT 531	CURB RAMPS	1	EA	$ 1,500.00	$ 1,500.00
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	10	SF	$ 50.00	$ 500.00
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	13	SY	$ 9.00	$ 117.00
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	$ 2.80	$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	0	LF	$ 8.50	$ -
---	REPAVE ROADWAY	0	LS	$ 5,000.00	$ -
---	FIX PONDING	1	LS	$ 2,000.00	$ 2,000.00
---	FIX CURB RAMP TRANSITION	1	LS	$ 2,000.00	$ 2,000.00
---	MEDIAN NOSE MODIFICATION	0	LS	$ 5,000.00	$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	$ 500.00	$ -
---	FIX CURB RAMP COUNTER SLOPE	0	LS	$ 2,000.00	$ -

Basis for Cost Projection
- ☑ No Design Completed
- ❑ Preliminary Design
- ❑ Final Design

Subtotal:		$ 6,252.00
Engineering: (% +/-)	20%	$ 1,374.00
Contingency: (% +/-)	20%	$ 1,374.00
Estimated Project Cost:		**$ 9,000.00**

Project Location



Field Observations

Intersection Issues	Crosswalk N	E	S	W	Possible Solutions
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' or 'i' in ramp label indicates no existing ramp) 3A	4A	Possible Solutions
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%		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
No color contrast at base of curb ramp			
Landing area does not exist and is needed			
Landing area is less than 5' x 5' or slopes greater than 2%	X	X	Remove and replace landing area
Curb ramp transition onto roadway is greater than 0.25"	X		Fix curb ramp transition
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%			
Ponding occurs at base of curb ramp	X		Fix ponding

Ramp 3A

Ramp 4A

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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

End of Project Description for Project 107 Intersection of Keller Springs Rd and driveway (Lat. 32.9686; Long. -96.8241)

Kimley-Horn and Associates, Inc. **Priority: 2**
Project Description for Unsignalized Intersection

Client:	**Town of Addison**	**Date:**	**12/21/17**
Program:	**ADA Self-Evaluation and Transition Plan**	**Prepared By:**	**CMP**
KHA No.:	**063543021**	**Checked By:**	**EPE**

Corridor :	**Keller Springs Rd**	**GPS ID:**	**108**
Project Name:	**Intersection of Keller Springs Rd and driveway (Lat. 32.9686; Long. -96.8239)**		
Town:	**Addison**		

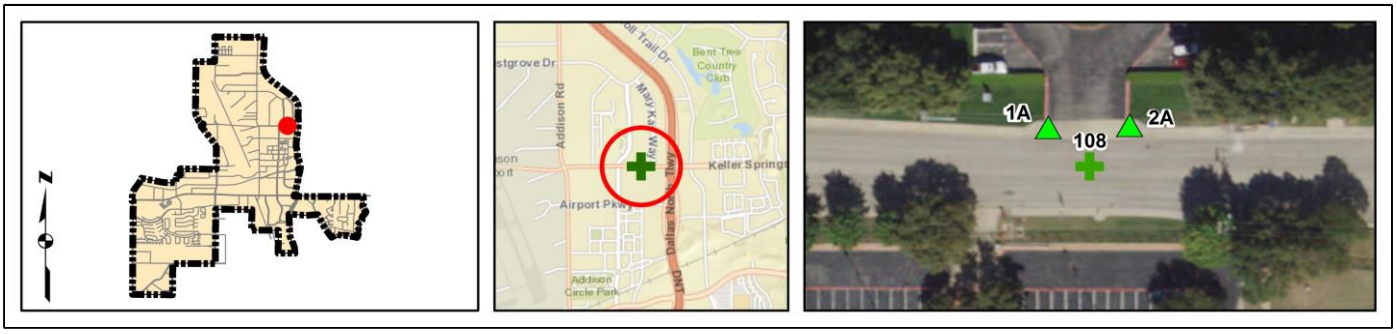
Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	$ 10.00	$ -
TxDOT 529-6002	CONC CURB (TY II)	0	LF	$ 15.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	0	SY	$ 45.00	$ -
TxDOT 531	CURB RAMPS	2	EA	$ 1,500.00	$ 3,000.00
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	$ 50.00	$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	18	SY	$ 9.00	$ 162.00
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	$ 2.80	$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	0	LF	$ 8.50	$ -
---	REPAVE ROADWAY	0	LS	$ 5,000.00	$ -
---	FIX PONDING	0	LS	$ 2,000.00	$ -
---	FIX CURB RAMP TRANSITION	2	LS	$ 2,000.00	$ 4,000.00
---	MEDIAN NOSE MODIFICATION	0	LS	$ 5,000.00	$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	$ 500.00	$ -
---	FIX CURB RAMP COUNTER SLOPE	0	LS	$ 2,000.00	$ -

Basis for Cost Projection

- ☑ No Design Completed
- ❑ Preliminary Design
- ❑ Final Design

Subtotal:		$ 7,162.00
Engineering: (% +/-)	20%	$ 1,919.00
Contingency: (% +/-)	20%	$ 1,919.00
Estimated Project Cost:		**$ 11,000.00**

Project Location



Field Observations

Intersection Issues	Crosswalk N	E	S	W	Possible Solutions
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' or 'i' in ramp label indicates no existing ramp) 1A	2A	Possible Solutions
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
Curbed side is not 90° or has traversable adjacent surface			
Flare cross slope is greater than 10%	X	X	Remove and replace curb ramp
Curb ramp running slope is greater than 8.3%	X	X	
Blended transition running slope is greater than 5%			
Cut-thru ramp running slope is greater than 5%			
Curb ramp cross slope is greater than 2%	X	X	
Cut-thru ramp cross slope is greater than 2%			
Curb ramp width is less than 48"		X	
Cut-thru ramp width is less than 60"			
Permanent obstruction (>0.25") in curb ramp/landing/flares	X		
Temporary obstruction (>0.25") in curb ramp/landing/flares			
No textured surface at base of curb ramp	X	X	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	X	Fix curb ramp transition
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%			
Ponding occurs at base of curb ramp			

Kimley-Horn and Associates, Inc.	Intersection of Keller Springs Rd and driveway (Lat. 32.9686; Long. -96.8239)
Photographs	GPS ID: 108

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

End of Project Description for Project 108 Intersection of Keller Springs Rd and driveway (Lat. 32.9686; Long. -96.8239)

Kimley-Horn and Associates, Inc. **Priority: 2**
Project Description for Unsignalized Intersection

Client:	**Town of Addison**	**Date:**	**12/21/17**
Program:	**ADA Self-Evaluation and Transition Plan**	**Prepared By:**	**CMP**
KHA No.:	**063543021**	**Checked By:**	**EPE**

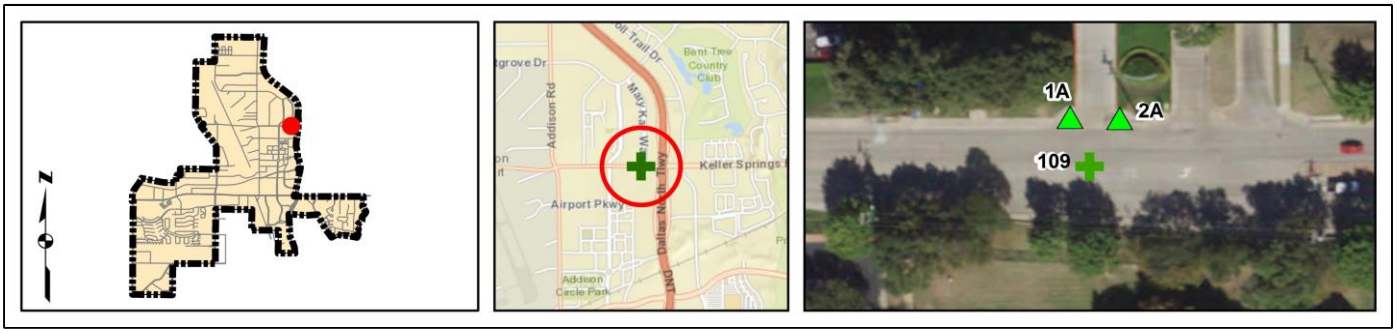
Corridor :	**Keller Springs Rd**	**GPS ID:**	**109**
Project Name:	**Intersection of Keller Springs Rd and driveway (Lat. 32.9685; Long. -96.8231)**		
Town:	**Addison**		

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	$ 10.00	$ -
TxDOT 529-6002	CONC CURB (TY II)	0	LF	$ 15.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	0	SY	$ 45.00	$ -
TxDOT 531	CURB RAMPS	2	EA	$ 1,500.00	$ 3,000.00
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	$ 50.00	$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	22	SY	$ 9.00	$ 198.00
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	$ 2.80	$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	0	LF	$ 8.50	$ -
---	REPAVE ROADWAY	0	LS	$ 5,000.00	$ -
---	FIX PONDING	0	LS	$ 2,000.00	$ -
---	FIX CURB RAMP TRANSITION	2	LS	$ 2,000.00	$ 4,000.00
---	MEDIAN NOSE MODIFICATION	0	LS	$ 5,000.00	$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	$ 500.00	$ -
---	FIX CURB RAMP COUNTER SLOPE	0	LS	$ 2,000.00	$ -

Basis for Cost Projection
- ☑ No Design Completed
- ❑ Preliminary Design
- ❑ Final Design

Subtotal:		$ 7,198.00
Engineering: (% +/-)	20%	$ 1,901.00
Contingency: (% +/-)	20%	$ 1,901.00
Estimated Project Cost:		**$ 11,000.00**

Project Location



Field Observations

Intersection Issues	Crosswalk N	E	S	W	Possible Solutions
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' or 'i' in ramp label indicates no existing ramp) 1A	2A	Possible Solutions
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			Remove and replace curb ramp
Flare cross slope is greater than 10%	X		
Curb ramp running slope is greater than 8.3%	X	X	
Blended transition running slope is greater than 5%			
Cut-thru ramp running slope is greater than 5%			
Curb ramp cross slope is greater than 2%	X		
Cut-thru ramp cross slope is greater than 2%			
Curb ramp width is less than 48"			
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	X	Remove and replace landing area
Curb ramp transition onto roadway is greater than 0.25"	X	X	Fix curb ramp transition
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%			
Ponding occurs at base of curb ramp			

Kimley-Horn and Associates, Inc.	Intersection of Keller Springs Rd and driveway (Lat. 32.9685; Long. -96.8231)
Photographs	GPS ID: 109

Ramp 1A

Ramp 2A

Opinion of Probable Construction Cost Disclaimer:
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Project Location Map Sources:
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End of Project Description for Project 109 Intersection of Keller Springs Rd and driveway (Lat. 32.9685; Long. -96.8231)

Kimley-Horn and Associates, Inc. **Priority: 2**
Project Description for Unsignalized Intersection

Client:	**Town of Addison**	**Date:**	**12/21/17**
Program:	**ADA Self-Evaluation and Transition Plan**	**Prepared By:**	**CMP**
KHA No.:	**063543021**	**Checked By:**	**EPE**

Corridor :	**Keller Springs Rd**	**GPS ID:**	**110**
Project Name:	**Intersection of Keller Springs Rd and Mary Kay Way**		
Town:	**Addison**		

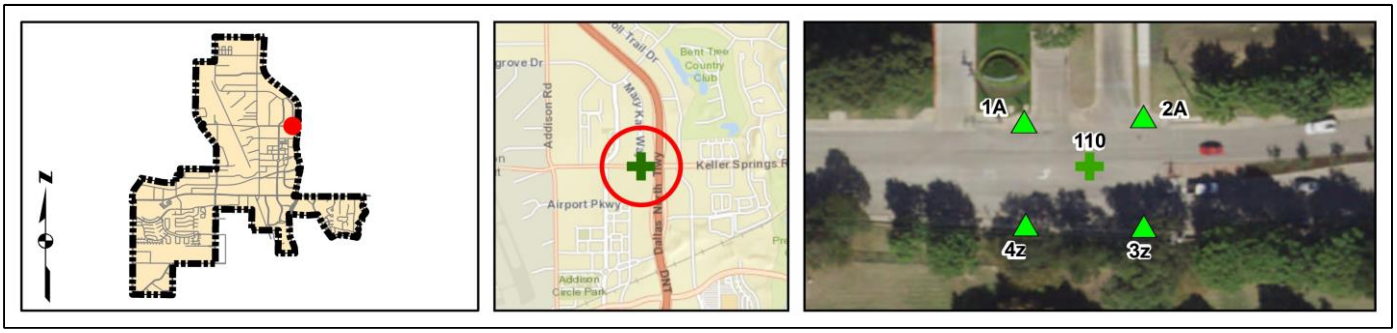
Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	$ 10.00	$ -
TxDOT 529-6002	CONC CURB (TY II)	0	LF	$ 15.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	7	SY	$ 45.00	$ 315.00
TxDOT 531	CURB RAMPS	6	EA	$ 1,500.00	$ 9,000.00
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	$ 50.00	$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	25	SY	$ 9.00	$ 225.00
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	$ 2.80	$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	412	LF	$ 8.50	$ 3,502.00
---	REPAVE ROADWAY	2	LS	$ 5,000.00	$ 10,000.00
---	FIX PONDING	0	LS	$ 2,000.00	$ -
---	FIX CURB RAMP TRANSITION	2	LS	$ 2,000.00	$ 4,000.00
---	MEDIAN NOSE MODIFICATION	0	LS	$ 5,000.00	$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	$ 500.00	$ -
---	FIX CURB RAMP COUNTER SLOPE	0	LS	$ 2,000.00	$ -

Basis for Cost Projection

- ☑ No Design Completed
- ❑ Preliminary Design
- ❑ Final Design

Subtotal:		$ 27,042.00
Engineering: (% +/-)	20%	$ 5,479.00
Contingency: (% +/-)	20%	$ 5,479.00
Estimated Project Cost:		**$ 38,000.00**

Project Location

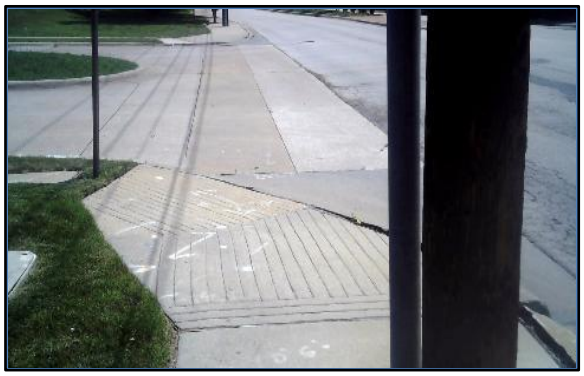


Field Observations

Intersection Issues	Crosswalk N	Crosswalk E	Crosswalk S	Crosswalk W	Possible Solutions
Path of travel pavement condition	Poor	Good	N/A	Dangerous	Repave roadway and install crosswalk pavement markings
Path of travel running slope is greater than 5%			N/A	X	
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		
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	Install crosswalk pavement markings
Crosswalk striping condition	None	None	N/A	None	

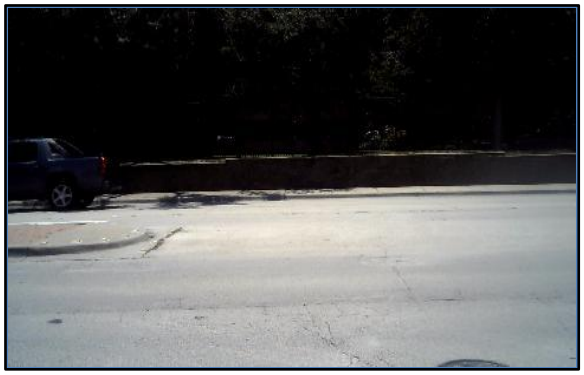
Curb Ramp Issues	Curb Ramp ID ('z' or 'i' in ramp label indicates no existing ramp) 1A	2A	3z	4z	Possible Solutions
Curb ramp does not exist and is needed			X	X	Install curb ramp; if median improvement, see shapefile
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp		X			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%	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		X			Install landing area
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	X			Fix curb ramp transition
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
Ponding occurs at base of curb ramp					

Comment: Existing sidewalk, curb ramp, and/or striping configurations permit pedestrians to cross the major street. An Engineering study is needed to confirm crossing should be accomm



Ramp 1A

Ramp 2A



Corner 3 No Ramp (3*z*)

Corner 4 No Ramp (4*z*)

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Project Location Map Sources:
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End of Project Description for Project 110 Intersection of Keller Springs Rd and Mary Kay Way

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

Client:	**Town of Addison**	**Date:**	**12/21/17**
Program:	**ADA Self-Evaluation and Transition Plan**	**Prepared By:**	**CMP**
KHA No.:	**063543021**	**Checked By:**	**EPE**

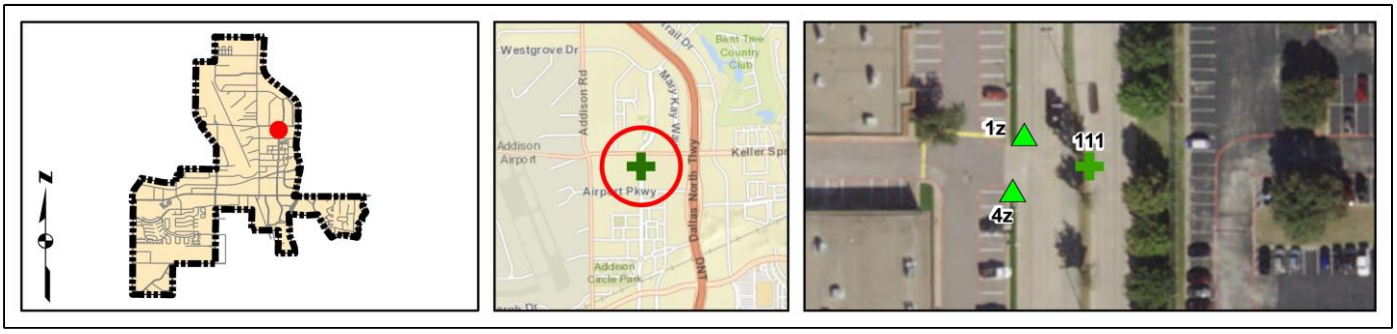
Corridor :	**Quorum Dr**	**GPS ID:**	**111**
Project Name:	**Intersection of Quorum Dr and driveway (Lat. 32.9677; Long. -96.8257)**		
Town:	**Addison**		

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	$ 10.00	$ -
TxDOT 529-6002	CONC CURB (TY II)	0	LF	$ 15.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	0	SY	$ 45.00	$ -
TxDOT 531	CURB RAMPS	2	EA	$ 1,500.00	$ 3,000.00
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	$ 50.00	$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	0	SY	$ 9.00	$ -
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	$ 2.80	$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	0	LF	$ 8.50	$ -
---	REPAVE ROADWAY	0	LS	$ 5,000.00	$ -
---	FIX PONDING	0	LS	$ 2,000.00	$ -
---	FIX CURB RAMP TRANSITION	0	LS	$ 2,000.00	$ -
---	MEDIAN NOSE MODIFICATION	0	LS	$ 5,000.00	$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	$ 500.00	$ -
---	FIX CURB RAMP COUNTER SLOPE	0	LS	$ 2,000.00	$ -

Basis for Cost Projection
- ☑ No Design Completed
- ❑ Preliminary Design
- ❑ Final Design

Subtotal:		$ 3,000.00
Engineering: (% +/-)	20%	$ 1,000.00
Contingency: (% +/-)	20%	$ 1,000.00
Estimated Project Cost:		**$ 5,000.00**

Project Location



Field Observations

Intersection Issues	Crosswalk N	E	S	W	Possible Solutions
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' or 'i' in ramp label indicates no existing ramp) 1z	4z		Possible Solutions
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				

Kimley-Horn and Associates, Inc.	Intersection of Quorum Dr and driveway (Lat. 32.9677; Long. -96.8257)
Photographs	GPS ID: 111

Corner 1 No Ramp (1*z*)

Corner 4 No Ramp (4*z*)

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End of Project Description for Project 111 Intersection of Quorum Dr and driveway (Lat. 32.9677; Long. -96.8257)

Kimley-Horn and Associates, Inc. **Priority: 2**
Project Description for Unsignalized Intersection

Client:	**Town of Addison**	**Date:**	**12/21/17**
Program:	**ADA Self-Evaluation and Transition Plan**	**Prepared By:**	**CMP**
KHA No.:	**063543021**	**Checked By:**	**EPE**

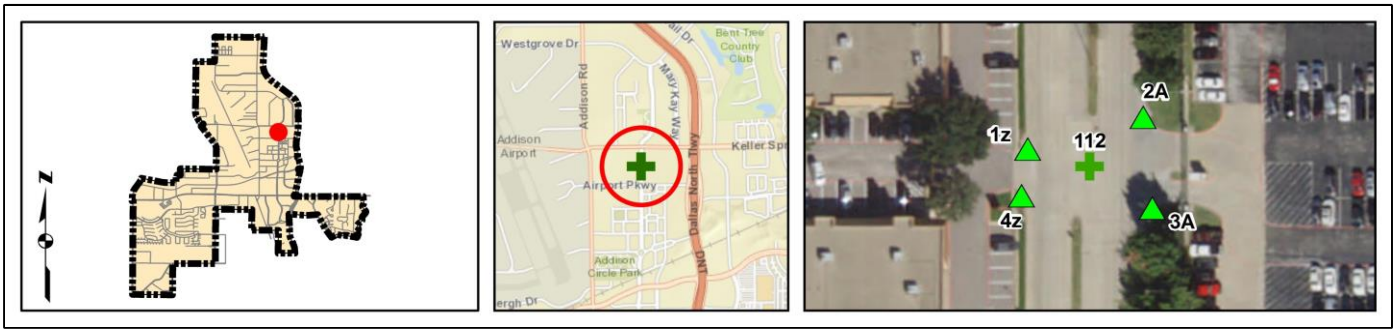
Corridor :	**Quorum Dr**	**GPS ID:**	**112**
Project Name:	**Intersection of Quorum Dr and driveway (Lat. 32.9673; Long. -96.8257)**		
Town:	**Addison**		

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	$ 10.00	$ -
TxDOT 529-6002	CONC CURB (TY II)	0	LF	$ 15.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	0	SY	$ 45.00	$ -
TxDOT 531	CURB RAMPS	3	EA	$ 1,500.00	$ 4,500.00
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	$ 50.00	$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	15	SY	$ 9.00	$ 135.00
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	$ 2.80	$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	0	LF	$ 8.50	$ -
---	REPAVE ROADWAY	0	LS	$ 5,000.00	$ -
---	FIX PONDING	1	LS	$ 2,000.00	$ 2,000.00
---	FIX CURB RAMP TRANSITION	2	LS	$ 2,000.00	$ 4,000.00
---	MEDIAN NOSE MODIFICATION	0	LS	$ 5,000.00	$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	$ 500.00	$ -
---	FIX CURB RAMP COUNTER SLOPE	0	LS	$ 2,000.00	$ -

Basis for Cost Projection
- ☑ No Design Completed
- ❑ Preliminary Design
- ❑ Final Design

Subtotal:		$ 10,635.00
Engineering: (% +/-)	20%	$ 2,182.50
Contingency: (% +/-)	20%	$ 2,182.50
Estimated Project Cost:		**$ 15,000.00**

Project Location



Field Observations

Intersection Issues	Crosswalk N	E	S	W	Possible Solutions
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' or 'i' in ramp label indicates no existing ramp) 1z	2A	3A	4z		Possible Solutions
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						Remove and replace curb ramp
Flare cross slope is greater than 10%		X	X			
Curb ramp running slope is greater than 8.3%		X	X			
Blended transition running slope is greater than 5%						
Cut-thru ramp running slope is greater than 5%						
Curb ramp cross slope is greater than 2%						
Cut-thru ramp cross slope is greater than 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		X	X			Install landing area
Landing area is less than 5' x 5' or slopes greater than 2%						
Curb ramp transition onto roadway is greater than 0.25"		X	X			Fix curb ramp transition
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%						
Ponding occurs at base of curb ramp			X			Fix ponding

Corner 1 No Ramp (1*z*)

Ramp 2A

Ramp 3A

Corner 4 No Ramp (4*z*)

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End of Project Description for Project 112 Intersection of Quorum Dr and driveway (Lat. 32.9673; Long. -96.8257)

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

Client:	**Town of Addison**	**Date: 12/21/17**
Program:	**ADA Self-Evaluation and Transition Plan**	**Prepared By: CMP**
KHA No.:	**063543021**	**Checked By: EPE**

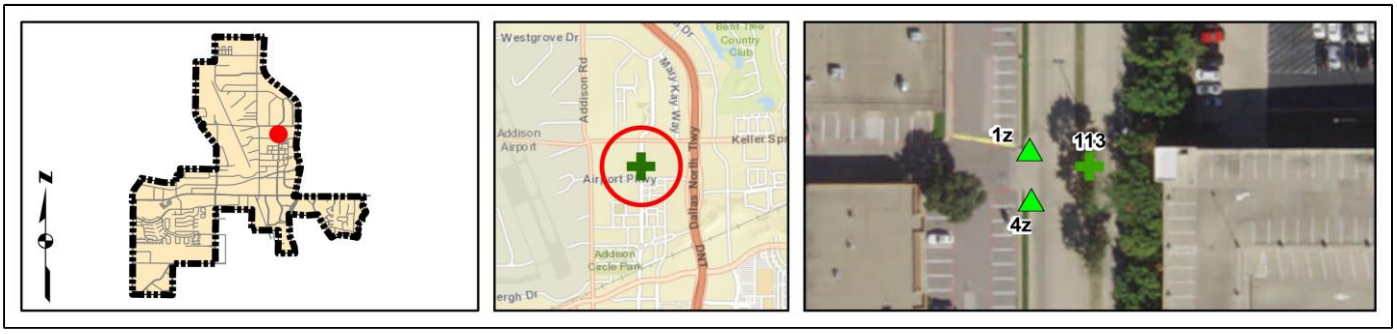
Corridor :	**Quorum Dr**	**GPS ID: 113**
Project Name:	**Intersection of Quorum Dr and driveway (Lat. 32.9668; Long. -96.8257)**	
Town:	**Addison**	

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	$ 10.00	$ -
TxDOT 529-6002	CONC CURB (TY II)	0	LF	$ 15.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	0	SY	$ 45.00	$ -
TxDOT 531	CURB RAMPS	2	EA	$ 1,500.00	$ 3,000.00
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	$ 50.00	$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	0	SY	$ 9.00	$ -
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	$ 2.80	$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	0	LF	$ 8.50	$ -
---	REPAVE ROADWAY	0	LS	$ 5,000.00	$ -
---	FIX PONDING	0	LS	$ 2,000.00	$ -
---	FIX CURB RAMP TRANSITION	0	LS	$ 2,000.00	$ -
---	MEDIAN NOSE MODIFICATION	0	LS	$ 5,000.00	$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	$ 500.00	$ -
---	FIX CURB RAMP COUNTER SLOPE	0	LS	$ 2,000.00	$ -

Basis for Cost Projection
- ☑ No Design Completed
- ❑ Preliminary Design
- ❑ Final Design

Subtotal:		$ 3,000.00
Engineering: (% +/-)	20%	$ 1,000.00
Contingency: (% +/-)	20%	$ 1,000.00
Estimated Project Cost:		**$ 5,000.00**

Project Location



Field Observations

Intersection Issues	Crosswalk N	E	S	W	Possible Solutions
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' or 'i' in ramp label indicates no existing ramp) 1z	4z		Possible Solutions
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				

Kimley-Horn and Associates, Inc.	Intersection of Quorum Dr and driveway (Lat. 32.9668; Long. -96.8257)
Photographs	GPS ID: 113

Corner 1 No Ramp (1*z*)

Corner 4 No Ramp (4*z*)

Opinion of Probable Construction Cost Disclaimer:
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Project Location Map Sources:
Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

End of Project Description for Project 113 Intersection of Quorum Dr and driveway (Lat. 32.9668; Long. -96.8257)

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

Client:	**Town of Addison**	**Date:**	**12/21/17**
Program:	**ADA Self-Evaluation and Transition Plan**	**Prepared By:**	**CMP**
KHA No.:	**063543021**	**Checked By:**	**EPE**

Corridor :	**Quorum Dr**	**GPS ID:**	**114**
Project Name:	**Intersection of Quorum Dr and Meridian Ln**		
Town:	**Addison**		

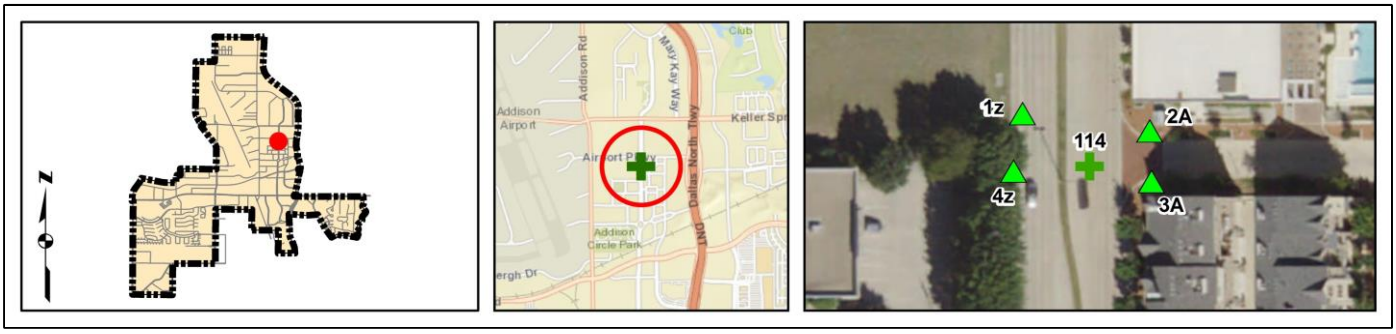
Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	$ 10.00	$ -
TxDOT 529-6002	CONC CURB (TY II)	0	LF	$ 15.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	9	SY	$ 45.00	$ 405.00
TxDOT 531	CURB RAMPS	1	EA	$ 1,500.00	$ 1,500.00
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	$ 50.00	$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	18	SY	$ 9.00	$ 162.00
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	$ 2.80	$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	46	LF	$ 8.50	$ 391.00
---	REPAVE ROADWAY	1	LS	$ 5,000.00	$ 5,000.00
---	FIX PONDING	0	LS	$ 2,000.00	$ -
---	FIX CURB RAMP TRANSITION	2	LS	$ 2,000.00	$ 4,000.00
---	MEDIAN NOSE MODIFICATION	0	LS	$ 5,000.00	$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	$ 500.00	$ -
---	FIX CURB RAMP COUNTER SLOPE	0	LS	$ 2,000.00	$ -

Basis for Cost Projection

- ☑ No Design Completed
- ❑ Preliminary Design
- ❑ Final Design

Subtotal:		$ 11,458.00
Engineering: (% +/-)	20%	$ 2,771.00
Contingency: (% +/-)	20%	$ 2,771.00
Estimated Project Cost:		**$ 17,000.00**

Project Location



Field Observations

Intersection Issues	Crosswalk N	Crosswalk E	Crosswalk S	Crosswalk W	Possible Solutions
Path of travel pavement condition	N/A	Good	N/A	N/A	
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	Repave roadway and install crosswalk pavement markings
Path of travel cross slope is greater than 5% for free-flow approaches	N/A	N/A	N/A	N/A	
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	Install crosswalk pavement markings
Crosswalk striping condition	N/A	None	N/A	N/A	

Curb Ramp Issues	Curb Ramp ID ('z' or 'i' in ramp label indicates no existing ramp) 1z	2A	3A	4z	Possible Solutions
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%			X		Remove and replace curb ramp
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"					
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25") in curb ramp/landing/flares					
Temporary obstruction (>0.25") in curb ramp/landing/flares					
No textured surface at base of curb ramp					
No color contrast at base of curb ramp					
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%		X	X		Remove and replace landing area
Curb ramp transition onto roadway is greater than 0.25"		X	X		Fix curb ramp transition
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
Ponding occurs at base of curb ramp					

Corner 1 No Ramp (1z)

Ramp 2A

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

End of Project Description for Project 114 Intersection of Quorum Dr and Meridian Ln

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

Client:	**Town of Addison**	**Date:**	**12/21/17**
Program:	**ADA Self-Evaluation and Transition Plan**	**Prepared By:**	**CMP**
KHA No.:	**063543021**	**Checked By:**	**EPE**

Corridor :	**Quorum Dr**	**GPS ID:**	**115**
Project Name:	**Intersection of Quorum Dr and Calloway Dr**		
Town:	**Addison**		

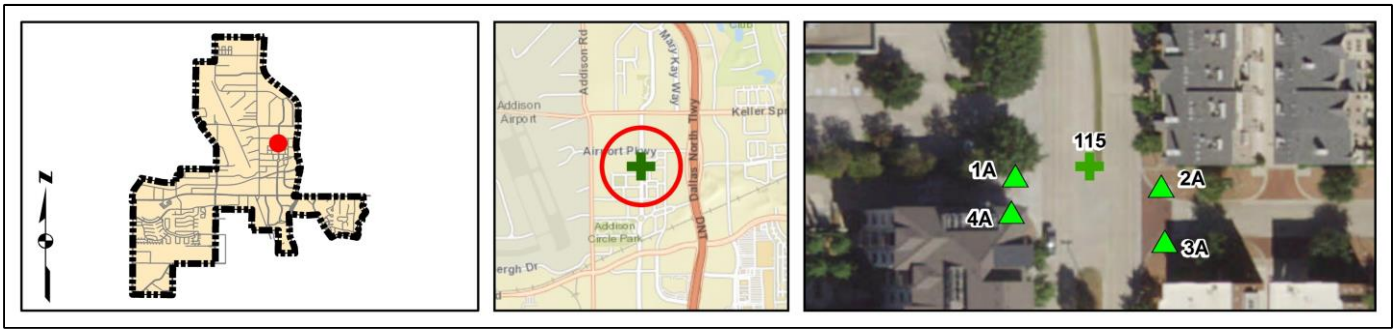
Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	$ 10.00	$ -
TxDOT 529-6002	CONC CURB (TY II)	0	LF	$ 15.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	0	SY	$ 45.00	$ -
TxDOT 531	CURB RAMPS	7	EA	$ 1,500.00	$ 10,500.00
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	10	SF	$ 50.00	$ 500.00
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	25	SY	$ 9.00	$ 225.00
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	$ 2.80	$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	364	LF	$ 8.50	$ 3,094.00
---	REPAVE ROADWAY	3	LS	$ 5,000.00	$ 15,000.00
---	FIX PONDING	1	LS	$ 2,000.00	$ 2,000.00
---	FIX CURB RAMP TRANSITION	1	LS	$ 2,000.00	$ 2,000.00
---	MEDIAN NOSE MODIFICATION	0	LS	$ 5,000.00	$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	$ 500.00	$ -
---	FIX CURB RAMP COUNTER SLOPE	1	LS	$ 2,000.00	$ 2,000.00

Basis for Cost Projection

- ☑ No Design Completed
- ❑ Preliminary Design
- ❑ Final Design

Subtotal:		$ 35,319.00
Engineering: (% +/-)	20%	$ 7,340.50
Contingency: (% +/-)	20%	$ 7,340.50
Estimated Project Cost:		**$ 50,000.00**

Project Location



Field Observations

Intersection Issues	Crosswalk N	Crosswalk E	Crosswalk S	Crosswalk W	Possible Solutions
Path of travel pavement condition	Good	Good	Good	Good	
Path of travel running slope is greater than 5%	X		X		Repave roadway and install crosswalk pavement markings
Path of travel cross slope is greater than 2% for stop control approaches	N/A		N/A	X	
Path of travel cross slope is greater than 5% for free-flow approaches		N/A		N/A	
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	Install crosswalk pavement markings
Crosswalk striping condition	None	None	None	None	

Curb Ramp Issues	Curb Ramp ID ('z' or 'i' in ramp label indicates no existing ramp) 1A	2A	3A	4A	Possible Solutions
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					Remove and replace curb ramp
Flare cross slope is greater than 10%					
Curb ramp running slope is greater than 8.3%	X			X	
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%					
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"			X		
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25") in curb ramp/landing/flares	X				
Temporary obstruction (>0.25") in curb ramp/landing/flares					
No textured surface at base of curb ramp		X	X		For intersection, commercial driveway, and park ramps, install color truncated domes
No color contrast at base of curb ramp				X	
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%	X				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

Comment: Existing sidewalk, curb ramp, and/or striping configurations permit pedestrians to cross the major street. An Engineering study is needed to confirm crossing should be accomm

Kimley-Horn and Associates, Inc.	Intersection of Quorum Dr and Calloway Dr
Photographs	GPS ID: 115

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

End of Project Description for Project 115 Intersection of Quorum Dr and Calloway Dr

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

Client:	**Town of Addison**	**Date:**	**12/21/17**
Program:	**ADA Self-Evaluation and Transition Plan**	**Prepared By:**	**CMP**
KHA No.:	**063543021**	**Checked By:**	**EPE**

Corridor :	**Quorum Dr**	**GPS ID:**	**116**
Project Name:	**Intersection of Quorum Dr and Marcus Ave**		
Town:	**Addison**		

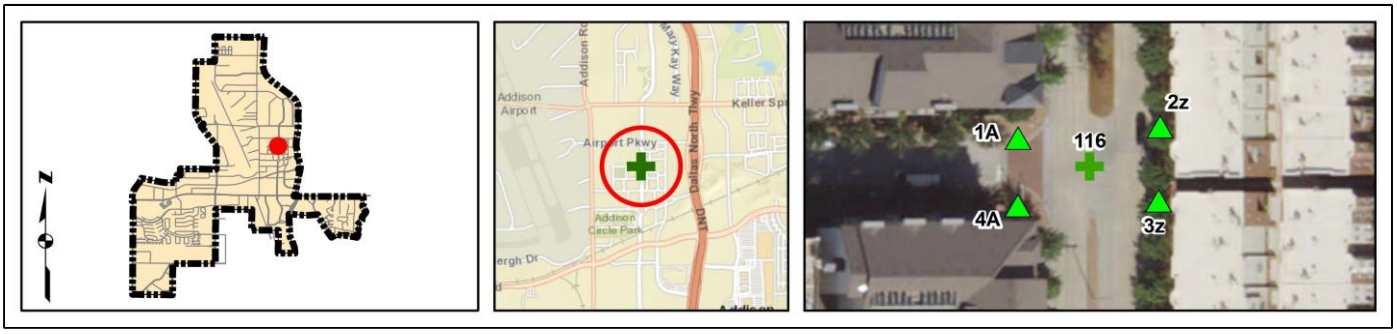
Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	$ 10.00	$ -
TxDOT 529-6002	CONC CURB (TY II)	0	LF	$ 15.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	0	SY	$ 45.00	$ -
TxDOT 531	CURB RAMPS	5	EA	$ 1,500.00	$ 7,500.00
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	$ 50.00	$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	11	SY	$ 9.00	$ 99.00
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	$ 2.80	$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	340	LF	$ 8.50	$ 2,890.00
---	REPAVE ROADWAY	1	LS	$ 5,000.00	$ 5,000.00
---	FIX PONDING	0	LS	$ 2,000.00	$ -
---	FIX CURB RAMP TRANSITION	0	LS	$ 2,000.00	$ -
---	MEDIAN NOSE MODIFICATION	0	LS	$ 5,000.00	$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	$ 500.00	$ -
---	FIX CURB RAMP COUNTER SLOPE	0	LS	$ 2,000.00	$ -

Basis for Cost Projection

- ☑ No Design Completed
- ❑ Preliminary Design
- ❑ Final Design

Subtotal:		$ 15,489.00
Engineering: (% +/-)	20%	$ 3,255.50
Contingency: (% +/-)	20%	$ 3,255.50
Estimated Project Cost:		**$ 22,000.00**

Project Location



Field Observations

Intersection Issues	Crosswalk N	E	S	W	Possible Solutions
Path of travel pavement condition	Good	N/A	Good	Good	
Path of travel running slope is greater than 5%		N/A			
Path of travel cross slope is greater than 2% for stop control approaches	N/A	N/A	N/A	X	Repave roadway and install crosswalk pavement markings
Path of travel cross slope is greater than 5% for free-flow approaches		N/A		N/A	
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	Install crosswalk pavement markings
Crosswalk striping condition	None	N/A	None	None	

Curb Ramp Issues	Curb Ramp ID ('z' or 'i' in ramp label indicates no existing ramp) 1A	2z	3z	4A	Possible Solutions
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					Remove and replace curb ramp
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					
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				Remove and replace landing area
Curb ramp transition onto roadway is greater than 0.25"					
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
Ponding occurs at base of curb ramp					

Comment: Existing sidewalk, curb ramp, and/or striping configurations permit pedestrians to cross the major street. An Engineering study is needed to confirm crossing should be accomm

Ramp 1A

Corner 2 No Ramp (2z)

Corner 3 No Ramp (3z)

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

End of Project Description for Project 116 Intersection of Quorum Dr and Marcus Ave

Kimley-Horn and Associates, Inc. **Priority: 2**
Project Description for Unsignalized Intersection

Client:	**Town of Addison**	**Date:**	**12/21/17**
Program:	**ADA Self-Evaluation and Transition Plan**	**Prepared By:**	**CMP**
KHA No.:	**063543021**	**Checked By:**	**EPE**

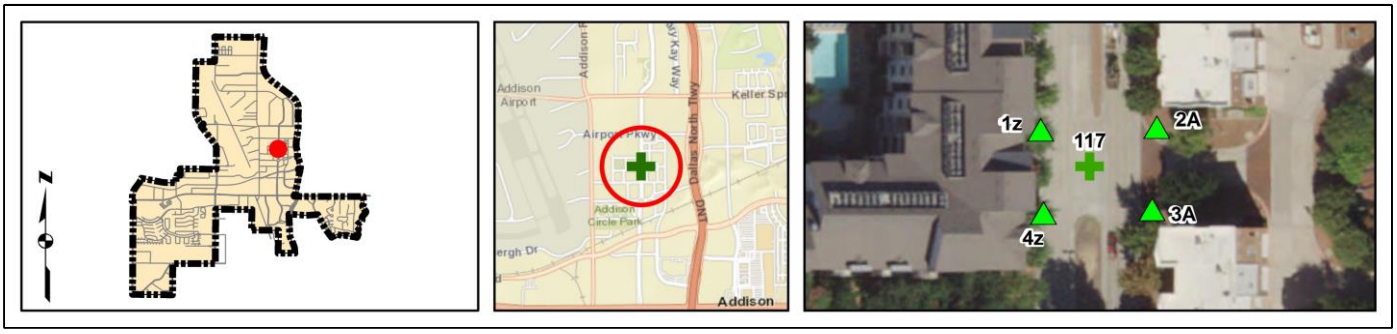
Corridor :	**Quorum Dr**	**GPS ID:**	**117**
Project Name:	**Intersection of Quorum Dr and Parkview Pl**		
Town:	**Addison**		

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	$ 10.00	$ -
TxDOT 529-6002	CONC CURB (TY II)	0	LF	$ 15.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	0	SY	$ 45.00	$ -
TxDOT 531	CURB RAMPS	5	EA	$ 1,500.00	$ 7,500.00
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	10	SF	$ 50.00	$ 500.00
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	8	SY	$ 9.00	$ 72.00
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	$ 2.80	$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	338	LF	$ 8.50	$ 2,873.00
---	REPAVE ROADWAY	2	LS	$ 5,000.00	$ 10,000.00
---	FIX PONDING	1	LS	$ 2,000.00	$ 2,000.00
---	FIX CURB RAMP TRANSITION	0	LS	$ 2,000.00	$ -
---	MEDIAN NOSE MODIFICATION	0	LS	$ 5,000.00	$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	$ 500.00	$ -
---	FIX CURB RAMP COUNTER SLOPE	0	LS	$ 2,000.00	$ -

Basis for Cost Projection
- ☑ No Design Completed
- ❑ Preliminary Design
- ❑ Final Design

Subtotal:		$ 22,945.00
Engineering: (% +/-)	20%	$ 5,027.50
Contingency: (% +/-)	20%	$ 5,027.50
Estimated Project Cost:		**$ 33,000.00**

Project Location



Field Observations

Intersection Issues	Crosswalk N	Crosswalk E	Crosswalk S	Crosswalk W	Possible Solutions
Path of travel pavement condition	Good	Good	Good	N/A	
Path of travel running slope is greater than 5%	X		X	N/A	Repave roadway and install crosswalk pavement markings
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	
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	Install crosswalk pavement markings
Crosswalk striping condition	None	None	None	N/A	

Curb Ramp Issues	Curb Ramp ID ('z' or 'i' in ramp label indicates no existing ramp) 1z	2A	3A	4z	Possible Solutions
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					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%					
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		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			X		Fix ponding

Comment: Existing sidewalk, curb ramp, and/or striping configurations permit pedestrians to cross the major street. An Engineering study is needed to confirm crossing should be accomm

Corner 1 No Ramp (1*z*)

Ramp 2A

Ramp 3A

Corner 4 No Ramp (4*z*)

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End of Project Description for Project 117 Intersection of Quorum Dr and Parkview Pl

Kimley-Horn and Associates, Inc. **Priority: 2**
Project Description for Unsignalized Intersection

Client:	**Town of Addison**	**Date:**	**12/21/17**
Program:	**ADA Self-Evaluation and Transition Plan**	**Prepared By:**	**CMP**
KHA No.:	**063543021**	**Checked By:**	**EPE**

Corridor :	**Quorum Dr**	**GPS ID:**	**118**
Project Name:	**Intersection of Quorum Dr and Goodman Ave**		
Town:	**Addison**		

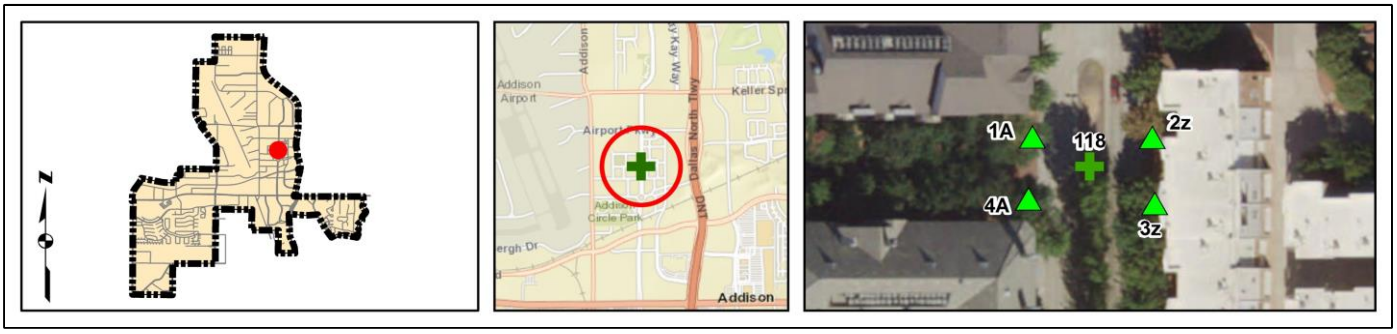
Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	$ 10.00	$ -
TxDOT 529-6002	CONC CURB (TY II)	0	LF	$ 15.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	0	SY	$ 45.00	$ -
TxDOT 531	CURB RAMPS	2	EA	$ 1,500.00	$ 3,000.00
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	$ 50.00	$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	21	SY	$ 9.00	$ 189.00
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	$ 2.80	$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	74	LF	$ 8.50	$ 629.00
---	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 COUNTER SLOPE	0	LS	$ 2,000.00	$ -

Basis for Cost Projection

- ☑ No Design Completed
- ❑ Preliminary Design
- ❑ Final Design

Subtotal:		$ 3,818.00
Engineering: (% +/-)	20%	$ 1,091.00
Contingency: (% +/-)	20%	$ 1,091.00
Estimated Project Cost:		**$ 6,000.00**

Project Location



Field Observations

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

Curb Ramp Issues	Curb Ramp ID ('z' or 'i' in ramp label indicates no existing ramp) 1A	2z	3z	4A	Possible Solutions
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					Remove and replace curb ramp
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%				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			X	For intersection, commercial driveway, and park ramps, install
No color contrast at base of curb ramp					
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%	X			X	Remove and replace landing area
Curb ramp transition onto roadway is greater than 0.25"					
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
Ponding occurs at base of curb ramp					

Ramp 1A

Corner 2 No Ramp (2z)

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

End of Project Description for Project 118 Intersection of Quorum Dr and Goodman Ave

Kimley-Horn and Associates, Inc. **Priority: 2**
Project Description for Unsignalized Intersection

Client:	**Town of Addison**	**Date:**	**12/21/17**
Program:	**ADA Self-Evaluation and Transition Plan**	**Prepared By:**	**CMP**
KHA No.:	**063543021**	**Checked By:**	**EPE**

Corridor :	**Morris Ave**	**GPS ID:**	**119**
Project Name:	**Intersection of Quorum Dr and Morris Ave**		
Town:	**Addison**		

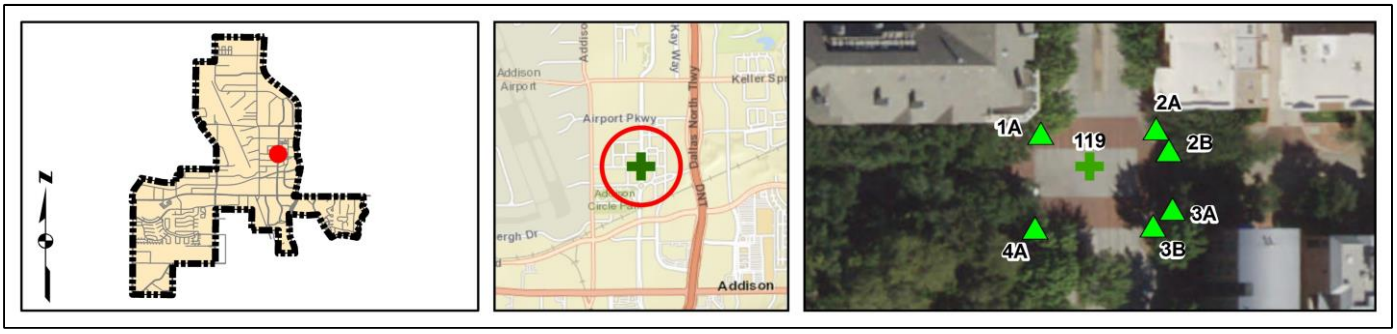
Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	$ 10.00	$ -
TxDOT 529-6002	CONC CURB (TY II)	0	LF	$ 15.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	34	SY	$ 45.00	$ 1,530.00
TxDOT 531	CURB RAMPS	7	EA	$ 1,500.00	$ 10,500.00
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	10	SF	$ 50.00	$ 500.00
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	80	SY	$ 9.00	$ 720.00
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	$ 2.80	$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	126	LF	$ 8.50	$ 1,071.00
---	REPAVE ROADWAY	1	LS	$ 5,000.00	$ 5,000.00
---	FIX PONDING	0	LS	$ 2,000.00	$ -
---	FIX CURB RAMP TRANSITION	2	LS	$ 2,000.00	$ 4,000.00
---	MEDIAN NOSE MODIFICATION	0	LS	$ 5,000.00	$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	$ 500.00	$ -
---	FIX CURB RAMP COUNTER SLOPE	0	LS	$ 2,000.00	$ -

Basis for Cost Projection

- ☑ No Design Completed
- ❑ Preliminary Design
- ❑ Final Design

Subtotal:		$ 23,321.00
Engineering: (% +/-)	20%	$ 4,839.50
Contingency: (% +/-)	20%	$ 4,839.50
Estimated Project Cost:		**$ 33,000.00**

Project Location



Field Observations

Intersection Issues	Crosswalk N	Crosswalk E	Crosswalk S	Crosswalk W	Possible Solutions
Path of travel pavement condition	Good	Good	Good	Good	
Path of travel running slope is greater than 5%			X		Repave roadway and install crosswalk pavement markings
Path of travel cross slope is greater than 2% for stop control approaches		N/A	X	N/A	
Path of travel cross slope is greater than 5% for free-flow approaches	N/A		N/A		
Crosswalk width is less than 6'					
Crosswalk striping condition	Good	Good	Good	Good	

Curb Ramp Issues	Curb Ramp ID ('z' or 'i' in ramp label indicates no existing ramp) 1A	2A	2B	3A	3B	4A	Possible Solutions
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							Remove and replace curb ramp
Flare cross slope is greater than 10%	X		X				
Curb ramp running slope is greater than 8.3%	X		X				
Blended transition running slope is greater than 5%							
Cut-thru ramp running slope is greater than 5%							
Curb ramp cross slope is greater than 2%	X	X				X	
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					X	
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		
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	X	Remove and replace landing area
Curb ramp transition onto roadway is greater than 0.25"				X	X		Fix curb ramp transition
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%							
Ponding occurs at base of curb ramp							

Comment: Existing sidewalk, curb ramp, and/or striping configurations permit pedestrians to cross the major street. An Engineering study is needed to confirm crossing should be accomm

Ramp 1A

Ramp 2A

Ramp 2B

Ramp 3A

Ramp 3B

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

End of Project Description for Project 119 Intersection of Quorum Dr and Morris Ave

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

Client:	**Town of Addison**	**Date:**	**12/21/17**
Program:	**ADA Self-Evaluation and Transition Plan**	**Prepared By:**	**CMP**
KHA No.:	**063543021**	**Checked By:**	**EPE**

Corridor :	**Quorum Dr**	**GPS ID:**	**120**
Project Name:	**Intersection of Quorum Dr and McEntire Pl**		
Town:	**Addison**		

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	$ 10.00	$ -
TxDOT 529-6002	CONC CURB (TY II)	0	LF	$ 15.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	3	SY	$ 45.00	$ 135.00
TxDOT 531	CURB RAMPS	2	EA	$ 1,500.00	$ 3,000.00
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	20	SF	$ 50.00	$ 1,000.00
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	23	SY	$ 9.00	$ 207.00
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	$ 2.80	$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	120	LF	$ 8.50	$ 1,020.00
---	REPAVE ROADWAY	1	LS	$ 5,000.00	$ 5,000.00
---	FIX PONDING	0	LS	$ 2,000.00	$ -
---	FIX CURB RAMP TRANSITION	3	LS	$ 2,000.00	$ 6,000.00
---	MEDIAN NOSE MODIFICATION	0	LS	$ 5,000.00	$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	$ 500.00	$ -
---	FIX CURB RAMP COUNTER SLOPE	0	LS	$ 2,000.00	$ -

Basis for Cost Projection

- ☑ No Design Completed
- ❑ Preliminary Design
- ❑ Final Design

Subtotal:		$ 16,362.00
Engineering: (% +/-)	20%	$ 3,319.00
Contingency: (% +/-)	20%	$ 3,319.00
Estimated Project Cost:		**$ 23,000.00**

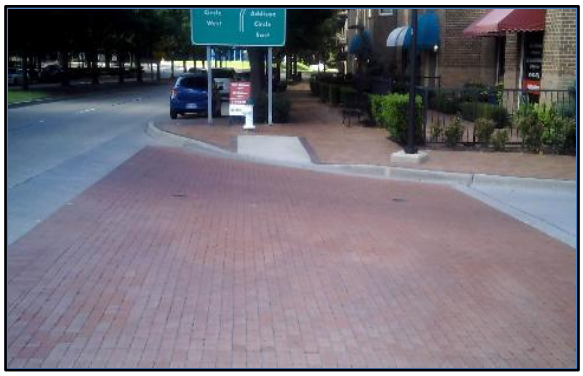
Project Location

Field Observations

Intersection Issues	Crosswalk N	Crosswalk E	Crosswalk S	Crosswalk W	Possible Solutions
Path of travel pavement condition	N/A	Good	N/A	Good	
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	X	N/A		Repave roadway and install crosswalk pavement markings
Path of travel cross slope is greater than 5% for free-flow approaches	N/A	N/A	N/A	N/A	
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	Install crosswalk pavement markings
Crosswalk striping condition	N/A	None	N/A	None	

Curb Ramp Issues	Curb Ramp ID ('z' or 'i' in ramp label indicates no existing ramp) 1A	2A	3A	4A	Possible Solutions
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					Remove and replace curb ramp
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%			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	X	X	X	For intersection, commercial driveway, and park ramps, install
No color contrast at base of curb ramp					
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%	X		X	X	Remove and replace landing area
Curb ramp transition onto roadway is greater than 0.25"		X	X	X	Fix curb ramp transition
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
Ponding occurs at base of curb ramp					

Ramp 1A



Ramp 2A

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

End of Project Description for Project 120 Intersection of Quorum Dr and McEntire Pl

Kimley-Horn and Associates, Inc. **Priority: 2**
Project Description for Unsignalized Intersection

Client:	**Town of Addison**	**Date: 12/21/17**
Program:	**ADA Self-Evaluation and Transition Plan**	**Prepared By: CMP**
KHA No.:	**063543021**	**Checked By: EPE**

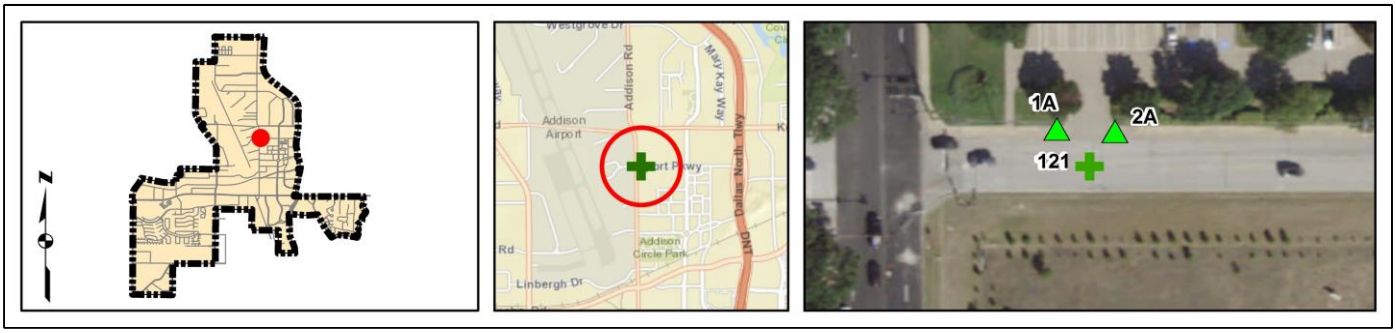
Corridor :	**Airport Pkwy**	**GPS ID: 121**
Project Name:	**Intersection of Airport Pkwy and driveway (Lat. 32.9660; Long. -96.8294)**	
Town:	**Addison**	

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	$ 10.00	$ -
TxDOT 529-6002	CONC CURB (TY II)	0	LF	$ 15.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	0	SY	$ 45.00	$ -
TxDOT 531	CURB RAMPS	2	EA	$ 1,500.00	$ 3,000.00
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	$ 50.00	$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	18	SY	$ 9.00	$ 162.00
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	$ 2.80	$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	0	LF	$ 8.50	$ -
---	REPAVE ROADWAY	0	LS	$ 5,000.00	$ -
---	FIX PONDING	0	LS	$ 2,000.00	$ -
---	FIX CURB RAMP TRANSITION	0	LS	$ 2,000.00	$ -
---	MEDIAN NOSE MODIFICATION	0	LS	$ 5,000.00	$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	$ 500.00	$ -
---	FIX CURB RAMP COUNTER SLOPE	0	LS	$ 2,000.00	$ -

Basis for Cost Projection
- ☑ No Design Completed
- ❑ Preliminary Design
- ❑ Final Design

Subtotal:		$ 3,162.00
Engineering: (% +/-)	20%	$ 919.00
Contingency: (% +/-)	20%	$ 919.00
Estimated Project Cost:		**$ 5,000.00**

Project Location



Field Observations

Intersection Issues	Crosswalk N	E	S	W	Possible Solutions
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' or 'i' in ramp label indicates no existing ramp) 1A	2A	Possible Solutions
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			Remove and replace curb ramp
Flare cross slope is greater than 10%			
Curb ramp running slope is greater than 8.3%	X	X	
Blended transition running slope is greater than 5%			
Cut-thru ramp running slope is greater than 5%			
Curb ramp cross slope is greater than 2%	X	X	
Cut-thru ramp cross slope is greater than 2%			
Curb ramp width is less than 48"		X	
Cut-thru ramp width is less than 60"			
Permanent obstruction (>0.25") in curb ramp/landing/flares		X	
Temporary obstruction (>0.25") in curb ramp/landing/flares			
No textured surface at base of curb ramp	X	X	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"			
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%			
Ponding occurs at base of curb ramp			

Kimley-Horn and Associates, Inc.	Intersection of Airport Pkwy and driveway (Lat. 32.9660; Long. -96.8294)
Photographs	GPS ID: 121

Ramp 1A

Ramp 2A

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Project Location Map Sources:
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End of Project Description for Project 121 Intersection of Airport Pkwy and driveway (Lat. 32.9660; Long. -96.8294)

Kimley-Horn and Associates, Inc. **Priority: 2**
Project Description for Unsignalized Intersection

Client:	**Town of Addison**	**Date:**	**12/21/17**
Program:	**ADA Self-Evaluation and Transition Plan**	**Prepared By:**	**CMP**
KHA No.:	**063543021**	**Checked By:**	**EPE**

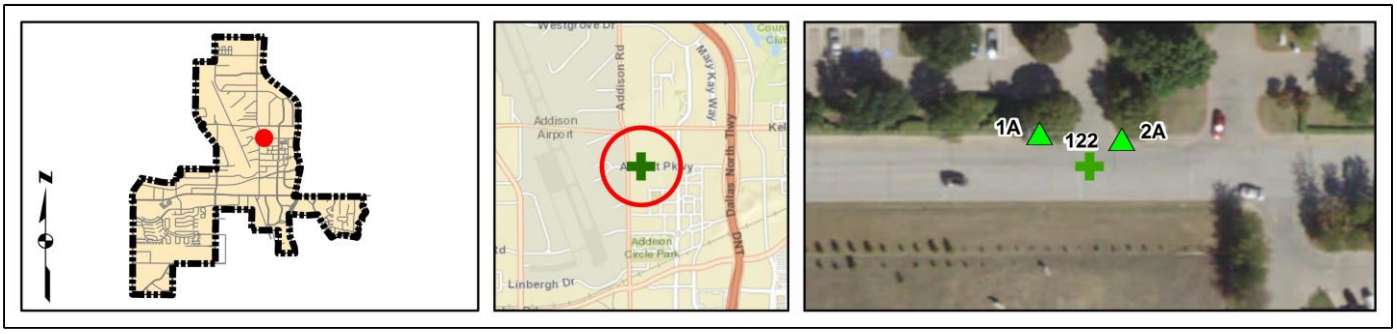
Corridor :	**Airport Pkwy**	**GPS ID:**	**122**
Project Name:	**Intersection of Airport Pkwy and driveway (Lat. 32.9660; Long. -96.8287)**		
Town:	**Addison**		

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	$ 10.00	$ -
TxDOT 529-6002	CONC CURB (TY II)	0	LF	$ 15.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	0	SY	$ 45.00	$ -
TxDOT 531	CURB RAMPS	2	EA	$ 1,500.00	$ 3,000.00
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	$ 50.00	$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	21	SY	$ 9.00	$ 189.00
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	$ 2.80	$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	0	LF	$ 8.50	$ -
---	REPAVE ROADWAY	0	LS	$ 5,000.00	$ -
---	FIX PONDING	1	LS	$ 2,000.00	$ 2,000.00
---	FIX CURB RAMP TRANSITION	1	LS	$ 2,000.00	$ 2,000.00
---	MEDIAN NOSE MODIFICATION	0	LS	$ 5,000.00	$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	$ 500.00	$ -
---	FIX CURB RAMP COUNTER SLOPE	0	LS	$ 2,000.00	$ -

Basis for Cost Projection
- ☑ No Design Completed
- ❑ Preliminary Design
- ❑ Final Design

Subtotal:		$ 7,189.00
Engineering: (% +/-)	20%	$ 1,905.50
Contingency: (% +/-)	20%	$ 1,905.50
Estimated Project Cost:		**$ 11,000.00**

Project Location



Field Observations

Intersection Issues	Crosswalk N	E	S	W	Possible Solutions
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' or 'i' in ramp label indicates no existing ramp) 1A	2A	Possible Solutions
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			Remove and replace curb ramp
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	
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	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	X	Remove and replace landing area
Curb ramp transition onto roadway is greater than 0.25"	X		Fix curb ramp transition
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%			
Ponding occurs at base of curb ramp		X	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

End of Project Description for Project 122 Intersection of Airport Pkwy and driveway (Lat. 32.9660; Long. -96.8287)

Kimley-Horn and Associates, Inc. **Priority: 2**
Project Description for Unsignalized Intersection

Client:	**Town of Addison**	**Date:**	**12/21/17**
Program:	**ADA Self-Evaluation and Transition Plan**	**Prepared By:**	**CMP**
KHA No.:	**063543021**	**Checked By:**	**EPE**

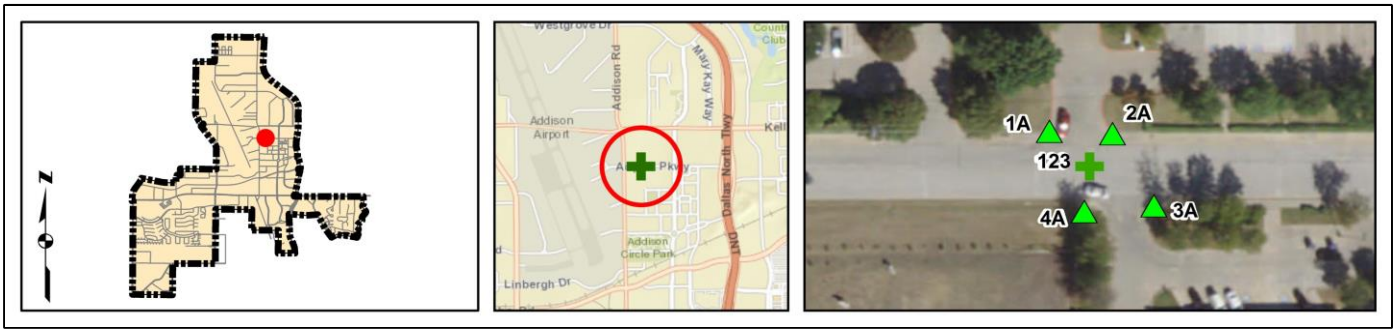
Corridor :	**Airport Pkwy**	**GPS ID:**	**123**
Project Name:	**Intersection of Airport Pkwy and driveway (Lat. 32.9660; Long. -96.8284)**		
Town:	**Addison**		

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	$ 10.00	$ -
TxDOT 529-6002	CONC CURB (TY II)	0	LF	$ 15.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	0	SY	$ 45.00	$ -
TxDOT 531	CURB RAMPS	4	EA	$ 1,500.00	$ 6,000.00
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	$ 50.00	$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	35	SY	$ 9.00	$ 315.00
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	$ 2.80	$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	0	LF	$ 8.50	$ -
---	REPAVE ROADWAY	0	LS	$ 5,000.00	$ -
---	FIX PONDING	2	LS	$ 2,000.00	$ 4,000.00
---	FIX CURB RAMP TRANSITION	1	LS	$ 2,000.00	$ 2,000.00
---	MEDIAN NOSE MODIFICATION	0	LS	$ 5,000.00	$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	$ 500.00	$ -
---	FIX CURB RAMP COUNTER SLOPE	0	LS	$ 2,000.00	$ -

Basis for Cost Projection
- ☑ No Design Completed
- ❑ Preliminary Design
- ❑ Final Design

Subtotal:		$ 12,315.00
Engineering: (% +/-)	20%	$ 2,842.50
Contingency: (% +/-)	20%	$ 2,842.50
Estimated Project Cost:		**$ 18,000.00**

Project Location



Field Observations

Intersection Issues	Crosswalk N	E	S	W	Possible Solutions
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' or 'i' in ramp label indicates no existing ramp) 1A	2A	3A	4A	Possible Solutions
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					Remove and replace curb ramp
Flare cross slope is greater than 10%	X	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%	X	X	X	X	
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"	X	X			
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25") in curb ramp/landing/flares	X	X			
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				X	Install landing area
Landing area is less than 5' x 5' or slopes greater than 2%	X	X			Remove and replace landing area
Curb ramp transition onto roadway is greater than 0.25"				X	Fix curb ramp transition
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
Ponding occurs at base of curb ramp	X	X			Fix ponding

Kimley-Horn and Associates, Inc.	Intersection of Airport Pkwy and driveway (Lat. 32.9660; Long. -96.8284)
Photographs	GPS ID: 123

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

End of Project Description for Project 123 Intersection of Airport Pkwy and driveway (Lat. 32.9660; Long. -96.8284)

Kimley-Horn and Associates, Inc. **Priority: 2**
Project Description for Unsignalized Intersection

Client:	**Town of Addison**	**Date:**	**12/21/17**
Program:	**ADA Self-Evaluation and Transition Plan**	**Prepared By:**	**CMP**
KHA No.:	**063543021**	**Checked By:**	**EPE**

Corridor :	**Airport Pkwy**	**GPS ID:**	**124**
Project Name:	**Intersection of Airport Pkwy and driveway (Lat. 32.9660; Long. -96.8278)**		
Town:	**Addison**		

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	$ 10.00	$ -
TxDOT 529-6002	CONC CURB (TY II)	0	LF	$ 15.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	0	SY	$ 45.00	$ -
TxDOT 531	CURB RAMPS	2	EA	$ 1,500.00	$ 3,000.00
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	$ 50.00	$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	21	SY	$ 9.00	$ 189.00
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	$ 2.80	$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	0	LF	$ 8.50	$ -
---	REPAVE ROADWAY	0	LS	$ 5,000.00	$ -
---	FIX PONDING	0	LS	$ 2,000.00	$ -
---	FIX CURB RAMP TRANSITION	0	LS	$ 2,000.00	$ -
---	MEDIAN NOSE MODIFICATION	0	LS	$ 5,000.00	$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	$ 500.00	$ -
---	FIX CURB RAMP COUNTER SLOPE	0	LS	$ 2,000.00	$ -

Basis for Cost Projection
- ☑ No Design Completed
- ❑ Preliminary Design
- ❑ Final Design

Subtotal:		$ 3,189.00
Engineering: (% +/-)	20%	$ 905.50
Contingency: (% +/-)	20%	$ 905.50
Estimated Project Cost:		**$ 5,000.00**

Project Location

Field Observations

Intersection Issues	Crosswalk N	E	S	W	Possible Solutions
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' or 'i' in ramp label indicates no existing ramp) 3A	4A		Possible Solutions
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				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%				
Cut-thru ramp running slope is greater than 5%				
Curb ramp cross slope is greater than 2%	X	X		
Cut-thru ramp cross slope is greater than 2%				
Curb ramp width is less than 48"				
Cut-thru ramp width is less than 60"				
Permanent obstruction (>0.25") in curb ramp/landing/flares				
Temporary obstruction (>0.25") in curb ramp/landing/flares				
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	X		Remove and replace landing area
Curb ramp transition onto roadway is greater than 0.25"				
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%				
Ponding occurs at base of curb ramp				

Ramp 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

End of Project Description for Project 124 Intersection of Airport Pkwy and driveway (Lat. 32.9660; Long. -96.8278)

Kimley-Horn and Associates, Inc. **Priority: 2**
Project Description for Unsignalized Intersection

Client:	**Town of Addison**	**Date:**	**12/21/17**
Program:	**ADA Self-Evaluation and Transition Plan**	**Prepared By:**	**CMP**
KHA No.:	**063543021**	**Checked By:**	**EPE**

Corridor :	**Airport Pkwy**	**GPS ID:**	**125**
Project Name:	**Intersection of Airport Pkwy and driveway (Lat. 32.9660; Long. -96.8274)**		
Town:	**Addison**		

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	$ 10.00	$ -
TxDOT 529-6002	CONC CURB (TY II)	0	LF	$ 15.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	0	SY	$ 45.00	$ -
TxDOT 531	CURB RAMPS	4	EA	$ 1,500.00	$ 6,000.00
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	$ 50.00	$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	41	SY	$ 9.00	$ 369.00
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	$ 2.80	$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	0	LF	$ 8.50	$ -
---	REPAVE ROADWAY	0	LS	$ 5,000.00	$ -
---	FIX PONDING	1	LS	$ 2,000.00	$ 2,000.00
---	FIX CURB RAMP TRANSITION	3	LS	$ 2,000.00	$ 6,000.00
---	MEDIAN NOSE MODIFICATION	0	LS	$ 5,000.00	$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	$ 500.00	$ -
---	FIX CURB RAMP COUNTER SLOPE	1	LS	$ 2,000.00	$ 2,000.00

Basis for Cost Projection

- ☑ No Design Completed
- ❑ Preliminary Design
- ❑ Final Design

Subtotal:		$ 16,369.00
Engineering: (% +/-)	20%	$ 3,315.50
Contingency: (% +/-)	20%	$ 3,315.50
Estimated Project Cost:		**$ 23,000.00**

Project Location

Field Observations

Intersection Issues	Crosswalk N	E	S	W	Possible Solutions
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' or 'i' in ramp label indicates no existing ramp) 1A	2A	3A	4A	Possible Solutions
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					Remove and replace curb ramp
Flare cross slope is greater than 10%	X	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%	X	X	X	X	
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"					
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25") in curb ramp/landing/flares		X			
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%	X	X	X	X	Remove and replace landing area
Curb ramp transition onto roadway is greater than 0.25"	X	X	X		Fix curb ramp transition
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%				X	Fix curb ramp counter slope
Ponding occurs at base of curb ramp		X			Fix ponding

Kimley-Horn and Associates, Inc.	Intersection of Airport Pkwy and driveway (Lat. 32.9660; Long. -96.8274)
Photographs	GPS ID: 125

Ramp 1A

Ramp 2A

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

End of Project Description for Project 125 Intersection of Airport Pkwy and driveway (Lat. 32.9660; Long. -96.8274)

Kimley-Horn and Associates, Inc. **Priority: 2**
Project Description for Unsignalized Intersection

Client:	**Town of Addison**	**Date:**	**12/21/17**
Program:	**ADA Self-Evaluation and Transition Plan**	**Prepared By:**	**CMP**
KHA No.:	**063543021**	**Checked By:**	**EPE**

Corridor :	**Airport Pkwy**	**GPS ID:**	**126**
Project Name:	**Intersection of Airport Pkwy and driveway (Lat. 32.9660; Long. -96.8271)**		
Town:	**Addison**		

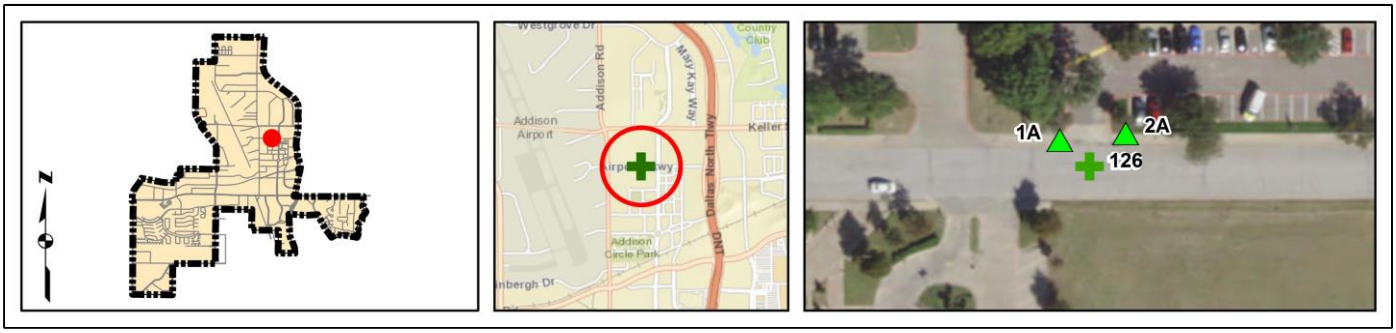
Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	$ 10.00	$ -
TxDOT 529-6002	CONC CURB (TY II)	0	LF	$ 15.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	0	SY	$ 45.00	$ -
TxDOT 531	CURB RAMPS	2	EA	$ 1,500.00	$ 3,000.00
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	$ 50.00	$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	18	SY	$ 9.00	$ 162.00
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	$ 2.80	$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	0	LF	$ 8.50	$ -
---	REPAVE ROADWAY	0	LS	$ 5,000.00	$ -
---	FIX PONDING	0	LS	$ 2,000.00	$ -
---	FIX CURB RAMP TRANSITION	1	LS	$ 2,000.00	$ 2,000.00
---	MEDIAN NOSE MODIFICATION	0	LS	$ 5,000.00	$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	$ 500.00	$ -
---	FIX CURB RAMP COUNTER SLOPE	1	LS	$ 2,000.00	$ 2,000.00

Basis for Cost Projection

- ☑ No Design Completed
- ❑ Preliminary Design
- ❑ Final Design

Subtotal:		$ 7,162.00
Engineering: (% +/-)	20%	$ 1,919.00
Contingency: (% +/-)	20%	$ 1,919.00
Estimated Project Cost:		**$ 11,000.00**

Project Location



Field Observations

Intersection Issues	Crosswalk N	E	S	W	Possible Solutions
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' or 'i' in ramp label indicates no existing ramp) 1A	2A	Possible Solutions
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			Remove and replace curb ramp
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	
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%		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			

Kimley-Horn and Associates, Inc.	Intersection of Airport Pkwy and driveway (Lat. 32.9660; Long. -96.8271)
Photographs	GPS ID: 126

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

End of Project Description for Project 126 Intersection of Airport Pkwy and driveway (Lat. 32.9660; Long. -96.8271)

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

Client:	**Town of Addison**	**Date:**	**12/21/17**
Program:	**ADA Self-Evaluation and Transition Plan**	**Prepared By:**	**CMP**
KHA No.:	**063543021**	**Checked By:**	**EPE**

Corridor :	**Airport Pkwy**	**GPS ID:**	**127**
Project Name:	**Intersection of Airport Pkwy and driveway (Lat. 32.9660; Long. -96.8261)**		
Town:	**Addison**		

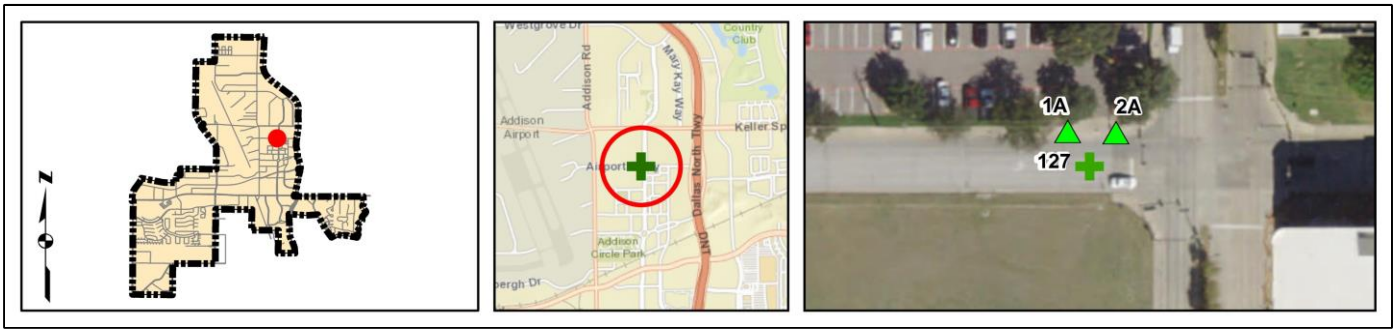
Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	$ 10.00	$ -
TxDOT 529-6002	CONC CURB (TY II)	0	LF	$ 15.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	0	SY	$ 45.00	$ -
TxDOT 531	CURB RAMPS	2	EA	$ 1,500.00	$ 3,000.00
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	$ 50.00	$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	20	SY	$ 9.00	$ 180.00
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	$ 2.80	$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	0	LF	$ 8.50	$ -
---	REPAVE ROADWAY	0	LS	$ 5,000.00	$ -
---	FIX PONDING	0	LS	$ 2,000.00	$ -
---	FIX CURB RAMP TRANSITION	1	LS	$ 2,000.00	$ 2,000.00
---	MEDIAN NOSE MODIFICATION	0	LS	$ 5,000.00	$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	$ 500.00	$ -
---	FIX CURB RAMP COUNTER SLOPE	1	LS	$ 2,000.00	$ 2,000.00

Basis for Cost Projection

- ☑ No Design Completed
- ❑ Preliminary Design
- ❑ Final Design

Subtotal:		$ 7,180.00
Engineering: (% +/-)	20%	$ 1,910.00
Contingency: (% +/-)	20%	$ 1,910.00
Estimated Project Cost:		**$ 11,000.00**

Project Location



Field Observations

Intersection Issues	Crosswalk N	E	S	W	Possible Solutions
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' or 'i' in ramp label indicates no existing ramp) 1A	2A	Possible Solutions
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			Remove and replace curb ramp
Flare cross slope is greater than 10%			
Curb ramp running slope is greater than 8.3%	X	X	
Blended transition running slope is greater than 5%			
Cut-thru ramp running slope is greater than 5%			
Curb ramp cross slope is greater than 2%	X	X	
Cut-thru ramp cross slope is greater than 2%			
Curb ramp width is less than 48"	X	X	
Cut-thru ramp width is less than 60"			
Permanent obstruction (>0.25") in curb ramp/landing/flares		X	
Temporary obstruction (>0.25") in curb ramp/landing/flares			
No textured surface at base of curb ramp	X	X	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	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			

Kimley-Horn and Associates, Inc.	Intersection of Airport Pkwy and driveway (Lat. 32.9660; Long. -96.8261)
Photographs	GPS ID: 127

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

End of Project Description for Project 127 Intersection of Airport Pkwy and driveway (Lat. 32.9660; Long. -96.8261)

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

Client:	**Town of Addison**	**Date:**	**12/21/17**
Program:	**ADA Self-Evaluation and Transition Plan**	**Prepared By:**	**CMP**
KHA No.:	**063543021**	**Checked By:**	**EPE**

Corridor :	**Airport Pkwy**	**GPS ID:**	**129**
Project Name:	**Intersection of Airport Pkwy and Dallas Pkwy**		
Town:	**Addison**		

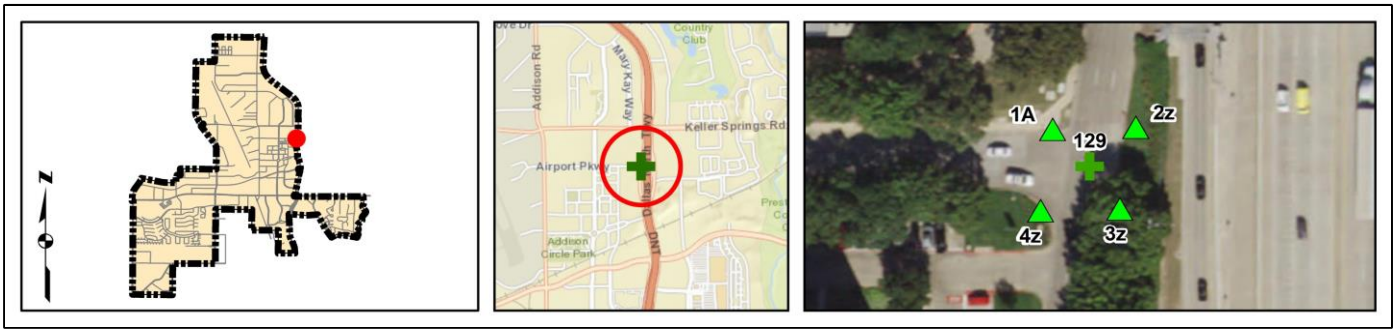
Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	$ 10.00	$ -
TxDOT 529-6002	CONC CURB (TY II)	0	LF	$ 15.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	0	SY	$ 45.00	$ -
TxDOT 531	CURB RAMPS	2	EA	$ 1,500.00	$ 3,000.00
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	$ 50.00	$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	11	SY	$ 9.00	$ 99.00
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	$ 2.80	$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	94	LF	$ 8.50	$ 799.00
---	REPAVE ROADWAY	1	LS	$ 5,000.00	$ 5,000.00
---	FIX PONDING	0	LS	$ 2,000.00	$ -
---	FIX CURB RAMP TRANSITION	1	LS	$ 2,000.00	$ 2,000.00
---	MEDIAN NOSE MODIFICATION	0	LS	$ 5,000.00	$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	$ 500.00	$ -
---	FIX CURB RAMP COUNTER SLOPE	0	LS	$ 2,000.00	$ -

Basis for Cost Projection

- ☑ No Design Completed
- ❑ Preliminary Design
- ❑ Final Design

Subtotal:		$ 10,898.00
Engineering: (% +/-)	20%	$ 2,551.00
Contingency: (% +/-)	20%	$ 2,551.00
Estimated Project Cost:		**$ 16,000.00**

Project Location



Field Observations

Intersection Issues	Crosswalk N	Crosswalk E	Crosswalk S	Crosswalk W	Possible Solutions
Path of travel pavement condition	N/A	N/A	N/A	Good	
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	X	Repave roadway and install crosswalk pavement markings
Path of travel cross slope is greater than 5% for free-flow approaches	N/A	N/A	N/A	N/A	
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	Install crosswalk pavement markings
Crosswalk striping condition	N/A	N/A	N/A	None	

Curb Ramp Issues	Curb Ramp ID ('z' or 'i' in ramp label indicates no existing ramp) 1A	2z	3z	4z	Possible Solutions
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					Remove and replace curb ramp
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				For intersection, commercial driveway, and park ramps, install color truncated domes
No color contrast at base of curb ramp	X				
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%	X				Remove and replace landing area
Curb ramp transition onto roadway is greater than 0.25"	X				Fix curb ramp transition
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
Ponding occurs at base of curb ramp					

Ramp 1A

Corner 2 No Ramp (2*z*)

Corner 3 No Ramp (3*z*)

Corner 4 No Ramp (4*z*)

Opinion of Probable Construction Cost Disclaimer:
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Project Location Map Sources:
Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

End of Project Description for Project 129 Intersection of Airport Pkwy and Dallas Pkwy

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

Client:	**Town of Addison**		**Date: 12/21/17**
Program:	**ADA Self-Evaluation and Transition Plan**		**Prepared By: CMP**
KHA No.:	**063543021**		**Checked By: EPE**

Corridor :	**Morris Ave**	**GPS ID: 130**
Project Name:	**Intersection of Addison Rd and Morris Ave**	
Town:	**Addison**	

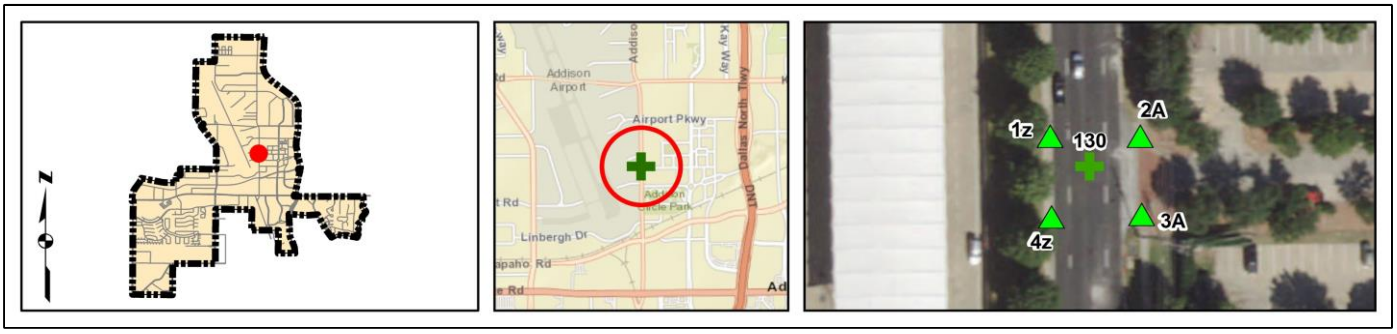
Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	$ 10.00	$ -
TxDOT 529-6002	CONC CURB (TY II)	0	LF	$ 15.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	0	SY	$ 45.00	$ -
TxDOT 531	CURB RAMPS	6	EA	$ 1,500.00	$ 9,000.00
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	$ 50.00	$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	21	SY	$ 9.00	$ 189.00
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	$ 2.80	$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	204	LF	$ 8.50	$ 1,734.00
---	REPAVE ROADWAY	2	LS	$ 5,000.00	$ 10,000.00
---	FIX PONDING	1	LS	$ 2,000.00	$ 2,000.00
---	FIX CURB RAMP TRANSITION	2	LS	$ 2,000.00	$ 4,000.00
---	MEDIAN NOSE MODIFICATION	0	LS	$ 5,000.00	$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	$ 500.00	$ -
---	FIX CURB RAMP COUNTER SLOPE	0	LS	$ 2,000.00	$ -

Basis for Cost Projection

- ☑ No Design Completed
- ❑ Preliminary Design
- ❑ Final Design

Subtotal:		$ 26,923.00
Engineering: (% +/-)	20%	$ 5,538.50
Contingency: (% +/-)	20%	$ 5,538.50
Estimated Project Cost:		**$ 38,000.00**

Project Location



Field Observations

Intersection Issues	Crosswalk N	Crosswalk E	Crosswalk S	Crosswalk W	Possible Solutions
Path of travel pavement condition	Good	Good	Good	N/A	
Path of travel running slope is greater than 5%	X		X	N/A	
Path of travel cross slope is greater than 2% for stop control approaches		N/A	X	N/A	Repave roadway and install crosswalk pavement markings
Path of travel cross slope is greater than 5% for free-flow approaches	N/A		N/A	N/A	
Crosswalk width is less than 6'	N/A		N/A	N/A	
Crosswalk striping condition	None	Good	None	N/A	Install crosswalk pavement markings

Curb Ramp Issues	Curb Ramp ID ('z' or 'i' in ramp label indicates no existing ramp) 1z	2A	3A	4z		Possible Solutions
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						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%						
Cut-thru ramp running slope is greater than 5%						
Curb ramp cross slope is greater than 2%						
Cut-thru ramp cross slope is greater than 2%						
Curb ramp width is less than 48"			X			
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	X			Remove and replace landing area
Curb ramp transition onto roadway is greater than 0.25"		X	X			Fix curb ramp transition
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%						
Ponding occurs at base of curb ramp		X				Fix ponding

Comment: Existing sidewalk, curb ramp, and/or striping configurations permit pedestrians to cross the major street. An Engineering study is needed to confirm crossing should be accomm

Corner 1 No Ramp (1*z*)

Ramp 2A

Ramp 3A

Corner 4 No Ramp (4*z*)

Opinion of Probable Construction Cost Disclaimer:
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Project Location Map Sources:
Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

End of Project Description for Project 130 Intersection of Addison Rd and Morris Ave

Kimley-Horn and Associates, Inc. **Priority: 2**
Project Description for Unsignalized Intersection

Client:	**Town of Addison**	**Date:**	**12/21/17**
Program:	**ADA Self-Evaluation and Transition Plan**	**Prepared By:**	**CMP**
KHA No.:	**063543021**	**Checked By:**	**EPE**

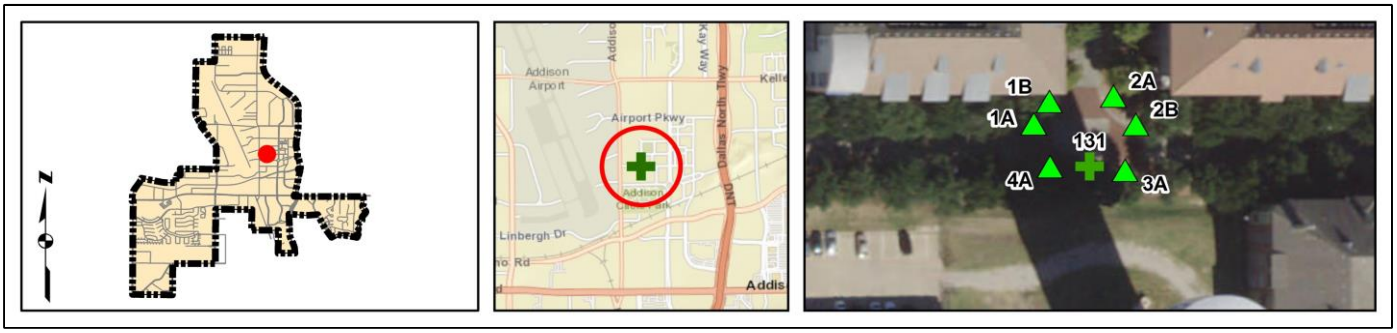
Corridor :	**Morris Ave**	**GPS ID:**	**131**
Project Name:	**Intersection of Morris Ave and Artist Way**		
Town:	**Addison**		

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	$ 10.00	$ -
TxDOT 529-6002	CONC CURB (TY II)	0	LF	$ 15.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	0	SY	$ 45.00	$ -
TxDOT 531	CURB RAMPS	6	EA	$ 1,500.00	$ 9,000.00
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	$ 50.00	$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	61	SY	$ 9.00	$ 549.00
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	$ 2.80	$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	138	LF	$ 8.50	$ 1,173.00
---	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 COUNTER SLOPE	0	LS	$ 2,000.00	$ -

Basis for Cost Projection
- ☑ No Design Completed
- ❑ Preliminary Design
- ❑ Final Design

Subtotal:		$ 28,722.00
Engineering: (% +/-)	20%	$ 6,139.00
Contingency: (% +/-)	20%	$ 6,139.00
Estimated Project Cost:		**$ 41,000.00**

Project Location



Field Observations

Intersection Issues	Crosswalk N	Crosswalk E	Crosswalk S	Crosswalk W	Possible Solutions
Path of travel pavement condition	Good	Good	N/A	Good	
Path of travel running slope is greater than 5%		X	N/A		
Path of travel cross slope is greater than 2% for stop control approaches	X	N/A	N/A	N/A	Repave roadway and install crosswalk pavement markings
Path of travel cross slope is greater than 5% for free-flow approaches	N/A		N/A		
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	Install crosswalk pavement markings
Crosswalk striping condition	None	None	N/A	None	

Curb Ramp Issues	Curb Ramp ID ('z' or 'i' in ramp label indicates no existing ramp) 1A	1B	2A	2B	3A	4A	Possible Solutions
Curb ramp does not exist and is needed							
Curb ramp does not land in crosswalk							
No 4' x 4' clear space at base of curb ramp							
Curbed side is not 90° or has traversable adjacent surface							
Flare cross slope is greater than 10%	X		X	X			
Curb ramp running slope is greater than 8.3%							
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	X			X	X	Remove and replace curb ramp
Cut-thru ramp cross slope is greater than 2%							
Curb ramp width is less than 48"							
Cut-thru ramp width is less than 60"							
Permanent obstruction (>0.25") in curb ramp/landing/flares							
Temporary obstruction (>0.25") in curb ramp/landing/flares							
No textured surface at base of curb ramp	X	X			X	X	For intersection, commercial driveway, and park ramps, install
No color contrast at base of curb ramp							
Landing area does not exist and is needed							
Landing area is less than 5' x 5' or slopes greater than 2%	X	X	X	X	X	X	Remove and replace landing area
Curb ramp transition onto roadway is greater than 0.25"			X			X	Fix curb ramp transition
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%							
Ponding occurs at base of curb ramp					X	X	Fix ponding

Comment: Existing sidewalk, curb ramp, and/or striping configurations permit pedestrians to cross the major street. An Engineering study is needed to confirm crossing should be accomm

Ramp 1A

Ramp 1B

Ramp 2A

Ramp 2B

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

End of Project Description for Project 131 Intersection of Morris Ave and Artist Way

Kimley-Horn and Associates, Inc. **Priority: 2**
Project Description for Unsignalized Intersection

Client:	**Town of Addison**	**Date:**	**12/21/17**
Program:	**ADA Self-Evaluation and Transition Plan**	**Prepared By:**	**CMP**
KHA No.:	**063543021**	**Checked By:**	**EPE**

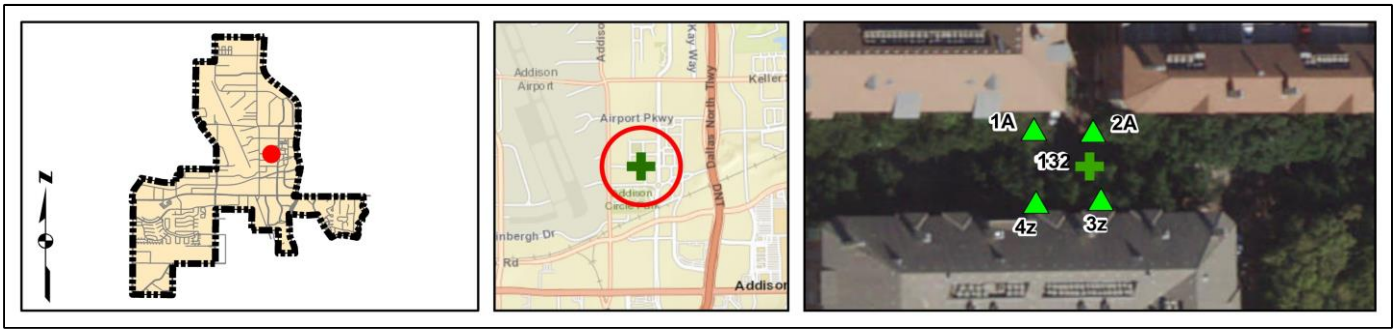
Corridor :	**Morris Ave**	**GPS ID:**	**132**
Project Name:	**Intersection of Morris Ave and Artist Way**		
Town:	**Addison**		

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	$ 10.00	$ -
TxDOT 529-6002	CONC CURB (TY II)	0	LF	$ 15.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	9	SY	$ 45.00	$ 405.00
TxDOT 531	CURB RAMPS	4	EA	$ 1,500.00	$ 6,000.00
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	10	SF	$ 50.00	$ 500.00
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	17	SY	$ 9.00	$ 153.00
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	$ 2.80	$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	200	LF	$ 8.50	$ 1,700.00
---	REPAVE ROADWAY	1	LS	$ 5,000.00	$ 5,000.00
---	FIX PONDING	0	LS	$ 2,000.00	$ -
---	FIX CURB RAMP TRANSITION	0	LS	$ 2,000.00	$ -
---	MEDIAN NOSE MODIFICATION	0	LS	$ 5,000.00	$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	$ 500.00	$ -
---	FIX CURB RAMP COUNTER SLOPE	0	LS	$ 2,000.00	$ -

Basis for Cost Projection
- ☑ No Design Completed
- ❑ Preliminary Design
- ❑ Final Design

Subtotal:		$ 13,758.00
Engineering: (% +/-)	20%	$ 3,121.00
Contingency: (% +/-)	20%	$ 3,121.00
Estimated Project Cost:		**$ 20,000.00**

Project Location



Field Observations

Intersection Issues	Crosswalk N	E	S	W	Possible Solutions
Path of travel pavement condition	Dangerous	Good	N/A	Good	Repave roadway and install crosswalk pavement markings
Path of travel running slope is greater than 5%			N/A		
Path of travel cross slope is greater than 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		
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	Install crosswalk pavement markings
Crosswalk striping condition	None	None	N/A	None	

Curb Ramp Issues	Curb Ramp ID ('z' or 'i' in ramp label indicates no existing ramp) 1A	2A	3z	4z	Possible Solutions
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					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%					
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			For intersection, commercial driveway, and park ramps, install color truncated domes
No color contrast at base of curb ramp	X				
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%	X	X			Remove and replace landing area
Curb ramp transition onto roadway is greater than 0.25"					
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
Ponding occurs at base of curb ramp					

Comment: Existing sidewalk, curb ramp, and/or striping configurations permit pedestrians to cross the major street. An Engineering study is needed to confirm crossing should be accomm

Ramp 1A

Ramp 2A

Corner 3 No Ramp (3*z*)

Corner 4 No Ramp (4*z*)

Opinion of Probable Construction Cost Disclaimer:
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Project Location Map Sources:
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End of Project Description for Project 132 Intersection of Morris Ave and Artist Way

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

Client:	**Town of Addison**	**Date:**	**12/21/17**
Program:	**ADA Self-Evaluation and Transition Plan**	**Prepared By:**	**CMP**
KHA No.:	**063543021**	**Checked By:**	**EPE**

Corridor :	**Morris Ave**	**GPS ID:**	**133**
Project Name:	**Intersection of Morris Ave and Mildred Pl**		
Town:	**Addison**		

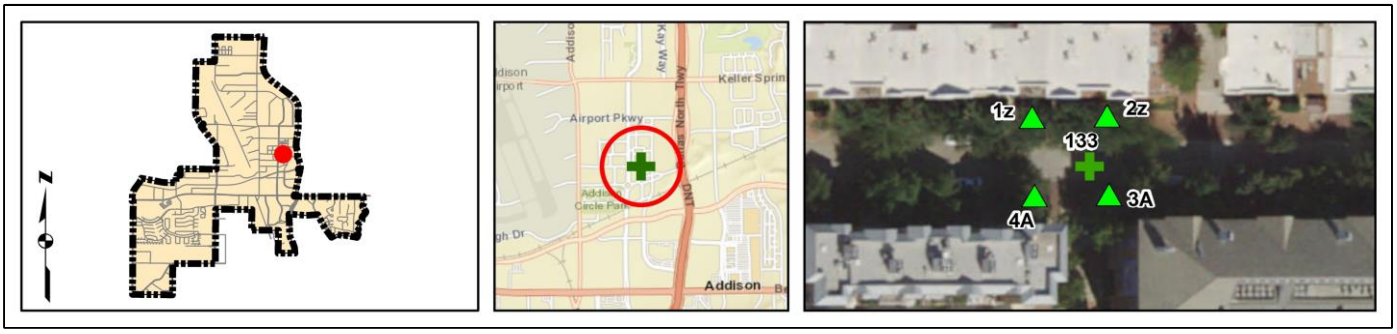
Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	$ 10.00	$ -
TxDOT 529-6002	CONC CURB (TY II)	0	LF	$ 15.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	13	SY	$ 45.00	$ 585.00
TxDOT 531	CURB RAMPS	2	EA	$ 1,500.00	$ 3,000.00
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	$ 50.00	$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	26	SY	$ 9.00	$ 234.00
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	$ 2.80	$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	204	LF	$ 8.50	$ 1,734.00
---	REPAVE ROADWAY	2	LS	$ 5,000.00	$ 10,000.00
---	FIX PONDING	0	LS	$ 2,000.00	$ -
---	FIX CURB RAMP TRANSITION	0	LS	$ 2,000.00	$ -
---	MEDIAN NOSE MODIFICATION	0	LS	$ 5,000.00	$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	$ 500.00	$ -
---	FIX CURB RAMP COUNTER SLOPE	0	LS	$ 2,000.00	$ -

Basis for Cost Projection

- ☑ No Design Completed
- ❑ Preliminary Design
- ❑ Final Design

Subtotal:		$ 15,553.00
Engineering: (% +/-)	20%	$ 3,223.50
Contingency: (% +/-)	20%	$ 3,223.50
Estimated Project Cost:		**$ 22,000.00**

Project Location



Field Observations

Intersection Issues	Crosswalk N	Crosswalk E	Crosswalk S	Crosswalk W	Possible Solutions
Path of travel pavement condition	N/A	Dangerous	Poor	Good	Repave roadway and install crosswalk pavement markings
Path of travel running slope is greater than 5%	N/A				
Path of travel cross slope is greater than 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		
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	Install crosswalk pavement markings
Crosswalk striping condition	N/A	None	None	None	

Curb Ramp Issues	Curb Ramp ID ('z' or 'i' in ramp label indicates no existing ramp) 1z	2z	3A	4A	Possible Solutions
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					Remove and replace curb ramp
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		
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"				X	
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25") in curb ramp/landing/flares					
Temporary obstruction (>0.25") in curb ramp/landing/flares					
No textured surface at base of curb ramp			X	X	For intersection, commercial driveway, and park ramps, install
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					

Comment: Existing sidewalk, curb ramp, and/or striping configurations permit pedestrians to cross the major street. An Engineering study is needed to confirm crossing should be accomm

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

End of Project Description for Project 133 Intersection of Morris Ave and Mildred Pl

Kimley-Horn and Associates, Inc. **Priority: 2**
Project Description for Unsignalized Intersection

Client:	**Town of Addison**	**Date:**	**12/21/17**
Program:	**ADA Self-Evaluation and Transition Plan**	**Prepared By:**	**CMP**
KHA No.:	**063543021**	**Checked By:**	**EPE**

Corridor :	**Morris Ave**	**GPS ID:**	**134**
Project Name:	**Intersection of Spectrum Dr and Morris Ave**		
Town:	**Addison**		

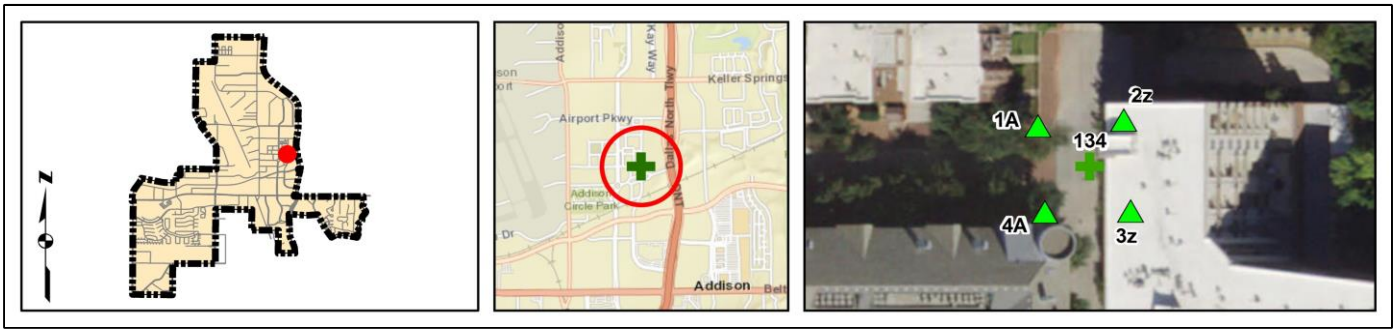
Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	$ 10.00	$ -
TxDOT 529-6002	CONC CURB (TY II)	0	LF	$ 15.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	7	SY	$ 45.00	$ 315.00
TxDOT 531	CURB RAMPS	6	EA	$ 1,500.00	$ 9,000.00
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	$ 50.00	$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	26	SY	$ 9.00	$ 234.00
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	$ 2.80	$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	266	LF	$ 8.50	$ 2,261.00
---	REPAVE ROADWAY	1	LS	$ 5,000.00	$ 5,000.00
---	FIX PONDING	0	LS	$ 2,000.00	$ -
---	FIX CURB RAMP TRANSITION	2	LS	$ 2,000.00	$ 4,000.00
---	MEDIAN NOSE MODIFICATION	0	LS	$ 5,000.00	$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	$ 500.00	$ -
---	FIX CURB RAMP COUNTER SLOPE	1	LS	$ 2,000.00	$ 2,000.00

Basis for Cost Projection

- ☑ No Design Completed
- ❑ Preliminary Design
- ❑ Final Design

Subtotal:		$ 22,810.00
Engineering: (% +/-)	20%	$ 4,595.00
Contingency: (% +/-)	20%	$ 4,595.00
Estimated Project Cost:		**$ 32,000.00**

Project Location



Field Observations

Intersection Issues	Crosswalk N	Crosswalk E	Crosswalk S	Crosswalk W	Possible Solutions
Path of travel pavement condition	Good	N/A	Good	Good	
Path of travel running slope is greater than 5%		N/A			
Path of travel cross slope is greater than 2% for stop control approaches	N/A	N/A	N/A	X	Repave roadway and install crosswalk pavement markings
Path of travel cross slope is greater than 5% for free-flow approaches		N/A		N/A	
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	Install crosswalk pavement markings
Crosswalk striping condition	None	N/A	None	None	

Curb Ramp Issues	Curb Ramp ID ('z' or 'i' in ramp label indicates no existing ramp) 1A	2z	3z	4A	Possible Solutions
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					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%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%					
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"	X				
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	For intersection, commercial driveway, and park ramps, install
No color contrast at base of curb ramp					
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%	X			X	Remove and replace landing area
Curb ramp transition onto roadway is greater than 0.25"	X			X	Fix curb ramp transition
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%	X				Fix curb ramp counter slope
Ponding occurs at base of curb ramp					

Comment: Existing sidewalk, curb ramp, and/or striping configurations permit pedestrians to cross the major street. An Engineering study is needed to confirm crossing should be accomm

Ramp 1A

Corner 2 No Ramp (2z)

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

End of Project Description for Project 134 Intersection of Spectrum Dr and Morris Ave

Kimley-Horn and Associates, Inc. **Priority: 2**
Project Description for Unsignalized Intersection

Client:	**Town of Addison**		**Date: 12/21/17**
Program:	**ADA Self-Evaluation and Transition Plan**		**Prepared By: CMP**
KHA No.:	**063543021**		**Checked By: EPE**

Corridor :	**Addison Cir**	**GPS ID: 135**
Project Name:	**Intersection of Addison Rd and Addison Cir**	
Town:	**Addison**	

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	$ 10.00	$ -
TxDOT 529-6002	CONC CURB (TY II)	0	LF	$ 15.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	6	SY	$ 45.00	$ 270.00
TxDOT 531	CURB RAMPS	4	EA	$ 1,500.00	$ 6,000.00
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	$ 50.00	$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	23	SY	$ 9.00	$ 207.00
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	$ 2.80	$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	186	LF	$ 8.50	$ 1,581.00
---	REPAVE ROADWAY	2	LS	$ 5,000.00	$ 10,000.00
---	FIX PONDING	0	LS	$ 2,000.00	$ -
---	FIX CURB RAMP TRANSITION	1	LS	$ 2,000.00	$ 2,000.00
---	MEDIAN NOSE MODIFICATION	0	LS	$ 5,000.00	$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	$ 500.00	$ -
---	FIX CURB RAMP COUNTER SLOPE	0	LS	$ 2,000.00	$ -

Basis for Cost Projection

- ☑ No Design Completed
- ❑ Preliminary Design
- ❑ Final Design

Subtotal:		$ 20,058.00
Engineering: (% +/-)	20%	$ 4,471.00
Contingency: (% +/-)	20%	$ 4,471.00
Estimated Project Cost:		**$ 29,000.00**

Project Location

Field Observations

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

Curb Ramp Issues	Curb Ramp ID ('z' or 'i' in ramp label indicates no existing ramp) 1z	2A	3A	4z		Possible Solutions
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%						Remove and replace curb ramp
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	X			For intersection, commercial driveway, and park ramps, install color truncated domes
No color contrast at base of curb ramp		X				
Landing area does not exist and is needed						
Landing area is less than 5' x 5' or slopes greater than 2%			X			Remove and replace landing area
Curb ramp transition onto roadway is greater than 0.25"		X				Fix curb ramp transition
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%						
Ponding occurs at base of curb ramp						

Comment: Existing sidewalk, curb ramp, and/or striping configurations permit pedestrians to cross the major street. An Engineering study is needed to confirm crossing should be accomm

Corner 1 No Ramp (1*z*)

Ramp 2A

Ramp 3A

Corner 4 No Ramp (4*z*)

Opinion of Probable Construction Cost Disclaimer:
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End of Project Description for Project 135 Intersection of Addison Rd and Addison Cir

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

Client:	**Town of Addison**	**Date:**	**12/21/17**
Program:	**ADA Self-Evaluation and Transition Plan**	**Prepared By:**	**CMP**
KHA No.:	**063543021**	**Checked By:**	**EPE**

Corridor :	**Addison Cir**	**GPS ID:**	**136**
Project Name:	**Intersection of Addison Cir and Dallas Pkwy**		
Town:	**Addison**		

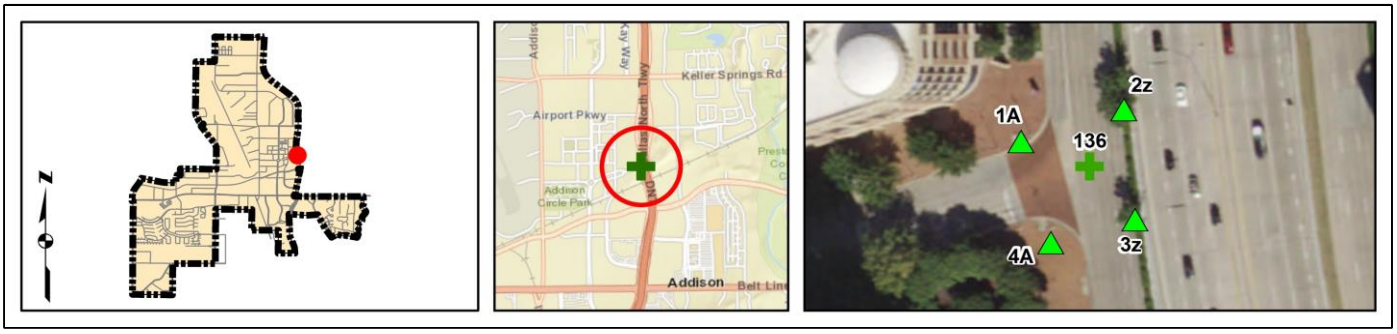
Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	$ 10.00	$ -
TxDOT 529-6002	CONC CURB (TY II)	0	LF	$ 15.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	12	SY	$ 45.00	$ 540.00
TxDOT 531	CURB RAMPS	2	EA	$ 1,500.00	$ 3,000.00
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	$ 50.00	$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	29	SY	$ 9.00	$ 261.00
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	$ 2.80	$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	312	LF	$ 8.50	$ 2,652.00
---	REPAVE ROADWAY	3	LS	$ 5,000.00	$ 15,000.00
---	FIX PONDING	0	LS	$ 2,000.00	$ -
---	FIX CURB RAMP TRANSITION	2	LS	$ 2,000.00	$ 4,000.00
---	MEDIAN NOSE MODIFICATION	0	LS	$ 5,000.00	$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	$ 500.00	$ -
---	FIX CURB RAMP COUNTER SLOPE	0	LS	$ 2,000.00	$ -

Basis for Cost Projection

- ☑ No Design Completed
- ❑ Preliminary Design
- ❑ Final Design

Subtotal:		$ 25,453.00
Engineering: (% +/-)	20%	$ 5,273.50
Contingency: (% +/-)	20%	$ 5,273.50
Estimated Project Cost:		**$ 36,000.00**

Project Location



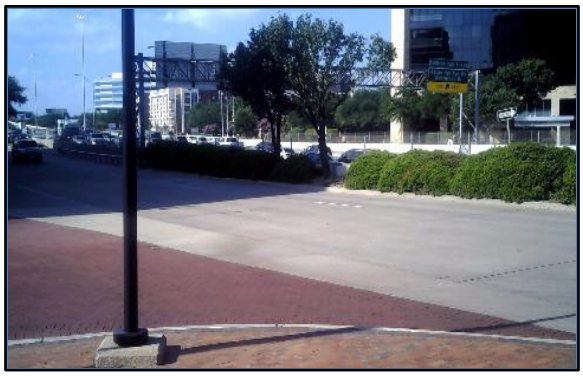
Field Observations

Intersection Issues	Crosswalk N	Crosswalk E	Crosswalk S	Crosswalk W	Possible Solutions
Path of travel pavement condition	Good	N/A	Good	Good	
Path of travel running slope is greater than 5%		N/A		X	
Path of travel cross slope is greater than 2% for stop control approaches	X	N/A	X	N/A	Repave roadway and install crosswalk pavement markings
Path of travel cross slope is greater than 5% for free-flow approaches	N/A	N/A	N/A		
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	Install crosswalk pavement markings
Crosswalk striping condition	None	N/A	None	None	

Curb Ramp Issues	Curb Ramp ID ('z' or 'i' in ramp label indicates no existing ramp) 1A	2z	3z	4A	Possible Solutions
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 2%					
Curb ramp width is less than 48"					
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25") in curb ramp/landing/flares					
Temporary obstruction (>0.25") in curb ramp/landing/flares					
No textured surface at base of curb ramp				X	For intersection, commercial driveway, and park ramps, install
No color contrast at base of curb ramp					
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%				X	Remove and replace landing area
Curb ramp transition onto roadway is greater than 0.25"	X			X	Fix curb ramp transition
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
Ponding occurs at base of curb ramp					

Comment: Existing sidewalk, curb ramp, and/or striping configurations permit pedestrians to cross the major street. An Engineering study is needed to confirm crossing should be accomm

Ramp 1A



Corner 2 No Ramp (2z)

Corner 3 No Ramp (3z)

Ramp 4A

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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

End of Project Description for Project 136 Intersection of Addison Cir and Dallas Pkwy

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

Client:	**Town of Addison**	**Date:**	**12/21/17**
Program:	**ADA Self-Evaluation and Transition Plan**	**Prepared By:**	**CMP**
KHA No.:	**063543021**	**Checked By:**	**EPE**

Corridor :	**Spectrum Dr**	**GPS ID:**	**137**
Project Name:	**Intersection of Spectrum Dr and McEntire Pl**		
Town:	**Addison**		

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	$ 10.00	$ -
TxDOT 529-6002	CONC CURB (TY II)	0	LF	$ 15.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	0	SY	$ 45.00	$ -
TxDOT 531	CURB RAMPS	4	EA	$ 1,500.00	$ 6,000.00
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	$ 50.00	$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	25	SY	$ 9.00	$ 225.00
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	$ 2.80	$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	184	LF	$ 8.50	$ 1,564.00
---	REPAVE ROADWAY	1	LS	$ 5,000.00	$ 5,000.00
---	FIX PONDING	0	LS	$ 2,000.00	$ -
---	FIX CURB RAMP TRANSITION	3	LS	$ 2,000.00	$ 6,000.00
---	MEDIAN NOSE MODIFICATION	0	LS	$ 5,000.00	$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	$ 500.00	$ -
---	FIX CURB RAMP COUNTER SLOPE	0	LS	$ 2,000.00	$ -

Basis for Cost Projection

- ☑ No Design Completed
- ❑ Preliminary Design
- ❑ Final Design

Subtotal:		$ 18,789.00
Engineering: (% +/-)	20%	$ 4,105.50
Contingency: (% +/-)	20%	$ 4,105.50
Estimated Project Cost:		**$ 27,000.00**

Project Location

Field Observations

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

Curb Ramp Issues	Curb Ramp ID ('z' or 'i' in ramp label indicates no existing ramp) 1A	2A	3z	4A	Possible Solutions
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%		X		X	Remove and replace curb ramp
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"					
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25") in curb ramp/landing/flares	X				
Temporary obstruction (>0.25") in curb ramp/landing/flares					
No textured surface at base of curb ramp	X	X		X	For intersection, commercial driveway, and park ramps, install color truncated domes
No color contrast at base of curb ramp		X			
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%				X	Remove and replace landing area
Curb ramp transition onto roadway is greater than 0.25"	X	X		X	Fix curb ramp transition
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
Ponding occurs at base of curb ramp					

Comment: Existing sidewalk, curb ramp, and/or striping configurations permit pedestrians to cross the major street. An Engineering study is needed to confirm crossing should be accomm

Ramp 1A

Ramp 2A

Corner 3 No Ramp (3z)

Ramp 4A

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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

End of Project Description for Project 137 Intersection of Spectrum Dr and McEntire Pl

Kimley-Horn and Associates, Inc. **Priority: 2**
Project Description for Unsignalized Intersection

Client:	**Town of Addison**	**Date:**	**12/21/17**
Program:	**ADA Self-Evaluation and Transition Plan**	**Prepared By:**	**CMP**
KHA No.:	**063543021**	**Checked By:**	**EPE**

Corridor :	**Spectrum Dr**	**GPS ID:**	**138**
Project Name:	**Intersection of Spectrum Dr and driveway (Lat. 32.9587; Long. -96.8247)**		
Town:	**Addison**		

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	$ 10.00	$ -
TxDOT 529-6002	CONC CURB (TY II)	0	LF	$ 15.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	6	SY	$ 45.00	$ 270.00
TxDOT 531	CURB RAMPS	2	EA	$ 1,500.00	$ 3,000.00
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	$ 50.00	$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	24	SY	$ 9.00	$ 216.00
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	$ 2.80	$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	0	LF	$ 8.50	$ -
---	REPAVE ROADWAY	0	LS	$ 5,000.00	$ -
---	FIX PONDING	1	LS	$ 2,000.00	$ 2,000.00
---	FIX CURB RAMP TRANSITION	1	LS	$ 2,000.00	$ 2,000.00
---	MEDIAN NOSE MODIFICATION	0	LS	$ 5,000.00	$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	$ 500.00	$ -
---	FIX CURB RAMP COUNTER SLOPE	1	LS	$ 2,000.00	$ 2,000.00

Basis for Cost Projection

- ☑ No Design Completed
- ❑ Preliminary Design
- ❑ Final Design

Subtotal:		$ 9,486.00
Engineering: (% +/-)	20%	$ 2,257.00
Contingency: (% +/-)	20%	$ 2,257.00
Estimated Project Cost:		**$ 14,000.00**

Project Location

Field Observations

Intersection Issues	Crosswalk N	E	S	W	Possible Solutions
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' or 'i' in ramp label indicates no existing ramp) 1A	4A	Possible Solutions
Curb ramp does not exist and is needed			
Curb ramp does not land in crosswalk			
No 4' x 4' clear space at base of curb ramp			
Curbed side is not 90° or has traversable adjacent surface	X		Remove and replace curb ramp
Flare cross slope is greater than 10%			
Curb ramp running slope is greater than 8.3%	X	X	
Blended transition running slope is greater than 5%			
Cut-thru ramp running slope is greater than 5%			
Curb ramp cross slope is greater than 2%	X		
Cut-thru ramp cross slope is greater than 2%			
Curb ramp width is less than 48"		X	
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%	X	X	Remove and replace landing area
Curb ramp transition onto roadway is greater than 0.25"		X	Fix curb ramp transition
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%		X	Fix curb ramp counter slope
Ponding occurs at base of curb ramp	X		Fix ponding

Ramp 1A

Ramp 4A

Opinion of Probable Construction Cost Disclaimer:
The Engineer has no control over the cost of labor, materials, equipment, or over the Contractor's methods of determining prices or over competitive bidding or market conditions. Opinions of probable costs provided herein are based on the information known to Engineer at this time and represent only the Engineer's judgment as a design professional familiar with the construction industry. The Engineer cannot and does not guarantee that proposals, bids, or actual construction costs will not vary from its opinions of probable costs.

Project Location Map Sources:
Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013,
DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

End of Project Description for Project 138 Intersection of Spectrum Dr and driveway (Lat. 32.9587; Long. -96.8247)

Kimley-Horn and Associates, Inc. **Priority: 2**
Project Description for Unsignalized Intersection

Client:	**Town of Addison**	**Date:**	**12/21/17**
Program:	**ADA Self-Evaluation and Transition Plan**	**Prepared By:**	**CMP**
KHA No.:	**063543021**	**Checked By:**	**EPE**

Corridor :	**Edwin Lewis Dr**	**GPS ID:**	**139**
Project Name:	**Intersection of Edwin Lewis Dr and Spectrum Dr**		
Town:	**Addison**		

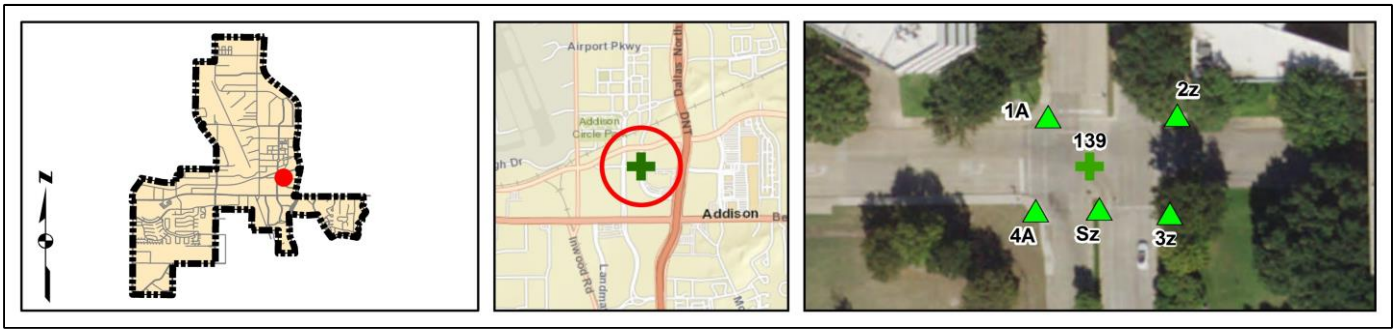
Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	$ 10.00	$ -
TxDOT 529-6002	CONC CURB (TY II)	0	LF	$ 15.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	0	SY	$ 45.00	$ -
TxDOT 531	CURB RAMPS	6	EA	$ 1,500.00	$ 9,000.00
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	$ 50.00	$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	17	SY	$ 9.00	$ 153.00
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	$ 2.80	$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	280	LF	$ 8.50	$ 2,380.00
---	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	1	LS	$ 5,000.00	$ 5,000.00
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	$ 500.00	$ -
---	FIX CURB RAMP COUNTER SLOPE	0	LS	$ 2,000.00	$ -

Basis for Cost Projection

- ☑ No Design Completed
- ❑ Preliminary Design
- ❑ Final Design

Subtotal:		$ 26,533.00
Engineering: (% +/-)	20%	$ 5,733.50
Contingency: (% +/-)	20%	$ 5,733.50
Estimated Project Cost:		**$ 38,000.00**

Project Location



Field Observations

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

Curb Ramp Issues	Curb Ramp ID ('z' or 'i' in ramp label indicates no existing ramp) Sz	1A	2z	3z	4A		Possible Solutions
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%		X			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%							Remove and replace curb ramp
Curb ramp cross slope is greater than 2%		X					
Cut-thru ramp cross slope is greater than 2%							
Curb ramp width is less than 48"					X		
Cut-thru ramp width is less than 60"							
Permanent obstruction (>0.25") in curb ramp/landing/flares							
Temporary obstruction (>0.25") in curb ramp/landing/flares							
No textured surface at base of curb ramp		X			X		For intersection, commercial driveway, and park ramps, install
No color contrast at base of curb ramp		X			X		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			X		Remove and replace landing area
Curb ramp transition onto roadway is greater than 0.25"							
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%							
Ponding occurs at base of curb ramp							

Comment: Existing sidewalk, curb ramp, and/or striping configurations permit pedestrians to cross the major street. An Engineering study is needed to confirm crossing should be accomm

South Median No Ramp (Sz)

Ramp 1A

Corner 2 No Ramp (2z)

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

End of Project Description for Project 139 Intersection of Edwin Lewis Dr and Spectrum Dr

Kimley-Horn and Associates, Inc. **Priority: 2**
Project Description for Unsignalized Intersection

Client:	**Town of Addison**	**Date:**	**12/21/17**
Program:	**ADA Self-Evaluation and Transition Plan**	**Prepared By:**	**CMP**
KHA No.:	**063543021**	**Checked By:**	**EPE**

Corridor :	**Spectrum Dr**	**GPS ID:**	**140**
Project Name:	**Intersection of Spectrum Dr and driveway (Lat. 32.9561; Long. -96.8245)**		
Town:	**Addison**		

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	$ 10.00	$ -
TxDOT 529-6002	CONC CURB (TY II)	0	LF	$ 15.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	0	SY	$ 45.00	$ -
TxDOT 531	CURB RAMPS	2	EA	$ 1,500.00	$ 3,000.00
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	$ 50.00	$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	21	SY	$ 9.00	$ 189.00
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	$ 2.80	$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	0	LF	$ 8.50	$ -
---	REPAVE ROADWAY	0	LS	$ 5,000.00	$ -
---	FIX PONDING	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	1	LS	$ 500.00	$ 500.00
---	FIX CURB RAMP COUNTER SLOPE	0	LS	$ 2,000.00	$ -

Basis for Cost Projection
- ☑ No Design Completed
- ❑ Preliminary Design
- ❑ Final Design

Subtotal:		$ 7,689.00
Engineering: (% +/-)	20%	$ 1,655.50
Contingency: (% +/-)	20%	$ 1,655.50
Estimated Project Cost:		**$ 11,000.00**

Project Location

Field Observations

Intersection Issues	Crosswalk N	E	S	W	Possible Solutions
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' or 'i' in ramp label indicates no existing ramp) 3A	4A	Possible Solutions
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%	X	X	Remove and replace curb ramp
Cut-thru ramp cross slope is greater than 2%			
Curb ramp width is less than 48"			
Cut-thru ramp width is less than 60"			
Permanent obstruction (>0.25") in curb ramp/landing/flares			
Temporary obstruction (>0.25") in curb ramp/landing/flares		X	Remove temporary obstruction
No textured surface at base of curb ramp	X	X	For intersection, commercial driveway, and park ramps, install
No color contrast at base of curb ramp	X	X	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	X	Remove and replace landing area
Curb ramp transition onto roadway is greater than 0.25"		X	Fix curb ramp transition
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%			
Ponding occurs at base of curb ramp	X		Fix ponding

Kimley-Horn and Associates, Inc.	Intersection of Spectrum Dr and driveway (Lat. 32.9561; Long. -96.8245)
Photographs	GPS ID: 140

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

End of Project Description for Project 140 Intersection of Spectrum Dr and driveway (Lat. 32.9561; Long. -96.8245)

Kimley-Horn and Associates, Inc. **Priority: 2**
Project Description for Unsignalized Intersection

Client:	**Town of Addison**	**Date:**	**12/21/17**
Program:	**ADA Self-Evaluation and Transition Plan**	**Prepared By:**	**CMP**
KHA No.:	**063543021**	**Checked By:**	**EPE**

Corridor :	**Spectrum Dr**	**GPS ID:**	**141**
Project Name:	**Intersection of Spectrum Dr and driveway (Lat. 32.9557; Long. -96.8233)**		
Town:	**Addison**		

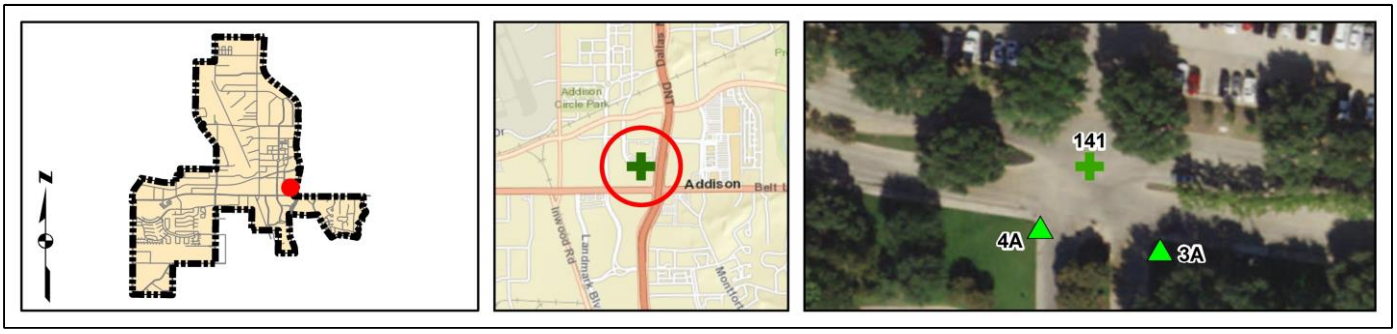
Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	$ 10.00	$ -
TxDOT 529-6002	CONC CURB (TY II)	0	LF	$ 15.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	0	SY	$ 45.00	$ -
TxDOT 531	CURB RAMPS	2	EA	$ 1,500.00	$ 3,000.00
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	$ 50.00	$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	21	SY	$ 9.00	$ 189.00
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	$ 2.80	$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	0	LF	$ 8.50	$ -
---	REPAVE ROADWAY	0	LS	$ 5,000.00	$ -
---	FIX PONDING	0	LS	$ 2,000.00	$ -
---	FIX CURB RAMP TRANSITION	1	LS	$ 2,000.00	$ 2,000.00
---	MEDIAN NOSE MODIFICATION	0	LS	$ 5,000.00	$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	$ 500.00	$ -
---	FIX CURB RAMP COUNTER SLOPE	1	LS	$ 2,000.00	$ 2,000.00

Basis for Cost Projection

- ☑ No Design Completed
- ❑ Preliminary Design
- ❑ Final Design

Subtotal:		$ 7,189.00
Engineering: (% +/-)	20%	$ 1,905.50
Contingency: (% +/-)	20%	$ 1,905.50
Estimated Project Cost:		**$ 11,000.00**

Project Location



Field Observations

Intersection Issues	Crosswalk N	E	S	W	Possible Solutions
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' or 'i' in ramp label indicates no existing ramp) 3A	4A	Possible Solutions
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			Remove and replace curb ramp
Flare cross slope is greater than 10%	X	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%	X	X	
Cut-thru ramp cross slope is greater than 2%			
Curb ramp width is less than 48"			
Cut-thru ramp width is less than 60"			
Permanent obstruction (>0.25") in curb ramp/landing/flares	X	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	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			

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

End of Project Description for Project 141 Intersection of Spectrum Dr and driveway (Lat. 32.9557; Long. -96.8233)

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

Client:	**Town of Addison**		**Date: 12/21/17**
Program:	**ADA Self-Evaluation and Transition Plan**		**Prepared By: CMP**
KHA No.:	**063543021**		**Checked By: EPE**

Corridor :	**Spectrum Dr**	**GPS ID: 142**
Project Name:	**Intersection of Spectrum Dr and Dallas Pkwy**	
Town:	**Addison**	

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	$ 10.00	$ -
TxDOT 529-6002	CONC CURB (TY II)	0	LF	$ 15.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	0	SY	$ 45.00	$ -
TxDOT 531	CURB RAMPS	3	EA	$ 1,500.00	$ 4,500.00
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	$ 50.00	$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	28	SY	$ 9.00	$ 252.00
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	$ 2.80	$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	92	LF	$ 8.50	$ 782.00
---	REPAVE ROADWAY	0	LS	$ 5,000.00	$ -
---	FIX PONDING	0	LS	$ 2,000.00	$ -
---	FIX CURB RAMP TRANSITION	1	LS	$ 2,000.00	$ 2,000.00
---	MEDIAN NOSE MODIFICATION	0	LS	$ 5,000.00	$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	$ 500.00	$ -
---	FIX CURB RAMP COUNTER SLOPE	0	LS	$ 2,000.00	$ -

Basis for Cost Projection

- ☑ No Design Completed
- ❑ Preliminary Design
- ❑ Final Design

Subtotal:		$ 7,534.00
Engineering: (% +/-)	20%	$ 1,733.00
Contingency: (% +/-)	20%	$ 1,733.00
Estimated Project Cost:		**$ 11,000.00**

Project Location

Field Observations

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

Curb Ramp Issues	Curb Ramp ID ('z' or 'i' in ramp label indicates no existing ramp) WF	1A	2z	3z	4A	Possible Solutions
Curb ramp does not exist and is needed	X					Remove and replace cut-thru ramp
Curb ramp does not land in crosswalk						
No 4' x 4' clear space at base of curb ramp						
Curbed side is not 90° or has traversable adjacent surface						Remove and replace curb ramp
Flare cross slope is greater than 10%		X				
Curb ramp running slope is greater than 8.3%	X	X			X	
Blended transition running slope is greater than 5%						
Cut-thru ramp running slope is greater than 5%	X					
Curb ramp cross slope is greater than 2%		X				
Cut-thru ramp cross slope is greater than 2%						
Curb ramp width is less than 48"						
Cut-thru ramp width is less than 60"	X					
Permanent obstruction (>0.25") in curb ramp/landing/flares	X	X				
Temporary obstruction (>0.25") in curb ramp/landing/flares						
No textured surface at base of curb ramp	X	X			X	For intersection, commercial driveway, and park ramps, install color truncated domes
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%		X			X	Remove and replace landing area
Curb ramp transition onto roadway is greater than 0.25"	X					Fix curb ramp transition
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%						
Ponding occurs at base of curb ramp						

Ramp West F

Ramp 1A

Corner 2 No Ramp (2z)

Corner 3 No Ramp (3z)

Ramp 4A

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

End of Project Description for Project 142 Intersection of Spectrum Dr and Dallas Pkwy

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

Client:	**Town of Addison**	**Date:**	**12/21/17**
Program:	**ADA Self-Evaluation and Transition Plan**	**Prepared By:**	**CMP**
KHA No.:	**063543021**	**Checked By:**	**EPE**

Corridor :	**Arapaho Rd**	**GPS ID:**	**143**
Project Name:	**Intersection of Arapaho Rd and driveway (Lat. 32.9577; Long. -96.8294)**		
Town:	**Addison**		

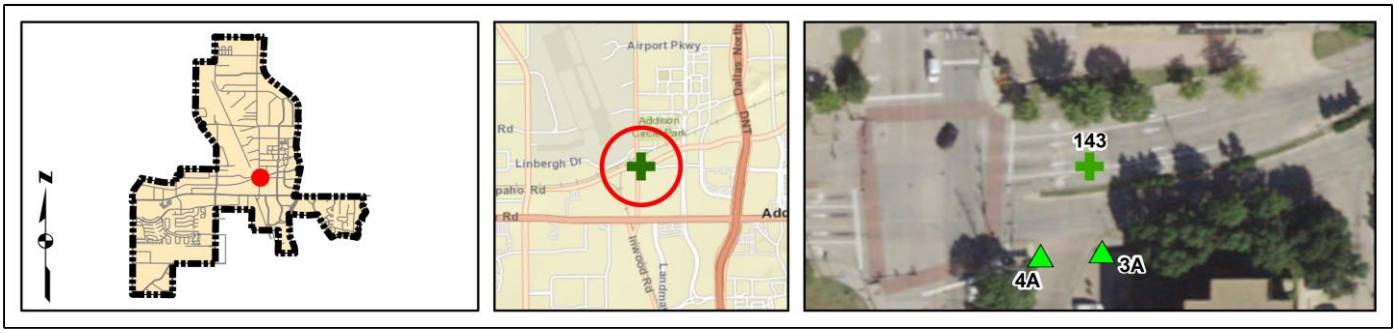
Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	$ 10.00	$ -
TxDOT 529-6002	CONC CURB (TY II)	0	LF	$ 15.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	0	SY	$ 45.00	$ -
TxDOT 531	CURB RAMPS	2	EA	$ 1,500.00	$ 3,000.00
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	$ 50.00	$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	20	SY	$ 9.00	$ 180.00
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	$ 2.80	$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	0	LF	$ 8.50	$ -
---	REPAVE ROADWAY	0	LS	$ 5,000.00	$ -
---	FIX PONDING	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 COUNTER SLOPE	0	LS	$ 2,000.00	$ -

Basis for Cost Projection

- ☑ No Design Completed
- ❑ Preliminary Design
- ❑ Final Design

Subtotal:		$ 9,180.00
Engineering: (% +/-)	20%	$ 1,910.00
Contingency: (% +/-)	20%	$ 1,910.00
Estimated Project Cost:		**$ 13,000.00**

Project Location



Field Observations

Intersection Issues	Crosswalk N	Crosswalk E	Crosswalk S	Crosswalk W	Possible Solutions
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' or 'i' in ramp label indicates no existing ramp) 3A	4A	Possible Solutions
Curb ramp does not exist and is needed			
Curb ramp does not land in crosswalk			
No 4' x 4' clear space at base of curb ramp			
Curbed side is not 90° or has traversable adjacent surface	X	X	Remove and replace curb ramp
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	
Cut-thru ramp cross slope is greater than 2%			
Curb ramp width is less than 48"	X	X	
Cut-thru ramp width is less than 60"			
Permanent obstruction (>0.25") in curb ramp/landing/flares			
Temporary obstruction (>0.25") in curb ramp/landing/flares			
No textured surface at base of curb ramp	X	X	For intersection, 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	X	Remove and replace landing area
Curb ramp transition onto roadway is greater than 0.25"	X	X	Fix curb ramp transition
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%			
Ponding occurs at base of curb ramp	X		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

End of Project Description for Project 143 Intersection of Arapaho Rd and driveway (Lat. 32.9577; Long. -96.8294)

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

Client:	**Town of Addison**	**Date:**	**12/21/17**
Program:	**ADA Self-Evaluation and Transition Plan**	**Prepared By:**	**CMP**
KHA No.:	**063543021**	**Checked By:**	**EPE**

Corridor :	**Arapaho Rd**	**GPS ID:**	**144**
Project Name:	**Intersection of Arapaho Rd and driveway (Lat. 32.9578; Long. -96.8290)**		
Town:	**Addison**		

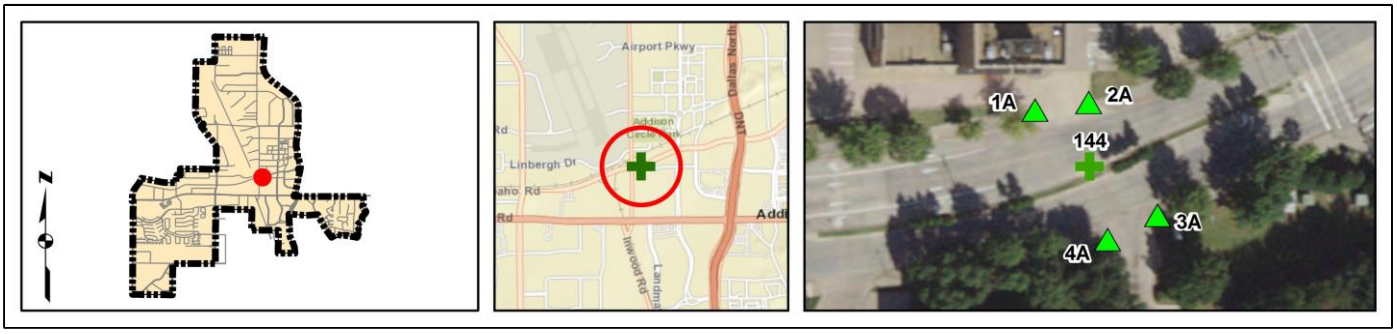
Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	$ 10.00	$ -
TxDOT 529-6002	CONC CURB (TY II)	0	LF	$ 15.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	0	SY	$ 45.00	$ -
TxDOT 531	CURB RAMPS	4	EA	$ 1,500.00	$ 6,000.00
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	$ 50.00	$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	37	SY	$ 9.00	$ 333.00
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	$ 2.80	$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	0	LF	$ 8.50	$ -
---	REPAVE ROADWAY	0	LS	$ 5,000.00	$ -
---	FIX PONDING	0	LS	$ 2,000.00	$ -
---	FIX CURB RAMP TRANSITION	2	LS	$ 2,000.00	$ 4,000.00
---	MEDIAN NOSE MODIFICATION	0	LS	$ 5,000.00	$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	$ 500.00	$ -
---	FIX CURB RAMP COUNTER SLOPE	1	LS	$ 2,000.00	$ 2,000.00

Basis for Cost Projection

- ☑ No Design Completed
- ❑ Preliminary Design
- ❑ Final Design

Subtotal:		$ 12,333.00
Engineering: (% +/-)	20%	$ 2,833.50
Contingency: (% +/-)	20%	$ 2,833.50
Estimated Project Cost:		**$ 18,000.00**

Project Location



Field Observations

Intersection Issues	Crosswalk N	E	S	W	Possible Solutions
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' or 'i' in ramp label indicates no existing ramp) 1A	2A	3A	4A	Possible Solutions
Curb ramp does not exist and is needed					
Curb ramp does not land in crosswalk	X				Remove and replace crosswalk pavement markings
No 4' x 4' clear space at base of curb ramp					
Curbed side is not 90° or has traversable adjacent surface			X	X	Remove and replace curb ramp
Flare cross slope is greater than 10%					
Curb ramp running slope is greater than 8.3%			X	X	
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%	X	X		X	
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"	X		X	X	
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25") in curb ramp/landing/flares					
Temporary obstruction (>0.25") in curb ramp/landing/flares					
No textured surface at base of curb ramp	X	X	X	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%	X		X	X	Remove and replace landing area
Curb ramp transition onto roadway is greater than 0.25"	X		X		Fix curb ramp transition
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%	X				Fix curb ramp counter slope
Ponding occurs at base of curb ramp					

Ramp 1A

Ramp 2A

Ramp 3A

Ramp 4A

Opinion of Probable Construction Cost Disclaimer:
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Project Location Map Sources:
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End of Project Description for Project 144 Intersection of Arapaho Rd and driveway (Lat. 32.9578; Long. -96.8290)

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

Client:	**Town of Addison**	**Date:**	**12/21/17**
Program:	**ADA Self-Evaluation and Transition Plan**	**Prepared By:**	**CMP**
KHA No.:	**063543021**	**Checked By:**	**EPE**

Corridor :	**Arapaho Rd**	**GPS ID:**	**145**
Project Name:	**Intersection of Arapaho Rd and driveway (Lat. 32.9582; Long. -96.8280)**		
Town:	**Addison**		

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	$ 10.00	$ -
TxDOT 529-6002	CONC CURB (TY II)	0	LF	$ 15.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	0	SY	$ 45.00	$ -
TxDOT 531	CURB RAMPS	2	EA	$ 1,500.00	$ 3,000.00
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	$ 50.00	$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	18	SY	$ 9.00	$ 162.00
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	$ 2.80	$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	0	LF	$ 8.50	$ -
---	REPAVE ROADWAY	0	LS	$ 5,000.00	$ -
---	FIX PONDING	0	LS	$ 2,000.00	$ -
---	FIX CURB RAMP TRANSITION	2	LS	$ 2,000.00	$ 4,000.00
---	MEDIAN NOSE MODIFICATION	0	LS	$ 5,000.00	$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	$ 500.00	$ -
---	FIX CURB RAMP COUNTER SLOPE	0	LS	$ 2,000.00	$ -

Basis for Cost Projection

- ☑ No Design Completed
- ❑ Preliminary Design
- ❑ Final Design

Subtotal:		$ 7,162.00
Engineering: (% +/-)	20%	$ 1,919.00
Contingency: (% +/-)	20%	$ 1,919.00
Estimated Project Cost:		**$ 11,000.00**

Project Location

Field Observations

Intersection Issues	Crosswalk N	E	S	W	Possible Solutions
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' or 'i' in ramp label indicates no existing ramp) 3A	4A	Possible Solutions
Curb ramp does not exist and is needed			
Curb ramp does not land in crosswalk			
No 4' x 4' clear space at base of curb ramp			
Curbed side is not 90° or has traversable adjacent surface	X	X	
Flare cross slope is greater than 10%			
Curb ramp running slope is greater than 8.3%			
Blended transition running slope is greater than 5%			
Cut-thru ramp running slope is greater than 5%			Remove and replace curb ramp
Curb ramp cross slope is greater than 2%	X		
Cut-thru ramp cross slope is greater than 2%			
Curb ramp width is less than 48"	X	X	
Cut-thru ramp width is less than 60"			
Permanent obstruction (>0.25") in curb ramp/landing/flares			
Temporary obstruction (>0.25") in curb ramp/landing/flares			
No textured surface at base of curb ramp	X	X	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	X	Fix curb ramp transition
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%			
Ponding occurs at base of curb ramp			

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

End of Project Description for Project 145 Intersection of Arapaho Rd and driveway (Lat. 32.9582; Long. -96.8280)

Kimley-Horn and Associates, Inc. **Priority: 2**
Project Description for Unsignalized Intersection

Client:	**Town of Addison**	**Date:**	**12/21/17**
Program:	**ADA Self-Evaluation and Transition Plan**	**Prepared By:**	**CMP**
KHA No.:	**063543021**	**Checked By:**	**EPE**

Corridor :	**Arapaho Rd**	**GPS ID:**	**146**
Project Name:	**Intersection of Arapaho Rd and driveway (Lat. 32.9585; Long. -96.8272)**		
Town:	**Addison**		

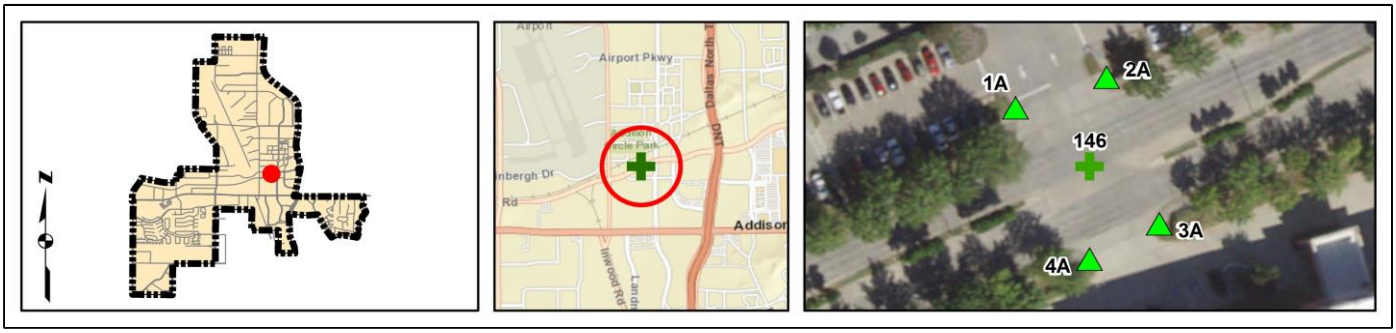
Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	$ 10.00	$ -
TxDOT 529-6002	CONC CURB (TY II)	0	LF	$ 15.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	0	SY	$ 45.00	$ -
TxDOT 531	CURB RAMPS	4	EA	$ 1,500.00	$ 6,000.00
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	$ 50.00	$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	32	SY	$ 9.00	$ 288.00
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	$ 2.80	$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	0	LF	$ 8.50	$ -
---	REPAVE ROADWAY	0	LS	$ 5,000.00	$ -
---	FIX PONDING	1	LS	$ 2,000.00	$ 2,000.00
---	FIX CURB RAMP TRANSITION	2	LS	$ 2,000.00	$ 4,000.00
---	MEDIAN NOSE MODIFICATION	0	LS	$ 5,000.00	$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	$ 500.00	$ -
---	FIX CURB RAMP COUNTER SLOPE	0	LS	$ 2,000.00	$ -

Basis for Cost Projection

- ☑ No Design Completed
- ❑ Preliminary Design
- ❑ Final Design

Subtotal:		$ 12,288.00
Engineering: (% +/-)	20%	$ 2,856.00
Contingency: (% +/-)	20%	$ 2,856.00
Estimated Project Cost:		**$ 18,000.00**

Project Location



Field Observations

Intersection Issues	Crosswalk N	E	S	W	Possible Solutions
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' or 'i' in ramp label indicates no existing ramp) 1A	2A	3A	4A	Possible Solutions
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					Remove and replace curb ramp
Flare cross slope is greater than 10%	X	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%	X	X	X	X	
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"			X	X	
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25") in curb ramp/landing/flares					
Temporary obstruction (>0.25") in curb ramp/landing/flares					
No textured surface at base of curb ramp	X	X	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%	X	X			Remove and replace landing area
Curb ramp transition onto roadway is greater than 0.25"			X	X	Fix curb ramp transition
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
Ponding occurs at base of curb ramp				X	Fix ponding

Ramp 1A

Ramp 2A

Ramp 3A

Ramp 4A

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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

End of Project Description for Project 146 Intersection of Arapaho Rd and driveway (Lat. 32.9585; Long. -96.8272)

Kimley-Horn and Associates, Inc. **Priority: 2**
Project Description for Unsignalized Intersection

Client:	**Town of Addison**	**Date:**	**12/21/17**
Program:	**ADA Self-Evaluation and Transition Plan**	**Prepared By:**	**CMP**
KHA No.:	**063543021**	**Checked By:**	**EPE**

Corridor :	**Arapaho Rd**	**GPS ID:**	**147**
Project Name:	**Intersection of Arapaho Rd and driveway (Lat. 32.9590; Long. -96.8250)**		
Town:	**Addison**		

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	$ 10.00	$ -
TxDOT 529-6002	CONC CURB (TY II)	0	LF	$ 15.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	12	SY	$ 45.00	$ 540.00
TxDOT 531	CURB RAMPS	2	EA	$ 1,500.00	$ 3,000.00
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	$ 50.00	$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	30	SY	$ 9.00	$ 270.00
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	$ 2.80	$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	0	LF	$ 8.50	$ -
---	REPAVE ROADWAY	0	LS	$ 5,000.00	$ -
---	FIX PONDING	1	LS	$ 2,000.00	$ 2,000.00
---	FIX CURB RAMP TRANSITION	0	LS	$ 2,000.00	$ -
---	MEDIAN NOSE MODIFICATION	0	LS	$ 5,000.00	$ -
---	REMOVE TEMPORARY OBSTRUCTION	1	LS	$ 500.00	$ 500.00
---	FIX CURB RAMP COUNTER SLOPE	0	LS	$ 2,000.00	$ -

Basis for Cost Projection
- ☑ No Design Completed
- ❑ Preliminary Design
- ❑ Final Design

Subtotal:		$ 6,310.00
Engineering: (% +/-)	20%	$ 1,345.00
Contingency: (% +/-)	20%	$ 1,345.00
Estimated Project Cost:		**$ 9,000.00**

Project Location

Field Observations

Intersection Issues	Crosswalk N	E	S	W	Possible Solutions
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' or 'i' in ramp label indicates no existing ramp) 3A	4A		Possible Solutions
Curb ramp does not exist and is needed				
Curb ramp does not land in crosswalk				
No 4' x 4' clear space at base of curb ramp				
Curbed side is not 90° or has traversable adjacent surface	X			Remove and replace curb ramp
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%		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	X			Remove temporary obstruction
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	X		Remove and replace landing area
Curb ramp transition onto roadway is greater than 0.25"				
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%				
Ponding occurs at base of curb ramp	X			Fix ponding

Ramp 3A

Ramp 4A

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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

End of Project Description for Project 147 Intersection of Arapaho Rd and driveway (Lat. 32.9590; Long. -96.8250)

Kimley-Horn and Associates, Inc. **Priority: 2**
Project Description for Unsignalized Intersection

Client:	**Town of Addison**	**Date:**	**12/21/17**
Program:	**ADA Self-Evaluation and Transition Plan**	**Prepared By:**	**CMP**
KHA No.:	**063543021**	**Checked By:**	**EPE**

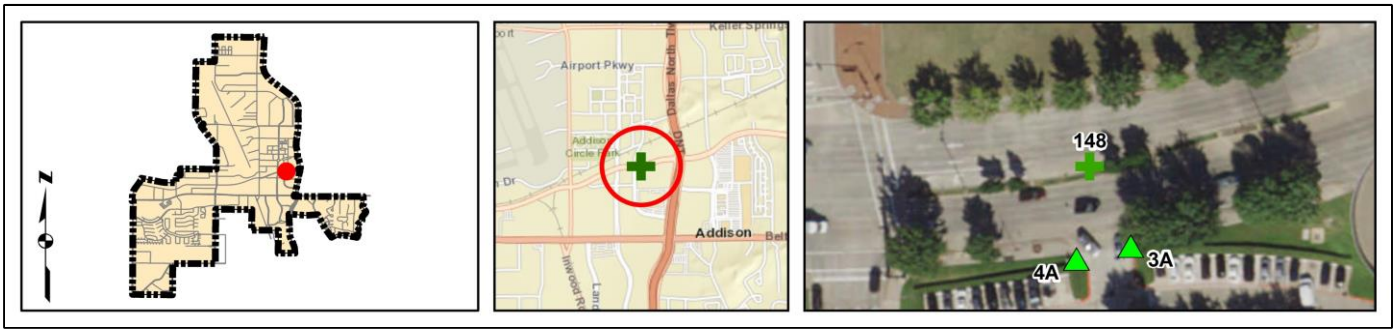
Corridor :	**Arapaho Rd**	**GPS ID:**	**148**
Project Name:	**Intersection of Arapaho Rd and driveway (Lat. 32.9590; Long. -96.8241)**		
Town:	**Addison**		

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	$ 10.00	$ -
TxDOT 529-6002	CONC CURB (TY II)	0	LF	$ 15.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	0	SY	$ 45.00	$ -
TxDOT 531	CURB RAMPS	2	EA	$ 1,500.00	$ 3,000.00
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	$ 50.00	$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	18	SY	$ 9.00	$ 162.00
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	$ 2.80	$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	0	LF	$ 8.50	$ -
---	REPAVE ROADWAY	0	LS	$ 5,000.00	$ -
---	FIX PONDING	1	LS	$ 2,000.00	$ 2,000.00
---	FIX CURB RAMP TRANSITION	1	LS	$ 2,000.00	$ 2,000.00
---	MEDIAN NOSE MODIFICATION	0	LS	$ 5,000.00	$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	$ 500.00	$ -
---	FIX CURB RAMP COUNTER SLOPE	0	LS	$ 2,000.00	$ -

Basis for Cost Projection
- ☑ No Design Completed
- ❑ Preliminary Design
- ❑ Final Design

Subtotal:		$ 7,162.00
Engineering: (% +/-)	20%	$ 1,919.00
Contingency: (% +/-)	20%	$ 1,919.00
Estimated Project Cost:		**$ 11,000.00**

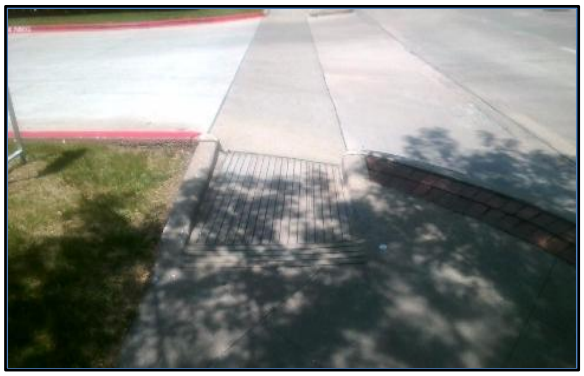
Project Location



Field Observations

Intersection Issues	Crosswalk N	E	S	W	Possible Solutions
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' or 'i' in ramp label indicates no existing ramp) 3A	4A		Possible Solutions
Curb ramp does not exist and is needed				
Curb ramp does not land in crosswalk				
No 4' x 4' clear space at base of curb ramp				
Curbed side is not 90° or has traversable adjacent surface	X	X		
Flare cross slope is greater than 10%				
Curb ramp running slope is greater than 8.3%				
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	X		Remove and replace curb ramp
Cut-thru ramp cross slope is greater than 2%				
Curb ramp width is less than 48"	X			
Cut-thru ramp width is less than 60"				
Permanent obstruction (>0.25") in curb ramp/landing/flares				
Temporary obstruction (>0.25") in curb ramp/landing/flares				
No textured surface at base of curb ramp	X	X		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%				
Ponding occurs at base of curb ramp	X			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

End of Project Description for Project 148 Intersection of Arapaho Rd and driveway (Lat. 32.9590; Long. -96.8241)

Kimley-Horn and Associates, Inc. **Priority: 2**
Project Description for Unsignalized Intersection

Client:	**Town of Addison**		**Date: 12/21/17**
Program:	**ADA Self-Evaluation and Transition Plan**		**Prepared By: CMP**
KHA No.:	**063543021**		**Checked By: EPE**

Corridor :	**Arapaho Rd**	**GPS ID: 149**
Project Name:	**Intersection of Arapaho Rd and driveway (Lat. 32.9592; Long. -96.8235)**	
Town:	**Addison**	

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	$ 10.00	$ -
TxDOT 529-6002	CONC CURB (TY II)	0	LF	$ 15.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	0	SY	$ 45.00	$ -
TxDOT 531	CURB RAMPS	4	EA	$ 1,500.00	$ 6,000.00
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	$ 50.00	$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	38	SY	$ 9.00	$ 342.00
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	$ 2.80	$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	0	LF	$ 8.50	$ -
---	REPAVE ROADWAY	0	LS	$ 5,000.00	$ -
---	FIX PONDING	2	LS	$ 2,000.00	$ 4,000.00
---	FIX CURB RAMP TRANSITION	2	LS	$ 2,000.00	$ 4,000.00
---	MEDIAN NOSE MODIFICATION	0	LS	$ 5,000.00	$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	$ 500.00	$ -
---	FIX CURB RAMP COUNTER SLOPE	1	LS	$ 2,000.00	$ 2,000.00

Basis for Cost Projection

- ☑ No Design Completed
- ❑ Preliminary Design
- ❑ Final Design

Subtotal:		$ 16,342.00
Engineering: (% +/-)	20%	$ 3,329.00
Contingency: (% +/-)	20%	$ 3,329.00
Estimated Project Cost:		**$ 23,000.00**

Project Location

Field Observations

Intersection Issues	Crosswalk N	E	S	W	Possible Solutions
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' or 'i' in ramp label indicates no existing ramp) 1A	2A	3A	4A	Possible Solutions
Curb ramp does not exist and is needed					
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curbed side is not 90° or has traversable adjacent surface	X	X	X	X	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%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%			X	X	
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"	X	X	X		
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25") in curb ramp/landing/flares					
Temporary obstruction (>0.25") in curb ramp/landing/flares					
No textured surface at base of curb ramp	X	X	X	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%	X		X	X	Remove and replace landing area
Curb ramp transition onto roadway is greater than 0.25"	X	X			Fix curb ramp transition
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%				X	Fix curb ramp counter slope
Ponding occurs at base of curb ramp	X	X			Fix ponding

Kimley-Horn and Associates, Inc.	Intersection of Arapaho Rd and driveway (Lat. 32.9592; Long. -96.8235)
Photographs	GPS ID: 149

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

End of Project Description for Project 149 Intersection of Arapaho Rd and driveway (Lat. 32.9592; Long. -96.8235)

Kimley-Horn and Associates, Inc. **Priority: 2**
Project Description for Unsignalized Intersection

Client:	**Town of Addison**	**Date:**	**12/21/17**
Program:	**ADA Self-Evaluation and Transition Plan**	**Prepared By:**	**CMP**
KHA No.:	**063543021**	**Checked By:**	**EPE**

Corridor :	**Arapaho Rd**	**GPS ID:**	**150**
Project Name:	**Intersection of Arapaho Rd and driveway (Lat. 32.9594; Long. -96.8224)**		
Town:	**Addison**		

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	$ 10.00	$ -
TxDOT 529-6002	CONC CURB (TY II)	0	LF	$ 15.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	0	SY	$ 45.00	$ -
TxDOT 531	CURB RAMPS	4	EA	$ 1,500.00	$ 6,000.00
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	$ 50.00	$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	38	SY	$ 9.00	$ 342.00
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	$ 2.80	$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	0	LF	$ 8.50	$ -
---	REPAVE ROADWAY	0	LS	$ 5,000.00	$ -
---	FIX PONDING	0	LS	$ 2,000.00	$ -
---	FIX CURB RAMP TRANSITION	2	LS	$ 2,000.00	$ 4,000.00
---	MEDIAN NOSE MODIFICATION	0	LS	$ 5,000.00	$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	$ 500.00	$ -
---	FIX CURB RAMP COUNTER SLOPE	0	LS	$ 2,000.00	$ -

Basis for Cost Projection

- ☑ No Design Completed
- ❑ Preliminary Design
- ❑ Final Design

Subtotal:		$ 10,342.00
Engineering: (% +/-)	20%	$ 2,329.00
Contingency: (% +/-)	20%	$ 2,329.00
Estimated Project Cost:		**$ 15,000.00**

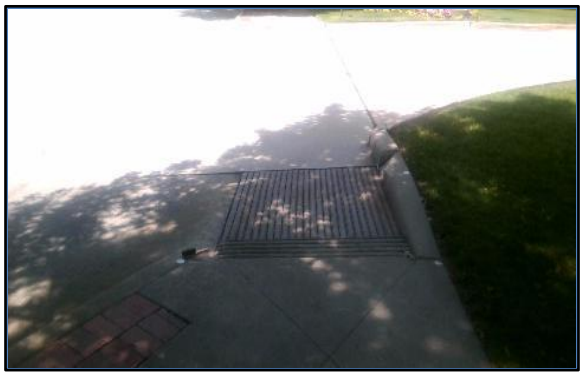
Project Location

Field Observations

Intersection Issues	Crosswalk N	Crosswalk E	Crosswalk S	Crosswalk W	Possible Solutions
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' or 'i' in ramp label indicates no existing ramp) 1A	2A	3A	4A	Possible Solutions
Curb ramp does not exist and is needed					
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curbed side is not 90° or has traversable adjacent surface	X	X	X	X	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%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%		X	X	X	
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"	X		X	X	
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25") in curb ramp/landing/flares					
Temporary obstruction (>0.25") in curb ramp/landing/flares					
No textured surface at base of curb ramp	X	X	X	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%		X	X	X	Remove and replace landing area
Curb ramp transition onto roadway is greater than 0.25"	X		X		Fix curb ramp transition
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
Ponding occurs at base of curb ramp					

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

End of Project Description for Project 150 Intersection of Arapaho Rd and driveway (Lat. 32.9594; Long. -96.8224)

Kimley-Horn and Associates, Inc. **Priority: 2**
Project Description for Unsignalized Intersection

Client:	**Town of Addison**		**Date: 12/21/17**
Program:	**ADA Self-Evaluation and Transition Plan**		**Prepared By: CMP**
KHA No.:	**063543021**		**Checked By: EPE**

Corridor :	**Addison Rd**	**GPS ID: 152**
Project Name:	**Intersection of Addison Rd and driveway (Lat. 32.9597; Long. -96.8298)**	
Town:	**Addison**	

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	$ 10.00	$ -
TxDOT 529-6002	CONC CURB (TY II)	0	LF	$ 15.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	0	SY	$ 45.00	$ -
TxDOT 531	CURB RAMPS	2	EA	$ 1,500.00	$ 3,000.00
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	$ 50.00	$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	17	SY	$ 9.00	$ 153.00
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	$ 2.80	$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	0	LF	$ 8.50	$ -
---	REPAVE ROADWAY	0	LS	$ 5,000.00	$ -
---	FIX PONDING	0	LS	$ 2,000.00	$ -
---	FIX CURB RAMP TRANSITION	0	LS	$ 2,000.00	$ -
---	MEDIAN NOSE MODIFICATION	0	LS	$ 5,000.00	$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	$ 500.00	$ -
---	FIX CURB RAMP COUNTER SLOPE	0	LS	$ 2,000.00	$ -

Basis for Cost Projection
- ☑ No Design Completed
- ❑ Preliminary Design
- ❑ Final Design

Subtotal:		$ 3,153.00
Engineering: (% +/-)	20%	$ 923.50
Contingency: (% +/-)	20%	$ 923.50
Estimated Project Cost:		**$ 5,000.00**

Project Location

Field Observations

Intersection Issues	Crosswalk N	E	S	W	Possible Solutions
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' or 'i' in ramp label indicates no existing ramp) 1A	4A	Possible Solutions
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			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%			
Cut-thru ramp running slope is greater than 5%			
Curb ramp cross slope is greater than 2%	X	X	
Cut-thru ramp cross slope is greater than 2%			
Curb ramp width is less than 48"	X	X	
Cut-thru ramp width is less than 60"			
Permanent obstruction (>0.25") in curb ramp/landing/flares			
Temporary obstruction (>0.25") in curb ramp/landing/flares			
No textured surface at base of curb ramp	X	X	For intersection, commercial driveway, and park ramps, install color truncated domes
No color contrast at base of curb ramp	X		
Landing area does not exist and is needed			
Landing area is less than 5' x 5' or slopes greater than 2%	X		Remove and replace landing area
Curb ramp transition onto roadway is greater than 0.25"			
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%			
Ponding occurs at base of curb ramp			

Kimley-Horn and Associates, Inc.	Intersection of Addison Rd and driveway (Lat. 32.9597; Long. -96.8298)
Photographs	GPS ID: 152

Ramp 1A

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

End of Project Description for Project 152 Intersection of Addison Rd and driveway (Lat. 32.9597; Long. -96.8298)

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

Client:	**Town of Addison**	**Date: 12/21/17**
Program:	**ADA Self-Evaluation and Transition Plan**	**Prepared By: CMP**
KHA No.:	**063543021**	**Checked By: EPE**

Corridor :	**Addison Rd**	**GPS ID: 153**
Project Name:	**Intersection of Addison Rd and driveway (Lat. 32.9593; Long. -96.8298)**	
Town:	**Addison**	

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	$ 10.00	$ -
TxDOT 529-6002	CONC CURB (TY II)	0	LF	$ 15.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	0	SY	$ 45.00	$ -
TxDOT 531	CURB RAMPS	2	EA	$ 1,500.00	$ 3,000.00
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	$ 50.00	$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	0	SY	$ 9.00	$ -
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	$ 2.80	$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	0	LF	$ 8.50	$ -
---	REPAVE ROADWAY	0	LS	$ 5,000.00	$ -
---	FIX PONDING	0	LS	$ 2,000.00	$ -
---	FIX CURB RAMP TRANSITION	0	LS	$ 2,000.00	$ -
---	MEDIAN NOSE MODIFICATION	0	LS	$ 5,000.00	$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	$ 500.00	$ -
---	FIX CURB RAMP COUNTER SLOPE	0	LS	$ 2,000.00	$ -

Basis for Cost Projection
- ☑ No Design Completed
- ❑ Preliminary Design
- ❑ Final Design

Subtotal:		$ 3,000.00
Engineering: (% +/-)	20%	$ 1,000.00
Contingency: (% +/-)	20%	$ 1,000.00
Estimated Project Cost:		**$ 5,000.00**

Project Location

Field Observations

Intersection Issues	Crosswalk N	E	S	W	Possible Solutions
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' or 'i' in ramp label indicates no existing ramp) 1z	4z		Possible Solutions
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 (1*z*)

Corner 4 No Ramp (4*z*)

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Project Location Map Sources:
Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

End of Project Description for Project 153 Intersection of Addison Rd and driveway (Lat. 32.9593; Long. -96.8298)

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

Client:	**Town of Addison**	**Date:**	**12/21/17**
Program:	**ADA Self-Evaluation and Transition Plan**	**Prepared By:**	**CMP**
KHA No.:	**063543021**	**Checked By:**	**EPE**

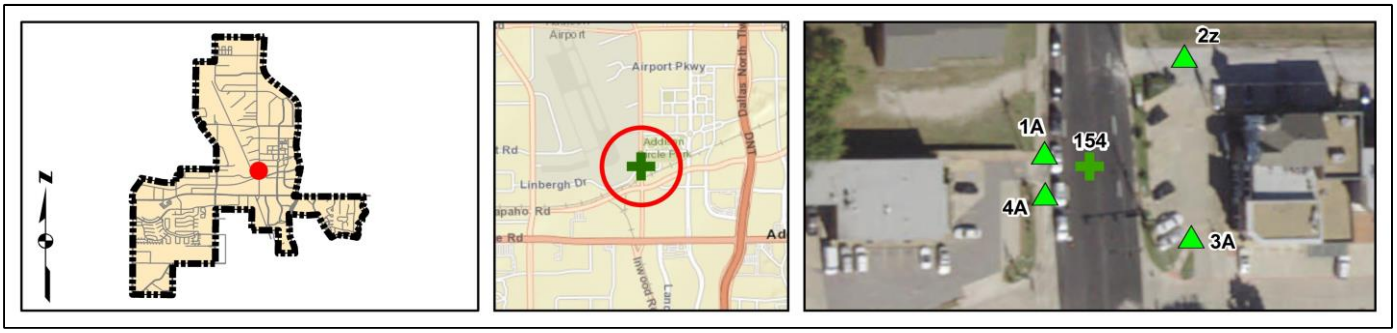
Corridor :	**Addison Rd**	**GPS ID:**	**154**
Project Name:	**Intersection of Addison Rd and driveway (Lat. 32.9592; Long. -96.8298)**		
Town:	**Addison**		

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	$ 10.00	$ -
TxDOT 529-6002	CONC CURB (TY II)	0	LF	$ 15.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	0	SY	$ 45.00	$ -
TxDOT 531	CURB RAMPS	3	EA	$ 1,500.00	$ 4,500.00
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	$ 50.00	$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	28	SY	$ 9.00	$ 252.00
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	$ 2.80	$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	0	LF	$ 8.50	$ -
---	REPAVE ROADWAY	0	LS	$ 5,000.00	$ -
---	FIX PONDING	0	LS	$ 2,000.00	$ -
---	FIX CURB RAMP TRANSITION	0	LS	$ 2,000.00	$ -
---	MEDIAN NOSE MODIFICATION	0	LS	$ 5,000.00	$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	$ 500.00	$ -
---	FIX CURB RAMP COUNTER SLOPE	0	LS	$ 2,000.00	$ -

Basis for Cost Projection
- ☑ No Design Completed
- ❑ Preliminary Design
- ❑ Final Design

Subtotal:		$ 4,752.00
Engineering: (% +/-)	20%	$ 1,124.00
Contingency: (% +/-)	20%	$ 1,124.00
Estimated Project Cost:		**$ 7,000.00**

Project Location



Field Observations

Intersection Issues	Crosswalk N	E	S	W	Possible Solutions
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' or 'i' in ramp label indicates no existing ramp) 1A	2z	3A	4A		Possible Solutions
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						Remove and replace curb ramp
Flare cross slope is greater than 10%	X		X			
Curb ramp running slope is greater than 8.3%	X		X			
Blended transition running slope is greater than 5%						
Cut-thru ramp running slope is greater than 5%						
Curb ramp cross slope is greater than 2%	X			X		
Cut-thru ramp cross slope is greater than 2%						
Curb ramp width is less than 48"	X			X		
Cut-thru ramp width is less than 60"						
Permanent obstruction (>0.25") in curb ramp/landing/flares				X		
Temporary obstruction (>0.25") in curb ramp/landing/flares						
No textured surface at base of curb ramp	X		X	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	X		Remove and replace landing area
Curb ramp transition onto roadway is greater than 0.25"						
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%						
Ponding occurs at base of curb ramp						

Kimley-Horn and Associates, Inc.	Intersection of Addison Rd and driveway (Lat. 32.9592; Long. -96.8298)
Photographs	GPS ID: 154

Ramp 1A

Corner 2 No Ramp (2z)

Ramp 3A

Ramp 4A

Opinion of Probable Construction Cost Disclaimer:
The Engineer has no control over the cost of labor, materials, equipment, or over the Contractor's methods of determining prices or over competitive bidding or market conditions. Opinions of probable costs provided herein are based on the information known to Engineer at this time and represent only the Engineer's judgment as a design professional familiar with the construction industry. The Engineer cannot and does not guarantee that proposals, bids, or actual construction costs will not vary from its opinions of probable costs.

Project Location Map Sources:
Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

End of Project Description for Project 154 Intersection of Addison Rd and driveway (Lat. 32.9592; Long. -96.8298)

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

Client:	**Town of Addison**	**Date:**	**12/21/17**
Program:	**ADA Self-Evaluation and Transition Plan**	**Prepared By:**	**CMP**
KHA No.:	**063543021**	**Checked By:**	**EPE**

Corridor :	**Addison Rd**	**GPS ID:**	**155**
Project Name:	**Intersection of Addison Rd and driveway (Lat. 32.9585; Long. -96.8298)**		
Town:	**Addison**		

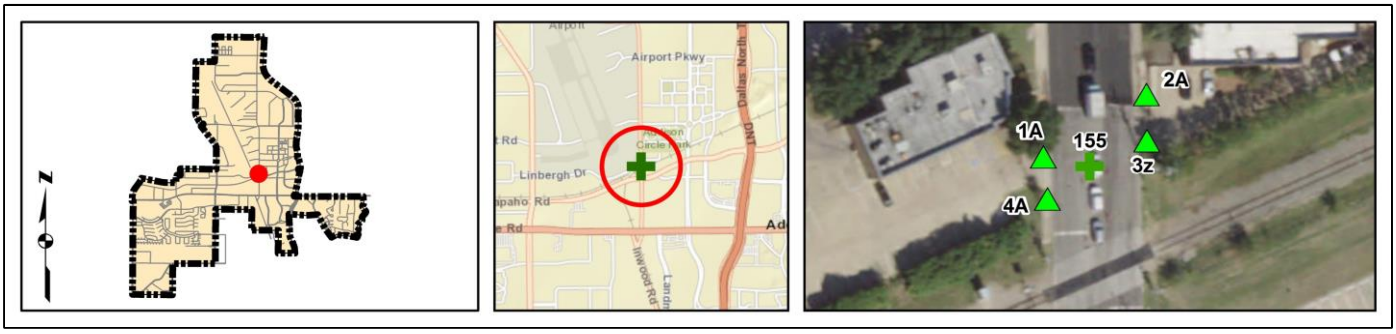
Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	$ 10.00	$ -
TxDOT 529-6002	CONC CURB (TY II)	0	LF	$ 15.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	0	SY	$ 45.00	$ -
TxDOT 531	CURB RAMPS	3	EA	$ 1,500.00	$ 4,500.00
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	$ 50.00	$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	30	SY	$ 9.00	$ 270.00
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	$ 2.80	$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	0	LF	$ 8.50	$ -
---	REPAVE ROADWAY	0	LS	$ 5,000.00	$ -
---	FIX PONDING	0	LS	$ 2,000.00	$ -
---	FIX CURB RAMP TRANSITION	2	LS	$ 2,000.00	$ 4,000.00
---	MEDIAN NOSE MODIFICATION	0	LS	$ 5,000.00	$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	$ 500.00	$ -
---	FIX CURB RAMP COUNTER SLOPE	1	LS	$ 2,000.00	$ 2,000.00

Basis for Cost Projection

- ☑ No Design Completed
- ❑ Preliminary Design
- ❑ Final Design

Subtotal:		$ 10,770.00
Engineering: (% +/-)	20%	$ 2,615.00
Contingency: (% +/-)	20%	$ 2,615.00
Estimated Project Cost:		**$ 16,000.00**

Project Location



Field Observations

Intersection Issues	Crosswalk N	E	S	W	Possible Solutions
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' or 'i' in ramp label indicates no existing ramp) 1A	2A	3z	4A		Possible Solutions
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		X		
Blended transition running slope is greater than 5%						
Cut-thru ramp running slope is greater than 5%						
Curb ramp cross slope is greater than 2%	X	X		X		Remove and replace curb ramp
Cut-thru ramp cross slope is greater than 2%						
Curb ramp width is less than 48"	X	X		X		
Cut-thru ramp width is less than 60"						
Permanent obstruction (>0.25") in curb ramp/landing/flares	X					
Temporary obstruction (>0.25") in curb ramp/landing/flares						
No textured surface at base of curb ramp	X	X		X		For intersection, commercial driveway, and park ramps, install
No color contrast at base of curb ramp	X	X		X		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	X		X		Remove and replace landing area
Curb ramp transition onto roadway is greater than 0.25"	X	X				Fix curb ramp transition
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%		X				Fix curb ramp counter slope
Ponding occurs at base of curb ramp						

Ramp 1A

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

End of Project Description for Project 155 Intersection of Addison Rd and driveway (Lat. 32.9585; Long. -96.8298)

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

Client:	**Town of Addison**	**Date:**	**12/21/17**
Program:	**ADA Self-Evaluation and Transition Plan**	**Prepared By:**	**CMP**
KHA No.:	**063543021**	**Checked By:**	**EPE**

Corridor :	**Addison Rd**	**GPS ID:**	**156**
Project Name:	**Intersection of Addison Rd and driveway (Lat. 32.9572; Long. -96.8298)**		
Town:	**Addison**		

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	$ 10.00	$ -
TxDOT 529-6002	CONC CURB (TY II)	0	LF	$ 15.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	0	SY	$ 45.00	$ -
TxDOT 531	CURB RAMPS	2	EA	$ 1,500.00	$ 3,000.00
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	$ 50.00	$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	18	SY	$ 9.00	$ 162.00
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	$ 2.80	$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	0	LF	$ 8.50	$ -
---	REPAVE ROADWAY	0	LS	$ 5,000.00	$ -
---	FIX PONDING	0	LS	$ 2,000.00	$ -
---	FIX CURB RAMP TRANSITION	1	LS	$ 2,000.00	$ 2,000.00
---	MEDIAN NOSE MODIFICATION	0	LS	$ 5,000.00	$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	$ 500.00	$ -
---	FIX CURB RAMP COUNTER SLOPE	0	LS	$ 2,000.00	$ -

Basis for Cost Projection
- ☑ No Design Completed
- ❑ Preliminary Design
- ❑ Final Design

Subtotal:		$ 5,162.00
Engineering: (% +/-)	20%	$ 1,419.00
Contingency: (% +/-)	20%	$ 1,419.00
Estimated Project Cost:		**$ 8,000.00**

Project Location

Field Observations

Intersection Issues	Crosswalk N	E	S	W	Possible Solutions
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' or 'i' in ramp label indicates no existing ramp) 1A	4A	Possible Solutions
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			Remove and replace curb ramp
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	
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			
No color contrast at base of curb ramp			
Landing area does not exist and is needed			
Landing area is less than 5' x 5' or slopes greater than 2%	X		Remove and replace landing area
Curb ramp transition onto roadway is greater than 0.25"	X		Fix curb ramp transition
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%			
Ponding occurs at base of curb ramp			

Kimley-Horn and Associates, Inc.	Intersection of Addison Rd and driveway (Lat. 32.9572; Long. -96.8298)
Photographs	GPS ID: 156

Ramp 1A

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

End of Project Description for Project 156 Intersection of Addison Rd and driveway (Lat. 32.9572; Long. -96.8298)

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

Client:	**Town of Addison**	**Date:**	**12/21/17**
Program:	**ADA Self-Evaluation and Transition Plan**	**Prepared By:**	**CMP**
KHA No.:	**063543021**	**Checked By:**	**EPE**

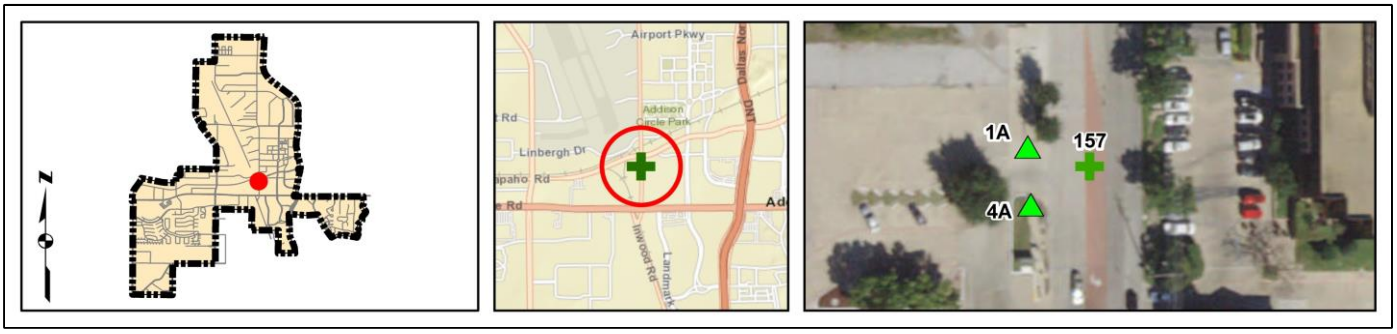
Corridor :	**Addison Rd**	**GPS ID:**	**157**
Project Name:	**Intersection of Addison Rd and driveway (Lat. 32.9570; Long. -96.8298)**		
Town:	**Addison**		

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	$ 10.00	$ -
TxDOT 529-6002	CONC CURB (TY II)	0	LF	$ 15.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	0	SY	$ 45.00	$ -
TxDOT 531	CURB RAMPS	2	EA	$ 1,500.00	$ 3,000.00
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	$ 50.00	$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	18	SY	$ 9.00	$ 162.00
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	$ 2.80	$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	0	LF	$ 8.50	$ -
---	REPAVE ROADWAY	0	LS	$ 5,000.00	$ -
---	FIX PONDING	0	LS	$ 2,000.00	$ -
---	FIX CURB RAMP TRANSITION	1	LS	$ 2,000.00	$ 2,000.00
---	MEDIAN NOSE MODIFICATION	0	LS	$ 5,000.00	$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	$ 500.00	$ -
---	FIX CURB RAMP COUNTER SLOPE	0	LS	$ 2,000.00	$ -

Basis for Cost Projection
- ☑ No Design Completed
- ❑ Preliminary Design
- ❑ Final Design

Subtotal:		$ 5,162.00
Engineering: (% +/-)	20%	$ 1,419.00
Contingency: (% +/-)	20%	$ 1,419.00
Estimated Project Cost:		**$ 8,000.00**

Project Location



Field Observations

Intersection Issues	Crosswalk N	Crosswalk E	Crosswalk S	Crosswalk W	Possible Solutions
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' or 'i' in ramp label indicates no existing ramp) 1A	4A	Possible Solutions
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%	X	X	Remove and replace curb ramp
Cut-thru ramp cross slope is greater than 2%			
Curb ramp width is less than 48"			
Cut-thru ramp width is less than 60"			
Permanent obstruction (>0.25") in curb ramp/landing/flares			
Temporary obstruction (>0.25") in curb ramp/landing/flares			
No textured surface at base of curb ramp			
No color contrast at base of curb ramp			
Landing area does not exist and is needed			
Landing area is less than 5' x 5' or slopes greater than 2%	X		Remove and replace landing area
Curb ramp transition onto roadway is greater than 0.25"	X		Fix curb ramp transition
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%			
Ponding occurs at base of curb ramp			

Kimley-Horn and Associates, Inc.	Intersection of Addison Rd and driveway (Lat. 32.9570; Long. -96.8298)
Photographs	GPS ID: 157

Ramp 1A

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

End of Project Description for Project 157 Intersection of Addison Rd and driveway (Lat. 32.9570; Long. -96.8298)

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

Client:	**Town of Addison**	**Date:**	**12/21/17**
Program:	**ADA Self-Evaluation and Transition Plan**	**Prepared By:**	**CMP**
KHA No.:	**063543021**	**Checked By:**	**EPE**

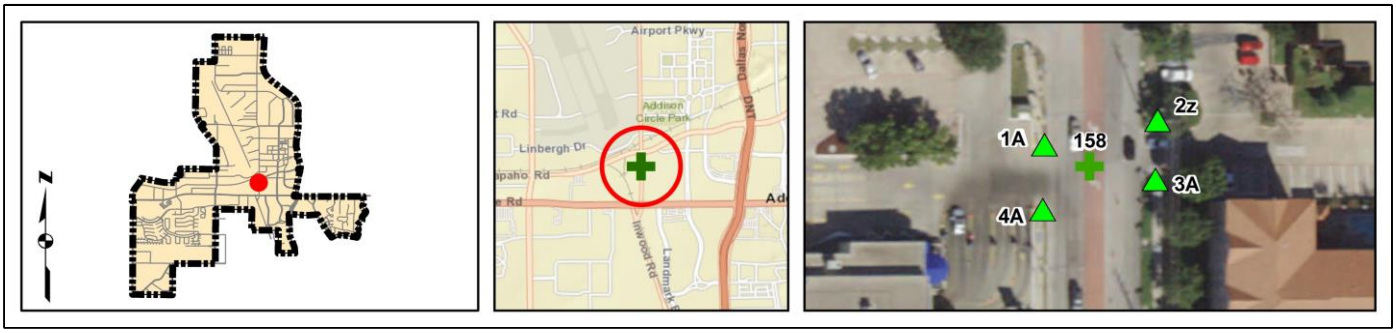
Corridor :	**Addison Rd**	**GPS ID:**	**158**
Project Name:	**Intersection of Addison Rd and driveway (Lat. 32.9567; Long. -96.8298)**		
Town:	**Addison**		

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	$ 10.00	$ -
TxDOT 529-6002	CONC CURB (TY II)	0	LF	$ 15.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	3	SY	$ 45.00	$ 135.00
TxDOT 531	CURB RAMPS	3	EA	$ 1,500.00	$ 4,500.00
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	$ 50.00	$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	21	SY	$ 9.00	$ 189.00
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	$ 2.80	$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	0	LF	$ 8.50	$ -
---	REPAVE ROADWAY	0	LS	$ 5,000.00	$ -
---	FIX PONDING	0	LS	$ 2,000.00	$ -
---	FIX CURB RAMP TRANSITION	1	LS	$ 2,000.00	$ 2,000.00
---	MEDIAN NOSE MODIFICATION	0	LS	$ 5,000.00	$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	$ 500.00	$ -
---	FIX CURB RAMP COUNTER SLOPE	0	LS	$ 2,000.00	$ -

Basis for Cost Projection
- ☑ No Design Completed
- ❑ Preliminary Design
- ❑ Final Design

Subtotal:		$ 6,824.00
Engineering: (% +/-)	20%	$ 1,588.00
Contingency: (% +/-)	20%	$ 1,588.00
Estimated Project Cost:		**$ 10,000.00**

Project Location



Field Observations

Intersection Issues	Crosswalk N	E	S	W	Possible Solutions
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' or 'i' in ramp label indicates no existing ramp) 1A	2z	3A	4A	Possible Solutions
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					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%					
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		X		
Temporary obstruction (>0.25") in curb ramp/landing/flares					
No textured surface at base of curb ramp					
No color contrast at base of curb ramp					
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%	X			X	Remove and replace landing area
Curb ramp transition onto roadway is greater than 0.25"				X	Fix curb ramp transition
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
Ponding occurs at base of curb ramp					

Ramp 1A

Corner 2 No Ramp (2z)

Ramp 3A

Ramp 4A

Opinion of Probable Construction Cost Disclaimer:
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Project Location Map Sources:
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End of Project Description for Project 158 Intersection of Addison Rd and driveway (Lat. 32.9567; Long. -96.8298)

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

Client:	**Town of Addison**	**Date:**	**12/21/17**
Program:	**ADA Self-Evaluation and Transition Plan**	**Prepared By:**	**CMP**
KHA No.:	**063543021**	**Checked By:**	**EPE**

Corridor :	**Addison Rd**	**GPS ID:**	**159**
Project Name:	**Intersection of Addison Rd and driveway (Lat. 32.9563; Long. -96.8298)**		
Town:	**Addison**		

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	$ 10.00	$ -
TxDOT 529-6002	CONC CURB (TY II)	0	LF	$ 15.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	0	SY	$ 45.00	$ -
TxDOT 531	CURB RAMPS	1	EA	$ 1,500.00	$ 1,500.00
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	$ 50.00	$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	11	SY	$ 9.00	$ 99.00
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	$ 2.80	$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	0	LF	$ 8.50	$ -
---	REPAVE ROADWAY	0	LS	$ 5,000.00	$ -
---	FIX PONDING	0	LS	$ 2,000.00	$ -
---	FIX CURB RAMP TRANSITION	1	LS	$ 2,000.00	$ 2,000.00
---	MEDIAN NOSE MODIFICATION	0	LS	$ 5,000.00	$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	$ 500.00	$ -
---	FIX CURB RAMP COUNTER SLOPE	0	LS	$ 2,000.00	$ -

Basis for Cost Projection
- ☑ No Design Completed
- ❑ Preliminary Design
- ❑ Final Design

Subtotal:		$ 3,599.00
Engineering: (% +/-)	20%	$ 1,200.50
Contingency: (% +/-)	20%	$ 1,200.50
Estimated Project Cost:		**$ 6,000.00**

Project Location

Field Observations

Intersection Issues	Crosswalk N	E	S	W	Possible Solutions
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' or 'i' in ramp label indicates no existing ramp) 2A	3A	Possible Solutions
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%		X	Remove and replace curb ramp
Cut-thru ramp cross slope is greater than 2%			
Curb ramp width is less than 48"			
Cut-thru ramp width is less than 60"			
Permanent obstruction (>0.25") in curb ramp/landing/flares			
Temporary obstruction (>0.25") in curb ramp/landing/flares			
No textured surface at base of curb ramp			
No color contrast at base of curb ramp			
Landing area does not exist and is needed			
Landing area is less than 5' x 5' or slopes greater than 2%		X	Remove and replace landing area
Curb ramp transition onto roadway is greater than 0.25"		X	Fix curb ramp transition
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%			
Ponding occurs at base of curb ramp			

Kimley-Horn and Associates, Inc.	Intersection of Addison Rd and driveway (Lat. 32.9563; Long. -96.8298)
Photographs	GPS ID: 159

Ramp 2A

Ramp 3A

Opinion of Probable Construction Cost Disclaimer:
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Project Location Map Sources:
Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

End of Project Description for Project 159 Intersection of Addison Rd and driveway (Lat. 32.9563; Long. -96.8298)

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

Client:	**Town of Addison**		**Date: 12/21/17**
Program:	**ADA Self-Evaluation and Transition Plan**		**Prepared By: CMP**
KHA No.:	**063543021**		**Checked By: EPE**

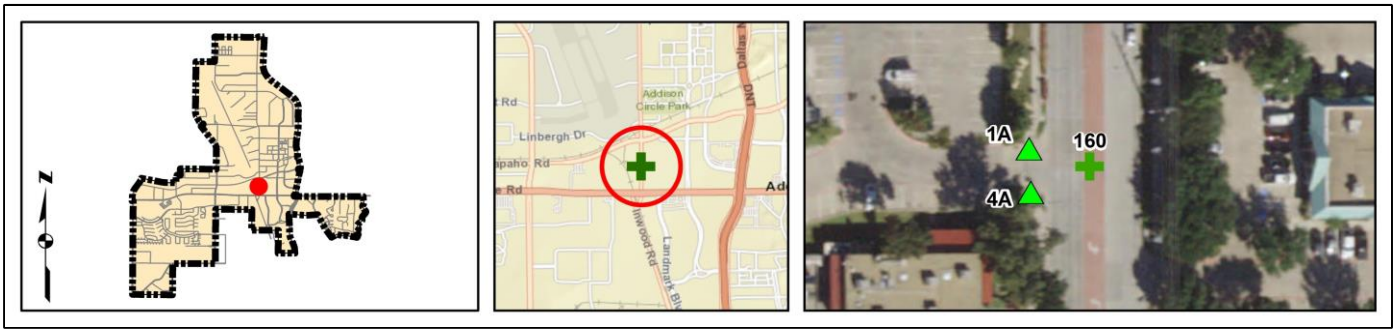
Corridor :	**Addison Rd**	**GPS ID: 160**
Project Name:	**Intersection of Addison Rd and driveway (Lat. 32.9559; Long. -96.8298)**	
Town:	**Addison**	

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	$ 10.00	$ -
TxDOT 529-6002	CONC CURB (TY II)	0	LF	$ 15.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	3	SY	$ 45.00	$ 135.00
TxDOT 531	CURB RAMPS	1	EA	$ 1,500.00	$ 1,500.00
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	$ 50.00	$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	11	SY	$ 9.00	$ 99.00
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	$ 2.80	$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	0	LF	$ 8.50	$ -
---	REPAVE ROADWAY	0	LS	$ 5,000.00	$ -
---	FIX PONDING	0	LS	$ 2,000.00	$ -
---	FIX CURB RAMP TRANSITION	1	LS	$ 2,000.00	$ 2,000.00
---	MEDIAN NOSE MODIFICATION	0	LS	$ 5,000.00	$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	$ 500.00	$ -
---	FIX CURB RAMP COUNTER SLOPE	0	LS	$ 2,000.00	$ -

Basis for Cost Projection
- ☑ No Design Completed
- ❑ Preliminary Design
- ❑ Final Design

Subtotal:		$ 3,734.00
Engineering: (% +/-)	20%	$ 1,133.00
Contingency: (% +/-)	20%	$ 1,133.00
Estimated Project Cost:		**$ 6,000.00**

Project Location



Field Observations

Intersection Issues	Crosswalk N	E	S	W	Possible Solutions
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' or 'i' in ramp label indicates no existing ramp) 1A	4A	Possible Solutions
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%	X		Remove and replace curb ramp
Cut-thru ramp cross slope is greater than 2%			
Curb ramp width is less than 48"			
Cut-thru ramp width is less than 60"			
Permanent obstruction (>0.25") in curb ramp/landing/flares			
Temporary obstruction (>0.25") in curb ramp/landing/flares			
No textured surface at base of curb ramp			
No color contrast at base of curb ramp			
Landing area does not exist and is needed			
Landing area is less than 5' x 5' or slopes greater than 2%		X	Remove and replace landing area
Curb ramp transition onto roadway is greater than 0.25"	X		Fix curb ramp transition
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%			
Ponding occurs at base of curb ramp			

Ramp 1A

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

End of Project Description for Project 160 Intersection of Addison Rd and driveway (Lat. 32.9559; Long. -96.8298)

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

Client:	**Town of Addison**	**Date:**	**12/21/17**
Program:	**ADA Self-Evaluation and Transition Plan**	**Prepared By:**	**CMP**
KHA No.:	**063543021**	**Checked By:**	**EPE**

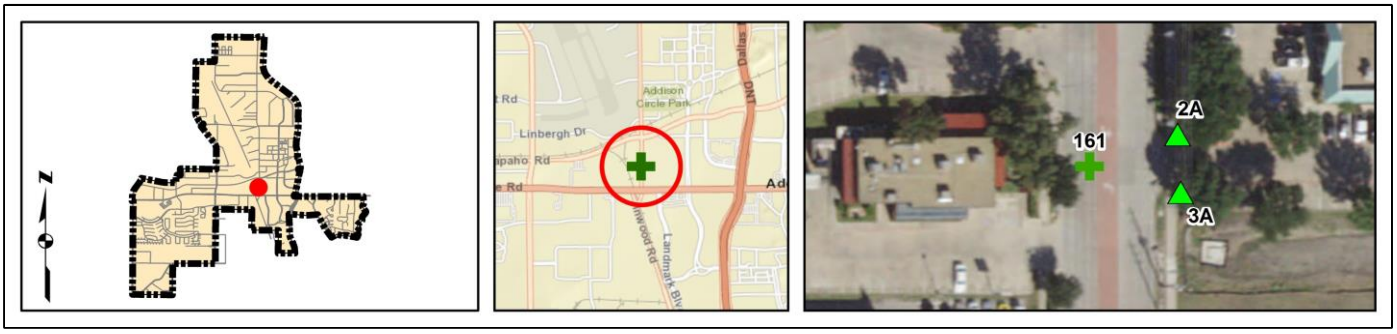
Corridor :	**Addison Rd**	**GPS ID:**	**161**
Project Name:	**Intersection of Addison Rd and driveway (Lat. 32.9557; Long. -96.8298)**		
Town:	**Addison**		

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	$ 10.00	$ -
TxDOT 529-6002	CONC CURB (TY II)	0	LF	$ 15.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	0	SY	$ 45.00	$ -
TxDOT 531	CURB RAMPS	0	EA	$ 1,500.00	$ -
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	$ 50.00	$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	0	SY	$ 9.00	$ -
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	$ 2.80	$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	0	LF	$ 8.50	$ -
---	REPAVE ROADWAY	0	LS	$ 5,000.00	$ -
---	FIX PONDING	0	LS	$ 2,000.00	$ -
---	FIX CURB RAMP TRANSITION	2	LS	$ 2,000.00	$ 4,000.00
---	MEDIAN NOSE MODIFICATION	0	LS	$ 5,000.00	$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	$ 500.00	$ -
---	FIX CURB RAMP COUNTER SLOPE	0	LS	$ 2,000.00	$ -

Basis for Cost Projection
- ☑ No Design Completed
- ❑ Preliminary Design
- ❑ Final Design

Subtotal:		$ 4,000.00
Engineering: (% +/-)	20%	$ 1,000.00
Contingency: (% +/-)	20%	$ 1,000.00
Estimated Project Cost:		**$ 6,000.00**

Project Location

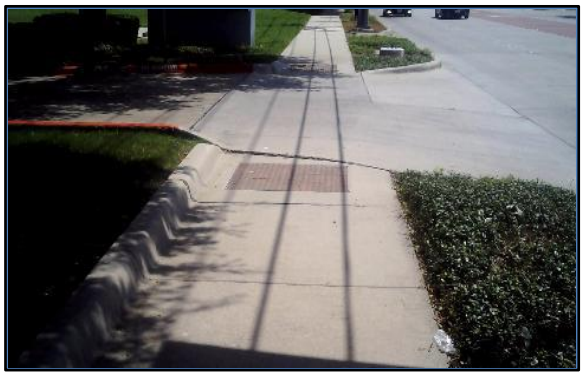


Field Observations

Intersection Issues	Crosswalk N	Crosswalk E	Crosswalk S	Crosswalk W	Possible Solutions
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' or 'i' in ramp label indicates no existing ramp) 2A	3A		Possible Solutions
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"	X	X		Fix curb ramp transition
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%				
Ponding occurs at base of curb ramp				

Kimley-Horn and Associates, Inc.	Intersection of Addison Rd and driveway (Lat. 32.9557; Long. -96.8298)
Photographs	GPS ID: 161



Ramp 2A

Ramp 3A

Opinion of Probable Construction Cost Disclaimer:
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Project Location Map Sources:
Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

End of Project Description for Project 161 Intersection of Addison Rd and driveway (Lat. 32.9557; Long. -96.8298)

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

Client:	**Town of Addison**	**Date: 12/21/17**
Program:	**ADA Self-Evaluation and Transition Plan**	**Prepared By: CMP**
KHA No.:	**063543021**	**Checked By: EPE**

Corridor :	**Addison Rd**	**GPS ID: 162**
Project Name:	**Intersection of Addison Rd and driveway (Lat. 32.9555; Long. -96.8298)**	
Town:	**Addison**	

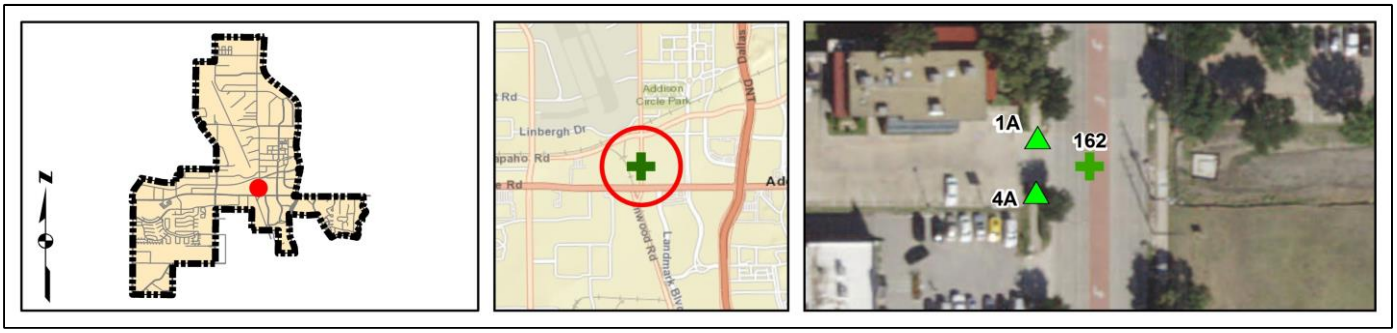
Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	$ 10.00	$ -
TxDOT 529-6002	CONC CURB (TY II)	0	LF	$ 15.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	3	SY	$ 45.00	$ 135.00
TxDOT 531	CURB RAMPS	0	EA	$ 1,500.00	$ -
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	$ 50.00	$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	3	SY	$ 9.00	$ 27.00
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	$ 2.80	$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	0	LF	$ 8.50	$ -
---	REPAVE ROADWAY	0	LS	$ 5,000.00	$ -
---	FIX PONDING	0	LS	$ 2,000.00	$ -
---	FIX CURB RAMP TRANSITION	1	LS	$ 2,000.00	$ 2,000.00
---	MEDIAN NOSE MODIFICATION	0	LS	$ 5,000.00	$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	$ 500.00	$ -
---	FIX CURB RAMP COUNTER SLOPE	0	LS	$ 2,000.00	$ -

Basis for Cost Projection

- ☑ No Design Completed
- ❑ Preliminary Design
- ❑ Final Design

Subtotal:		$ 2,162.00
Engineering: (% +/-)	20%	$ 919.00
Contingency: (% +/-)	20%	$ 919.00
Estimated Project Cost:		**$ 4,000.00**

Project Location



Field Observations

Intersection Issues	Crosswalk N	E	S	W	Possible Solutions
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' or 'i' in ramp label indicates no existing ramp) 1A	4A		Possible Solutions
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%		X		Remove and replace landing area
Curb ramp transition onto roadway is greater than 0.25"		X		Fix curb ramp transition
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%				
Ponding occurs at base of curb ramp				

Kimley-Horn and Associates, Inc.	Intersection of Addison Rd and driveway (Lat. 32.9555; Long. -96.8298)
Photographs	GPS ID: 162

Ramp 1A

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

End of Project Description for Project 162 Intersection of Addison Rd and driveway (Lat. 32.9555; Long. -96.8298)

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

Client:	**Town of Addison**	**Date:**	**12/21/17**
Program:	**ADA Self-Evaluation and Transition Plan**	**Prepared By:**	**CMP**
KHA No.:	**063543021**	**Checked By:**	**EPE**

Corridor :	**Addison Rd**	**GPS ID:**	**163**
Project Name:	**Intersection of Addison Rd and driveway (Lat. 32.9554; Long. -96.8298)**		
Town:	**Addison**		

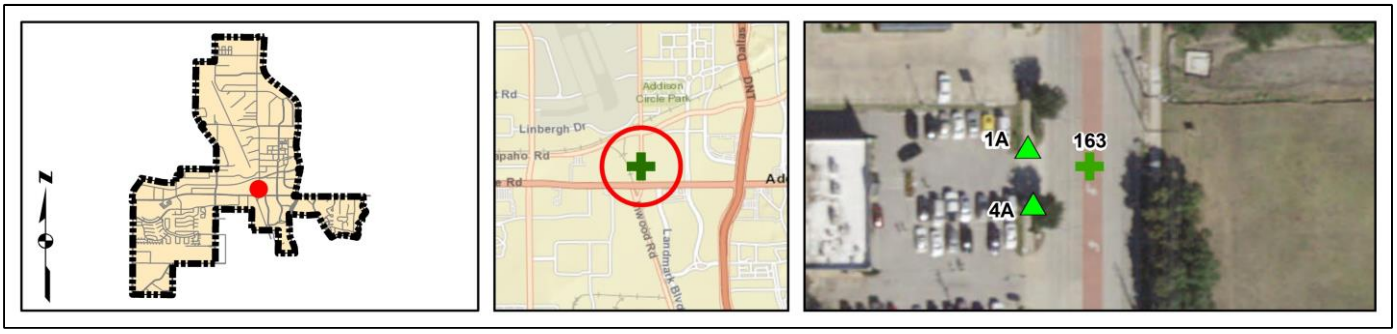
Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	$ 10.00	$ -
TxDOT 529-6002	CONC CURB (TY II)	0	LF	$ 15.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	0	SY	$ 45.00	$ -
TxDOT 531	CURB RAMPS	0	EA	$ 1,500.00	$ -
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	$ 50.00	$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	0	SY	$ 9.00	$ -
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	$ 2.80	$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	0	LF	$ 8.50	$ -
---	REPAVE ROADWAY	0	LS	$ 5,000.00	$ -
---	FIX PONDING	0	LS	$ 2,000.00	$ -
---	FIX CURB RAMP TRANSITION	2	LS	$ 2,000.00	$ 4,000.00
---	MEDIAN NOSE MODIFICATION	0	LS	$ 5,000.00	$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	$ 500.00	$ -
---	FIX CURB RAMP COUNTER SLOPE	0	LS	$ 2,000.00	$ -

Basis for Cost Projection

- ☑ No Design Completed
- ❑ Preliminary Design
- ❑ Final Design

Subtotal:		$	4,000.00
Engineering: (% +/-)	20%	$	1,000.00
Contingency: (% +/-)	20%	$	1,000.00
Estimated Project Cost:		**$**	**6,000.00**

Project Location



Field Observations

Intersection Issues	Crosswalk N	E	S	W	Possible Solutions
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' or 'i' in ramp label indicates no existing ramp) 1A	4A		Possible Solutions
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"	X	X		Fix curb ramp transition
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%				
Ponding occurs at base of curb ramp				

Kimley-Horn and Associates, Inc.	Intersection of Addison Rd and driveway (Lat. 32.9554; Long. -96.8298)
Photographs	GPS ID: 163

Ramp 1A

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

End of Project Description for Project 163 Intersection of Addison Rd and driveway (Lat. 32.9554; Long. -96.8298)

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

Client:	**Town of Addison**		**Date: 12/21/17**
Program:	**ADA Self-Evaluation and Transition Plan**		**Prepared By: CMP**
KHA No.:	**063543021**		**Checked By: EPE**

Corridor :	**Addison Rd**	**GPS ID: 164**
Project Name:	**Intersection of Addison Rd and driveway (Lat. 32.9552; Long. -96.8298)**	
Town:	**Addison**	

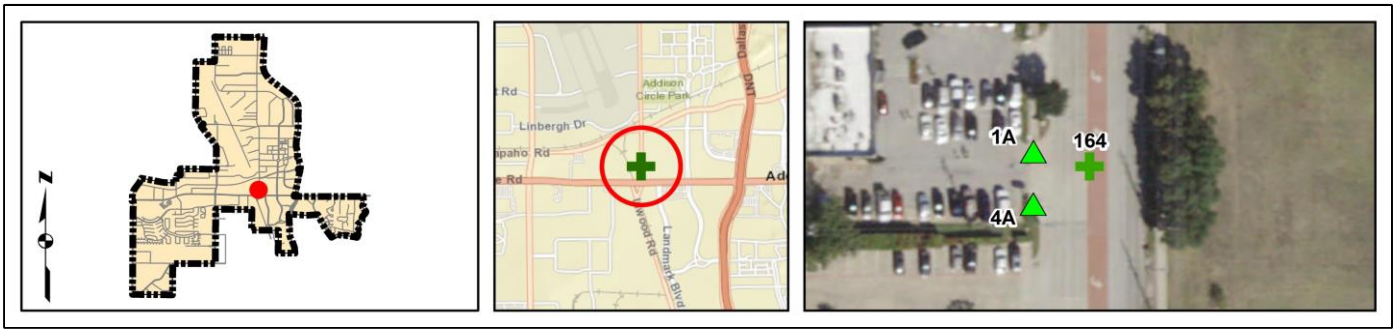
Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	$ 10.00	$ -
TxDOT 529-6002	CONC CURB (TY II)	0	LF	$ 15.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	0	SY	$ 45.00	$ -
TxDOT 531	CURB RAMPS	2	EA	$ 1,500.00	$ 3,000.00
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	$ 50.00	$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	18	SY	$ 9.00	$ 162.00
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	$ 2.80	$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	0	LF	$ 8.50	$ -
---	REPAVE ROADWAY	0	LS	$ 5,000.00	$ -
---	FIX PONDING	0	LS	$ 2,000.00	$ -
---	FIX CURB RAMP TRANSITION	1	LS	$ 2,000.00	$ 2,000.00
---	MEDIAN NOSE MODIFICATION	0	LS	$ 5,000.00	$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	$ 500.00	$ -
---	FIX CURB RAMP COUNTER SLOPE	0	LS	$ 2,000.00	$ -

Basis for Cost Projection

- ☑ No Design Completed
- ❑ Preliminary Design
- ❑ Final Design

Subtotal:		$ 5,162.00
Engineering: (% +/-)	20%	$ 1,419.00
Contingency: (% +/-)	20%	$ 1,419.00
Estimated Project Cost:		**$ 8,000.00**

Project Location



Field Observations

Intersection Issues	Crosswalk N	E	S	W	Possible Solutions
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' or 'i' in ramp label indicates no existing ramp) 1A	4A	Possible Solutions
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 2%			
Curb ramp width is less than 48"			
Cut-thru ramp width is less than 60"			
Permanent obstruction (>0.25") in curb ramp/landing/flares			
Temporary obstruction (>0.25") in curb ramp/landing/flares			
No textured surface at base of curb ramp			
No color contrast at base of curb ramp			
Landing area does not exist and is needed			
Landing area is less than 5' x 5' or slopes greater than 2%	X		Remove and replace landing area
Curb ramp transition onto roadway is greater than 0.25"	X		Fix curb ramp transition
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%			
Ponding occurs at base of curb ramp			

Ramp 1A

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

End of Project Description for Project 164 Intersection of Addison Rd and driveway (Lat. 32.9552; Long. -96.8298)

Kimley-Horn and Associates, Inc. **Priority: 9**
Project Description for Unsignalized Intersection

Client:	**Town of Addison**		**Date: 12/21/17**
Program:	**ADA Self-Evaluation and Transition Plan**		**Prepared By: CMP**
KHA No.:	**063543021**		**Checked By: EPE**

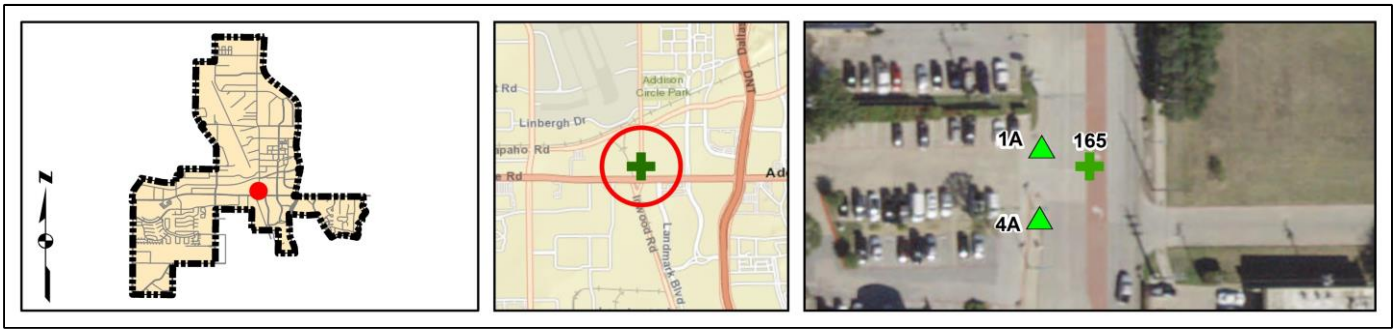
Corridor :	**Addison Rd**	**GPS ID: 165**
Project Name:	**Intersection of Addison Rd and driveway (Lat. 32.9549; Long. -96.8298)**	
Town:	**Addison**	

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	$ 10.00	$ -
TxDOT 529-6002	CONC CURB (TY II)	0	LF	$ 15.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	3	SY	$ 45.00	$ 135.00
TxDOT 531	CURB RAMPS	1	EA	$ 1,500.00	$ 1,500.00
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	$ 50.00	$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	13	SY	$ 9.00	$ 117.00
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	$ 2.80	$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	0	LF	$ 8.50	$ -
---	REPAVE ROADWAY	0	LS	$ 5,000.00	$ -
---	FIX PONDING	0	LS	$ 2,000.00	$ -
---	FIX CURB RAMP TRANSITION	0	LS	$ 2,000.00	$ -
---	MEDIAN NOSE MODIFICATION	0	LS	$ 5,000.00	$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	$ 500.00	$ -
---	FIX CURB RAMP COUNTER SLOPE	0	LS	$ 2,000.00	$ -

Basis for Cost Projection
- ☑ No Design Completed
- ❑ Preliminary Design
- ❑ Final Design

Subtotal:		$ 1,752.00
Engineering: (% +/-)	20%	$ 624.00
Contingency: (% +/-)	20%	$ 624.00
Estimated Project Cost:		**$ 3,000.00**

Project Location



Field Observations

Intersection Issues	Crosswalk N	E	S	W	Possible Solutions
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' or 'i' in ramp label indicates no existing ramp) 1A	4A	Possible Solutions
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%	X		Remove and replace curb ramp
Cut-thru ramp cross slope is greater than 2%			
Curb ramp width is less than 48"			
Cut-thru ramp width is less than 60"			
Permanent obstruction (>0.25") in curb ramp/landing/flares			
Temporary obstruction (>0.25") in curb ramp/landing/flares			
No textured surface at base of curb ramp			
No color contrast at base of curb ramp			
Landing area does not exist and is needed			
Landing area is less than 5' x 5' or slopes greater than 2%	X	X	Remove and replace landing area
Curb ramp transition onto roadway is greater than 0.25"			
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%			
Ponding occurs at base of curb ramp			

Kimley-Horn and Associates, Inc.	Intersection of Addison Rd and driveway (Lat. 32.9549; Long. -96.8298)
Photographs	GPS ID: 165

Ramp 1A

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

End of Project Description for Project 165 Intersection of Addison Rd and driveway (Lat. 32.9549; Long. -96.8298)

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

Client:	**Town of Addison**		**Date: 12/21/17**
Program:	**ADA Self-Evaluation and Transition Plan**		**Prepared By: CMP**
KHA No.:	**063543021**		**Checked By: EPE**

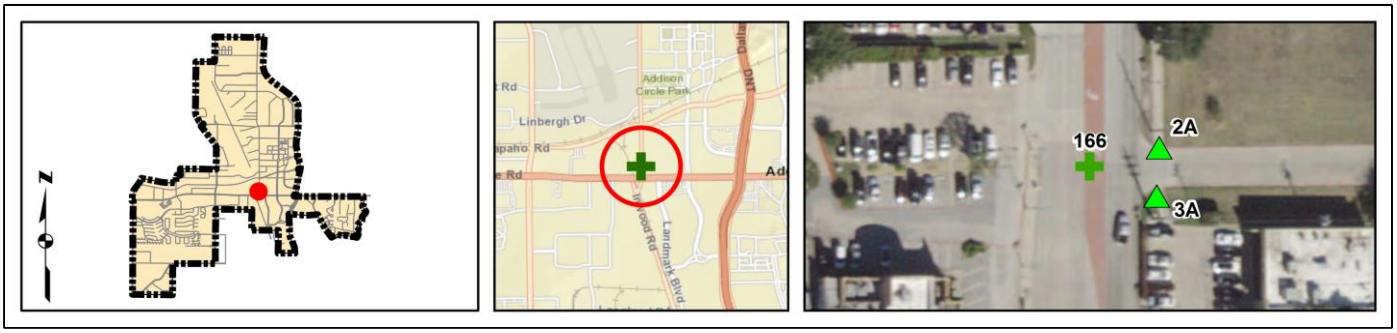
Corridor :	**Addison Rd**	**GPS ID: 166**
Project Name:	**Intersection of Addison Rd and driveway (Lat. 32.9548; Long. -96.8298)**	
Town:	**Addison**	

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	$ 10.00	$ -
TxDOT 529-6002	CONC CURB (TY II)	0	LF	$ 15.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	0	SY	$ 45.00	$ -
TxDOT 531	CURB RAMPS	1	EA	$ 1,500.00	$ 1,500.00
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	$ 50.00	$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	8	SY	$ 9.00	$ 72.00
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	$ 2.80	$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	0	LF	$ 8.50	$ -
---	REPAVE ROADWAY	0	LS	$ 5,000.00	$ -
---	FIX PONDING	0	LS	$ 2,000.00	$ -
---	FIX CURB RAMP TRANSITION	1	LS	$ 2,000.00	$ 2,000.00
---	MEDIAN NOSE MODIFICATION	0	LS	$ 5,000.00	$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	$ 500.00	$ -
---	FIX CURB RAMP COUNTER SLOPE	0	LS	$ 2,000.00	$ -

Basis for Cost Projection
- ☑ No Design Completed
- ❑ Preliminary Design
- ❑ Final Design

Subtotal:		$ 3,572.00
Engineering: (% +/-)	20%	$ 1,214.00
Contingency: (% +/-)	20%	$ 1,214.00
Estimated Project Cost:		**$ 6,000.00**

Project Location



Field Observations

Intersection Issues	Crosswalk N	E	S	W	Possible Solutions
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' or 'i' in ramp label indicates no existing ramp) 2A	3A		Possible Solutions
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				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%				
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				
Landing area does not exist and is needed				
Landing area is less than 5' x 5' or slopes greater than 2%				
Curb ramp transition onto roadway is greater than 0.25"		X		Fix curb ramp transition
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%				
Ponding occurs at base of curb ramp				

Ramp 2A

Ramp 3A

Opinion of Probable Construction Cost Disclaimer:
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Project Location Map Sources:
Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013,
DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

End of Project Description for Project 166 Intersection of Addison Rd and driveway (Lat. 32.9548; Long. -96.8298)

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

Client:	**Town of Addison**	**Date:**	**12/21/17**
Program:	**ADA Self-Evaluation and Transition Plan**	**Prepared By:**	**CMP**
KHA No.:	**063543021**	**Checked By:**	**EPE**

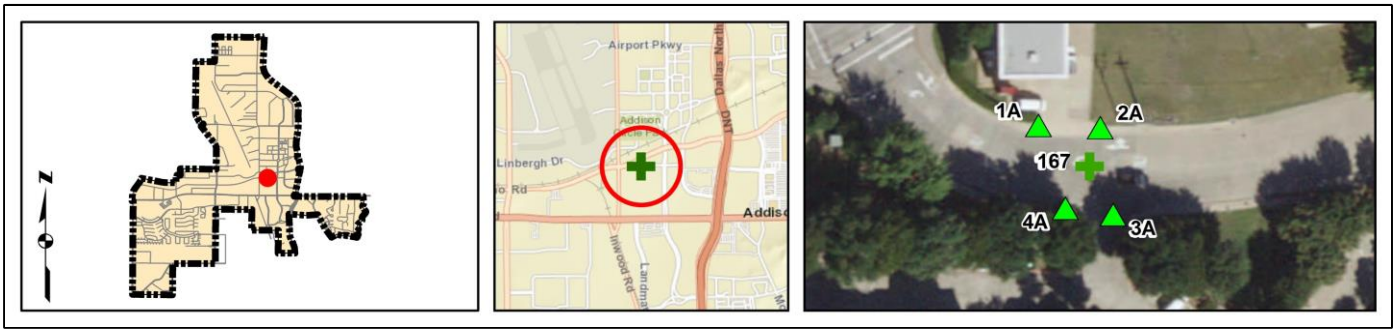
Corridor :	**Edwin Lewis Dr**	**GPS ID:**	**167**
Project Name:	**Intersection of Edwin Lewis Dr and driveway (Lat. 32.9577; Long. -96.8280)**		
Town:	**Addison**		

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	$ 10.00	$ -
TxDOT 529-6002	CONC CURB (TY II)	0	LF	$ 15.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	0	SY	$ 45.00	$ -
TxDOT 531	CURB RAMPS	4	EA	$ 1,500.00	$ 6,000.00
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	$ 50.00	$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	34	SY	$ 9.00	$ 306.00
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	$ 2.80	$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	0	LF	$ 8.50	$ -
---	REPAVE ROADWAY	0	LS	$ 5,000.00	$ -
---	FIX PONDING	2	LS	$ 2,000.00	$ 4,000.00
---	FIX CURB RAMP TRANSITION	1	LS	$ 2,000.00	$ 2,000.00
---	MEDIAN NOSE MODIFICATION	0	LS	$ 5,000.00	$ -
---	REMOVE TEMPORARY OBSTRUCTION	1	LS	$ 500.00	$ 500.00
---	FIX CURB RAMP COUNTER SLOPE	0	LS	$ 2,000.00	$ -

Basis for Cost Projection
- ☑ No Design Completed
- ❑ Preliminary Design
- ❑ Final Design

Subtotal:		$ 12,806.00
Engineering: (% +/-)	20%	$ 2,597.00
Contingency: (% +/-)	20%	$ 2,597.00
Estimated Project Cost:		**$ 18,000.00**

Project Location

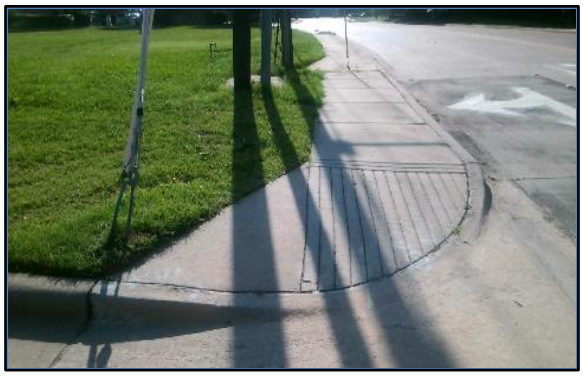


Field Observations

Intersection Issues	Crosswalk N	E	S	W	Possible Solutions
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' or 'i' in ramp label indicates no existing ramp) 1A	2A	3A	4A	Possible Solutions
Curb ramp does not exist and is needed					
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curbed side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%	X	X	X	X	Remove and replace curb ramp
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	X	X	
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"	X			X	
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25") in curb ramp/landing/flares	X				
Temporary obstruction (>0.25") in curb ramp/landing/flares	X				Remove temporary obstruction
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%	X			X	Remove and replace landing area
Curb ramp transition onto roadway is greater than 0.25"			X		Fix curb ramp transition
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
Ponding occurs at base of curb ramp	X		X		Fix ponding

Ramp 1A



Ramp 2A

Ramp 3A

Ramp 4A

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Project Location Map Sources:
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End of Project Description for Project 167 Intersection of Edwin Lewis Dr and driveway (Lat. 32.9577; Long. -96.8280)

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

Client:	**Town of Addison**	**Date:**	**12/21/17**
Program:	**ADA Self-Evaluation and Transition Plan**	**Prepared By:**	**CMP**
KHA No.:	**063543021**	**Checked By:**	**EPE**

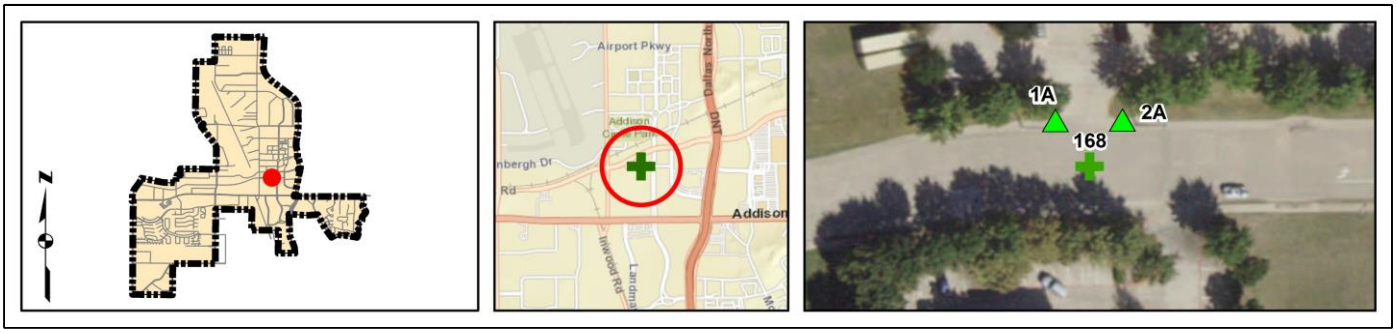
Corridor :	**Edwin Lewis Dr**	**GPS ID:**	**168**
Project Name:	**Intersection of Edwin Lewis Dr and driveway (Lat. 32.9578; Long. -96.8271)**		
Town:	**Addison**		

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	$ 10.00	$ -
TxDOT 529-6002	CONC CURB (TY II)	0	LF	$ 15.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	0	SY	$ 45.00	$ -
TxDOT 531	CURB RAMPS	1	EA	$ 1,500.00	$ 1,500.00
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	10	SF	$ 50.00	$ 500.00
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	11	SY	$ 9.00	$ 99.00
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	$ 2.80	$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	0	LF	$ 8.50	$ -
---	REPAVE ROADWAY	0	LS	$ 5,000.00	$ -
---	FIX PONDING	1	LS	$ 2,000.00	$ 2,000.00
---	FIX CURB RAMP TRANSITION	1	LS	$ 2,000.00	$ 2,000.00
---	MEDIAN NOSE MODIFICATION	0	LS	$ 5,000.00	$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	$ 500.00	$ -
---	FIX CURB RAMP COUNTER SLOPE	0	LS	$ 2,000.00	$ -

Basis for Cost Projection
- ☑ No Design Completed
- ❑ Preliminary Design
- ❑ Final Design

Subtotal:		$ 6,099.00
Engineering: (% +/-)	20%	$ 1,450.50
Contingency: (% +/-)	20%	$ 1,450.50
Estimated Project Cost:		**$ 9,000.00**

Project Location



Field Observations

Intersection Issues	Crosswalk N	E	S	W	Possible Solutions
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' or 'i' in ramp label indicates no existing ramp) 1A	2A	Possible Solutions
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%	X		Remove and replace curb ramp
Cut-thru ramp cross slope is greater than 2%			
Curb ramp width is less than 48"	X		
Cut-thru ramp width is less than 60"			
Permanent obstruction (>0.25") in curb ramp/landing/flares	X		
Temporary obstruction (>0.25") in curb ramp/landing/flares			
No textured surface at base of curb ramp	X	X	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%			
Ponding occurs at base of curb ramp	X		Fix ponding

Kimley-Horn and Associates, Inc.	Intersection of Edwin Lewis Dr and driveway (Lat. 32.9578; Long. -96.8271)
Photographs	GPS ID: 168

Ramp 1A

Ramp 2A

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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

End of Project Description for Project 168 Intersection of Edwin Lewis Dr and driveway (Lat. 32.9578; Long. -96.8271)

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

Client:	**Town of Addison**	**Date:**	**12/21/17**
Program:	**ADA Self-Evaluation and Transition Plan**	**Prepared By:**	**CMP**
KHA No.:	**063543021**	**Checked By:**	**EPE**

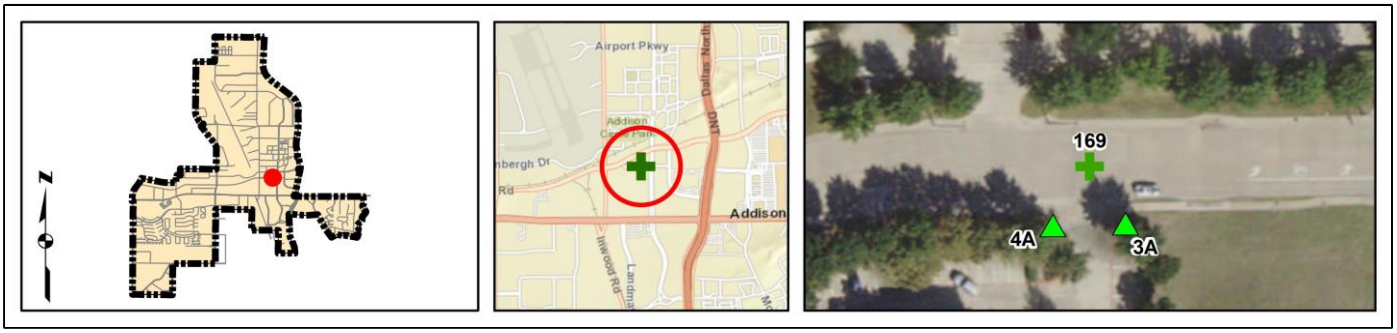
Corridor :	**Edwin Lewis Dr**	**GPS ID:**	**169**
Project Name:	**Intersection of Edwin Lewis Dr and driveway (Lat. 32.9577; Long. -96.8269)**		
Town:	**Addison**		

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	$ 10.00	$ -
TxDOT 529-6002	CONC CURB (TY II)	0	LF	$ 15.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	3	SY	$ 45.00	$ 135.00
TxDOT 531	CURB RAMPS	1	EA	$ 1,500.00	$ 1,500.00
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	10	SF	$ 50.00	$ 500.00
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	11	SY	$ 9.00	$ 99.00
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	$ 2.80	$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	0	LF	$ 8.50	$ -
---	REPAVE ROADWAY	0	LS	$ 5,000.00	$ -
---	FIX PONDING	1	LS	$ 2,000.00	$ 2,000.00
---	FIX CURB RAMP TRANSITION	1	LS	$ 2,000.00	$ 2,000.00
---	MEDIAN NOSE MODIFICATION	0	LS	$ 5,000.00	$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	$ 500.00	$ -
---	FIX CURB RAMP COUNTER SLOPE	0	LS	$ 2,000.00	$ -

Basis for Cost Projection
- ☑ No Design Completed
- ❑ Preliminary Design
- ❑ Final Design

Subtotal:		$ 6,234.00
Engineering: (% +/-)	20%	$ 1,383.00
Contingency: (% +/-)	20%	$ 1,383.00
Estimated Project Cost:		**$ 9,000.00**

Project Location



Field Observations

Intersection Issues	Crosswalk N	E	S	W	Possible Solutions
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' or 'i' in ramp label indicates no existing ramp) 3A	4A	Possible Solutions
Curb ramp does not exist and is needed			
Curb ramp does not land in crosswalk		X	Remove and replace crosswalk pavement markings
No 4' x 4' clear space at base of curb ramp			
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%			
Cut-thru ramp running slope is greater than 5%			
Curb ramp cross slope is greater than 2%		X	
Cut-thru ramp cross slope is greater than 2%			
Curb ramp width is less than 48"			
Cut-thru ramp width is less than 60"			
Permanent obstruction (>0.25") in curb ramp/landing/flares			
Temporary obstruction (>0.25") in curb ramp/landing/flares			
No textured surface at base of curb ramp	X	X	For intersection, commercial driveway, and park ramps, install
No color contrast at base of curb ramp			
Landing area does not exist and is needed			
Landing area is less than 5' x 5' or slopes greater than 2%	X		Remove and replace landing area
Curb ramp transition onto roadway is greater than 0.25"	X		Fix curb ramp transition
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%			
Ponding occurs at base of curb ramp		X	Fix ponding

Ramp 3A

Ramp 4A

Opinion of Probable Construction Cost Disclaimer:
The Engineer has no control over the cost of labor, materials, equipment, or over the Contractor's methods of determining prices or over competitive bidding or market conditions. Opinions of probable costs provided herein are based on the information known to Engineer at this time and represent only the Engineer's judgment as a design professional familiar with the construction industry. The Engineer cannot and does not guarantee that proposals, bids, or actual construction costs will not vary from its opinions of probable costs.

Project Location Map Sources:
Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

End of Project Description for Project 169 Intersection of Edwin Lewis Dr and driveway (Lat. 32.9577; Long. -96.8269)

Kimley-Horn and Associates, Inc. **Priority: 9**
Project Description for Unsignalized Intersection

Client:	**Town of Addison**	**Date:**	**12/21/17**
Program:	**ADA Self-Evaluation and Transition Plan**	**Prepared By:**	**CMP**
KHA No.:	**063543021**	**Checked By:**	**EPE**

Corridor :	**Edwin Lewis Dr**	**GPS ID:**	**170**
Project Name:	**Intersection of Edwin Lewis Dr and driveway (Lat. 32.9577; Long. -96.8254)**		
Town:	**Addison**		

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	$ 10.00	$ -
TxDOT 529-6002	CONC CURB (TY II)	0	LF	$ 15.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	0	SY	$ 45.00	$ -
TxDOT 531	CURB RAMPS	2	EA	$ 1,500.00	$ 3,000.00
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	$ 50.00	$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	21	SY	$ 9.00	$ 189.00
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	$ 2.80	$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	0	LF	$ 8.50	$ -
---	REPAVE ROADWAY	0	LS	$ 5,000.00	$ -
---	FIX PONDING	0	LS	$ 2,000.00	$ -
---	FIX CURB RAMP TRANSITION	0	LS	$ 2,000.00	$ -
---	MEDIAN NOSE MODIFICATION	0	LS	$ 5,000.00	$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	$ 500.00	$ -
---	FIX CURB RAMP COUNTER SLOPE	1	LS	$ 2,000.00	$ 2,000.00

Basis for Cost Projection

- ☑ No Design Completed
- ❑ Preliminary Design
- ❑ Final Design

Subtotal:		$ 5,189.00
Engineering: (% +/-)	20%	$ 1,405.50
Contingency: (% +/-)	20%	$ 1,405.50
Estimated Project Cost:		**$ 8,000.00**

Project Location

Field Observations

Intersection Issues	Crosswalk N	E	S	W	Possible Solutions
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' or 'i' in ramp label indicates no existing ramp) 1A	2A		Possible Solutions
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				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%				
Cut-thru ramp running slope is greater than 5%				
Curb ramp cross slope is greater than 2%	X	X		
Cut-thru ramp cross slope is greater than 2%				
Curb ramp width is less than 48"				
Cut-thru ramp width is less than 60"				
Permanent obstruction (>0.25") in curb ramp/landing/flares				
Temporary obstruction (>0.25") in curb ramp/landing/flares				
No textured surface at base of curb ramp				
No color contrast at base of curb ramp				
Landing area does not exist and is needed				
Landing area is less than 5' x 5' or slopes greater than 2%	X	X		Remove and replace landing area
Curb ramp transition onto roadway is greater than 0.25"				
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%		X		Fix curb ramp counter slope
Ponding occurs at base of curb ramp				

Kimley-Horn and Associates, Inc.	Intersection of Edwin Lewis Dr and driveway (Lat. 32.9577; Long. -96.8254)
Photographs	GPS ID: 170

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

End of Project Description for Project 170 Intersection of Edwin Lewis Dr and driveway (Lat. 32.9577; Long. -96.8254)

Kimley-Horn and Associates, Inc. **Priority: 2**
Project Description for Unsignalized Intersection

Client:	**Town of Addison**	**Date:**	**12/21/17**
Program:	**ADA Self-Evaluation and Transition Plan**	**Prepared By:**	**CMP**
KHA No.:	**063543021**	**Checked By:**	**EPE**

Corridor :	**Edwin Lewis Dr**	**GPS ID:**	**171**
Project Name:	**Intersection of Edwin Lewis Dr and driveway (Lat. 32.9577; Long. -96.8251)**		
Town:	**Addison**		

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	$ 10.00	$ -
TxDOT 529-6002	CONC CURB (TY II)	0	LF	$ 15.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	0	SY	$ 45.00	$ -
TxDOT 531	CURB RAMPS	2	EA	$ 1,500.00	$ 3,000.00
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	$ 50.00	$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	18	SY	$ 9.00	$ 162.00
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	$ 2.80	$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	0	LF	$ 8.50	$ -
---	REPAVE ROADWAY	0	LS	$ 5,000.00	$ -
---	FIX PONDING	0	LS	$ 2,000.00	$ -
---	FIX CURB RAMP TRANSITION	2	LS	$ 2,000.00	$ 4,000.00
---	MEDIAN NOSE MODIFICATION	0	LS	$ 5,000.00	$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	$ 500.00	$ -
---	FIX CURB RAMP COUNTER SLOPE	1	LS	$ 2,000.00	$ 2,000.00

Basis for Cost Projection

- ☑ No Design Completed
- ❑ Preliminary Design
- ❑ Final Design

Subtotal:		$ 9,162.00
Engineering: (% +/-)	20%	$ 1,919.00
Contingency: (% +/-)	20%	$ 1,919.00
Estimated Project Cost:		**$ 13,000.00**

Project Location

Field Observations

Intersection Issues	Crosswalk N	E	S	W	Possible Solutions
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' or 'i' in ramp label indicates no existing ramp) 1A	2A	Possible Solutions
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	Remove and replace crosswalk pavement markings
Curbed side is not 90° or has traversable adjacent surface			
Flare cross slope is greater than 10%	X	X	Remove and replace curb ramp
Curb ramp running slope is greater than 8.3%	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	
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		X	Install landing area
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	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			

Kimley-Horn and Associates, Inc.	Intersection of Edwin Lewis Dr and driveway (Lat. 32.9577; Long. -96.8251)
Photographs	GPS ID: 171

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

End of Project Description for Project 171 Intersection of Edwin Lewis Dr and driveway (Lat. 32.9577; Long. -96.8251)

Kimley-Horn and Associates, Inc. **Priority: 2**
Project Description for Unsignalized Intersection

Client:	**Town of Addison**	**Date:**	**12/21/17**
Program:	**ADA Self-Evaluation and Transition Plan**	**Prepared By:**	**CMP**
KHA No.:	**063543021**	**Checked By:**	**EPE**

Corridor :	**Belt Line Rd**	**GPS ID:**	**172**
Project Name:	**Intersection of Belt Line Rd and driveway (Lat. 32.9543; Long. -96.8380)**		
Town:	**Addison**		

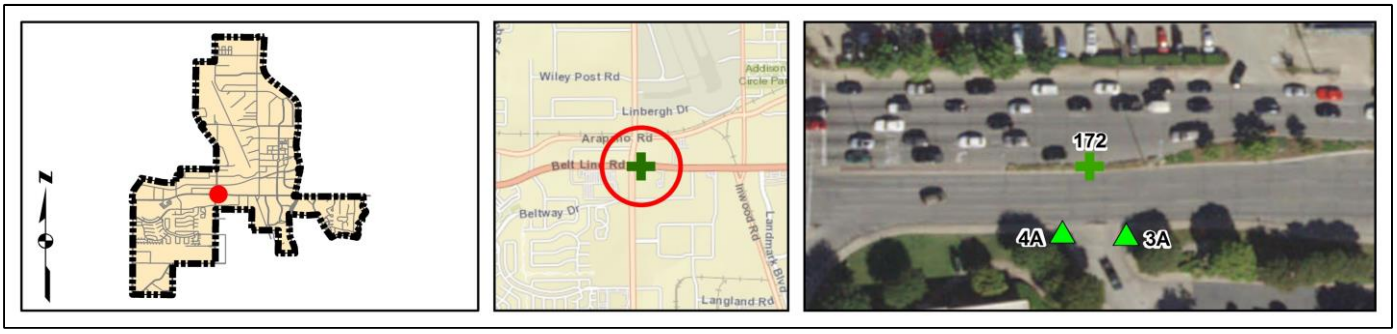
Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	$ 10.00	$ -
TxDOT 529-6002	CONC CURB (TY II)	0	LF	$ 15.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	12	SY	$ 45.00	$ 540.00
TxDOT 531	CURB RAMPS	2	EA	$ 1,500.00	$ 3,000.00
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	$ 50.00	$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	32	SY	$ 9.00	$ 288.00
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	$ 2.80	$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	0	LF	$ 8.50	$ -
---	REPAVE ROADWAY	0	LS	$ 5,000.00	$ -
---	FIX PONDING	0	LS	$ 2,000.00	$ -
---	FIX CURB RAMP TRANSITION	2	LS	$ 2,000.00	$ 4,000.00
---	MEDIAN NOSE MODIFICATION	0	LS	$ 5,000.00	$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	$ 500.00	$ -
---	FIX CURB RAMP COUNTER SLOPE	0	LS	$ 2,000.00	$ -

Basis for Cost Projection

- ☑ No Design Completed
- ❑ Preliminary Design
- ❑ Final Design

Subtotal:		$ 7,828.00
Engineering: (% +/-)	20%	$ 1,586.00
Contingency: (% +/-)	20%	$ 1,586.00
Estimated Project Cost:		**$ 11,000.00**

Project Location



Field Observations

Intersection Issues	Crosswalk N	E	S	W	Possible Solutions
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' or 'i' in ramp label indicates no existing ramp) 3A	4A		Possible Solutions
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				Remove and replace curb ramp
Flare cross slope is greater than 10%	X	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%		X		
Cut-thru ramp cross slope is greater than 2%				
Curb ramp width is less than 48"				
Cut-thru ramp width is less than 60"				
Permanent obstruction (>0.25") in curb ramp/landing/flares				
Temporary obstruction (>0.25") in curb ramp/landing/flares				
No textured surface at base of curb ramp	X	X		For intersection, commercial driveway, and park ramps, install color truncated domes
No color contrast at base of curb ramp		X		
Landing area does not exist and is needed				
Landing area is less than 5' x 5' or slopes greater than 2%	X	X		Remove and replace landing area
Curb ramp transition onto roadway is greater than 0.25"	X	X		Fix curb ramp transition
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%				
Ponding occurs at base of curb ramp				

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

End of Project Description for Project 172 Intersection of Belt Line Rd and driveway (Lat. 32.9543; Long. -96.8380)

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

Client:	**Town of Addison**	**Date:**	**12/21/17**
Program:	**ADA Self-Evaluation and Transition Plan**	**Prepared By:**	**CMP**
KHA No.:	**063543021**	**Checked By:**	**EPE**

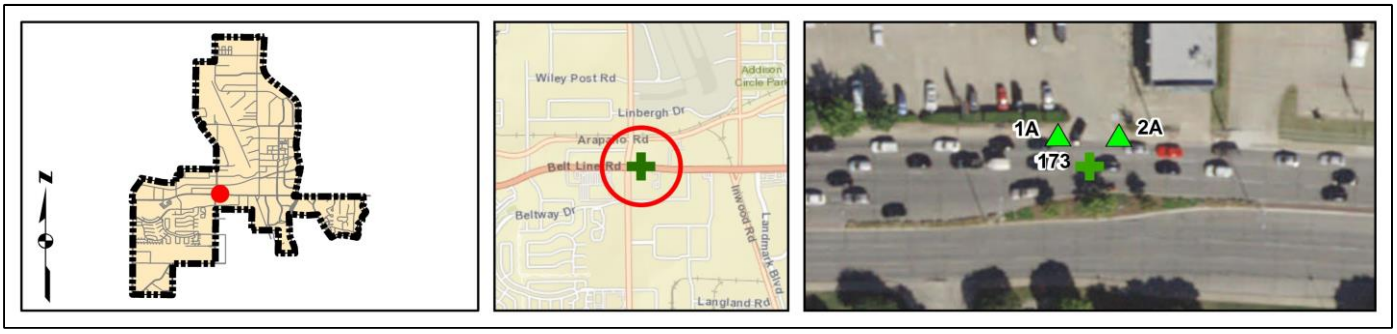
Corridor :	**Belt Line Rd**	**GPS ID:**	**173**
Project Name:	**Intersection of Belt Line Rd and driveway (Lat. 32.9543; Long. -96.8377)**		
Town:	**Addison**		

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	$ 10.00	$ -
TxDOT 529-6002	CONC CURB (TY II)	0	LF	$ 15.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	0	SY	$ 45.00	$ -
TxDOT 531	CURB RAMPS	2	EA	$ 1,500.00	$ 3,000.00
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	$ 50.00	$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	18	SY	$ 9.00	$ 162.00
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	$ 2.80	$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	0	LF	$ 8.50	$ -
---	REPAVE ROADWAY	0	LS	$ 5,000.00	$ -
---	FIX PONDING	1	LS	$ 2,000.00	$ 2,000.00
---	FIX CURB RAMP TRANSITION	1	LS	$ 2,000.00	$ 2,000.00
---	MEDIAN NOSE MODIFICATION	0	LS	$ 5,000.00	$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	$ 500.00	$ -
---	FIX CURB RAMP COUNTER SLOPE	0	LS	$ 2,000.00	$ -

Basis for Cost Projection
- ☑ No Design Completed
- ❑ Preliminary Design
- ❑ Final Design

Subtotal:		$ 7,162.00
Engineering: (% +/-)	20%	$ 1,919.00
Contingency: (% +/-)	20%	$ 1,919.00
Estimated Project Cost:		**$ 11,000.00**

Project Location



Field Observations

Intersection Issues	Crosswalk N	E	S	W	Possible Solutions
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' or 'i' in ramp label indicates no existing ramp) 1A	2A	Possible Solutions
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%	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
No color contrast at base of curb ramp			
Landing area does not exist and is needed			
Landing area is less than 5' x 5' or slopes greater than 2%		X	Remove and replace landing area
Curb ramp transition onto roadway is greater than 0.25"		X	Fix curb ramp transition
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%			
Ponding occurs at base of curb ramp		X	Fix ponding

Kimley-Horn and Associates, Inc.	Intersection of Belt Line Rd and driveway (Lat. 32.9543; Long. -96.8377)
Photographs	GPS ID: 173

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

End of Project Description for Project 173 Intersection of Belt Line Rd and driveway (Lat. 32.9543; Long. -96.8377)

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

Client:	**Town of Addison**	**Date:**	**12/21/17**
Program:	**ADA Self-Evaluation and Transition Plan**	**Prepared By:**	**CMP**
KHA No.:	**063543021**	**Checked By:**	**EPE**

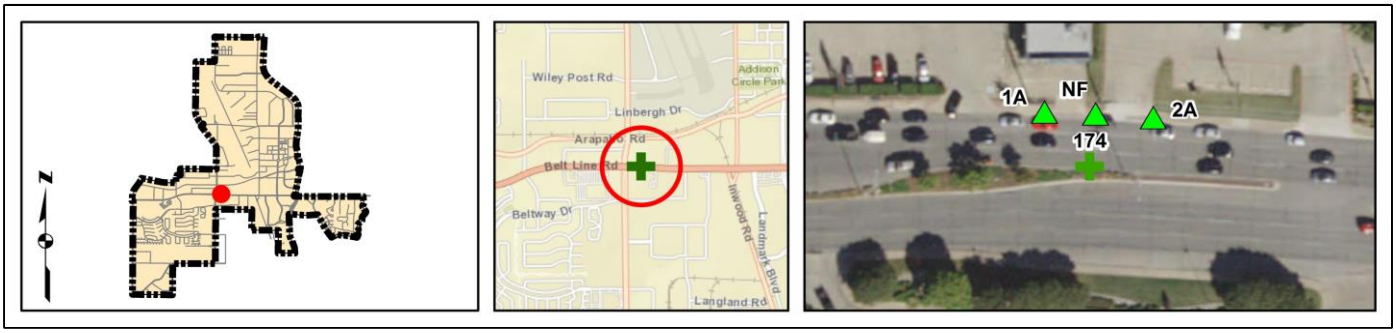
Corridor :	**Belt Line Rd**	**GPS ID:**	**174**
Project Name:	**Intersection of Belt Line Rd and driveway (Lat. 32.9543; Long. -96.8374)**		
Town:	**Addison**		

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	$ 10.00	$ -
TxDOT 529-6002	CONC CURB (TY II)	0	LF	$ 15.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	0	SY	$ 45.00	$ -
TxDOT 531	CURB RAMPS	2	EA	$ 1,500.00	$ 3,000.00
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	$ 50.00	$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	16	SY	$ 9.00	$ 144.00
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	$ 2.80	$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	0	LF	$ 8.50	$ -
---	REPAVE ROADWAY	0	LS	$ 5,000.00	$ -
---	FIX PONDING	2	LS	$ 2,000.00	$ 4,000.00
---	FIX CURB RAMP TRANSITION	2	LS	$ 2,000.00	$ 4,000.00
---	MEDIAN NOSE MODIFICATION	0	LS	$ 5,000.00	$ -
---	REMOVE TEMPORARY OBSTRUCTION	1	LS	$ 500.00	$ 500.00
---	FIX CURB RAMP COUNTER SLOPE	0	LS	$ 2,000.00	$ -

Basis for Cost Projection
- ☑ No Design Completed
- ❑ Preliminary Design
- ❑ Final Design

Subtotal:		$ 11,644.00
Engineering: (% +/-)	20%	$ 2,678.00
Contingency: (% +/-)	20%	$ 2,678.00
Estimated Project Cost:		**$ 17,000.00**

Project Location



Field Observations

Intersection Issues	Crosswalk N	E	S	W	Possible Solutions
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' or 'i' in ramp label indicates no existing ramp) NF	1A	2A	Possible Solutions
Curb ramp does not exist and is needed	X			Remove and replace cut-thru ramp
Curb ramp does not land in crosswalk				
No 4' x 4' clear space at base of curb ramp				
Curbed side is not 90° or has traversable adjacent surface				Remove and replace curb ramp
Flare cross slope is greater than 10%				
Curb ramp running slope is greater than 8.3%		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%	X			
Curb ramp width is less than 48"				
Cut-thru ramp width is less than 60"	X			
Permanent obstruction (>0.25") in curb ramp/landing/flares				
Temporary obstruction (>0.25") in curb ramp/landing/flares	X			Remove temporary obstruction
No textured surface at base of curb ramp	X	X		For intersection, commercial driveway, and park ramps, install
No color contrast at base of curb ramp				
Landing area does not exist and is needed				
Landing area is less than 5' x 5' or slopes greater than 2%		X		Remove and replace landing area
Curb ramp transition onto roadway is greater than 0.25"	X	X		Fix curb ramp transition
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%				
Ponding occurs at base of curb ramp	X	X		Fix ponding

Kimley-Horn and Associates, Inc.	Intersection of Belt Line Rd and driveway (Lat. 32.9543; Long. -96.8374)
Photographs	GPS ID: 174

Ramp North F

Ramp 1A

Ramp 2A

Opinion of Probable Construction Cost Disclaimer:
The Engineer has no control over the cost of labor, materials, equipment, or over the Contractor's methods of determining prices or over competitive bidding or market conditions. Opinions of probable costs provided herein are based on the information known to Engineer at this time and represent only the Engineer's judgment as a design professional familiar with the construction industry. The Engineer cannot and does not guarantee that proposals, bids, or actual construction costs will not vary from its opinions of probable costs.

Project Location Map Sources:
Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013,
DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

End of Project Description for Project 174 Intersection of Belt Line Rd and driveway (Lat. 32.9543; Long. -96.8374)

Kimley-Horn and Associates, Inc. **Priority: 2**
Project Description for Unsignalized Intersection

Client:	**Town of Addison**	**Date:**	**12/21/17**
Program:	**ADA Self-Evaluation and Transition Plan**	**Prepared By:**	**CMP**
KHA No.:	**063543021**	**Checked By:**	**EPE**

Corridor :	**Belt Line Rd**	**GPS ID:**	**175**
Project Name:	**Intersection of Belt Line Rd and driveway (Lat. 32.9542; Long. -96.8370)**		
Town:	**Addison**		

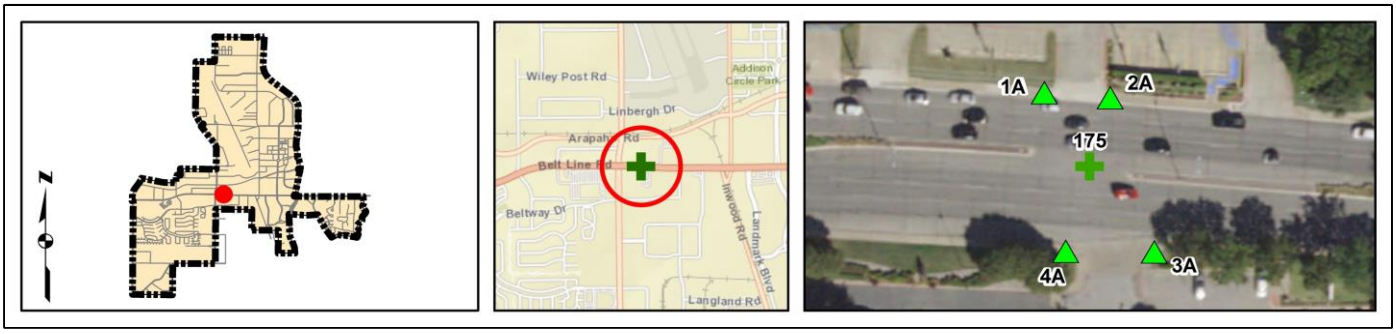
Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	$ 10.00	$ -
TxDOT 529-6002	CONC CURB (TY II)	0	LF	$ 15.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	6	SY	$ 45.00	$ 270.00
TxDOT 531	CURB RAMPS	4	EA	$ 1,500.00	$ 6,000.00
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	$ 50.00	$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	43	SY	$ 9.00	$ 387.00
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	$ 2.80	$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	0	LF	$ 8.50	$ -
---	REPAVE ROADWAY	0	LS	$ 5,000.00	$ -
---	FIX PONDING	0	LS	$ 2,000.00	$ -
---	FIX CURB RAMP TRANSITION	2	LS	$ 2,000.00	$ 4,000.00
---	MEDIAN NOSE MODIFICATION	0	LS	$ 5,000.00	$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	$ 500.00	$ -
---	FIX CURB RAMP COUNTER SLOPE	0	LS	$ 2,000.00	$ -

Basis for Cost Projection

- ☑ No Design Completed
- ❑ Preliminary Design
- ❑ Final Design

Subtotal:		$ 10,657.00
Engineering: (% +/-)	20%	$ 2,171.50
Contingency: (% +/-)	20%	$ 2,171.50
Estimated Project Cost:		**$ 15,000.00**

Project Location



Field Observations

Intersection Issues	Crosswalk N	Crosswalk E	Crosswalk S	Crosswalk W	Possible Solutions
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' or 'i' in ramp label indicates no existing ramp) 1A	2A	3A	4A		Possible Solutions
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		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			X		
Curb ramp running slope is greater than 8.3%	X	X		X		
Blended transition running slope is greater than 5%						
Cut-thru ramp running slope is greater than 5%						Remove and replace curb ramp
Curb ramp cross slope is greater than 2%	X	X	X			
Cut-thru ramp cross slope is greater than 2%						
Curb ramp width is less than 48"	X	X				
Cut-thru ramp width is less than 60"						
Permanent obstruction (>0.25") in curb ramp/landing/flares	X	X				
Temporary obstruction (>0.25") in curb ramp/landing/flares						
No textured surface at base of curb ramp	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		
Landing area does not exist and is needed						
Landing area is less than 5' x 5' or slopes greater than 2%	X		X	X		Remove and replace landing area
Curb ramp transition onto roadway is greater than 0.25"		X		X		Fix curb ramp transition
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%						
Ponding occurs at base of curb ramp						

Kimley-Horn and Associates, Inc.	Intersection of Belt Line Rd and driveway (Lat. 32.9542; Long. -96.8370)
Photographs	GPS ID: 175

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

End of Project Description for Project 175 Intersection of Belt Line Rd and driveway (Lat. 32.9542; Long. -96.8370)

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

Client:	**Town of Addison**	**Date:**	**12/21/17**
Program:	**ADA Self-Evaluation and Transition Plan**	**Prepared By:**	**CMP**
KHA No.:	**063543021**	**Checked By:**	**EPE**

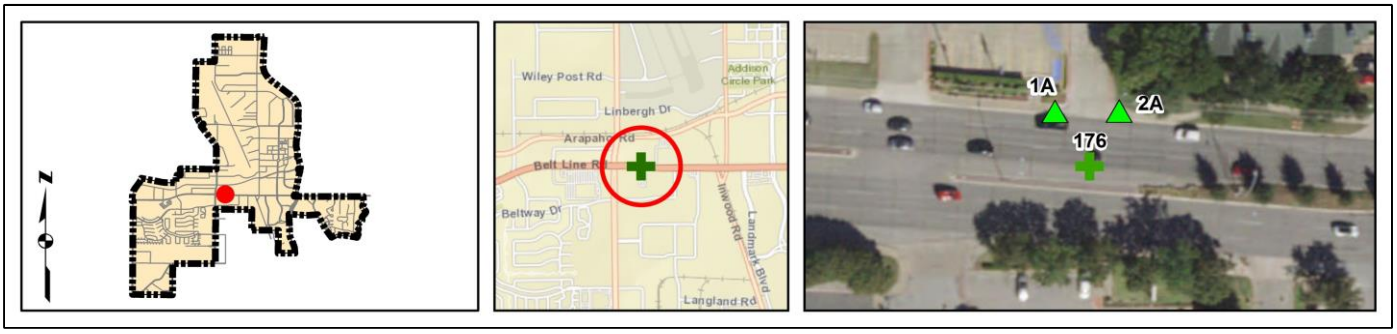
Corridor :	**Belt Line Rd**	**GPS ID:**	**176**
Project Name:	**Intersection of Belt Line Rd and driveway (Lat. 32.9542; Long. -96.8366)**		
Town:	**Addison**		

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	$ 10.00	$ -
TxDOT 529-6002	CONC CURB (TY II)	0	LF	$ 15.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	3	SY	$ 45.00	$ 135.00
TxDOT 531	CURB RAMPS	1	EA	$ 1,500.00	$ 1,500.00
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	$ 50.00	$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	11	SY	$ 9.00	$ 99.00
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	$ 2.80	$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	0	LF	$ 8.50	$ -
---	REPAVE ROADWAY	0	LS	$ 5,000.00	$ -
---	FIX PONDING	0	LS	$ 2,000.00	$ -
---	FIX CURB RAMP TRANSITION	1	LS	$ 2,000.00	$ 2,000.00
---	MEDIAN NOSE MODIFICATION	0	LS	$ 5,000.00	$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	$ 500.00	$ -
---	FIX CURB RAMP COUNTER SLOPE	0	LS	$ 2,000.00	$ -

Basis for Cost Projection
- ☑ No Design Completed
- ❑ Preliminary Design
- ❑ Final Design

Subtotal:		$ 3,734.00
Engineering: (% +/-)	20%	$ 1,133.00
Contingency: (% +/-)	20%	$ 1,133.00
Estimated Project Cost:		**$ 6,000.00**

Project Location



Field Observations

Intersection Issues	Crosswalk N	E	S	W	Possible Solutions
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' or 'i' in ramp label indicates no existing ramp) 1A	2A	Possible Solutions
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	Remove and replace curb ramp
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			
Temporary obstruction (>0.25") in curb ramp/landing/flares			
No textured surface at base of curb ramp		X	For intersection, commercial driveway, and park ramps, install color truncated domes
No color contrast at base of curb ramp		X	
Landing area does not exist and is needed			
Landing area is less than 5' x 5' or slopes greater than 2%	X		Remove and replace landing area
Curb ramp transition onto roadway is greater than 0.25"		X	Fix curb ramp transition
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%			
Ponding occurs at base of curb ramp			

Kimley-Horn and Associates, Inc.	Intersection of Belt Line Rd and driveway (Lat. 32.9542; Long. -96.8366)
Photographs	GPS ID: 176

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

End of Project Description for Project 176 Intersection of Belt Line Rd and driveway (Lat. 32.9542; Long. -96.8366)

Kimley-Horn and Associates, Inc. **Priority: 2**
Project Description for Unsignalized Intersection

Client:	**Town of Addison**	**Date:**	**12/21/17**
Program:	**ADA Self-Evaluation and Transition Plan**	**Prepared By:**	**CMP**
KHA No.:	**063543021**	**Checked By:**	**EPE**

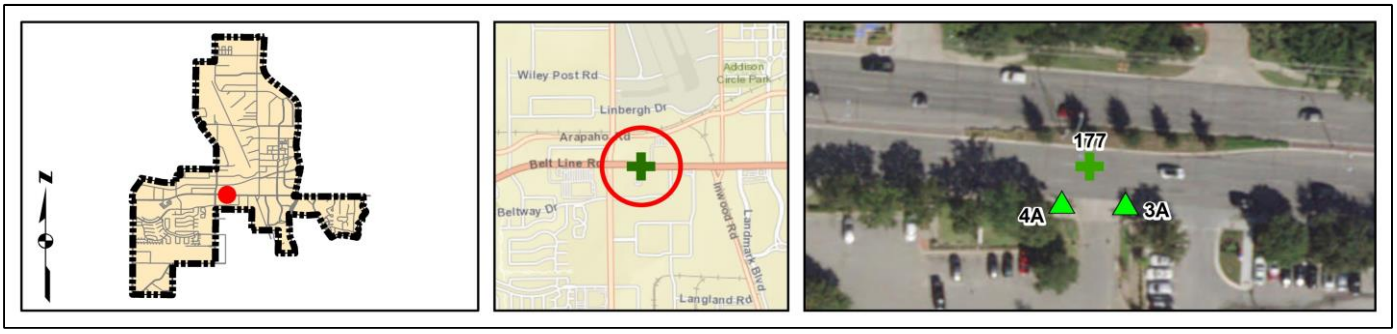
Corridor :	**Belt Line Rd**	**GPS ID:**	**177**
Project Name:	**Intersection of Belt Line Rd and driveway (Lat. 32.9541; Long. -96.8363)**		
Town:	**Addison**		

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	$ 10.00	$ -
TxDOT 529-6002	CONC CURB (TY II)	0	LF	$ 15.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	0	SY	$ 45.00	$ -
TxDOT 531	CURB RAMPS	1	EA	$ 1,500.00	$ 1,500.00
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	$ 50.00	$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	8	SY	$ 9.00	$ 72.00
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	$ 2.80	$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	0	LF	$ 8.50	$ -
---	REPAVE ROADWAY	0	LS	$ 5,000.00	$ -
---	FIX PONDING	1	LS	$ 2,000.00	$ 2,000.00
---	FIX CURB RAMP TRANSITION	1	LS	$ 2,000.00	$ 2,000.00
---	MEDIAN NOSE MODIFICATION	0	LS	$ 5,000.00	$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	$ 500.00	$ -
---	FIX CURB RAMP COUNTER SLOPE	0	LS	$ 2,000.00	$ -

Basis for Cost Projection
- ☑ No Design Completed
- ❑ Preliminary Design
- ❑ Final Design

Subtotal:		$ 5,572.00
Engineering: (% +/-)	20%	$ 1,214.00
Contingency: (% +/-)	20%	$ 1,214.00
Estimated Project Cost:		**$ 8,000.00**

Project Location



Field Observations

Intersection Issues	Crosswalk N	E	S	W	Possible Solutions
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' or 'i' in ramp label indicates no existing ramp) 3A	4A		Possible Solutions
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				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%				
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				
No color contrast at base of curb ramp				
Landing area does not exist and is needed				
Landing area is less than 5' x 5' or slopes greater than 2%				
Curb ramp transition onto roadway is greater than 0.25"		X		Fix curb ramp transition
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%				
Ponding occurs at base of curb ramp	X			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

End of Project Description for Project 177 Intersection of Belt Line Rd and driveway (Lat. 32.9541; Long. -96.8363)

Kimley-Horn and Associates, Inc. **Priority: 2**
Project Description for Unsignalized Intersection

Client:	**Town of Addison**	**Date:**	**12/21/17**
Program:	**ADA Self-Evaluation and Transition Plan**	**Prepared By:**	**CMP**
KHA No.:	**063543021**	**Checked By:**	**EPE**

Corridor :	**Belt Line Rd**	**GPS ID:**	**178**
Project Name:	**Intersection of Belt Line Rd and driveway (Lat. 32.9541; Long. -96.8361)**		
Town:	**Addison**		

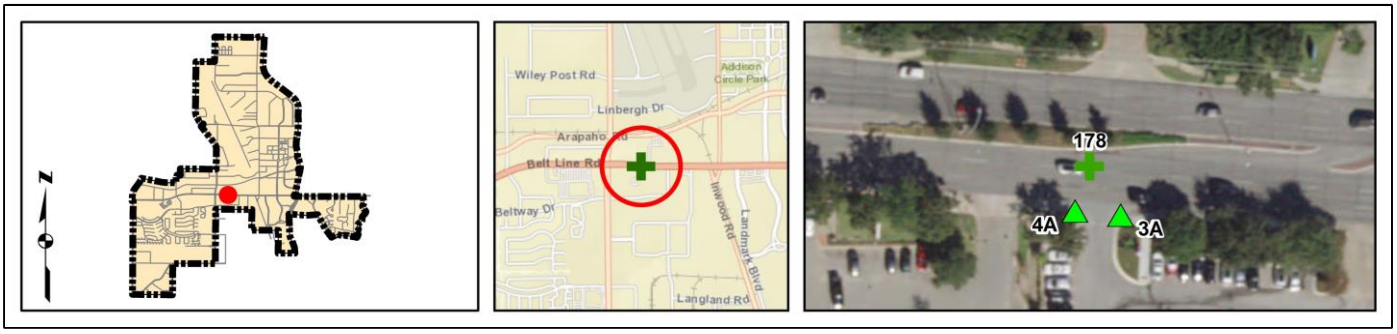
Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	$ 10.00	$ -
TxDOT 529-6002	CONC CURB (TY II)	0	LF	$ 15.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	3	SY	$ 45.00	$ 135.00
TxDOT 531	CURB RAMPS	0	EA	$ 1,500.00	$ -
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	$ 50.00	$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	3	SY	$ 9.00	$ 27.00
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	$ 2.80	$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	0	LF	$ 8.50	$ -
---	REPAVE ROADWAY	0	LS	$ 5,000.00	$ -
---	FIX PONDING	0	LS	$ 2,000.00	$ -
---	FIX CURB RAMP TRANSITION	1	LS	$ 2,000.00	$ 2,000.00
---	MEDIAN NOSE MODIFICATION	0	LS	$ 5,000.00	$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	$ 500.00	$ -
---	FIX CURB RAMP COUNTER SLOPE	0	LS	$ 2,000.00	$ -

Basis for Cost Projection

- ☑ No Design Completed
- ❑ Preliminary Design
- ❑ Final Design

Subtotal:		$ 2,162.00
Engineering: (% +/-)	20%	$ 919.00
Contingency: (% +/-)	20%	$ 919.00
Estimated Project Cost:		**$ 4,000.00**

Project Location



Field Observations

Intersection Issues	Crosswalk N	E	S	W	Possible Solutions
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%					
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Crosswalk width is less than 6'					
Crosswalk striping condition					

Curb Ramp Issues	Curb Ramp ID ('z' or 'i' in ramp label indicates no existing ramp) 3A	4A		Possible Solutions
Curb ramp does not exist and is needed				
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No 4' x 4' clear space at base of curb ramp				
Curbed side is not 90° or has traversable adjacent surface				
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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%		X		Remove and replace landing area
Curb ramp transition onto roadway is greater than 0.25"	X			Fix curb ramp transition
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%				
Ponding occurs at base of curb ramp				

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

End of Project Description for Project 178 Intersection of Belt Line Rd and driveway (Lat. 32.9541; Long. -96.8361)

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

Client:	**Town of Addison**	**Date:**	**12/21/17**
Program:	**ADA Self-Evaluation and Transition Plan**	**Prepared By:**	**CMP**
KHA No.:	**063543021**	**Checked By:**	**EPE**

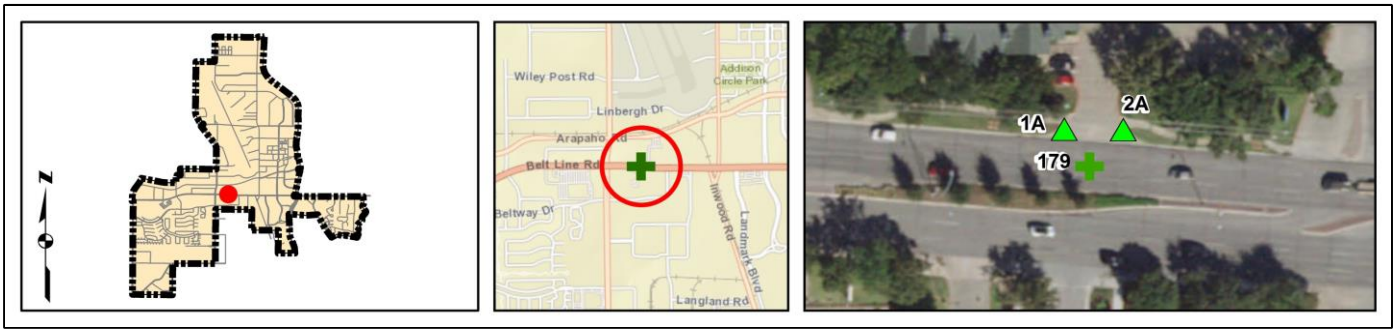
Corridor :	**Belt Line Rd**	**GPS ID:**	**179**
Project Name:	**Intersection of Belt Line Rd and driveway (Lat. 32.9542; Long. -96.8360)**		
Town:	**Addison**		

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	$ 10.00	$ -
TxDOT 529-6002	CONC CURB (TY II)	0	LF	$ 15.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	0	SY	$ 45.00	$ -
TxDOT 531	CURB RAMPS	2	EA	$ 1,500.00	$ 3,000.00
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	$ 50.00	$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	20	SY	$ 9.00	$ 180.00
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	$ 2.80	$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	0	LF	$ 8.50	$ -
---	REPAVE ROADWAY	0	LS	$ 5,000.00	$ -
---	FIX PONDING	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 COUNTER SLOPE	0	LS	$ 2,000.00	$ -

Basis for Cost Projection
- ☑ No Design Completed
- ❑ Preliminary Design
- ❑ Final Design

Subtotal:		$ 9,180.00
Engineering: (% +/-)	20%	$ 1,910.00
Contingency: (% +/-)	20%	$ 1,910.00
Estimated Project Cost:		**$ 13,000.00**

Project Location



Field Observations

Intersection Issues	Crosswalk N	E	S	W	Possible Solutions
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' or 'i' in ramp label indicates no existing ramp) 1A	2A	Possible Solutions
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			Remove and replace curb ramp
Flare cross slope is greater than 10%	X	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%	X		
Cut-thru ramp cross slope is greater than 2%			
Curb ramp width is less than 48"			
Cut-thru ramp width is less than 60"			
Permanent obstruction (>0.25") in curb ramp/landing/flares			
Temporary obstruction (>0.25") in curb ramp/landing/flares			
No textured surface at base of curb ramp	X	X	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	X	Remove and replace landing area
Curb ramp transition onto roadway is greater than 0.25"	X	X	Fix curb ramp transition
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%			
Ponding occurs at base of curb ramp		X	Fix ponding

Kimley-Horn and Associates, Inc.	Intersection of Belt Line Rd and driveway (Lat. 32.9542; Long. -96.8360)
Photographs	GPS ID: 179

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

End of Project Description for Project 179 Intersection of Belt Line Rd and driveway (Lat. 32.9542; Long. -96.8360)

Kimley-Horn and Associates, Inc. **Priority: 2**
Project Description for Unsignalized Intersection

Client:	**Town of Addison**	**Date:**	**12/21/17**
Program:	**ADA Self-Evaluation and Transition Plan**	**Prepared By:**	**CMP**
KHA No.:	**063543021**	**Checked By:**	**EPE**

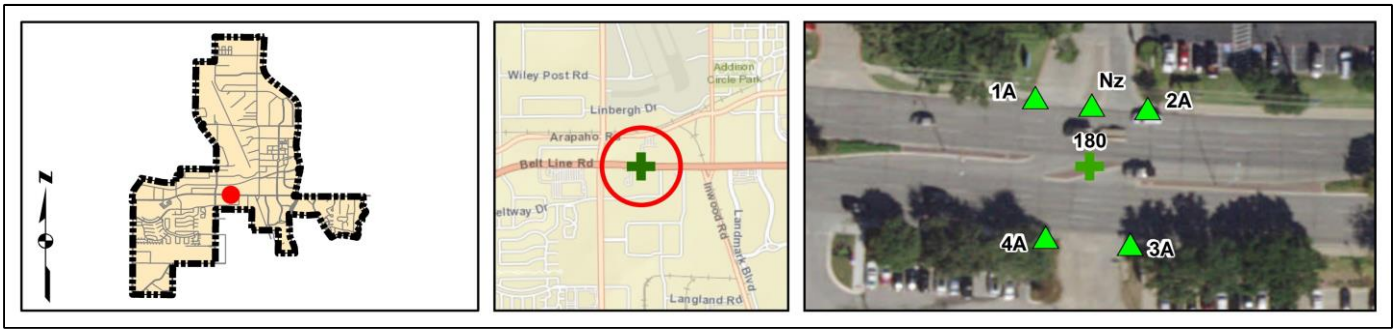
Corridor :	**Belt Line Rd**	**GPS ID:**	**180**
Project Name:	**Intersection of Belt Line Rd and driveway (Lat. 32.9541; Long. -96.8355)**		
Town:	**Addison**		

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	$ 10.00	$ -
TxDOT 529-6002	CONC CURB (TY II)	0	LF	$ 15.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	0	SY	$ 45.00	$ -
TxDOT 531	CURB RAMPS	5	EA	$ 1,500.00	$ 7,500.00
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	$ 50.00	$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	40	SY	$ 9.00	$ 360.00
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	$ 2.80	$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	0	LF	$ 8.50	$ -
---	REPAVE ROADWAY	0	LS	$ 5,000.00	$ -
---	FIX PONDING	4	LS	$ 2,000.00	$ 8,000.00
---	FIX CURB RAMP TRANSITION	4	LS	$ 2,000.00	$ 8,000.00
---	MEDIAN NOSE MODIFICATION	0	LS	$ 5,000.00	$ -
---	REMOVE TEMPORARY OBSTRUCTION	1	LS	$ 500.00	$ 500.00
---	FIX CURB RAMP COUNTER SLOPE	0	LS	$ 2,000.00	$ -

Basis for Cost Projection
- ☑ No Design Completed
- ❑ Preliminary Design
- ❑ Final Design

Subtotal:		$ 24,360.00
Engineering: (% +/-)	20%	$ 5,320.00
Contingency: (% +/-)	20%	$ 5,320.00
Estimated Project Cost:		**$ 35,000.00**

Project Location



Field Observations

Intersection Issues	Crosswalk N	E	S	W	Possible Solutions
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' or 'i' in ramp label indicates no existing ramp) Nz	1A	2A	3A	4A		Possible Solutions
Curb ramp does not exist and is needed	X						Install 1 cut-thru ramp
Curb ramp does not land in crosswalk							
No 4' x 4' clear space at base of curb ramp				X			Remove and replace crosswalk pavement markings
Curbed side is not 90° or has traversable adjacent surface							
Flare cross slope is greater than 10%		X	X	X	X		Remove and replace curb ramp
Curb ramp running slope is greater than 8.3%				X	X		
Blended transition running slope is greater than 5%							
Cut-thru ramp running slope is greater than 5%							
Curb ramp cross slope is greater than 2%		X	X	X	X		
Cut-thru ramp cross slope is greater than 2%							
Curb ramp width is less than 48"				X			
Cut-thru ramp width is less than 60"							
Permanent obstruction (>0.25") in curb ramp/landing/flares							
Temporary obstruction (>0.25") in curb ramp/landing/flares				X			Remove temporary obstruction
No textured surface at base of curb ramp			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		
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		Remove and replace landing area
Curb ramp transition onto roadway is greater than 0.25"		X	X	X	X		Fix curb ramp transition
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%							
Ponding occurs at base of curb ramp		X	X	X	X		Fix ponding

North Median No Ramp (Nz)

Ramp 1A

Ramp 2A

Ramp 3A

Ramp 4A

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Project Location Map Sources:
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End of Project Description for Project 180 Intersection of Belt Line Rd and driveway (Lat. 32.9541; Long. -96.8355)

Kimley-Horn and Associates, Inc. **Priority: 2**
Project Description for Unsignalized Intersection

Client:	**Town of Addison**	**Date:**	**12/21/17**
Program:	**ADA Self-Evaluation and Transition Plan**	**Prepared By:**	**CMP**
KHA No.:	**063543021**	**Checked By:**	**EPE**

Corridor :	**Belt Line Rd**	**GPS ID:**	**181**
Project Name:	**Intersection of Belt Line Rd and driveway (Lat. 32.9540; Long. -96.8347)**		
Town:	**Addison**		

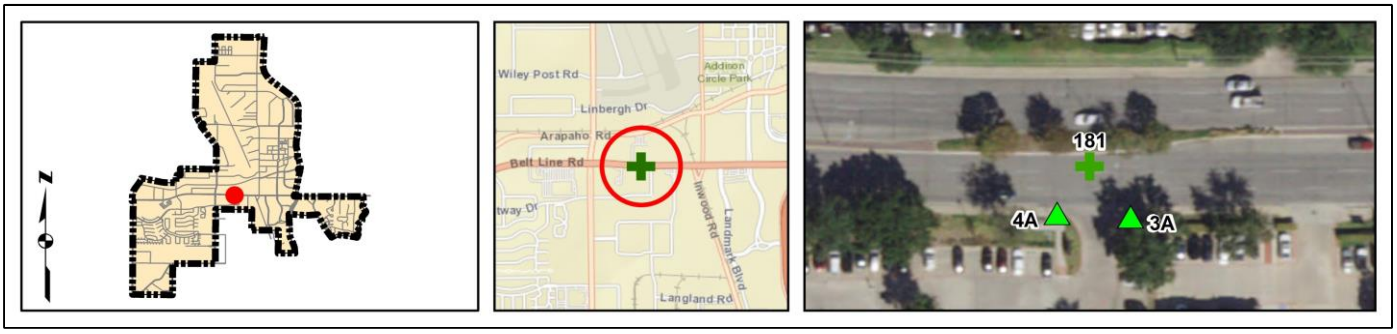
Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	$ 10.00	$ -
TxDOT 529-6002	CONC CURB (TY II)	0	LF	$ 15.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	0	SY	$ 45.00	$ -
TxDOT 531	CURB RAMPS	2	EA	$ 1,500.00	$ 3,000.00
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	$ 50.00	$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	20	SY	$ 9.00	$ 180.00
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	$ 2.80	$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	0	LF	$ 8.50	$ -
---	REPAVE ROADWAY	0	LS	$ 5,000.00	$ -
---	FIX PONDING	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 COUNTER SLOPE	0	LS	$ 2,000.00	$ -

Basis for Cost Projection

- ☑ No Design Completed
- ❑ Preliminary Design
- ❑ Final Design

Subtotal:		$ 9,180.00
Engineering: (% +/-)	20%	$ 1,910.00
Contingency: (% +/-)	20%	$ 1,910.00
Estimated Project Cost:		**$ 13,000.00**

Project Location



Field Observations

Intersection Issues	Crosswalk N	E	S	W	Possible Solutions
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' or 'i' in ramp label indicates no existing ramp) 3A	4A	Possible Solutions
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
Curbed side is not 90° or has traversable adjacent surface			
Flare cross slope is greater than 10%	X	X	Remove and replace curb ramp
Curb ramp running slope is greater than 8.3%			
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	X	
Cut-thru ramp cross slope is greater than 2%			
Curb ramp width is less than 48"	X	X	
Cut-thru ramp width is less than 60"			
Permanent obstruction (>0.25") in curb ramp/landing/flares	X		
Temporary obstruction (>0.25") in curb ramp/landing/flares			
No textured surface at base of curb ramp	X	X	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	X	Remove and replace landing area
Curb ramp transition onto roadway is greater than 0.25"	X	X	Fix curb ramp transition
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%			
Ponding occurs at base of curb ramp		X	Fix ponding

Kimley-Horn and Associates, Inc.	Intersection of Belt Line Rd and driveway (Lat. 32.9540; Long. -96.8347)
Photographs	GPS ID: 181

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

End of Project Description for Project 181 Intersection of Belt Line Rd and driveway (Lat. 32.9540; Long. -96.8347)

Kimley-Horn and Associates, Inc. **Priority: 2**
Project Description for Unsignalized Intersection

Client:	**Town of Addison**	**Date:**	**12/21/17**
Program:	**ADA Self-Evaluation and Transition Plan**	**Prepared By:**	**CMP**
KHA No.:	**063543021**	**Checked By:**	**EPE**

Corridor :	**Belt Line Rd**	**GPS ID:**	**182**
Project Name:	**Intersection of Belt Line Rd and driveway (Lat. 32.9541; Long. -96.8343)**		
Town:	**Addison**		

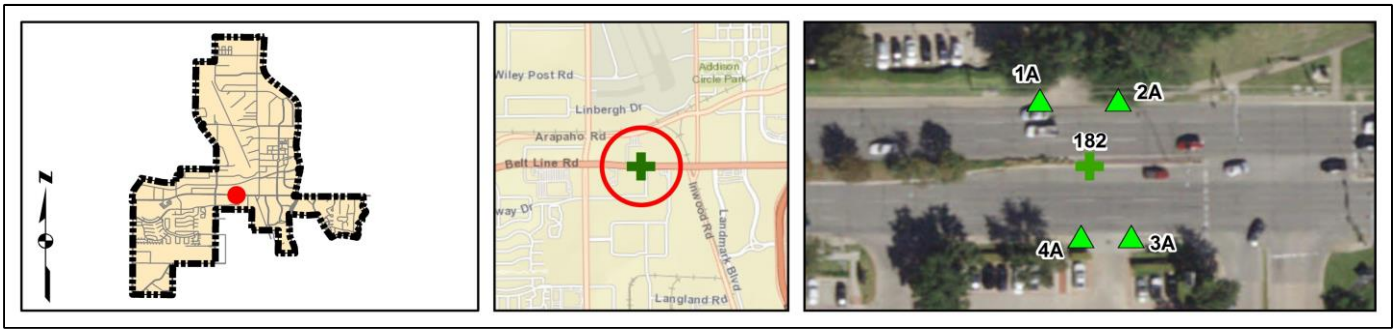
Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	$ 10.00	$ -
TxDOT 529-6002	CONC CURB (TY II)	0	LF	$ 15.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	0	SY	$ 45.00	$ -
TxDOT 531	CURB RAMPS	4	EA	$ 1,500.00	$ 6,000.00
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	$ 50.00	$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	38	SY	$ 9.00	$ 342.00
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	$ 2.80	$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	0	LF	$ 8.50	$ -
---	REPAVE ROADWAY	0	LS	$ 5,000.00	$ -
---	FIX PONDING	0	LS	$ 2,000.00	$ -
---	FIX CURB RAMP TRANSITION	4	LS	$ 2,000.00	$ 8,000.00
---	MEDIAN NOSE MODIFICATION	0	LS	$ 5,000.00	$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	$ 500.00	$ -
---	FIX CURB RAMP COUNTER SLOPE	0	LS	$ 2,000.00	$ -

Basis for Cost Projection

- ☑ No Design Completed
- ❑ Preliminary Design
- ❑ Final Design

Subtotal:		$ 14,342.00
Engineering: (% +/-)	20%	$ 3,329.00
Contingency: (% +/-)	20%	$ 3,329.00
Estimated Project Cost:		**$ 21,000.00**

Project Location



Field Observations

Intersection Issues	Crosswalk N	E	S	W	Possible Solutions
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' or 'i' in ramp label indicates no existing ramp) 1A	2A	3A	4A	Possible Solutions
Curb ramp does not exist and is needed					
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curbed side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%	X	X	X	X	Remove and replace curb ramp
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	X	X	X	
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"					
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25") in curb ramp/landing/flares		X	X		
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%		X	X	X	Remove and replace landing area
Curb ramp transition onto roadway is greater than 0.25"	X	X	X	X	Fix curb ramp transition
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
Ponding occurs at base of curb ramp					

Kimley-Horn and Associates, Inc.	Intersection of Belt Line Rd and driveway (Lat. 32.9541; Long. -96.8343)
Photographs	GPS ID: 182

Ramp 1A

Ramp 2A

Ramp 3A

Ramp 4A

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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

End of Project Description for Project 182 Intersection of Belt Line Rd and driveway (Lat. 32.9541; Long. -96.8343)

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

Client:	**Town of Addison**	**Date:**	**12/21/17**
Program:	**ADA Self-Evaluation and Transition Plan**	**Prepared By:**	**CMP**
KHA No.:	**063543021**	**Checked By:**	**EPE**

Corridor :	**Belt Line Rd**	**GPS ID:**	**183**
Project Name:	**Intersection of Belt Line Rd and driveway (Lat. 32.9540; Long. -96.8327)**		
Town:	**Addison**		

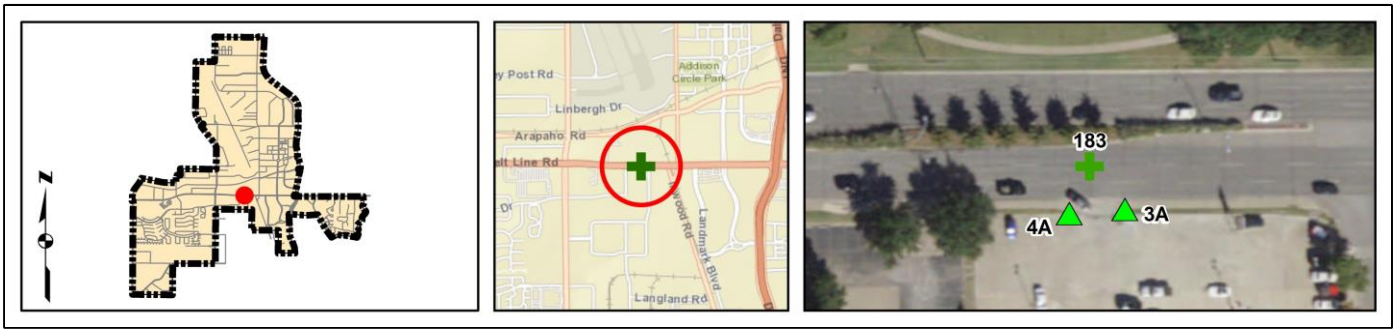
Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	$ 10.00	$ -
TxDOT 529-6002	CONC CURB (TY II)	0	LF	$ 15.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	0	SY	$ 45.00	$ -
TxDOT 531	CURB RAMPS	2	EA	$ 1,500.00	$ 3,000.00
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	$ 50.00	$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	21	SY	$ 9.00	$ 189.00
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	$ 2.80	$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	0	LF	$ 8.50	$ -
---	REPAVE ROADWAY	0	LS	$ 5,000.00	$ -
---	FIX PONDING	0	LS	$ 2,000.00	$ -
---	FIX CURB RAMP TRANSITION	0	LS	$ 2,000.00	$ -
---	MEDIAN NOSE MODIFICATION	0	LS	$ 5,000.00	$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	$ 500.00	$ -
---	FIX CURB RAMP COUNTER SLOPE	0	LS	$ 2,000.00	$ -

Basis for Cost Projection

- ☑ No Design Completed
- ❑ Preliminary Design
- ❑ Final Design

Subtotal:		$ 3,189.00
Engineering: (% +/-)	20%	$ 905.50
Contingency: (% +/-)	20%	$ 905.50
Estimated Project Cost:		**$ 5,000.00**

Project Location



Field Observations

Intersection Issues	Crosswalk N	E	S	W	Possible Solutions
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' or 'i' in ramp label indicates no existing ramp) 3A	4A		Possible Solutions
Curb ramp does not exist and is needed				
Curb ramp does not land in crosswalk				
No 4' x 4' clear space at base of curb ramp				
Curbed side is not 90° or has traversable adjacent surface				
Flare cross slope is greater than 10%	X	X		Remove and replace curb ramp
Curb ramp running slope is greater than 8.3%	X	X		
Blended transition running slope is greater than 5%				
Cut-thru ramp running slope is greater than 5%				
Curb ramp cross slope is greater than 2%	X	X		
Cut-thru ramp cross slope is greater than 2%				
Curb ramp width is less than 48"	X			
Cut-thru ramp width is less than 60"				
Permanent obstruction (>0.25") in curb ramp/landing/flares				
Temporary obstruction (>0.25") in curb ramp/landing/flares				
No textured surface at base of curb ramp	X	X		For intersection, 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	X		Remove and replace landing area
Curb ramp transition onto roadway is greater than 0.25"				
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%				
Ponding occurs at base of curb ramp				

Kimley-Horn and Associates, Inc.	Intersection of Belt Line Rd and driveway (Lat. 32.9540; Long. -96.8327)
Photographs	GPS ID: 183

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

End of Project Description for Project 183 Intersection of Belt Line Rd and driveway (Lat. 32.9540; Long. -96.8327)

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

Client:	**Town of Addison**	**Date:**	**12/21/17**
Program:	**ADA Self-Evaluation and Transition Plan**	**Prepared By:**	**CMP**
KHA No.:	**063543021**	**Checked By:**	**EPE**

Corridor :	**Belt Line Rd**	**GPS ID:**	**184**
Project Name:	**Intersection of Belt Line Rd and E Beltwood Pkwy**		
Town:	**Addison**		

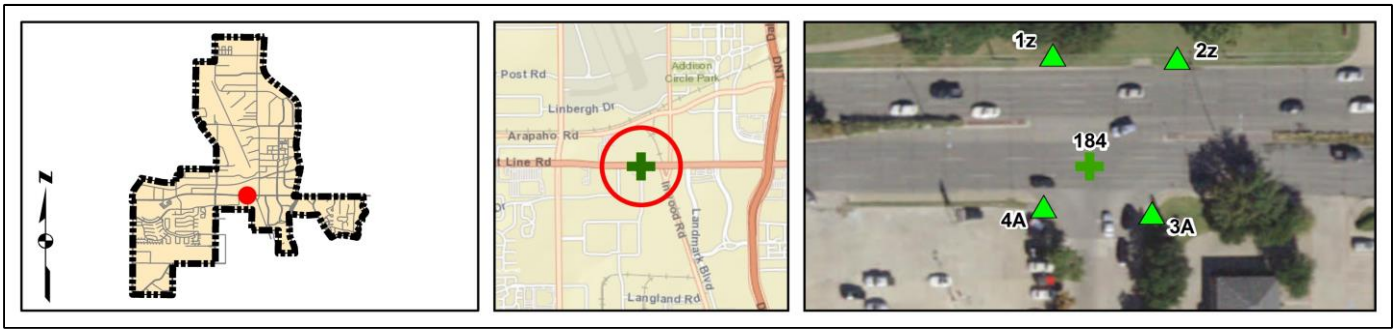
Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	$ 10.00	$ -
TxDOT 529-6002	CONC CURB (TY II)	0	LF	$ 15.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	0	SY	$ 45.00	$ -
TxDOT 531	CURB RAMPS	4	EA	$ 1,500.00	$ 6,000.00
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	$ 50.00	$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	18	SY	$ 9.00	$ 162.00
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	$ 2.80	$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	302	LF	$ 8.50	$ 2,567.00
---	REPAVE ROADWAY	2	LS	$ 5,000.00	$ 10,000.00
---	FIX PONDING	1	LS	$ 2,000.00	$ 2,000.00
---	FIX CURB RAMP TRANSITION	2	LS	$ 2,000.00	$ 4,000.00
---	MEDIAN NOSE MODIFICATION	0	LS	$ 5,000.00	$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	$ 500.00	$ -
---	FIX CURB RAMP COUNTER SLOPE	0	LS	$ 2,000.00	$ -

Basis for Cost Projection

- ☑ No Design Completed
- ❑ Preliminary Design
- ❑ Final Design

Subtotal:		$	24,729.00
Engineering: (% +/-)	20%	$	5,135.50
Contingency: (% +/-)	20%	$	5,135.50
Estimated Project Cost:		**$**	**35,000.00**

Project Location



Field Observations

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

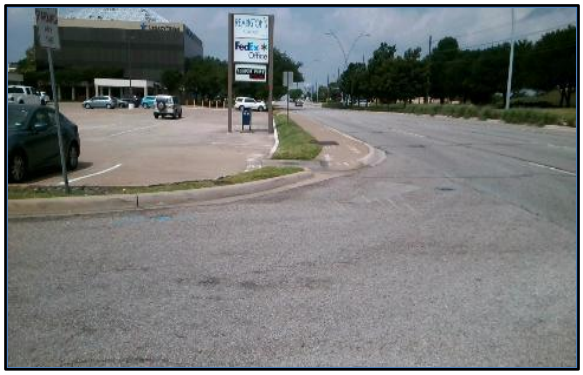
Curb Ramp Issues	Curb Ramp ID ('z' or 'i' in ramp label indicates no existing ramp) 1z	2z	3A	4A	Possible Solutions
Curb ramp does not exist and is needed		X			Install curb ramp; if median improvement, see shapefile
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curbed side is not 90° or has traversable adjacent surface					Remove and replace curb ramp
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%					
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"			X		
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25") in curb ramp/landing/flares				X	
Temporary obstruction (>0.25") in curb ramp/landing/flares					
No textured surface at base of curb ramp			X	X	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			X		Install landing area
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	X	Fix curb ramp transition
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
Ponding occurs at base of curb ramp				X	Fix ponding

Comment: Existing sidewalk, curb ramp, and/or striping configurations permit pedestrians to cross the major street. An Engineering study is needed to confirm crossing should be accomm

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:
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End of Project Description for Project 184 Intersection of Belt Line Rd and E Beltwood Pkwy

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

Client:	**Town of Addison**	**Date:**	**12/21/17**
Program:	**ADA Self-Evaluation and Transition Plan**	**Prepared By:**	**CMP**
KHA No.:	**063543021**	**Checked By:**	**EPE**

Corridor :	**Belt Line Rd**	**GPS ID:**	**185**
Project Name:	**Intersection of Belt Line Rd and driveway (Lat. 32.9540; Long. -96.8316)**		
Town:	**Addison**		

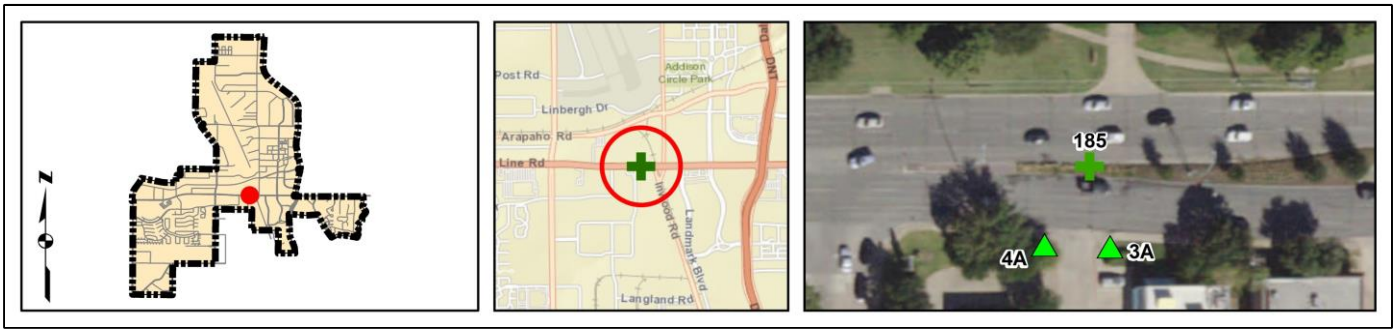
Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	$ 10.00	$ -
TxDOT 529-6002	CONC CURB (TY II)	0	LF	$ 15.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	6	SY	$ 45.00	$ 270.00
TxDOT 531	CURB RAMPS	2	EA	$ 1,500.00	$ 3,000.00
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	$ 50.00	$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	25	SY	$ 9.00	$ 225.00
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	$ 2.80	$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	0	LF	$ 8.50	$ -
---	REPAVE ROADWAY	0	LS	$ 5,000.00	$ -
---	FIX PONDING	0	LS	$ 2,000.00	$ -
---	FIX CURB RAMP TRANSITION	2	LS	$ 2,000.00	$ 4,000.00
---	MEDIAN NOSE MODIFICATION	0	LS	$ 5,000.00	$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	$ 500.00	$ -
---	FIX CURB RAMP COUNTER SLOPE	0	LS	$ 2,000.00	$ -

Basis for Cost Projection

- ☑ No Design Completed
- ❑ Preliminary Design
- ❑ Final Design

Subtotal:		$ 7,495.00
Engineering: (% +/-)	20%	$ 1,752.50
Contingency: (% +/-)	20%	$ 1,752.50
Estimated Project Cost:		**$ 11,000.00**

Project Location



Field Observations

Intersection Issues	Crosswalk N	E	S	W	Possible Solutions
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' or 'i' in ramp label indicates no existing ramp) 3A	4A	Possible Solutions
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	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 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%	X	X	Remove and replace landing area
Curb ramp transition onto roadway is greater than 0.25"	X	X	Fix curb ramp transition
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%			
Ponding occurs at base of curb ramp			

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

End of Project Description for Project 185 Intersection of Belt Line Rd and driveway (Lat. 32.9540; Long. -96.8316)

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

Client:	**Town of Addison**	**Date:**	**12/21/17**
Program:	**ADA Self-Evaluation and Transition Plan**	**Prepared By:**	**CMP**
KHA No.:	**063543021**	**Checked By:**	**EPE**

Corridor :	**Belt Line Rd**	**GPS ID:**	**186**
Project Name:	**Intersection of Belt Line Rd and driveway (Lat. 32.9540; Long. -96.8310)**		
Town:	**Addison**		

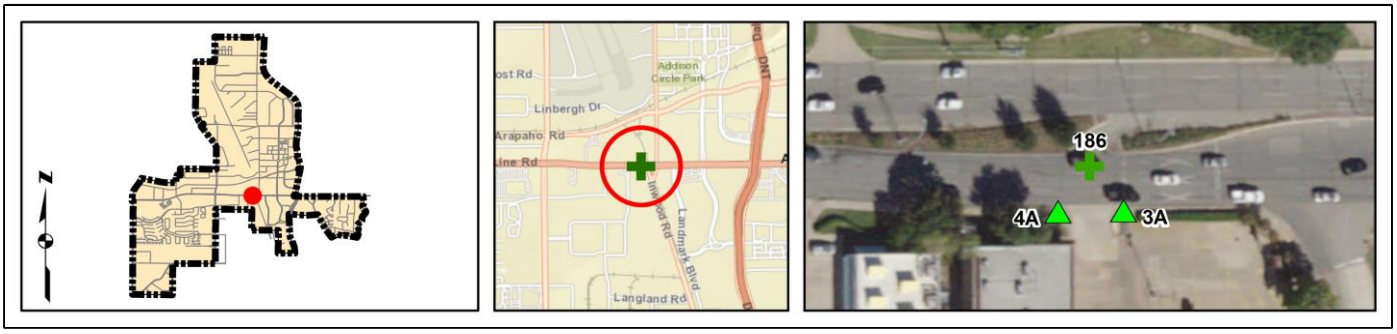
Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	$ 10.00	$ -
TxDOT 529-6002	CONC CURB (TY II)	0	LF	$ 15.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	0	SY	$ 45.00	$ -
TxDOT 531	CURB RAMPS	2	EA	$ 1,500.00	$ 3,000.00
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	$ 50.00	$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	21	SY	$ 9.00	$ 189.00
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	$ 2.80	$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	0	LF	$ 8.50	$ -
---	REPAVE ROADWAY	0	LS	$ 5,000.00	$ -
---	FIX PONDING	0	LS	$ 2,000.00	$ -
---	FIX CURB RAMP TRANSITION	1	LS	$ 2,000.00	$ 2,000.00
---	MEDIAN NOSE MODIFICATION	0	LS	$ 5,000.00	$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	$ 500.00	$ -
---	FIX CURB RAMP COUNTER SLOPE	0	LS	$ 2,000.00	$ -

Basis for Cost Projection

- ☑ No Design Completed
- ❑ Preliminary Design
- ❑ Final Design

Subtotal:		$ 5,189.00
Engineering: (% +/-)	20%	$ 1,405.50
Contingency: (% +/-)	20%	$ 1,405.50
Estimated Project Cost:		**$ 8,000.00**

Project Location



Field Observations

Intersection Issues	Crosswalk N	E	S	W	Possible Solutions
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' or 'i' in ramp label indicates no existing ramp) 3A	4A	Possible Solutions
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			Remove and replace curb ramp
Flare cross slope is greater than 10%	X	X	
Curb ramp running slope is greater than 8.3%	X	X	
Blended transition running slope is greater than 5%			
Cut-thru ramp running slope is greater than 5%			
Curb ramp cross slope is greater than 2%	X	X	
Cut-thru ramp cross slope is greater than 2%			
Curb ramp width is less than 48"			
Cut-thru ramp width is less than 60"			
Permanent obstruction (>0.25") in curb ramp/landing/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%	X	X	Remove and replace landing area
Curb ramp transition onto roadway is greater than 0.25"	X		Fix curb ramp transition
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%			
Ponding occurs at base of curb ramp			

Kimley-Horn and Associates, Inc.	Intersection of Belt Line Rd and driveway (Lat. 32.9540; Long. -96.8310)
Photographs	GPS ID: 186

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

End of Project Description for Project 186 Intersection of Belt Line Rd and driveway (Lat. 32.9540; Long. -96.8310)

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

Client:	**Town of Addison**	**Date:**	**12/21/17**
Program:	**ADA Self-Evaluation and Transition Plan**	**Prepared By:**	**CMP**
KHA No.:	**063543021**	**Checked By:**	**EPE**

Corridor :	**Belt Line Rd**	**GPS ID:**	**187**
Project Name:	**Intersection of Belt Line Rd and Inwood Rd (west offset)**		
Town:	**Addison**		

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	$ 10.00	$ -
TxDOT 529-6002	CONC CURB (TY II)	0	LF	$ 15.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	0	SY	$ 45.00	$ -
TxDOT 531	CURB RAMPS	1	EA	$ 1,500.00	$ 1,500.00
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	10	SF	$ 50.00	$ 500.00
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	10	SY	$ 9.00	$ 90.00
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	$ 2.80	$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	93	LF	$ 8.50	$ 790.50
---	REPAVE ROADWAY	1	LS	$ 5,000.00	$ 5,000.00
---	FIX PONDING	0	LS	$ 2,000.00	$ -
---	FIX CURB RAMP TRANSITION	2	LS	$ 2,000.00	$ 4,000.00
---	MEDIAN NOSE MODIFICATION	0	LS	$ 5,000.00	$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	$ 500.00	$ -
---	FIX CURB RAMP COUNTER SLOPE	1	LS	$ 2,000.00	$ 2,000.00

Basis for Cost Projection

- ☑ No Design Completed
- ❑ Preliminary Design
- ❑ Final Design

Subtotal:		$ 13,880.50
Engineering: (% +/-)	20%	$ 3,059.75
Contingency: (% +/-)	20%	$ 3,059.75
Estimated Project Cost:		**$ 20,000.00**

Project Location

Field Observations

Intersection Issues	Crosswalk N	Crosswalk E	Crosswalk S	Crosswalk W	Possible Solutions
Path of travel pavement condition	N/A	N/A	Good	N/A	
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	Repave roadway and install crosswalk pavement markings
Path of travel cross slope is greater than 5% for free-flow approaches	N/A	N/A	N/A	N/A	
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	Install crosswalk pavement markings
Crosswalk striping condition	N/A	N/A	None	N/A	

Curb Ramp Issues	Curb Ramp ID ('z' or 'i' in ramp label indicates no existing ramp) 1z	2z	3A	4A	Possible Solutions
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					Remove and replace curb ramp
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%			X		
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"					
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25") in curb ramp/landing/flares					
Temporary obstruction (>0.25") in curb ramp/landing/flares					
No textured surface at base of curb ramp			X	X	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				X	Install landing area
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	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					

Corner 1 No Ramp (1z)

Corner 2 No Ramp (2z)

Ramp 3A

Ramp 4A

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End of Project Description for Project 187 Intersection of Belt Line Rd and Inwood Rd (west offset)

Kimley-Horn and Associates, Inc. **Priority: 2**
Project Description for Unsignalized Intersection

Client:	**Town of Addison**	**Date:**	**12/21/17**
Program:	**ADA Self-Evaluation and Transition Plan**	**Prepared By:**	**CMP**
KHA No.:	**063543021**	**Checked By:**	**EPE**

Corridor :	**Belt Line Rd**	**GPS ID:**	**188**
Project Name:	**Intersection of Belt Line Rd and driveway (Lat. 32.9541; Long. -96.8294)**		
Town:	**Addison**		

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	$ 10.00	$ -
TxDOT 529-6002	CONC CURB (TY II)	0	LF	$ 15.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	0	SY	$ 45.00	$ -
TxDOT 531	CURB RAMPS	1	EA	$ 1,500.00	$ 1,500.00
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	$ 50.00	$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	20	SY	$ 9.00	$ 180.00
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	$ 2.80	$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	0	LF	$ 8.50	$ -
---	REPAVE ROADWAY	0	LS	$ 5,000.00	$ -
---	FIX PONDING	0	LS	$ 2,000.00	$ -
---	FIX CURB RAMP TRANSITION	0	LS	$ 2,000.00	$ -
---	MEDIAN NOSE MODIFICATION	0	LS	$ 5,000.00	$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	$ 500.00	$ -
---	FIX CURB RAMP COUNTER SLOPE	0	LS	$ 2,000.00	$ -

Basis for Cost Projection

- ☑ No Design Completed
- ❑ Preliminary Design
- ❑ Final Design

Subtotal:		$	1,680.00
Engineering: (% +/-)	20%	$	660.00
Contingency: (% +/-)	20%	$	660.00
Estimated Project Cost:		**$**	**3,000.00**

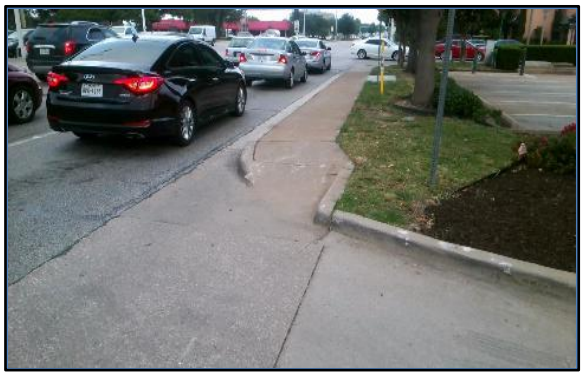
Project Location

Field Observations

Intersection Issues	Crosswalk N	E	S	W	Possible Solutions
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' or 'i' in ramp label indicates no existing ramp) 1A	2A	Possible Solutions
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			Remove and replace curb ramp
Flare cross slope is greater than 10%	X	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%	X	X	
Cut-thru ramp cross slope is greater than 2%			
Curb ramp width is less than 48"	X	X	
Cut-thru ramp width is less than 60"			
Permanent obstruction (>0.25") in curb ramp/landing/flares	X	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	X	Remove and replace landing area
Curb ramp transition onto roadway is greater than 0.25"			
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%			
Ponding occurs at base of curb ramp			

Kimley-Horn and Associates, Inc.	Intersection of Belt Line Rd and driveway (Lat. 32.9541; Long. -96.8294)
Photographs	GPS ID: 188



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

End of Project Description for Project 188 Intersection of Belt Line Rd and driveway (Lat. 32.9541; Long. -96.8294)

Kimley-Horn and Associates, Inc. **Priority: 2**
Project Description for Unsignalized Intersection

Client:	**Town of Addison**	**Date:**	**12/21/17**
Program:	**ADA Self-Evaluation and Transition Plan**	**Prepared By:**	**CMP**
KHA No.:	**063543021**	**Checked By:**	**EPE**

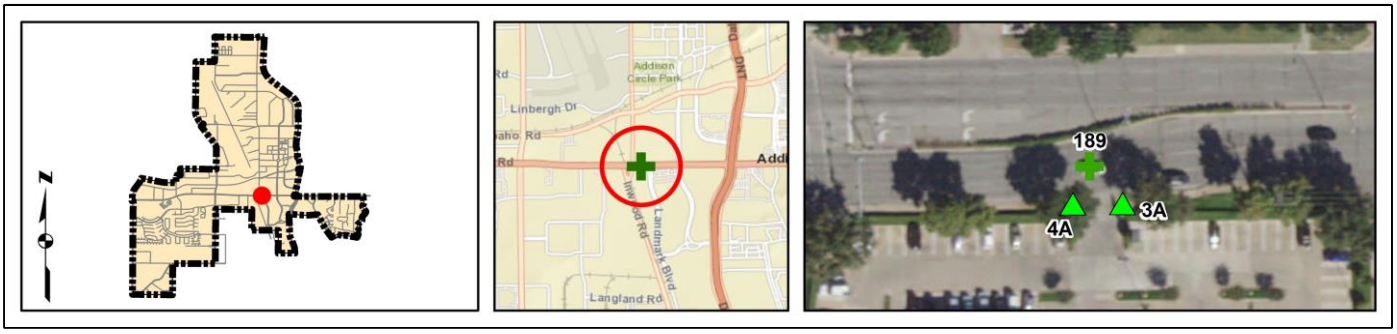
Corridor :	**Belt Line Rd**	**GPS ID:**	**189**
Project Name:	**Intersection of Belt Line Rd and driveway (Lat. 32.9540; Long. -96.8291)**		
Town:	**Addison**		

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	$ 10.00	$ -
TxDOT 529-6002	CONC CURB (TY II)	0	LF	$ 15.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	3	SY	$ 45.00	$ 135.00
TxDOT 531	CURB RAMPS	1	EA	$ 1,500.00	$ 1,500.00
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	10	SF	$ 50.00	$ 500.00
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	13	SY	$ 9.00	$ 117.00
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	$ 2.80	$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	0	LF	$ 8.50	$ -
---	REPAVE ROADWAY	0	LS	$ 5,000.00	$ -
---	FIX PONDING	0	LS	$ 2,000.00	$ -
---	FIX CURB RAMP TRANSITION	2	LS	$ 2,000.00	$ 4,000.00
---	MEDIAN NOSE MODIFICATION	0	LS	$ 5,000.00	$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	$ 500.00	$ -
---	FIX CURB RAMP COUNTER SLOPE	0	LS	$ 2,000.00	$ -

Basis for Cost Projection
- ☑ No Design Completed
- ❑ Preliminary Design
- ❑ Final Design

Subtotal:		$ 6,252.00
Engineering: (% +/-)	20%	$ 1,374.00
Contingency: (% +/-)	20%	$ 1,374.00
Estimated Project Cost:		**$ 9,000.00**

Project Location



Field Observations

Intersection Issues	Crosswalk N	E	S	W	Possible Solutions
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' or 'i' in ramp label indicates no existing ramp) 3A	4A	Possible Solutions
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			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%			
Cut-thru ramp running slope is greater than 5%			
Curb ramp cross slope is greater than 2%		X	
Cut-thru ramp cross slope is greater than 2%			
Curb ramp width is less than 48"			
Cut-thru ramp width is less than 60"			
Permanent obstruction (>0.25") in curb ramp/landing/flares			
Temporary obstruction (>0.25") in curb ramp/landing/flares			
No textured surface at base of curb ramp	X	X	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	X	Remove and replace landing area
Curb ramp transition onto roadway is greater than 0.25"	X	X	Fix curb ramp transition
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%			
Ponding occurs at base of curb ramp			

Kimley-Horn and Associates, Inc.	Intersection of Belt Line Rd and driveway (Lat. 32.9540; Long. -96.8291)
Photographs	GPS ID: 189

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

End of Project Description for Project 189 Intersection of Belt Line Rd and driveway (Lat. 32.9540; Long. -96.8291)

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

Client:	**Town of Addison**	**Date:**	**12/21/17**
Program:	**ADA Self-Evaluation and Transition Plan**	**Prepared By:**	**CMP**
KHA No.:	**063543021**	**Checked By:**	**EPE**

Corridor :	**Belt Line Rd**	**GPS ID:**	**190**
Project Name:	**Intersection of Belt Line Rd and Landmark Blvd**		
Town:	**Addison**		

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	$ 10.00	$ -
TxDOT 529-6002	CONC CURB (TY II)	0	LF	$ 15.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	6	SY	$ 45.00	$ 270.00
TxDOT 531	CURB RAMPS	7	EA	$ 1,500.00	$ 10,500.00
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	$ 50.00	$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	38	SY	$ 9.00	$ 342.00
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	$ 2.80	$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	657	LF	$ 8.50	$ 5,584.50
---	REPAVE ROADWAY	3	LS	$ 5,000.00	$ 15,000.00
---	FIX PONDING	0	LS	$ 2,000.00	$ -
---	FIX CURB RAMP TRANSITION	4	LS	$ 2,000.00	$ 8,000.00
---	MEDIAN NOSE MODIFICATION	1	LS	$ 5,000.00	$ 5,000.00
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	$ 500.00	$ -
---	FIX CURB RAMP COUNTER SLOPE	0	LS	$ 2,000.00	$ -

Basis for Cost Projection

- ☑ No Design Completed
- ❑ Preliminary Design
- ❑ Final Design

Subtotal:		$ 44,696.50
Engineering: (% +/-)	20%	$ 9,151.75
Contingency: (% +/-)	20%	$ 9,151.75
Estimated Project Cost:		**$ 63,000.00**

Project Location

Field Observations

Intersection Issues	Crosswalk N	Crosswalk E	Crosswalk S	Crosswalk W	Possible Solutions
Path of travel pavement condition	Good	Poor	Good	Poor	Repave roadway and install crosswalk pavement markings
Path of travel running slope is greater than 5%					
Path of travel cross slope is greater than 2% for stop control approaches		N/A	X	N/A	
Path of travel cross slope is greater than 5% for free-flow approaches	N/A		N/A		
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	Install crosswalk pavement markings
Crosswalk striping condition	None	None	None	None	

Curb Ramp Issues	Curb Ramp ID ('z' or 'i' in ramp label indicates no existing ramp) Wz	1A	2A	3A	4A	Possible Solutions
Curb ramp does not exist and is needed	X					Median nose modification
Curb ramp does not land in crosswalk						
No 4' x 4' clear space at base of curb ramp					X	Remove and replace crosswalk pavement markings
Curbed side is not 90° or has traversable adjacent surface						
Flare cross slope is greater than 10%		X		X	X	Remove and replace curb ramp
Curb ramp running slope is greater than 8.3%				X	X	
Blended transition running slope is greater than 5%						
Cut-thru ramp running slope is greater than 5%						
Curb ramp cross slope is greater than 2%			X	X		
Cut-thru ramp cross slope is greater than 2%						
Curb ramp width is less than 48"						
Cut-thru ramp width is less than 60"						
Permanent obstruction (>0.25") in curb ramp/landing/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	
Landing area does not exist and is needed				X	X	Install landing area
Landing area is less than 5' x 5' or slopes greater than 2%			X			Remove and replace landing area
Curb ramp transition onto roadway is greater than 0.25"		X	X	X	X	Fix curb ramp transition
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%						
Ponding occurs at base of curb ramp						

Comment: Existing sidewalk, curb ramp, and/or striping configurations permit pedestrians to cross the major street. An Engineering study is needed to confirm crossing should be accomm

West Median No Ramp (Wz)

Ramp 1A

Ramp 2A

Ramp 3A

Ramp 4A

Opinion of Probable Construction Cost Disclaimer:
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Project Location Map Sources:
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End of Project Description for Project 190 Intersection of Belt Line Rd and Landmark Blvd

Kimley-Horn and Associates, Inc. **Priority: 2**
Project Description for Unsignalized Intersection

Client:	**Town of Addison**	**Date:**	**12/21/17**
Program:	**ADA Self-Evaluation and Transition Plan**	**Prepared By:**	**CMP**
KHA No.:	**063543021**	**Checked By:**	**EPE**

Corridor :	**Belt Line Rd**	**GPS ID:**	**191**
Project Name:	**Intersection of Belt Line Rd and driveway (Lat. 32.9540; Long. -96.8277)**		
Town:	**Addison**		

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	$ 10.00	$ -
TxDOT 529-6002	CONC CURB (TY II)	0	LF	$ 15.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	6	SY	$ 45.00	$ 270.00
TxDOT 531	CURB RAMPS	2	EA	$ 1,500.00	$ 3,000.00
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	$ 50.00	$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	25	SY	$ 9.00	$ 225.00
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	$ 2.80	$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	0	LF	$ 8.50	$ -
---	REPAVE ROADWAY	0	LS	$ 5,000.00	$ -
---	FIX PONDING	0	LS	$ 2,000.00	$ -
---	FIX CURB RAMP TRANSITION	1	LS	$ 2,000.00	$ 2,000.00
---	MEDIAN NOSE MODIFICATION	0	LS	$ 5,000.00	$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	$ 500.00	$ -
---	FIX CURB RAMP COUNTER SLOPE	0	LS	$ 2,000.00	$ -

Basis for Cost Projection

- ☑ No Design Completed
- ❑ Preliminary Design
- ❑ Final Design

Subtotal:		$ 5,495.00
Engineering: (% +/-)	20%	$ 1,252.50
Contingency: (% +/-)	20%	$ 1,252.50
Estimated Project Cost:		**$ 8,000.00**

Project Location

Field Observations

Intersection Issues	Crosswalk N	E	S	W	Possible Solutions
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' or 'i' in ramp label indicates no existing ramp) 3A	4A	Possible Solutions
Curb ramp does not exist and is needed			
Curb ramp does not land in crosswalk			
No 4' x 4' clear space at base of curb ramp			
Curbed side is not 90° or has traversable adjacent surface		X	Remove and replace curb ramp
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%	X	X	
Cut-thru ramp cross slope is greater than 2%			
Curb ramp width is less than 48"	X	X	
Cut-thru ramp width is less than 60"			
Permanent obstruction (>0.25") in curb ramp/landing/flares		X	
Temporary obstruction (>0.25") in curb ramp/landing/flares			
No textured surface at base of curb ramp	X	X	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	X	Remove and replace landing area
Curb ramp transition onto roadway is greater than 0.25"		X	Fix curb ramp transition
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%			
Ponding occurs at base of curb ramp			

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

End of Project Description for Project 191 Intersection of Belt Line Rd and driveway (Lat. 32.9540; Long. -96.8277)

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

Client:	**Town of Addison**	**Date:**	**12/21/17**
Program:	**ADA Self-Evaluation and Transition Plan**	**Prepared By:**	**CMP**
KHA No.:	**063543021**	**Checked By:**	**EPE**

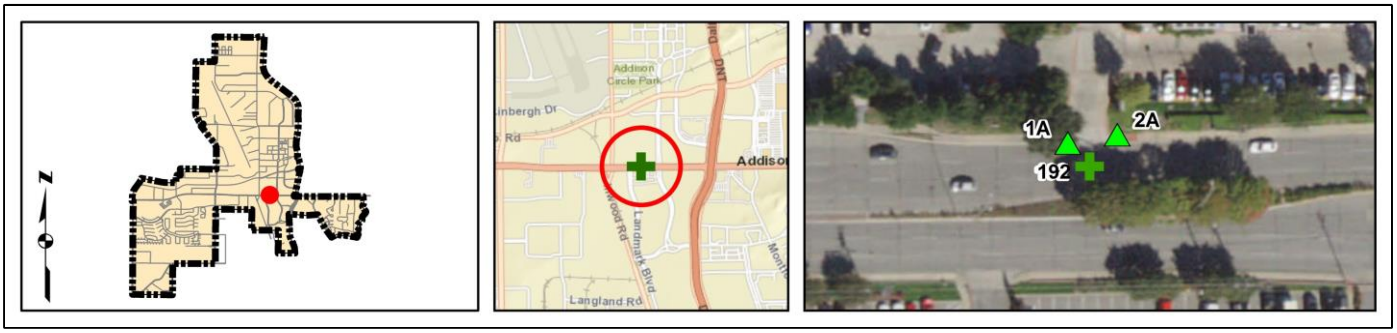
Corridor :	**Belt Line Rd**	**GPS ID:**	**192**
Project Name:	**Intersection of Belt Line Rd and driveway (Lat. 32.9541; Long. -96.8275)**		
Town:	**Addison**		

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	$ 10.00	$ -
TxDOT 529-6002	CONC CURB (TY II)	0	LF	$ 15.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	0	SY	$ 45.00	$ -
TxDOT 531	CURB RAMPS	2	EA	$ 1,500.00	$ 3,000.00
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	$ 50.00	$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	21	SY	$ 9.00	$ 189.00
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	$ 2.80	$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	0	LF	$ 8.50	$ -
---	REPAVE ROADWAY	0	LS	$ 5,000.00	$ -
---	FIX PONDING	1	LS	$ 2,000.00	$ 2,000.00
---	FIX CURB RAMP TRANSITION	1	LS	$ 2,000.00	$ 2,000.00
---	MEDIAN NOSE MODIFICATION	0	LS	$ 5,000.00	$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	$ 500.00	$ -
---	FIX CURB RAMP COUNTER SLOPE	0	LS	$ 2,000.00	$ -

Basis for Cost Projection
- ☑ No Design Completed
- ❑ Preliminary Design
- ❑ Final Design

Subtotal:		$ 7,189.00
Engineering: (% +/-)	20%	$ 1,905.50
Contingency: (% +/-)	20%	$ 1,905.50
Estimated Project Cost:		**$ 11,000.00**

Project Location



Field Observations

Intersection Issues	Crosswalk N	E	S	W	Possible Solutions
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' or 'i' in ramp label indicates no existing ramp) 1A	2A	Possible Solutions
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 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	For intersection, commercial driveway, and park ramps, install
No color contrast at base of curb ramp			
Landing area does not exist and is needed			
Landing area is less than 5' x 5' or slopes greater than 2%	X	X	Remove and replace landing area
Curb ramp transition onto roadway is greater than 0.25"		X	Fix curb ramp transition
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%			
Ponding occurs at base of curb ramp	X		Fix ponding

Kimley-Horn and Associates, Inc.	Intersection of Belt Line Rd and driveway (Lat. 32.9541; Long. -96.8275)
Photographs	GPS ID: 192

Ramp 1A

Ramp 2A

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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

End of Project Description for Project 192 Intersection of Belt Line Rd and driveway (Lat. 32.9541; Long. -96.8275)

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

Client:	**Town of Addison**	**Date:**	**12/21/17**
Program:	**ADA Self-Evaluation and Transition Plan**	**Prepared By:**	**CMP**
KHA No.:	**063543021**	**Checked By:**	**EPE**

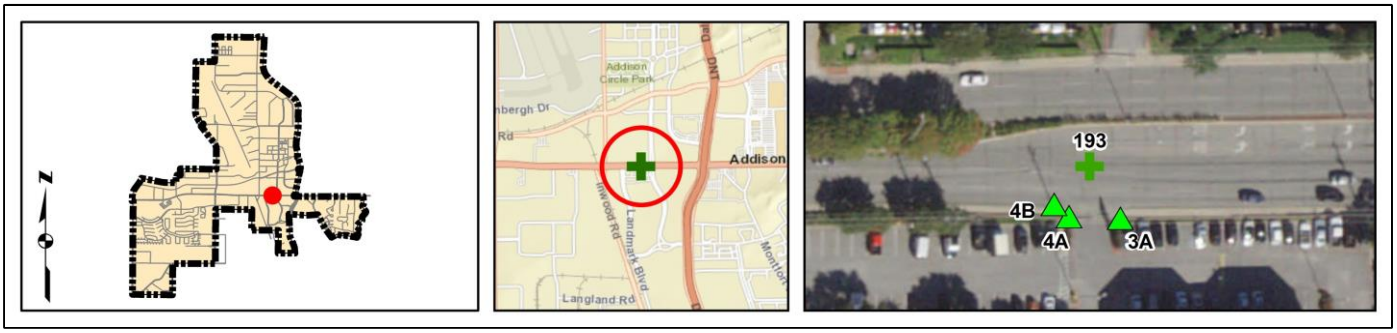
Corridor :	**Belt Line Rd**	**GPS ID:**	**193**
Project Name:	**Intersection of Belt Line Rd and driveway (Lat. 32.9540; Long. -96.8269)**		
Town:	**Addison**		

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	$ 10.00	$ -
TxDOT 529-6002	CONC CURB (TY II)	0	LF	$ 15.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	6	SY	$ 45.00	$ 270.00
TxDOT 531	CURB RAMPS	3	EA	$ 1,500.00	$ 4,500.00
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	$ 50.00	$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	35	SY	$ 9.00	$ 315.00
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	$ 2.80	$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	0	LF	$ 8.50	$ -
---	REPAVE ROADWAY	0	LS	$ 5,000.00	$ -
---	FIX PONDING	1	LS	$ 2,000.00	$ 2,000.00
---	FIX CURB RAMP TRANSITION	1	LS	$ 2,000.00	$ 2,000.00
---	MEDIAN NOSE MODIFICATION	0	LS	$ 5,000.00	$ -
---	REMOVE TEMPORARY OBSTRUCTION	1	LS	$ 500.00	$ 500.00
---	FIX CURB RAMP COUNTER SLOPE	0	LS	$ 2,000.00	$ -

Basis for Cost Projection
- ☑ No Design Completed
- ❑ Preliminary Design
- ❑ Final Design

Subtotal:		$ 9,585.00
Engineering: (% +/-)	20%	$ 2,207.50
Contingency: (% +/-)	20%	$ 2,207.50
Estimated Project Cost:		**$ 14,000.00**

Project Location



Field Observations

Intersection Issues	Crosswalk N	Crosswalk E	Crosswalk S	Crosswalk W	Possible Solutions
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' or 'i' in ramp label indicates no existing ramp) 3A	4A	4B		Possible Solutions
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				Remove and replace curb ramp
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		
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"	X	X	X		
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25") in curb ramp/landing/flares					
Temporary obstruction (>0.25") in curb ramp/landing/flares			X		Remove temporary obstruction
No textured surface at base of curb ramp	X	X	X		For intersection, commercial driveway, and park ramps, install
No color contrast at base of curb ramp					
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%	X	X	X		Remove and replace landing area
Curb ramp transition onto roadway is greater than 0.25"	X				Fix curb ramp transition
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
Ponding occurs at base of curb ramp	X				Fix ponding

Kimley-Horn and Associates, Inc.	Intersection of Belt Line Rd and driveway (Lat. 32.9540; Long. -96.8269)
Photographs	GPS ID: 193

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

End of Project Description for Project 193 Intersection of Belt Line Rd and driveway (Lat. 32.9540; Long. -96.8269)

Kimley-Horn and Associates, Inc. **Priority: 2**
Project Description for Unsignalized Intersection

Client:	**Town of Addison**	**Date:**	**12/21/17**
Program:	**ADA Self-Evaluation and Transition Plan**	**Prepared By:**	**CMP**
KHA No.:	**063543021**	**Checked By:**	**EPE**

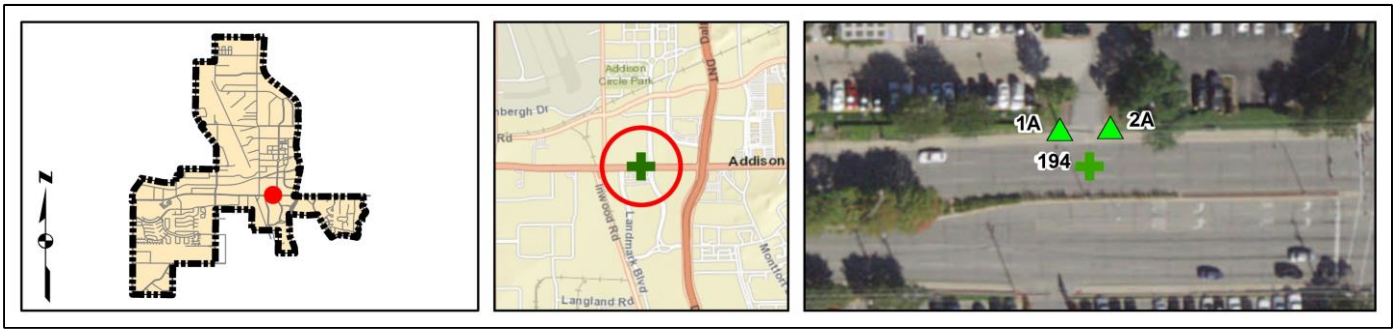
Corridor :	**Belt Line Rd**	**GPS ID:**	**194**
Project Name:	**Intersection of Belt Line Rd and driveway (Lat. 32.9541; Long. -96.8268)**		
Town:	**Addison**		

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	$ 10.00	$ -
TxDOT 529-6002	CONC CURB (TY II)	0	LF	$ 15.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	0	SY	$ 45.00	$ -
TxDOT 531	CURB RAMPS	2	EA	$ 1,500.00	$ 3,000.00
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	$ 50.00	$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	18	SY	$ 9.00	$ 162.00
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	$ 2.80	$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	0	LF	$ 8.50	$ -
---	REPAVE ROADWAY	0	LS	$ 5,000.00	$ -
---	FIX PONDING	1	LS	$ 2,000.00	$ 2,000.00
---	FIX CURB RAMP TRANSITION	2	LS	$ 2,000.00	$ 4,000.00
---	MEDIAN NOSE MODIFICATION	0	LS	$ 5,000.00	$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	$ 500.00	$ -
---	FIX CURB RAMP COUNTER SLOPE	0	LS	$ 2,000.00	$ -

Basis for Cost Projection
- ☑ No Design Completed
- ❑ Preliminary Design
- ❑ Final Design

Subtotal:		$ 9,162.00
Engineering: (% +/-)	20%	$ 1,919.00
Contingency: (% +/-)	20%	$ 1,919.00
Estimated Project Cost:		**$ 13,000.00**

Project Location



Field Observations

Intersection Issues	Crosswalk N	E	S	W	Possible Solutions
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' or 'i' in ramp label indicates no existing ramp) 1A	2A	Possible Solutions
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%		X	Remove and replace curb ramp
Cut-thru ramp cross slope is greater than 2%			
Curb ramp width is less than 48"	X	X	
Cut-thru ramp width is less than 60"			
Permanent obstruction (>0.25") in curb ramp/landing/flares			
Temporary obstruction (>0.25") in curb ramp/landing/flares			
No textured surface at base of curb ramp	X	X	For intersection, commercial driveway, and park ramps, install
No color contrast at base of curb ramp			
Landing area does not exist and is needed			
Landing area is less than 5' x 5' or slopes greater than 2%		X	Remove and replace landing area
Curb ramp transition onto roadway is greater than 0.25"	X	X	Fix curb ramp transition
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%			
Ponding occurs at base of curb ramp	X		Fix ponding

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

End of Project Description for Project 194 Intersection of Belt Line Rd and driveway (Lat. 32.9541; Long. -96.8268)

Kimley-Horn and Associates, Inc. **Priority: 2**
Project Description for Unsignalized Intersection

Client:	**Town of Addison**	**Date: 12/21/17**
Program:	**ADA Self-Evaluation and Transition Plan**	**Prepared By: CMP**
KHA No.:	**063543021**	**Checked By: EPE**

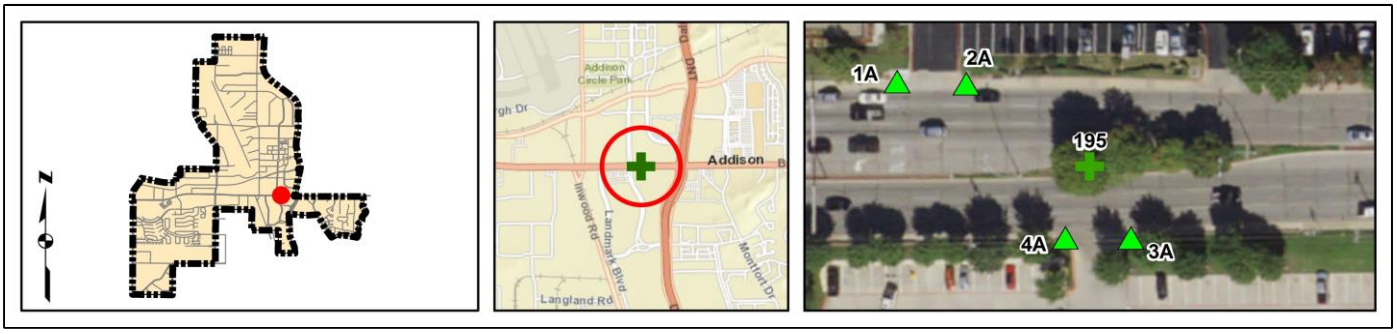
Corridor :	**Belt Line Rd**	**GPS ID: 195**
Project Name:	**Intersection of Belt Line Rd and driveway (Lat. 32.9540; Long. -96.8252)**	
Town:	**Addison**	

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	$ 10.00	$ -
TxDOT 529-6002	CONC CURB (TY II)	0	LF	$ 15.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	3	SY	$ 45.00	$ 135.00
TxDOT 531	CURB RAMPS	3	EA	$ 1,500.00	$ 4,500.00
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	10	SF	$ 50.00	$ 500.00
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	34	SY	$ 9.00	$ 306.00
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	$ 2.80	$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	0	LF	$ 8.50	$ -
---	REPAVE ROADWAY	0	LS	$ 5,000.00	$ -
---	FIX PONDING	2	LS	$ 2,000.00	$ 4,000.00
---	FIX CURB RAMP TRANSITION	3	LS	$ 2,000.00	$ 6,000.00
---	MEDIAN NOSE MODIFICATION	0	LS	$ 5,000.00	$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	$ 500.00	$ -
---	FIX CURB RAMP COUNTER SLOPE	0	LS	$ 2,000.00	$ -

Basis for Cost Projection
- ☑ No Design Completed
- ❑ Preliminary Design
- ❑ Final Design

Subtotal:		$ 15,441.00
Engineering: (% +/-)	20%	$ 3,279.50
Contingency: (% +/-)	20%	$ 3,279.50
Estimated Project Cost:		**$ 22,000.00**

Project Location



Field Observations

Intersection Issues	Crosswalk N	Crosswalk E	Crosswalk S	Crosswalk W	Possible Solutions
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' or 'i' in ramp label indicates no existing ramp) 1A	2A	3A	4A	Possible Solutions
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				Remove and replace curb ramp
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"		X		X	
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25") in curb ramp/landing/flares					
Temporary obstruction (>0.25") in curb ramp/landing/flares					
No textured surface at base of curb ramp	X	X	X	X	For intersection, commercial driveway, and park ramps, install
No color contrast at base of curb ramp					
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%	X	X	X	X	Remove and replace landing area
Curb ramp transition onto roadway is greater than 0.25"	X		X	X	Fix curb ramp transition
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
Ponding occurs at base of curb ramp	X	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

End of Project Description for Project 195 Intersection of Belt Line Rd and driveway (Lat. 32.9540; Long. -96.8252)

Kimley-Horn and Associates, Inc. **Priority: 2**
Project Description for Unsignalized Intersection

Client:	**Town of Addison**	**Date:**	**12/21/17**
Program:	**ADA Self-Evaluation and Transition Plan**	**Prepared By:**	**CMP**
KHA No.:	**063543021**	**Checked By:**	**EPE**

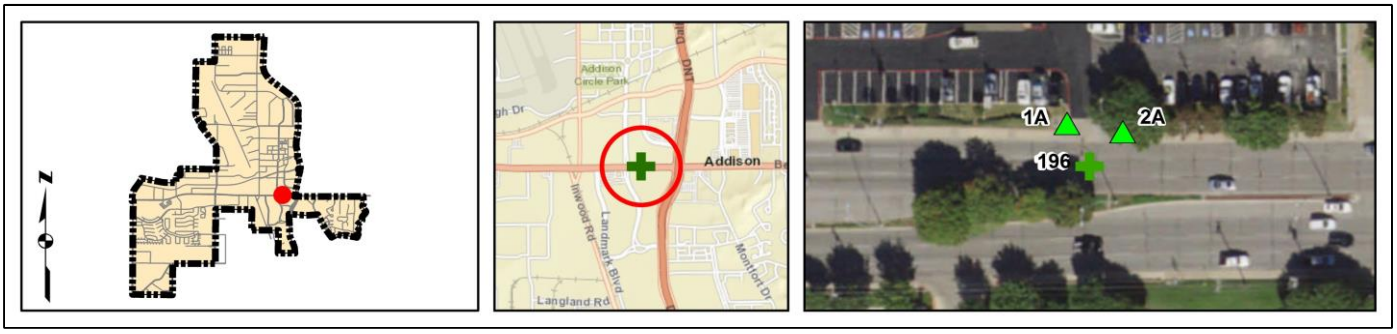
Corridor :	**Belt Line Rd**	**GPS ID:**	**196**
Project Name:	**Intersection of Belt Line Rd and driveway (Lat. 32.9541; Long. -96.8249)**		
Town:	**Addison**		

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	$ 10.00	$ -
TxDOT 529-6002	CONC CURB (TY II)	0	LF	$ 15.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	0	SY	$ 45.00	$ -
TxDOT 531	CURB RAMPS	1	EA	$ 1,500.00	$ 1,500.00
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	10	SF	$ 50.00	$ 500.00
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	11	SY	$ 9.00	$ 99.00
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	$ 2.80	$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	0	LF	$ 8.50	$ -
---	REPAVE ROADWAY	0	LS	$ 5,000.00	$ -
---	FIX PONDING	1	LS	$ 2,000.00	$ 2,000.00
---	FIX CURB RAMP TRANSITION	2	LS	$ 2,000.00	$ 4,000.00
---	MEDIAN NOSE MODIFICATION	0	LS	$ 5,000.00	$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	$ 500.00	$ -
---	FIX CURB RAMP COUNTER SLOPE	0	LS	$ 2,000.00	$ -

Basis for Cost Projection
- ☑ No Design Completed
- ❑ Preliminary Design
- ❑ Final Design

Subtotal:		$ 8,099.00
Engineering: (% +/-)	20%	$ 1,950.50
Contingency: (% +/-)	20%	$ 1,950.50
Estimated Project Cost:		**$ 12,000.00**

Project Location



Field Observations

Intersection Issues	Crosswalk N	E	S	W	Possible Solutions
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' or 'i' in ramp label indicates no existing ramp) 1A	2A	Possible Solutions
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			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%			
Cut-thru ramp running slope is greater than 5%			
Curb ramp cross slope is greater than 2%			
Cut-thru ramp cross slope is greater than 2%			
Curb ramp width is less than 48"	X		
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
No color contrast at base of curb ramp			
Landing area does not exist and is needed			
Landing area is less than 5' x 5' or slopes greater than 2%	X		Remove and replace landing area
Curb ramp transition onto roadway is greater than 0.25"	X	X	Fix curb ramp transition
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%			
Ponding occurs at base of curb ramp	X		Fix ponding

Kimley-Horn and Associates, Inc.	Intersection of Belt Line Rd and driveway (Lat. 32.9541; Long. -96.8249)
Photographs	GPS ID: 196

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

End of Project Description for Project 196 Intersection of Belt Line Rd and driveway (Lat. 32.9541; Long. -96.8249)

Kimley-Horn and Associates, Inc. **Priority: 2**
Project Description for Unsignalized Intersection

Client:	**Town of Addison**	**Date:**	**12/21/17**
Program:	**ADA Self-Evaluation and Transition Plan**	**Prepared By:**	**CMP**
KHA No.:	**063543021**	**Checked By:**	**EPE**

Corridor :	**Belt Line Rd**	**GPS ID:**	**197**
Project Name:	**Intersection of Belt Line Rd and driveway (Lat. 32.9540; Long. -96.8243)**		
Town:	**Addison**		

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	$ 10.00	$ -
TxDOT 529-6002	CONC CURB (TY II)	0	LF	$ 15.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	0	SY	$ 45.00	$ -
TxDOT 531	CURB RAMPS	4	EA	$ 1,500.00	$ 6,000.00
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	$ 50.00	$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	38	SY	$ 9.00	$ 342.00
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	$ 2.80	$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	0	LF	$ 8.50	$ -
---	REPAVE ROADWAY	0	LS	$ 5,000.00	$ -
---	FIX PONDING	1	LS	$ 2,000.00	$ 2,000.00
---	FIX CURB RAMP TRANSITION	1	LS	$ 2,000.00	$ 2,000.00
---	MEDIAN NOSE MODIFICATION	0	LS	$ 5,000.00	$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	$ 500.00	$ -
---	FIX CURB RAMP COUNTER SLOPE	0	LS	$ 2,000.00	$ -

Basis for Cost Projection
- ☑ No Design Completed
- ❑ Preliminary Design
- ❑ Final Design

Subtotal:		$ 10,342.00
Engineering: (% +/-)	20%	$ 2,329.00
Contingency: (% +/-)	20%	$ 2,329.00
Estimated Project Cost:		**$ 15,000.00**

Project Location

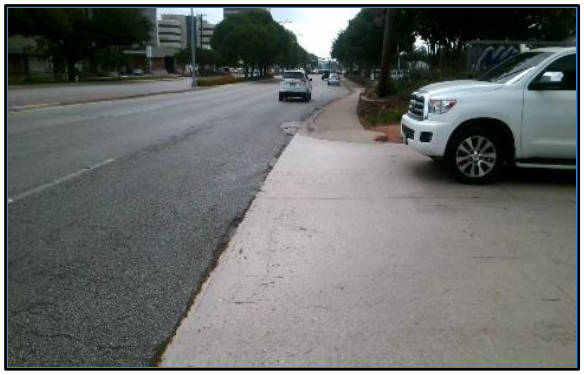
Field Observations

Intersection Issues	Crosswalk N	E	S	W	Possible Solutions
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' or 'i' in ramp label indicates no existing ramp) 1A	2A	3A	4A	Possible Solutions
Curb ramp does not exist and is needed					
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curbed side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%	X	X	X	X	Remove and replace curb ramp
Curb ramp running slope is greater than 8.3%	X	X		X	
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%	X	X	X	X	
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"		X			
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25") in curb ramp/landing/flares			X		
Temporary obstruction (>0.25") in curb ramp/landing/flares					
No textured surface at base of curb ramp	X	X	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%	X	X	X		Remove and replace landing area
Curb ramp transition onto roadway is greater than 0.25"	X				Fix curb ramp transition
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
Ponding occurs at base of curb ramp		X			Fix ponding

Ramp 1A

Ramp 2A



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

End of Project Description for Project 197 Intersection of Belt Line Rd and driveway (Lat. 32.9540; Long. -96.8243)

Kimley-Horn and Associates, Inc. **Priority: 2**
Project Description for Unsignalized Intersection

Client:	**Town of Addison**	**Date:**	**12/21/17**
Program:	**ADA Self-Evaluation and Transition Plan**	**Prepared By:**	**CMP**
KHA No.:	**063543021**	**Checked By:**	**EPE**

Corridor :	**Belt Line Rd**	**GPS ID:**	**198**
Project Name:	**Intersection of Belt Line Rd and driveway (Lat. 32.9541; Long. -96.8234)**		
Town:	**Addison**		

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	$ 10.00	$ -
TxDOT 529-6002	CONC CURB (TY II)	0	LF	$ 15.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	0	SY	$ 45.00	$ -
TxDOT 531	CURB RAMPS	2	EA	$ 1,500.00	$ 3,000.00
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	$ 50.00	$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	21	SY	$ 9.00	$ 189.00
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	$ 2.80	$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	0	LF	$ 8.50	$ -
---	REPAVE ROADWAY	0	LS	$ 5,000.00	$ -
---	FIX PONDING	0	LS	$ 2,000.00	$ -
---	FIX CURB RAMP TRANSITION	2	LS	$ 2,000.00	$ 4,000.00
---	MEDIAN NOSE MODIFICATION	0	LS	$ 5,000.00	$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	$ 500.00	$ -
---	FIX CURB RAMP COUNTER SLOPE	0	LS	$ 2,000.00	$ -

Basis for Cost Projection
- ☑ No Design Completed
- ❑ Preliminary Design
- ❑ Final Design

Subtotal:		$ 7,189.00
Engineering: (% +/-)	20%	$ 1,905.50
Contingency: (% +/-)	20%	$ 1,905.50
Estimated Project Cost:		**$ 11,000.00**

Project Location

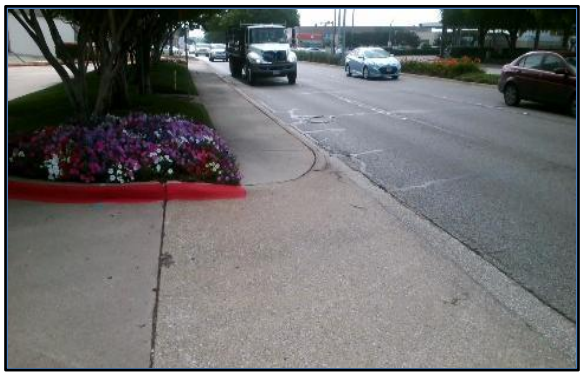
Field Observations

Intersection Issues	Crosswalk N	E	S	W	Possible Solutions
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' or 'i' in ramp label indicates no existing ramp) 1A	2A	Possible Solutions
Curb ramp does not exist and is needed			
Curb ramp does not land in crosswalk			
No 4' x 4' clear space at base of curb ramp			
Curbed side is not 90° or has traversable adjacent surface			
Flare cross slope is greater than 10%	X	X	Remove and replace curb ramp
Curb ramp running slope is greater than 8.3%			
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	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	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	X	Remove and replace landing area
Curb ramp transition onto roadway is greater than 0.25"	X	X	Fix curb ramp transition
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%			
Ponding occurs at base of curb ramp			

Kimley-Horn and Associates, Inc.	Intersection of Belt Line Rd and driveway (Lat. 32.9541; Long. -96.8234)
Photographs	GPS ID: 198

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

End of Project Description for Project 198 Intersection of Belt Line Rd and driveway (Lat. 32.9541; Long. -96.8234)

Kimley-Horn and Associates, Inc. **Priority: 2**
Project Description for Unsignalized Intersection

Client:	**Town of Addison**	**Date:**	**12/21/17**
Program:	**ADA Self-Evaluation and Transition Plan**	**Prepared By:**	**CMP**
KHA No.:	**063543021**	**Checked By:**	**EPE**

Corridor :	**Belt Line Rd**	**GPS ID:**	**199**
Project Name:	**Intersection of Belt Line Rd and driveway (Lat. 32.9540; Long. -96.8228)**		
Town:	**Addison**		

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	$ 10.00	$ -
TxDOT 529-6002	CONC CURB (TY II)	0	LF	$ 15.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	0	SY	$ 45.00	$ -
TxDOT 531	CURB RAMPS	4	EA	$ 1,500.00	$ 6,000.00
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	$ 50.00	$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	41	SY	$ 9.00	$ 369.00
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	$ 2.80	$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	0	LF	$ 8.50	$ -
---	REPAVE ROADWAY	0	LS	$ 5,000.00	$ -
---	FIX PONDING	1	LS	$ 2,000.00	$ 2,000.00
---	FIX CURB RAMP TRANSITION	4	LS	$ 2,000.00	$ 8,000.00
---	MEDIAN NOSE MODIFICATION	0	LS	$ 5,000.00	$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	$ 500.00	$ -
---	FIX CURB RAMP COUNTER SLOPE	1	LS	$ 2,000.00	$ 2,000.00

Basis for Cost Projection

- ☑ No Design Completed
- ❑ Preliminary Design
- ❑ Final Design

Subtotal:		$ 18,369.00
Engineering: (% +/-)	20%	$ 3,815.50
Contingency: (% +/-)	20%	$ 3,815.50
Estimated Project Cost:		**$ 26,000.00**

Project Location

Field Observations

Intersection Issues	Crosswalk N	E	S	W	Possible Solutions
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' or 'i' in ramp label indicates no existing ramp) 1A	2A	3A	4A		Possible Solutions
Curb ramp does not exist and is needed						
Curb ramp does not land in crosswalk						
No 4' x 4' clear space at base of curb ramp						
Curbed side is not 90° or has traversable adjacent surface						
Flare cross slope is greater than 10%		X	X			Remove and replace curb ramp
Curb ramp running slope is greater than 8.3%			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	X	X		
Cut-thru ramp cross slope is greater than 2%						
Curb ramp width is less than 48"						
Cut-thru ramp width is less than 60"						
Permanent obstruction (>0.25") in curb ramp/landing/flares				X		
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%	X	X	X	X		Remove and replace landing area
Curb ramp transition onto roadway is greater than 0.25"	X	X	X	X		Fix curb ramp transition
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%			X			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

End of Project Description for Project 199 Intersection of Belt Line Rd and driveway (Lat. 32.9540; Long. -96.8228)

Kimley-Horn and Associates, Inc. **Priority: 2**
Project Description for Unsignalized Intersection

Client:	**Town of Addison**	**Date:**	**12/21/17**
Program:	**ADA Self-Evaluation and Transition Plan**	**Prepared By:**	**CMP**
KHA No.:	**063543021**	**Checked By:**	**EPE**

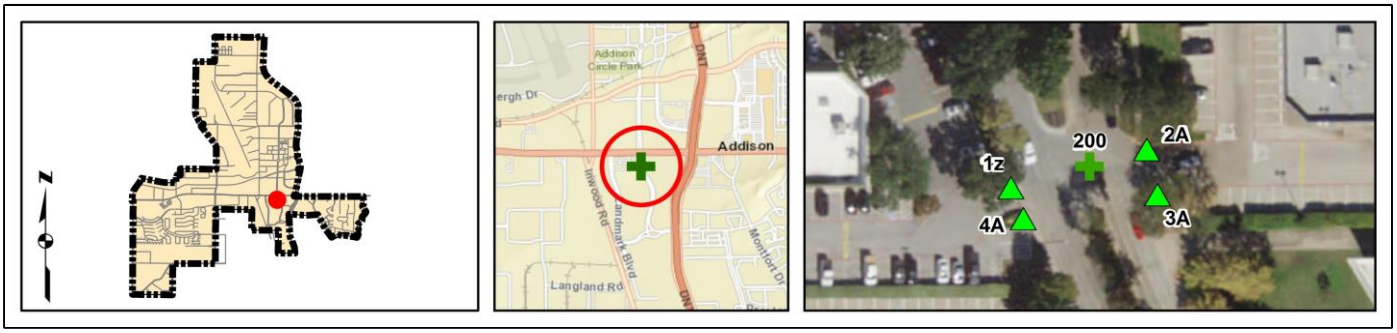
Corridor :	**Quorum Dr**	**GPS ID:**	**200**
Project Name:	**Intersection of Quorum Dr and driveway (Lat. 32.9531; Long. -96.8260)**		
Town:	**Addison**		

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	$ 10.00	$ -
TxDOT 529-6002	CONC CURB (TY II)	0	LF	$ 15.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	0	SY	$ 45.00	$ -
TxDOT 531	CURB RAMPS	4	EA	$ 1,500.00	$ 6,000.00
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	$ 50.00	$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	27	SY	$ 9.00	$ 243.00
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	$ 2.80	$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	0	LF	$ 8.50	$ -
---	REPAVE ROADWAY	0	LS	$ 5,000.00	$ -
---	FIX PONDING	2	LS	$ 2,000.00	$ 4,000.00
---	FIX CURB RAMP TRANSITION	3	LS	$ 2,000.00	$ 6,000.00
---	MEDIAN NOSE MODIFICATION	0	LS	$ 5,000.00	$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	$ 500.00	$ -
---	FIX CURB RAMP COUNTER SLOPE	0	LS	$ 2,000.00	$ -

Basis for Cost Projection
- ☑ No Design Completed
- ❑ Preliminary Design
- ❑ Final Design

Subtotal:		$ 16,243.00
Engineering: (% +/-)	20%	$ 3,378.50
Contingency: (% +/-)	20%	$ 3,378.50
Estimated Project Cost:		**$ 23,000.00**

Project Location



Field Observations

Intersection Issues	Crosswalk N	Crosswalk E	Crosswalk S	Crosswalk W	Possible Solutions
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' or 'i' in ramp label indicates no existing ramp) 1z	2A	3A	4A	Possible Solutions
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					Remove and replace curb ramp
Flare cross slope is greater than 10%		X			
Curb ramp running slope is greater than 8.3%		X		X	
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%		X		X	
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"		X	X	X	
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25") in curb ramp/landing/flares					
Temporary obstruction (>0.25") in curb ramp/landing/flares					
No textured surface at base of curb ramp		X	X	X	For intersection, commercial driveway, and park ramps, install color truncated domes
No color contrast at base of curb ramp				X	
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%		X		X	Remove and replace landing area
Curb ramp transition onto roadway is greater than 0.25"		X	X	X	Fix curb ramp transition
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
Ponding occurs at base of curb ramp			X	X	Fix ponding

Corner 1 No Ramp (1z)

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

End of Project Description for Project 200 Intersection of Quorum Dr and driveway (Lat. 32.9531; Long. -96.8260)

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

Client:	**Town of Addison**	**Date:**	**12/21/17**
Program:	**ADA Self-Evaluation and Transition Plan**	**Prepared By:**	**CMP**
KHA No.:	**063543021**	**Checked By:**	**EPE**

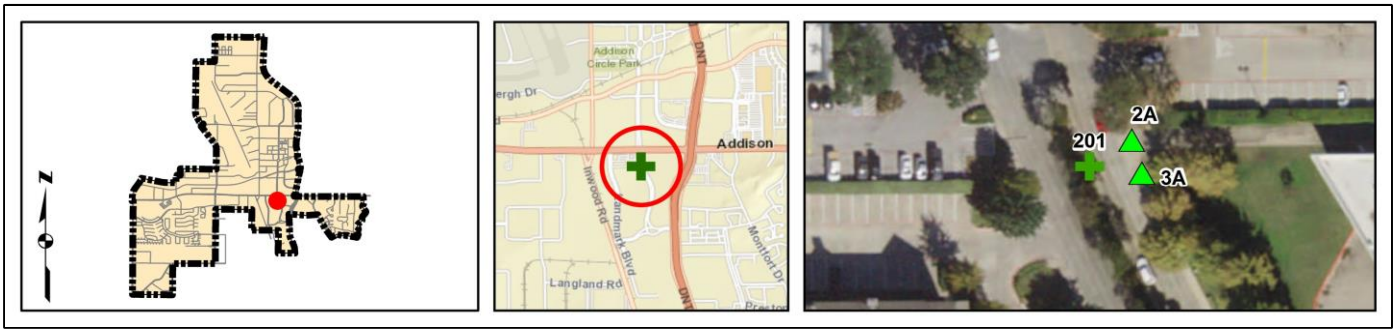
Corridor :	**Quorum Dr**	**GPS ID:**	**201**
Project Name:	**Intersection of Quorum Dr and driveway (Lat. 32.9529; Long. -96.8259)**		
Town:	**Addison**		

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	$ 10.00	$ -
TxDOT 529-6002	CONC CURB (TY II)	0	LF	$ 15.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	0	SY	$ 45.00	$ -
TxDOT 531	CURB RAMPS	2	EA	$ 1,500.00	$ 3,000.00
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	$ 50.00	$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	21	SY	$ 9.00	$ 189.00
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	$ 2.80	$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	0	LF	$ 8.50	$ -
---	REPAVE ROADWAY	0	LS	$ 5,000.00	$ -
---	FIX PONDING	2	LS	$ 2,000.00	$ 4,000.00
---	FIX CURB RAMP TRANSITION	2	LS	$ 2,000.00	$ 4,000.00
---	MEDIAN NOSE MODIFICATION	0	LS	$ 5,000.00	$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	$ 500.00	$ -
---	FIX CURB RAMP COUNTER SLOPE	0	LS	$ 2,000.00	$ -

Basis for Cost Projection
- ☑ No Design Completed
- ❑ Preliminary Design
- ❑ Final Design

Subtotal:		$ 11,189.00
Engineering: (% +/-)	20%	$ 2,405.50
Contingency: (% +/-)	20%	$ 2,405.50
Estimated Project Cost:		**$ 16,000.00**

Project Location



Field Observations

Intersection Issues	Crosswalk N	Crosswalk E	Crosswalk S	Crosswalk W	Possible Solutions
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' or 'i' in ramp label indicates no existing ramp) 2A	3A	Possible Solutions
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	Remove and replace curb ramp
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	X	
Cut-thru ramp cross slope is greater than 2%			
Curb ramp width is less than 48"	X	X	
Cut-thru ramp width is less than 60"			
Permanent obstruction (>0.25") in curb ramp/landing/flares			
Temporary obstruction (>0.25") in curb ramp/landing/flares			
No textured surface at base of curb ramp	X	X	For intersection, commercial driveway, and park ramps, install
No color contrast at base of curb ramp			
Landing area does not exist and is needed			
Landing area is less than 5' x 5' or slopes greater than 2%	X	X	Remove and replace landing area
Curb ramp transition onto roadway is greater than 0.25"	X	X	Fix curb ramp transition
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%			
Ponding occurs at base of curb ramp	X	X	Fix ponding

Ramp 2A

Ramp 3A

Opinion of Probable Construction Cost Disclaimer:
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Project Location Map Sources:
Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

End of Project Description for Project 201 Intersection of Quorum Dr and driveway (Lat. 32.9529; Long. -96.8259)

Kimley-Horn and Associates, Inc. **Priority: 2**
Project Description for Unsignalized Intersection

Client:	**Town of Addison**	**Date:**	**12/21/17**
Program:	**ADA Self-Evaluation and Transition Plan**	**Prepared By:**	**CMP**
KHA No.:	**063543021**	**Checked By:**	**EPE**

Corridor :	**Quorum Dr**	**GPS ID:**	**202**
Project Name:	**Intersection of Quorum Dr and driveway (Lat. 32.9528; Long. -96.8260)**		
Town:	**Addison**		

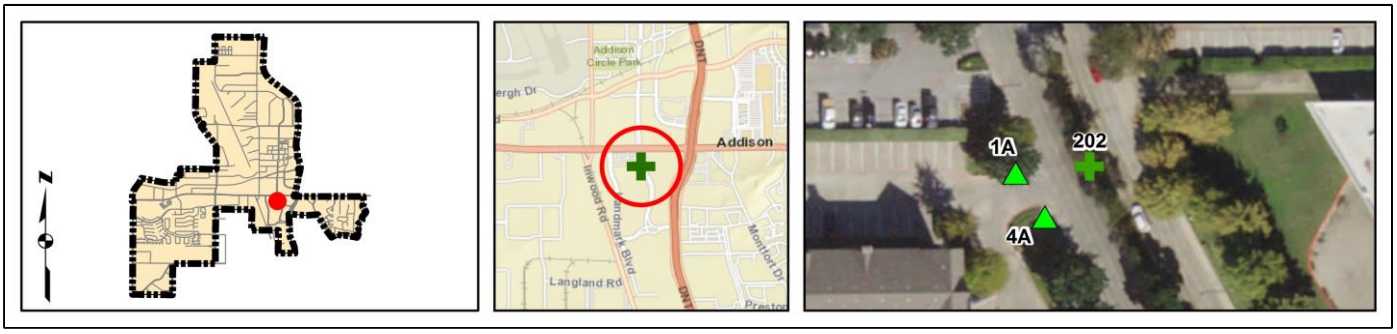
Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	$ 10.00	$ -
TxDOT 529-6002	CONC CURB (TY II)	0	LF	$ 15.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	0	SY	$ 45.00	$ -
TxDOT 531	CURB RAMPS	2	EA	$ 1,500.00	$ 3,000.00
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	$ 50.00	$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	15	SY	$ 9.00	$ 135.00
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	$ 2.80	$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	0	LF	$ 8.50	$ -
---	REPAVE ROADWAY	0	LS	$ 5,000.00	$ -
---	FIX PONDING	1	LS	$ 2,000.00	$ 2,000.00
---	FIX CURB RAMP TRANSITION	2	LS	$ 2,000.00	$ 4,000.00
---	MEDIAN NOSE MODIFICATION	0	LS	$ 5,000.00	$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	$ 500.00	$ -
---	FIX CURB RAMP COUNTER SLOPE	0	LS	$ 2,000.00	$ -

Basis for Cost Projection

- ☑ No Design Completed
- ❑ Preliminary Design
- ❑ Final Design

Subtotal:		$ 9,135.00
Engineering: (% +/-)	20%	$ 1,932.50
Contingency: (% +/-)	20%	$ 1,932.50
Estimated Project Cost:		**$ 13,000.00**

Project Location



Field Observations

Intersection Issues	Crosswalk N	E	S	W	Possible Solutions
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' or 'i' in ramp label indicates no existing ramp) 1A	4A	Possible Solutions
Curb ramp does not exist and is needed			
Curb ramp does not land in crosswalk			
No 4' x 4' clear space at base of curb ramp			
Curbed side is not 90° or has traversable adjacent surface			
Flare cross slope is greater than 10%	X	X	Remove and replace curb ramp
Curb ramp running slope is greater than 8.3%	X	X	
Blended transition running slope is greater than 5%			
Cut-thru ramp running slope is greater than 5%			
Curb ramp cross slope is greater than 2%		X	
Cut-thru ramp cross slope is greater than 2%			
Curb ramp width is less than 48"		X	
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	X	X	Install landing area
Landing area is less than 5' x 5' or slopes greater than 2%			
Curb ramp transition onto roadway is greater than 0.25"	X	X	Fix curb ramp transition
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%			
Ponding occurs at base of curb ramp	X		Fix ponding

Kimley-Horn and Associates, Inc.	Intersection of Quorum Dr and driveway (Lat. 32.9528; Long. -96.8260)
Photographs	GPS ID: 202

Ramp 1A

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

End of Project Description for Project 202 Intersection of Quorum Dr and driveway (Lat. 32.9528; Long. -96.8260)

Kimley-Horn and Associates, Inc. **Priority: 2**
Project Description for Unsignalized Intersection

Client:	**Town of Addison**	**Date:**	**12/21/17**
Program:	**ADA Self-Evaluation and Transition Plan**	**Prepared By:**	**CMP**
KHA No.:	**063543021**	**Checked By:**	**EPE**

Corridor :	**Quorum Dr**	**GPS ID:**	**203**
Project Name:	**Intersection of Quorum Dr and driveway (Lat. 32.9521; Long. -96.8255)**		
Town:	**Addison**		

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	$ 10.00	$ -
TxDOT 529-6002	CONC CURB (TY II)	0	LF	$ 15.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	3	SY	$ 45.00	$ 135.00
TxDOT 531	CURB RAMPS	5	EA	$ 1,500.00	$ 7,500.00
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	$ 50.00	$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	51	SY	$ 9.00	$ 459.00
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	$ 2.80	$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	100	LF	$ 8.50	$ 850.00
---	REPAVE ROADWAY	1	LS	$ 5,000.00	$ 5,000.00
---	FIX PONDING	2	LS	$ 2,000.00	$ 4,000.00
---	FIX CURB RAMP TRANSITION	1	LS	$ 2,000.00	$ 2,000.00
---	MEDIAN NOSE MODIFICATION	0	LS	$ 5,000.00	$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	$ 500.00	$ -
---	FIX CURB RAMP COUNTER SLOPE	0	LS	$ 2,000.00	$ -

Basis for Cost Projection
- ☑ No Design Completed
- ❑ Preliminary Design
- ❑ Final Design

Subtotal:		$ 19,944.00
Engineering: (% +/-)	20%	$ 4,028.00
Contingency: (% +/-)	20%	$ 4,028.00
Estimated Project Cost:		**$ 28,000.00**

Project Location

Field Observations

Intersection Issues	Crosswalk N	Crosswalk E	Crosswalk S	Crosswalk W	Possible Solutions
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' or 'i' in ramp label indicates no existing ramp) NF	NG	1A	2A	3z	4A	Possible Solutions
Curb ramp does not exist and is needed	X						Remove 2 Type A ramps & Install cut-thru
Curb ramp does not land in crosswalk							
No 4' x 4' clear space at base of curb ramp							
Curbed side is not 90° or has traversable adjacent surface							
Flare cross slope is greater than 10%			X			X	
Curb ramp running slope is greater than 8.3%	X			X		X	
Blended transition running slope is greater than 5%							
Cut-thru ramp running slope is greater than 5%							Remove and replace curb ramp
Curb ramp cross slope is greater than 2%							
Cut-thru ramp cross slope is greater than 2%							
Curb ramp width is less than 48"						X	
Cut-thru ramp width is less than 60"							
Permanent obstruction (>0.25") in curb ramp/landing/flares							
Temporary obstruction (>0.25") in curb ramp/landing/flares							
No textured surface at base of curb ramp						X	For intersection, commercial driveway, and park ramps, install
No color contrast at base of curb ramp						X	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	X	X	X			Remove and replace landing area
Curb ramp transition onto roadway is greater than 0.25"						X	Fix curb ramp transition
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%							
Ponding occurs at base of curb ramp		X		X			Fix ponding

Comment: Existing sidewalk, curb ramp, and/or striping configurations permit pedestrians to cross the major street. An Engineering study is needed to confirm crossing should be accomm

Ramp North F

Ramp North G

Ramp 1A

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

End of Project Description for Project 203 Intersection of Quorum Dr and driveway (Lat. 32.9521; Long. -96.8255)

Kimley-Horn and Associates, Inc. **Priority: 2**
Project Description for Unsignalized Intersection

Client:	**Town of Addison**	**Date:**	**12/21/17**
Program:	**ADA Self-Evaluation and Transition Plan**	**Prepared By:**	**CMP**
KHA No.:	**063543021**	**Checked By:**	**EPE**

Corridor :	**Quorum Dr**	**GPS ID:**	**204**
Project Name:	**Intersection of Quorum Dr and driveway (Lat. 32.9519; Long. -96.8253)**		
Town:	**Addison**		

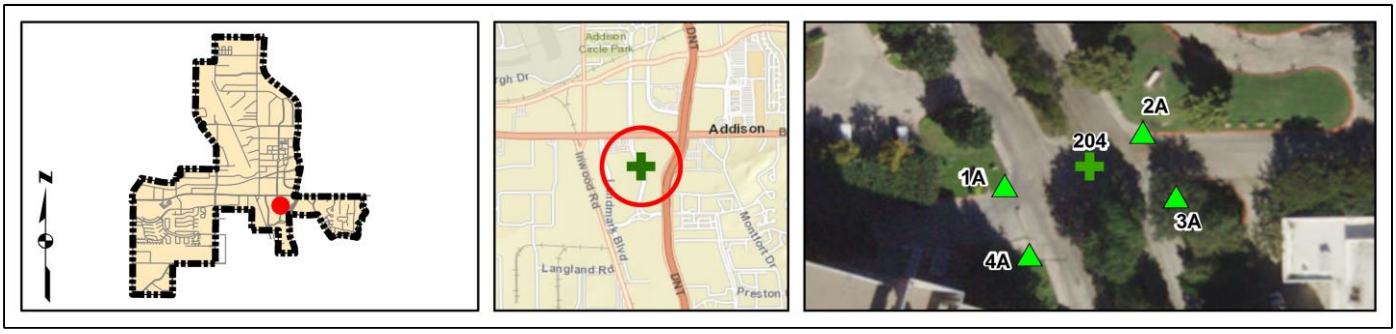
Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	$ 10.00	$ -
TxDOT 529-6002	CONC CURB (TY II)	0	LF	$ 15.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	0	SY	$ 45.00	$ -
TxDOT 531	CURB RAMPS	4	EA	$ 1,500.00	$ 6,000.00
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	$ 50.00	$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	36	SY	$ 9.00	$ 324.00
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	$ 2.80	$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	0	LF	$ 8.50	$ -
---	REPAVE ROADWAY	0	LS	$ 5,000.00	$ -
---	FIX PONDING	0	LS	$ 2,000.00	$ -
---	FIX CURB RAMP TRANSITION	2	LS	$ 2,000.00	$ 4,000.00
---	MEDIAN NOSE MODIFICATION	0	LS	$ 5,000.00	$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	$ 500.00	$ -
---	FIX CURB RAMP COUNTER SLOPE	1	LS	$ 2,000.00	$ 2,000.00

Basis for Cost Projection

- ☑ No Design Completed
- ❑ Preliminary Design
- ❑ Final Design

Subtotal:		$ 12,324.00
Engineering: (% +/-)	20%	$ 2,838.00
Contingency: (% +/-)	20%	$ 2,838.00
Estimated Project Cost:		**$ 18,000.00**

Project Location



Field Observations

Intersection Issues	Crosswalk N	E	S	W	Possible Solutions
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' or 'i' in ramp label indicates no existing ramp) 1A	2A	3A	4A	Possible Solutions
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		Remove and replace crosswalk pavement markings
Curbed side is not 90° or has traversable adjacent surface				X	Remove and replace curb ramp
Flare cross slope is greater than 10%		X	X		
Curb ramp running slope is greater than 8.3%		X	X		
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%	X	X	X	X	
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"	X	X	X		
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25") in curb ramp/landing/flares					
Temporary obstruction (>0.25") in curb ramp/landing/flares					
No textured surface at base of curb ramp	X	X	X	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		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
Curb ramp transition onto roadway is greater than 0.25"		X	X		Fix curb ramp transition
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%				X	Fix curb ramp counter slope
Ponding occurs at base of curb ramp					

Kimley-Horn and Associates, Inc.	Intersection of Quorum Dr and driveway (Lat. 32.9519; Long. -96.8253)
Photographs	GPS ID: 204

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

End of Project Description for Project 204 Intersection of Quorum Dr and driveway (Lat. 32.9519; Long. -96.8253)

Kimley-Horn and Associates, Inc. **Priority: 2**
Project Description for Unsignalized Intersection

Client:	**Town of Addison**	**Date:**	**12/21/17**
Program:	**ADA Self-Evaluation and Transition Plan**	**Prepared By:**	**CMP**
KHA No.:	**063543021**	**Checked By:**	**EPE**

Corridor :	**Quorum Dr**	**GPS ID:**	**205**
Project Name:	**Intersection of Quorum Dr and driveway (Lat. 32.9513; Long. -96.8252)**		
Town:	**Addison**		

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	$ 10.00	$ -
TxDOT 529-6002	CONC CURB (TY II)	0	LF	$ 15.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	0	SY	$ 45.00	$ -
TxDOT 531	CURB RAMPS	2	EA	$ 1,500.00	$ 3,000.00
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	$ 50.00	$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	21	SY	$ 9.00	$ 189.00
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	$ 2.80	$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	0	LF	$ 8.50	$ -
---	REPAVE ROADWAY	0	LS	$ 5,000.00	$ -
---	FIX PONDING	0	LS	$ 2,000.00	$ -
---	FIX CURB RAMP TRANSITION	0	LS	$ 2,000.00	$ -
---	MEDIAN NOSE MODIFICATION	0	LS	$ 5,000.00	$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	$ 500.00	$ -
---	FIX CURB RAMP COUNTER SLOPE	0	LS	$ 2,000.00	$ -

Basis for Cost Projection

- ☑ No Design Completed
- ❑ Preliminary Design
- ❑ Final Design

Subtotal:		$ 3,189.00
Engineering: (% +/-)	20%	$ 905.50
Contingency: (% +/-)	20%	$ 905.50
Estimated Project Cost:		**$ 5,000.00**

Project Location

Field Observations

Intersection Issues	Crosswalk N	E	S	W	Possible Solutions
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' or 'i' in ramp label indicates no existing ramp) 1A	4A	Possible Solutions
Curb ramp does not exist and is needed			
Curb ramp does not land in crosswalk			
No 4' x 4' clear space at base of curb ramp			
Curbed side is not 90° or has traversable adjacent surface		X	Remove and replace curb ramp
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	
Cut-thru ramp cross slope is greater than 2%			
Curb ramp width is less than 48"	X	X	
Cut-thru ramp width is less than 60"			
Permanent obstruction (>0.25") in curb ramp/landing/flares		X	
Temporary obstruction (>0.25") in curb ramp/landing/flares			
No textured surface at base of curb ramp	X	X	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	X	Remove and replace landing area
Curb ramp transition onto roadway is greater than 0.25"			
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%			
Ponding occurs at base of curb ramp			

Kimley-Horn and Associates, Inc.	Intersection of Quorum Dr and driveway (Lat. 32.9513; Long. -96.8252)
Photographs	GPS ID: 205

Ramp 1A

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

End of Project Description for Project 205 Intersection of Quorum Dr and driveway (Lat. 32.9513; Long. -96.8252)

Kimley-Horn and Associates, Inc. **Priority: 2**
Project Description for Unsignalized Intersection

Client:	**Town of Addison**	**Date:**	**12/21/17**
Program:	**ADA Self-Evaluation and Transition Plan**	**Prepared By:**	**CMP**
KHA No.:	**063543021**	**Checked By:**	**EPE**

Corridor :	**Quorum Dr**	**GPS ID:**	**206**
Project Name:	**Intersection of Quorum Dr and driveway (Lat. 32.9510; Long. -96.8252)**		
Town:	**Addison**		

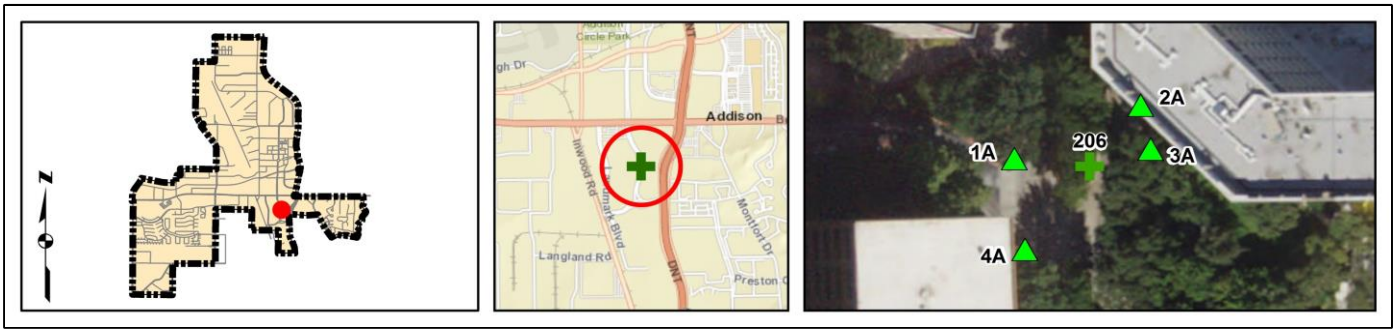
Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	$ 10.00	$ -
TxDOT 529-6002	CONC CURB (TY II)	0	LF	$ 15.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	0	SY	$ 45.00	$ -
TxDOT 531	CURB RAMPS	4	EA	$ 1,500.00	$ 6,000.00
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	$ 50.00	$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	38	SY	$ 9.00	$ 342.00
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	$ 2.80	$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	0	LF	$ 8.50	$ -
---	REPAVE ROADWAY	0	LS	$ 5,000.00	$ -
---	FIX PONDING	0	LS	$ 2,000.00	$ -
---	FIX CURB RAMP TRANSITION	2	LS	$ 2,000.00	$ 4,000.00
---	MEDIAN NOSE MODIFICATION	0	LS	$ 5,000.00	$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	$ 500.00	$ -
---	FIX CURB RAMP COUNTER SLOPE	1	LS	$ 2,000.00	$ 2,000.00

Basis for Cost Projection

- ☑ No Design Completed
- ❑ Preliminary Design
- ❑ Final Design

Subtotal:		$ 12,342.00
Engineering: (% +/-)	20%	$ 2,829.00
Contingency: (% +/-)	20%	$ 2,829.00
Estimated Project Cost:		**$ 18,000.00**

Project Location



Field Observations

Intersection Issues	Crosswalk N	E	S	W	Possible Solutions
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' or 'i' in ramp label indicates no existing ramp) 1A	2A	3A	4A	Possible Solutions
Curb ramp does not exist and is needed					
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curbed side is not 90° or has traversable adjacent surface	X				Remove and replace curb ramp
Flare cross slope is greater than 10%		X	X		
Curb ramp running slope is greater than 8.3%		X	X	X	
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%	X	X	X	X	
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"		X	X		
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25") in curb ramp/landing/flares			X		
Temporary obstruction (>0.25") in curb ramp/landing/flares					
No textured surface at base of curb ramp	X	X	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%	X	X		X	Remove and replace landing area
Curb ramp transition onto roadway is greater than 0.25"	X		X		Fix curb ramp transition
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%				X	Fix curb ramp counter slope
Ponding occurs at base of curb ramp					

Kimley-Horn and Associates, Inc.	Intersection of Quorum Dr and driveway (Lat. 32.9510; Long. -96.8252)
Photographs	GPS ID: 206

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

End of Project Description for Project 206 Intersection of Quorum Dr and driveway (Lat. 32.9510; Long. -96.8252)

Kimley-Horn and Associates, Inc. **Priority: 2**
Project Description for Unsignalized Intersection

Client:	**Town of Addison**	**Date:**	**12/21/17**
Program:	**ADA Self-Evaluation and Transition Plan**	**Prepared By:**	**CMP**
KHA No.:	**063543021**	**Checked By:**	**EPE**

Corridor :	**Quorum Dr**	**GPS ID:**	**207**
Project Name:	**Intersection of Quorum Dr and driveway (Lat. 32.9508; Long. -96.8251)**		
Town:	**Addison**		

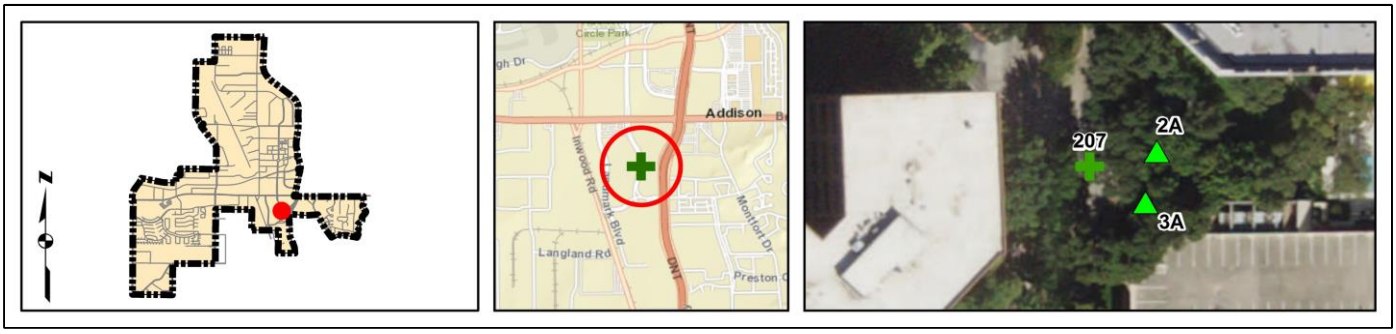
Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	$ 10.00	$ -
TxDOT 529-6002	CONC CURB (TY II)	0	LF	$ 15.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	0	SY	$ 45.00	$ -
TxDOT 531	CURB RAMPS	2	EA	$ 1,500.00	$ 3,000.00
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	$ 50.00	$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	19	SY	$ 9.00	$ 171.00
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	$ 2.80	$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	0	LF	$ 8.50	$ -
---	REPAVE ROADWAY	0	LS	$ 5,000.00	$ -
---	FIX PONDING	0	LS	$ 2,000.00	$ -
---	FIX CURB RAMP TRANSITION	1	LS	$ 2,000.00	$ 2,000.00
---	MEDIAN NOSE MODIFICATION	0	LS	$ 5,000.00	$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	$ 500.00	$ -
---	FIX CURB RAMP COUNTER SLOPE	0	LS	$ 2,000.00	$ -

Basis for Cost Projection

- ☑ No Design Completed
- ❑ Preliminary Design
- ❑ Final Design

Subtotal:		$ 5,171.00
Engineering: (% +/-)	20%	$ 1,414.50
Contingency: (% +/-)	20%	$ 1,414.50
Estimated Project Cost:		**$ 8,000.00**

Project Location



Field Observations

Intersection Issues	Crosswalk N	E	S	W	Possible Solutions
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' or 'i' in ramp label indicates no existing ramp) 2A	3A	Possible Solutions
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	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"	X	X	
Cut-thru ramp width is less than 60"			
Permanent obstruction (>0.25") in curb ramp/landing/flares		X	
Temporary obstruction (>0.25") in curb ramp/landing/flares			
No textured surface at base of curb ramp	X	X	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	X	Remove and replace landing area
Curb ramp transition onto roadway is greater than 0.25"	X		Fix curb ramp transition
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%			
Ponding occurs at base of curb ramp			

Ramp 2A

Ramp 3A

Opinion of Probable Construction Cost Disclaimer:
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Project Location Map Sources:
Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

End of Project Description for Project 207 Intersection of Quorum Dr and driveway (Lat. 32.9508; Long. -96.8251)

Kimley-Horn and Associates, Inc. **Priority: 2**
Project Description for Unsignalized Intersection

Client:	**Town of Addison**	**Date:**	**12/21/17**
Program:	**ADA Self-Evaluation and Transition Plan**	**Prepared By:**	**CMP**
KHA No.:	**063543021**	**Checked By:**	**EPE**

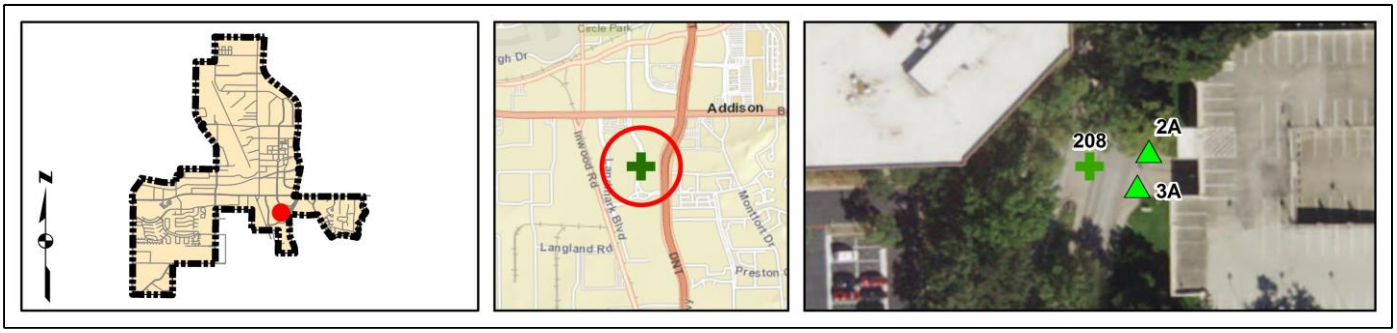
Corridor :	**Quorum Dr**	**GPS ID:**	**208**
Project Name:	**Intersection of Quorum Dr and driveway (Lat. 32.9505; Long. -96.8252)**		
Town:	**Addison**		

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	$ 10.00	$ -
TxDOT 529-6002	CONC CURB (TY II)	0	LF	$ 15.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	0	SY	$ 45.00	$ -
TxDOT 531	CURB RAMPS	2	EA	$ 1,500.00	$ 3,000.00
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	$ 50.00	$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	21	SY	$ 9.00	$ 189.00
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	$ 2.80	$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	0	LF	$ 8.50	$ -
---	REPAVE ROADWAY	0	LS	$ 5,000.00	$ -
---	FIX PONDING	0	LS	$ 2,000.00	$ -
---	FIX CURB RAMP TRANSITION	2	LS	$ 2,000.00	$ 4,000.00
---	MEDIAN NOSE MODIFICATION	0	LS	$ 5,000.00	$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	$ 500.00	$ -
---	FIX CURB RAMP COUNTER SLOPE	1	LS	$ 2,000.00	$ 2,000.00

Basis for Cost Projection
- ☑ No Design Completed
- ❑ Preliminary Design
- ❑ Final Design

Subtotal:		$ 9,189.00
Engineering: (% +/-)	20%	$ 1,905.50
Contingency: (% +/-)	20%	$ 1,905.50
Estimated Project Cost:		**$ 13,000.00**

Project Location



Field Observations

Intersection Issues	Crosswalk N	E	S	W	Possible Solutions
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' or 'i' in ramp label indicates no existing ramp) 2A	3A	Possible Solutions
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	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%		X	
Cut-thru ramp cross slope is greater than 2%			
Curb ramp width is less than 48"	X	X	
Cut-thru ramp width is less than 60"			
Permanent obstruction (>0.25") in curb ramp/landing/flares			
Temporary obstruction (>0.25") in curb ramp/landing/flares			
No textured surface at base of curb ramp	X	X	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	X	Remove and replace landing area
Curb ramp transition onto roadway is greater than 0.25"	X	X	Fix curb ramp transition
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%	X		Fix curb ramp counter slope
Ponding occurs at base of curb ramp			

Kimley-Horn and Associates, Inc.	Intersection of Quorum Dr and driveway (Lat. 32.9505; Long. -96.8252)
Photographs	GPS ID: 208

Ramp 2A

Ramp 3A

Opinion of Probable Construction Cost Disclaimer:
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Project Location Map Sources:
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End of Project Description for Project 208 Intersection of Quorum Dr and driveway (Lat. 32.9505; Long. -96.8252)

Kimley-Horn and Associates, Inc. **Priority: 2**
Project Description for Unsignalized Intersection

Client:	**Town of Addison**	**Date:**	**12/21/17**
Program:	**ADA Self-Evaluation and Transition Plan**	**Prepared By:**	**CMP**
KHA No.:	**063543021**	**Checked By:**	**EPE**

Corridor :	**Quorum Dr**	**GPS ID:**	**211**
Project Name:	**Intersection of Quorum Dr and driveway (Lat. 32.9500; Long. -96.8254)**		
Town:	**Addison**		

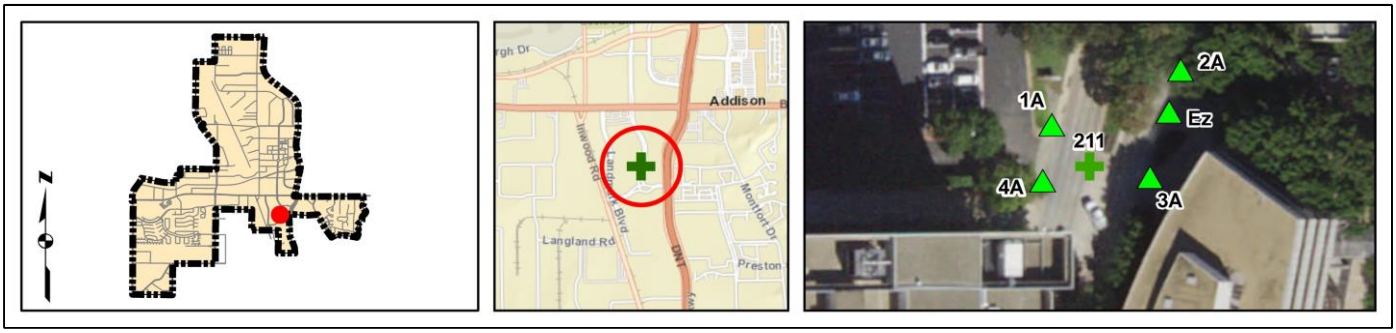
Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	$ 10.00	$ -
TxDOT 529-6002	CONC CURB (TY II)	0	LF	$ 15.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	0	SY	$ 45.00	$ -
TxDOT 531	CURB RAMPS	6	EA	$ 1,500.00	$ 9,000.00
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	$ 50.00	$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	40	SY	$ 9.00	$ 360.00
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	$ 2.80	$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	0	LF	$ 8.50	$ -
---	REPAVE ROADWAY	0	LS	$ 5,000.00	$ -
---	FIX PONDING	0	LS	$ 2,000.00	$ -
---	FIX CURB RAMP TRANSITION	4	LS	$ 2,000.00	$ 8,000.00
---	MEDIAN NOSE MODIFICATION	0	LS	$ 5,000.00	$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	$ 500.00	$ -
---	FIX CURB RAMP COUNTER SLOPE	1	LS	$ 2,000.00	$ 2,000.00

Basis for Cost Projection

- ☑ No Design Completed
- ❑ Preliminary Design
- ❑ Final Design

Subtotal:		$ 19,360.00
Engineering: (% +/-)	20%	$ 4,320.00
Contingency: (% +/-)	20%	$ 4,320.00
Estimated Project Cost:		**$ 28,000.00**

Project Location



Field Observations

Intersection Issues	Crosswalk N	Crosswalk E	Crosswalk S	Crosswalk W	Possible Solutions
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' or 'i' in ramp label indicates no existing ramp) Ez	1A	2A	3A	4A		Possible Solutions
Curb ramp does not exist and is needed	X						Install 2 Type A ramps
Curb ramp does not land in crosswalk							
No 4' x 4' clear space at base of curb ramp							
Curbed side is not 90° or has traversable adjacent surface							Remove and replace curb ramp
Flare cross slope is greater than 10%							
Curb ramp running slope is greater than 8.3%			X	X			
Blended transition running slope is greater than 5%							
Cut-thru ramp running slope is greater than 5%							
Curb ramp cross slope is greater than 2%		X	X	X	X		
Cut-thru ramp cross slope is greater than 2%							
Curb ramp width is less than 48"		X	X	X	X		
Cut-thru ramp width is less than 60"							
Permanent obstruction (>0.25") in curb ramp/landing/flares					X		
Temporary obstruction (>0.25") in curb ramp/landing/flares							
No textured surface at base of curb ramp		X	X	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%		X	X	X	X		Remove and replace landing area
Curb ramp transition onto roadway is greater than 0.25"		X	X	X	X		Fix curb ramp transition
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%		X					Fix curb ramp counter slope
Ponding occurs at base of curb ramp							

East Median No Ramp (Ez)

Ramp 1A

Ramp 2A

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

End of Project Description for Project 211 Intersection of Quorum Dr and driveway (Lat. 32.9500; Long. -96.8254)

Kimley-Horn and Associates, Inc. **Priority: 2**
Project Description for Unsignalized Intersection

Client:	**Town of Addison**	**Date:**	**12/21/17**
Program:	**ADA Self-Evaluation and Transition Plan**	**Prepared By:**	**CMP**
KHA No.:	**063543021**	**Checked By:**	**EPE**

Corridor :	**Quorum Dr**	**GPS ID:**	**212**
Project Name:	**Intersection of Quorum Dr and driveway (Lat. 32.9499; Long. -96.8255)**		
Town:	**Addison**		

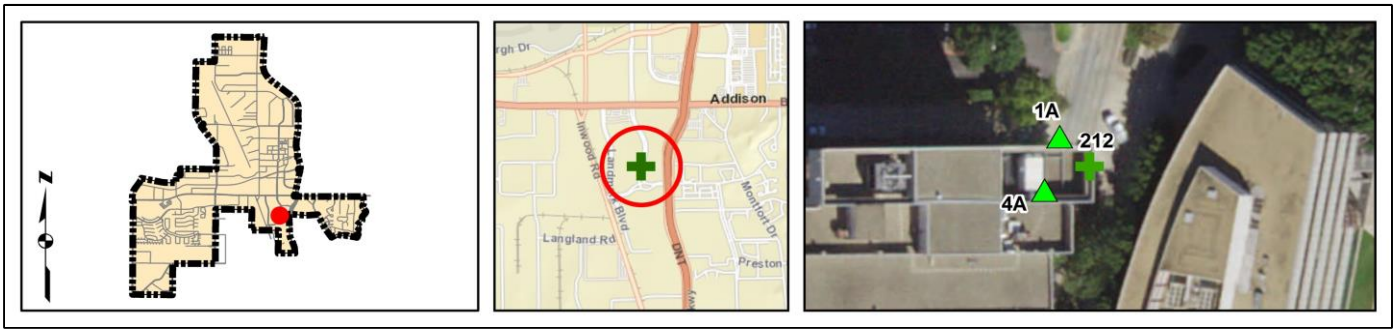
Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	$ 10.00	$ -
TxDOT 529-6002	CONC CURB (TY II)	0	LF	$ 15.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	0	SY	$ 45.00	$ -
TxDOT 531	CURB RAMPS	2	EA	$ 1,500.00	$ 3,000.00
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	$ 50.00	$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	18	SY	$ 9.00	$ 162.00
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	$ 2.80	$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	0	LF	$ 8.50	$ -
---	REPAVE ROADWAY	0	LS	$ 5,000.00	$ -
---	FIX PONDING	0	LS	$ 2,000.00	$ -
---	FIX CURB RAMP TRANSITION	0	LS	$ 2,000.00	$ -
---	MEDIAN NOSE MODIFICATION	0	LS	$ 5,000.00	$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	$ 500.00	$ -
---	FIX CURB RAMP COUNTER SLOPE	0	LS	$ 2,000.00	$ -

Basis for Cost Projection

- ☑ No Design Completed
- ❑ Preliminary Design
- ❑ Final Design

Subtotal:		$ 3,162.00
Engineering: (% +/-)	20%	$ 919.00
Contingency: (% +/-)	20%	$ 919.00
Estimated Project Cost:		**$ 5,000.00**

Project Location



Field Observations

Intersection Issues	Crosswalk N	E	S	W	Possible Solutions
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' or 'i' in ramp label indicates no existing ramp) 1A	4A	Possible Solutions
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			Remove and replace curb ramp
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	
Cut-thru ramp cross slope is greater than 2%			
Curb ramp width is less than 48"	X	X	
Cut-thru ramp width is less than 60"			
Permanent obstruction (>0.25") in curb ramp/landing/flares		X	
Temporary obstruction (>0.25") in curb ramp/landing/flares			
No textured surface at base of curb ramp	X	X	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"			
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%			
Ponding occurs at base of curb ramp			

Ramp 1A

Ramp 4A

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DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

End of Project Description for Project 212 Intersection of Quorum Dr and driveway (Lat. 32.9499; Long. -96.8255)

Kimley-Horn and Associates, Inc. **Priority: 2**
Project Description for Unsignalized Intersection

Client: **Town of Addison** **Date: 12/21/17**
Program: **ADA Self-Evaluation and Transition Plan** **Prepared By: CMP**
KHA No.: **063543021** **Checked By: EPE**

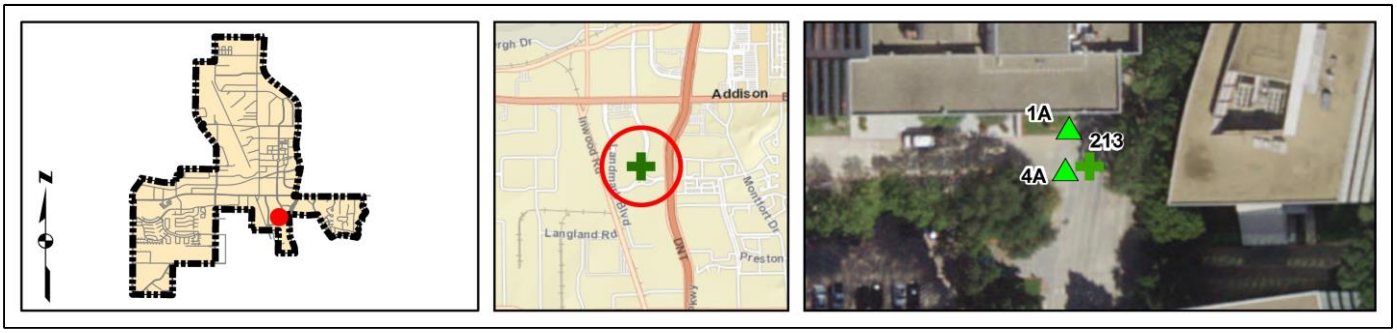
Corridor : **Quorum Dr** **GPS ID: 213**
Project Name: **Intersection of Quorum Dr and driveway (Lat. 32.9495; Long. -96.8256)**
Town: **Addison**

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	$ 10.00	$ -
TxDOT 529-6002	CONC CURB (TY II)	0	LF	$ 15.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	0	SY	$ 45.00	$ -
TxDOT 531	CURB RAMPS	1	EA	$ 1,500.00	$ 1,500.00
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	10	SF	$ 50.00	$ 500.00
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	8	SY	$ 9.00	$ 72.00
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	$ 2.80	$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	0	LF	$ 8.50	$ -
---	REPAVE ROADWAY	0	LS	$ 5,000.00	$ -
---	FIX PONDING	0	LS	$ 2,000.00	$ -
---	FIX CURB RAMP TRANSITION	1	LS	$ 2,000.00	$ 2,000.00
---	MEDIAN NOSE MODIFICATION	0	LS	$ 5,000.00	$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	$ 500.00	$ -
---	FIX CURB RAMP COUNTER SLOPE	0	LS	$ 2,000.00	$ -

Basis for Cost Projection
- ☑ No Design Completed
- ❑ Preliminary Design
- ❑ Final Design

Subtotal:		$ 4,072.00
Engineering: (% +/-)	20%	$ 964.00
Contingency: (% +/-)	20%	$ 964.00
Estimated Project Cost:		**$ 6,000.00**

Project Location



Field Observations

Intersection Issues	Crosswalk N	E	S	W	Possible Solutions
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' or 'i' in ramp label indicates no existing ramp) 1A	4A		Possible Solutions
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				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%				
Cut-thru ramp running slope is greater than 5%				
Curb ramp cross slope is greater than 2%	X			
Cut-thru ramp cross slope is greater than 2%				
Curb ramp width is less than 48"				
Cut-thru ramp width is less than 60"				
Permanent obstruction (>0.25") in curb ramp/landing/flares				
Temporary obstruction (>0.25") in curb ramp/landing/flares				
No textured surface at base of curb ramp	X	X		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"		X		Fix curb ramp transition
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%				
Ponding occurs at base of curb ramp				

Kimley-Horn and Associates, Inc.	Intersection of Quorum Dr and driveway (Lat. 32.9495; Long. -96.8256)
Photographs	GPS ID: 213

Ramp 1A

Ramp 4A

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

End of Project Description for Project 213 Intersection of Quorum Dr and driveway (Lat. 32.9495; Long. -96.8256)

Kimley-Horn and Associates, Inc. **Priority: 2**
Project Description for Unsignalized Intersection

Client:	**Town of Addison**	**Date:**	**12/21/17**
Program:	**ADA Self-Evaluation and Transition Plan**	**Prepared By:**	**CMP**
KHA No.:	**063543021**	**Checked By:**	**EPE**

Corridor :	**Quorum Dr**	**GPS ID:**	**214**
Project Name:	**Intersection of Quorum Dr and midblock crossing (Lat. 32.9493; Long. -96.8256)**		
Town:	**Addison**		

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	$ 10.00	$ -
TxDOT 529-6002	CONC CURB (TY II)	0	LF	$ 15.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	9	SY	$ 45.00	$ 405.00
TxDOT 531	CURB RAMPS	5	EA	$ 1,500.00	$ 7,500.00
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	$ 50.00	$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	49	SY	$ 9.00	$ 441.00
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	$ 2.80	$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	90	LF	$ 8.50	$ 765.00
---	REPAVE ROADWAY	1	LS	$ 5,000.00	$ 5,000.00
---	FIX PONDING	1	LS	$ 2,000.00	$ 2,000.00
---	FIX CURB RAMP TRANSITION	6	LS	$ 2,000.00	$ 12,000.00
---	MEDIAN NOSE MODIFICATION	0	LS	$ 5,000.00	$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	$ 500.00	$ -
---	FIX CURB RAMP COUNTER SLOPE	2	LS	$ 2,000.00	$ 4,000.00

Basis for Cost Projection

- ☑ No Design Completed
- ❑ Preliminary Design
- ❑ Final Design

Subtotal:		$ 32,111.00
Engineering: (% +/-)	20%	$ 6,444.50
Contingency: (% +/-)	20%	$ 6,444.50
Estimated Project Cost:		**$ 45,000.00**

Project Location

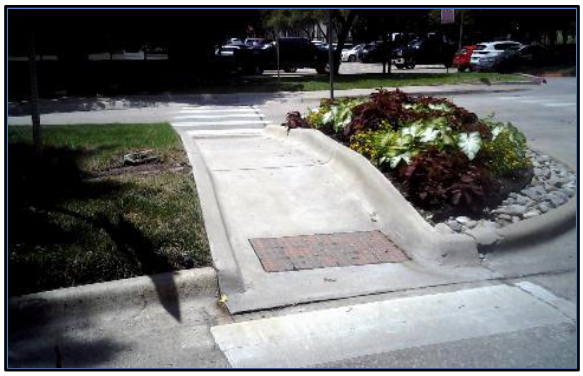
Field Observations

Intersection Issues	Crosswalk N	Crosswalk E	Crosswalk S	Crosswalk W	Possible Solutions
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	N/A	
Path of travel cross slope is greater than 5% for free-flow approaches	N/A	N/A		N/A	
Crosswalk width is less than 6'	N/A	N/A		N/A	
Crosswalk striping condition	N/A	N/A	Good	N/A	

Curb Ramp Issues	Curb Ramp ID ('z' or 'i' in ramp label indicates no existing ramp) SF	SG	1A	2A	3A	3B	4A	4B	Possible Solutions
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									Remove and replace curb ramp
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					
Cut-thru ramp cross slope is greater than 2%									
Curb ramp width is less than 48"			X	X	X		X	X	
Cut-thru ramp width is less than 60"									
Permanent obstruction (>0.25") in curb ramp/landing/flares			X	X	X				
Temporary obstruction (>0.25") in curb ramp/landing/flares									
No textured surface at base of curb ramp			X	X				X	For intersection, commercial driveway, and park ramps, install color truncated domes
No color contrast at base of curb ramp				X					
Landing area does not exist and is needed									
Landing area is less than 5' x 5' or slopes greater than 2%	X	X	X			X	X	X	Remove and replace landing area
Curb ramp transition onto roadway is greater than 0.25"	X		X	X	X	X		X	Fix curb ramp transition
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%	X							X	Fix curb ramp counter slope
Ponding occurs at base of curb ramp			X						Fix ponding

Comment: Existing sidewalk, curb ramp, and/or striping configurations permit pedestrians to cross the major street. An Engineering study is needed to confirm crossing should be accomm

Ramp South F



Ramp South G

Ramp 1A

Ramp 2A

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

End of Project Description for Project 214 Intersection of Quorum Dr and midblock crossing (Lat. 32.9493; Long. -96.8256)

Kimley-Horn and Associates, Inc. **Priority: 2**
Project Description for Unsignalized Intersection

Client:	**Town of Addison**	**Date:**	**12/21/17**
Program:	**ADA Self-Evaluation and Transition Plan**	**Prepared By:**	**CMP**
KHA No.:	**063543021**	**Checked By:**	**EPE**

Corridor :	**Quorum Dr**	**GPS ID:**	**215**
Project Name:	**Intersection of Quorum Dr and Landmark Pl (west)**		
Town:	**Addison**		

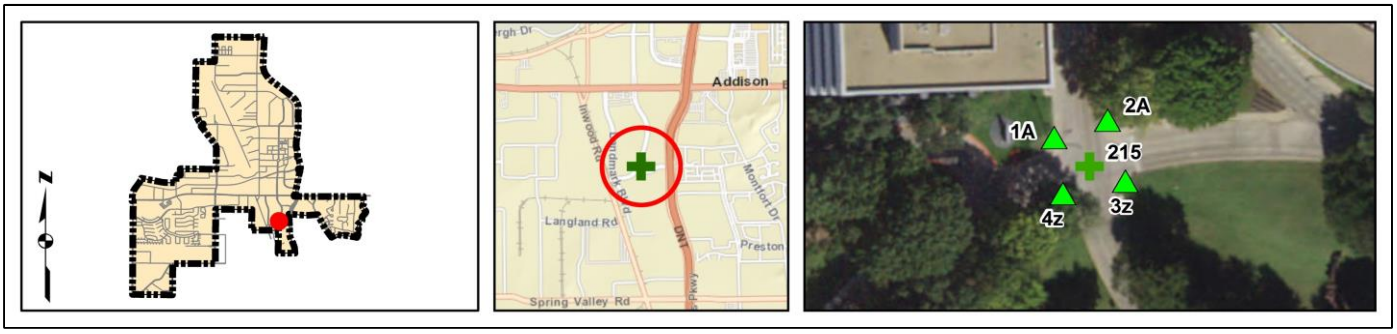
Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	$ 10.00	$ -
TxDOT 529-6002	CONC CURB (TY II)	0	LF	$ 15.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	12	SY	$ 45.00	$ 540.00
TxDOT 531	CURB RAMPS	4	EA	$ 1,500.00	$ 6,000.00
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	$ 50.00	$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	29	SY	$ 9.00	$ 261.00
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	$ 2.80	$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	166	LF	$ 8.50	$ 1,411.00
---	REPAVE ROADWAY	1	LS	$ 5,000.00	$ 5,000.00
---	FIX PONDING	0	LS	$ 2,000.00	$ -
---	FIX CURB RAMP TRANSITION	1	LS	$ 2,000.00	$ 2,000.00
---	MEDIAN NOSE MODIFICATION	0	LS	$ 5,000.00	$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	$ 500.00	$ -
---	FIX CURB RAMP COUNTER SLOPE	0	LS	$ 2,000.00	$ -

Basis for Cost Projection

- ☑ No Design Completed
- ❑ Preliminary Design
- ❑ Final Design

Subtotal:		$ 15,212.00
Engineering: (% +/-)	20%	$ 3,394.00
Contingency: (% +/-)	20%	$ 3,394.00
Estimated Project Cost:		**$ 22,000.00**

Project Location



Field Observations

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

Curb Ramp Issues	Curb Ramp ID ('z' or 'i' in ramp label indicates no existing ramp) 1A	2A	3z	4z	Possible Solutions
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					Remove and replace curb ramp
Flare cross slope is greater than 10%	X	X			
Curb ramp running slope is greater than 8.3%	X	X			
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%					
Cut-thru ramp cross slope is greater than 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	X			Remove and replace landing area
Curb ramp transition onto roadway is greater than 0.25"		X			Fix curb ramp transition
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
Ponding occurs at base of curb ramp					

Comment: Existing sidewalk, curb ramp, and/or striping configurations permit pedestrians to cross the major street. An Engineering study is needed to confirm crossing should be accomm

Ramp 1A

Ramp 2A

Corner 3 No Ramp (3*z*)

Corner 4 No Ramp (4*z*)

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Project Location Map Sources:
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End of Project Description for Project 215 Intersection of Quorum Dr and Landmark Pl (west)

Kimley-Horn and Associates, Inc. **Priority: 2**
Project Description for Unsignalized Intersection

Client:	**Town of Addison**	**Date:**	**12/21/17**
Program:	**ADA Self-Evaluation and Transition Plan**	**Prepared By:**	**CMP**
KHA No.:	**063543021**	**Checked By:**	**EPE**

Corridor :	**Quorum Dr**	**GPS ID:**	**216**
Project Name:	**Intersection of Quorum Dr and Landmark Pl (east)**		
Town:	**Addison**		

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	$ 10.00	$ -
TxDOT 529-6002	CONC CURB (TY II)	0	LF	$ 15.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	0	SY	$ 45.00	$ -
TxDOT 531	CURB RAMPS	2	EA	$ 1,500.00	$ 3,000.00
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	$ 50.00	$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	18	SY	$ 9.00	$ 162.00
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	$ 2.80	$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	72	LF	$ 8.50	$ 612.00
---	REPAVE ROADWAY	1	LS	$ 5,000.00	$ 5,000.00
---	FIX PONDING	0	LS	$ 2,000.00	$ -
---	FIX CURB RAMP TRANSITION	1	LS	$ 2,000.00	$ 2,000.00
---	MEDIAN NOSE MODIFICATION	0	LS	$ 5,000.00	$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	$ 500.00	$ -
---	FIX CURB RAMP COUNTER SLOPE	0	LS	$ 2,000.00	$ -

Basis for Cost Projection

- ☑ No Design Completed
- ❑ Preliminary Design
- ❑ Final Design

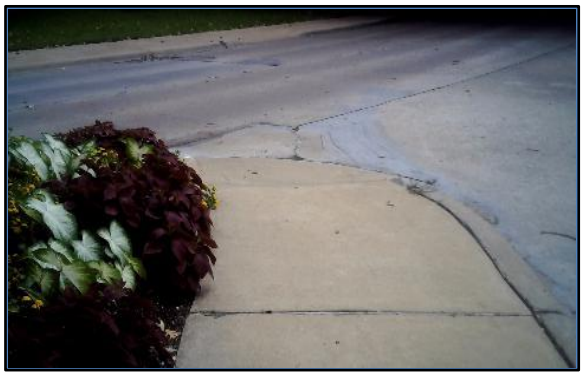
Subtotal:		$ 10,774.00
Engineering: (% +/-)	20%	$ 2,613.00
Contingency: (% +/-)	20%	$ 2,613.00
Estimated Project Cost:		**$ 16,000.00**

Project Location

Field Observations

Intersection Issues	Crosswalk N	E	S	W	Possible Solutions
Path of travel pavement condition	Dangerous	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	
Path of travel cross slope is greater than 5% for free-flow approaches	N/A	N/A	N/A	N/A	
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	Install crosswalk pavement markings
Crosswalk striping condition	None	N/A	N/A	N/A	

Curb Ramp Issues	Curb Ramp ID ('z' or 'i' in ramp label indicates no existing ramp) 1A	2A	3z	4z	Possible Solutions
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					Remove and replace curb ramp
Flare cross slope is greater than 10%		X			
Curb ramp running slope is greater than 8.3%	X	X			
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%	X				
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"	X				
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		X			Install landing area
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%					
Ponding occurs at base of curb ramp					



Ramp 1A

Ramp 2A

Corner 3 No Ramp (3z)

Corner 4 No Ramp (4z)

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End of Project Description for Project 216 Intersection of Quorum Dr and Landmark Pl (east)

Kimley-Horn and Associates, Inc. **Priority: 2**
Project Description for Unsignalized Intersection

Client:	**Town of Addison**	**Date:**	**12/21/17**
Program:	**ADA Self-Evaluation and Transition Plan**	**Prepared By:**	**CMP**
KHA No.:	**063543021**	**Checked By:**	**EPE**

Corridor :	**Quorum Dr**	**GPS ID:**	**217**
Project Name:	**Intersection of Landmark Pl and driveway (Lat. 32.9486; Long. -96.8246)**		
Town:	**Addison**		

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	$ 10.00	$ -
TxDOT 529-6002	CONC CURB (TY II)	0	LF	$ 15.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	0	SY	$ 45.00	$ -
TxDOT 531	CURB RAMPS	2	EA	$ 1,500.00	$ 3,000.00
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	$ 50.00	$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	19	SY	$ 9.00	$ 171.00
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	$ 2.80	$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	0	LF	$ 8.50	$ -
---	REPAVE ROADWAY	0	LS	$ 5,000.00	$ -
---	FIX PONDING	0	LS	$ 2,000.00	$ -
---	FIX CURB RAMP TRANSITION	0	LS	$ 2,000.00	$ -
---	MEDIAN NOSE MODIFICATION	0	LS	$ 5,000.00	$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	$ 500.00	$ -
---	FIX CURB RAMP COUNTER SLOPE	0	LS	$ 2,000.00	$ -

Basis for Cost Projection

- ☑ No Design Completed
- ❑ Preliminary Design
- ❑ Final Design

Subtotal:		$ 3,171.00
Engineering: (% +/-)	20%	$ 914.50
Contingency: (% +/-)	20%	$ 914.50
Estimated Project Cost:		**$ 5,000.00**

Project Location

Field Observations

Intersection Issues	Crosswalk N	E	S	W	Possible Solutions
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' or 'i' in ramp label indicates no existing ramp) 1A	2A	Possible Solutions
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			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%			
Cut-thru ramp running slope is greater than 5%			
Curb ramp cross slope is greater than 2%			
Cut-thru ramp cross slope is greater than 2%			
Curb ramp width is less than 48"	X		
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	X	Remove and replace landing area
Curb ramp transition onto roadway is greater than 0.25"			
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%			
Ponding occurs at base of curb ramp			

Ramp 1A

Ramp 2A

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End of Project Description for Project 217 Intersection of Landmark Pl and driveway (Lat. 32.9486; Long. -96.8246)

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

Client:	**Town of Addison**	**Date:**	**12/21/17**
Program:	**ADA Self-Evaluation and Transition Plan**	**Prepared By:**	**CMP**
KHA No.:	**063543021**	**Checked By:**	**EPE**

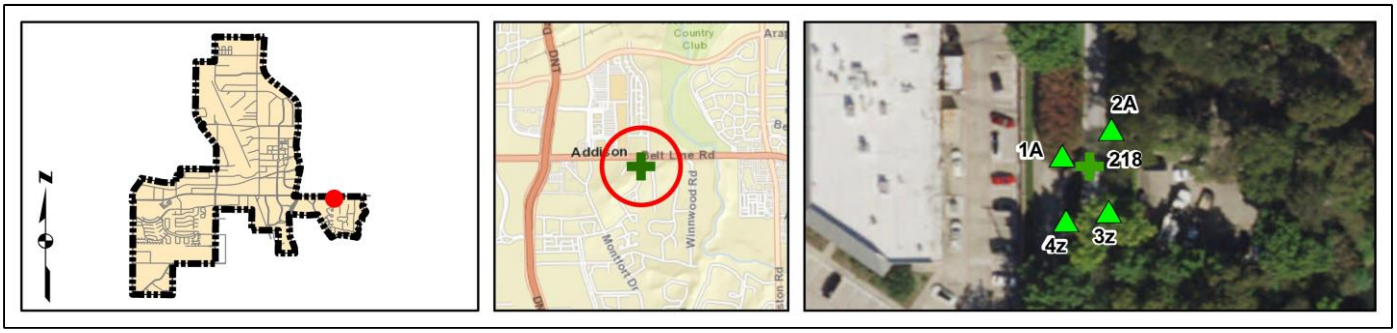
Corridor :	**Oaks N Dr**	**GPS ID:**	**218**
Project Name:	**Intersection of Oaks N Dr and driveway (Lat. 32.9533; Long. -96.8143)**		
Town:	**Addison**		

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	$ 10.00	$ -
TxDOT 529-6002	CONC CURB (TY II)	0	LF	$ 15.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	0	SY	$ 45.00	$ -
TxDOT 531	CURB RAMPS	2	EA	$ 1,500.00	$ 3,000.00
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	$ 50.00	$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	17	SY	$ 9.00	$ 153.00
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	$ 2.80	$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	38	LF	$ 8.50	$ 323.00
---	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 COUNTER SLOPE	0	LS	$ 2,000.00	$ -

Basis for Cost Projection
- ☑ No Design Completed
- ❑ Preliminary Design
- ❑ Final Design

Subtotal:		$ 7,476.00
Engineering: (% +/-)	20%	$ 1,762.00
Contingency: (% +/-)	20%	$ 1,762.00
Estimated Project Cost:		**$ 11,000.00**

Project Location

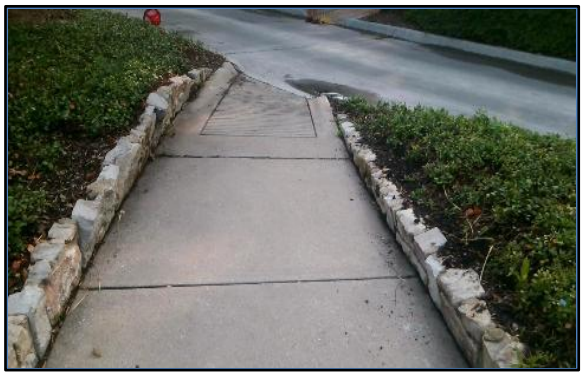


Field Observations

Intersection Issues	Crosswalk N	E	S	W	Possible Solutions
Path of travel pavement condition	Good	N/A	N/A	N/A	
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' or 'i' in ramp label indicates no existing ramp) 1A	2A	3z	4z	Possible Solutions
Curb ramp does not exist and is needed					
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curbed side is not 90° or has traversable adjacent surface	X				
Flare cross slope is greater than 10%		X			
Curb ramp running slope is greater than 8.3%					
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"	X	X			
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25") in curb ramp/landing/flares					
Temporary obstruction (>0.25") in curb ramp/landing/flares					
No textured surface at base of curb ramp	X	X			For intersection, 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	X				Install landing area
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%					
Ponding occurs at base of curb ramp	X				Fix ponding

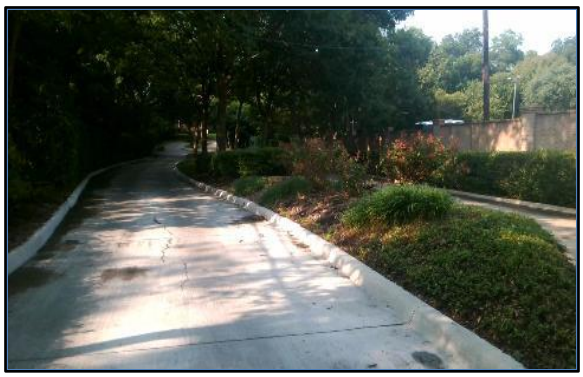
Comment: Existing sidewalk, curb ramp, and/or striping configurations permit pedestrians to cross the major street. An Engineering study is needed to confirm crossing should be accomm



Ramp 1A

Ramp 2A

Corner 3 No Ramp (3*z*)



Corner 4 No Ramp (4*z*)

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End of Project Description for Project 218 Intersection of Oaks N Dr and driveway (Lat. 32.9533; Long. -96.8143)

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

Client:	**Town of Addison**	**Date:**	**12/21/17**
Program:	**ADA Self-Evaluation and Transition Plan**	**Prepared By:**	**CMP**
KHA No.:	**063543021**	**Checked By:**	**EPE**

Corridor :	**Oaks N Dr**	**GPS ID:**	**219**
Project Name:	**Intersection of Oaks N Dr and midblock crossing (Lat. 32.9527; Long. -96.8143)**		
Town:	**Addison**		

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	$ 10.00	$ -
TxDOT 529-6002	CONC CURB (TY II)	0	LF	$ 15.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	0	SY	$ 45.00	$ -
TxDOT 531	CURB RAMPS	2	EA	$ 1,500.00	$ 3,000.00
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	$ 50.00	$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	11	SY	$ 9.00	$ 99.00
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	$ 2.80	$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	43	LF	$ 8.50	$ 365.50
---	REPAVE ROADWAY	0	LS	$ 5,000.00	$ -
---	FIX PONDING	0	LS	$ 2,000.00	$ -
---	FIX CURB RAMP TRANSITION	1	LS	$ 2,000.00	$ 2,000.00
---	MEDIAN NOSE MODIFICATION	0	LS	$ 5,000.00	$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	$ 500.00	$ -
---	FIX CURB RAMP COUNTER SLOPE	0	LS	$ 2,000.00	$ -

Basis for Cost Projection

- ☑ No Design Completed
- ❑ Preliminary Design
- ❑ Final Design

Subtotal:		$ 5,464.50
Engineering: (% +/-)	20%	$ 1,267.75
Contingency: (% +/-)	20%	$ 1,267.75
Estimated Project Cost:		**$ 8,000.00**

Project Location

Field Observations

Intersection Issues	Crosswalk N	E	S	W	Possible Solutions
Path of travel pavement condition	Good	N/A	N/A	N/A	
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' or 'i' in ramp label indicates no existing ramp) 1A	1B	2z	3z	4z		Possible Solutions
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	X	X					
Flare cross slope is greater than 10%							
Curb ramp running slope is greater than 8.3%	X	X					
Blended transition running slope is greater than 5%							
Cut-thru ramp running slope is greater than 5%							Remove and replace curb ramp
Curb ramp cross slope is greater than 2%	X	X					
Cut-thru ramp cross slope is greater than 2%							
Curb ramp width is less than 48"	X	X					
Cut-thru ramp width is less than 60"							
Permanent obstruction (>0.25") in curb ramp/landing/flares							
Temporary obstruction (>0.25") in curb ramp/landing/flares							
No textured surface at base of curb ramp	X	X					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	X					Remove and replace landing area
Curb ramp transition onto roadway is greater than 0.25"	X						Fix curb ramp transition
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%							
Ponding occurs at base of curb ramp							

Comment: Existing sidewalk, curb ramp, and/or striping configurations permit pedestrians to cross the major street. An Engineering study is needed to confirm crossing should be accomm

Ramp 1A

Ramp 1B

Corner 2 No Ramp (2*z*)

Corner 3 No Ramp (3*z*)

Corner 4 No Ramp (4*z*)

Opinion of Probable Construction Cost Disclaimer:
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Project Location Map Sources:
Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

End of Project Description for Project 219 Intersection of Oaks N Dr and midblock crossing (Lat. 32.9527; Long. -96.8143)

Kimley-Horn and Associates, Inc. **Priority: 6**
Project Description for Unsignalized Intersection

Client:	**Town of Addison**	**Date:**	**12/21/17**
Program:	**ADA Self-Evaluation and Transition Plan**	**Prepared By:**	**CMP**
KHA No.:	**063543021**	**Checked By:**	**EPE**

Corridor :	**Oaks N Dr**	**GPS ID:**	**220**
Project Name:	**Intersection of Oaks N Dr and Trafalgar Ct**		
Town:	**Addison**		

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	$ 10.00	$ -
TxDOT 529-6002	CONC CURB (TY II)	0	LF	$ 15.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	0	SY	$ 45.00	$ -
TxDOT 531	CURB RAMPS	8	EA	$ 1,500.00	$ 12,000.00
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	$ 50.00	$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	0	SY	$ 9.00	$ -
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	$ 2.80	$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	240	LF	$ 8.50	$ 2,040.00
---	REPAVE ROADWAY	3	LS	$ 5,000.00	$ 15,000.00
---	FIX PONDING	0	LS	$ 2,000.00	$ -
---	FIX CURB RAMP TRANSITION	0	LS	$ 2,000.00	$ -
---	MEDIAN NOSE MODIFICATION	0	LS	$ 5,000.00	$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	$ 500.00	$ -
---	FIX CURB RAMP COUNTER SLOPE	0	LS	$ 2,000.00	$ -

Basis for Cost Projection

- ☑ No Design Completed
- ❑ Preliminary Design
- ❑ Final Design

Subtotal:		$ 29,040.00
Engineering: (% +/-)	20%	$ 5,980.00
Contingency: (% +/-)	20%	$ 5,980.00
Estimated Project Cost:		**$ 41,000.00**

Project Location

Field Observations

Intersection Issues	Crosswalk N	E	S	W	Possible Solutions
Path of travel pavement condition	N/A	Good	Good	Dangerous	Repave roadway and install crosswalk pavement markings
Path of travel running slope is greater than 5%	N/A		X		
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	X	N/A		
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	
Crosswalk striping condition	N/A	None	None	None	

Curb Ramp Issues	Curb Ramp ID ('z' or 'i' in ramp label indicates no existing ramp) 1z	2z	3z	4z	Possible Solutions
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					
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					

Comment: Existing sidewalk, curb ramp, and/or striping configurations permit pedestrians to cross the major street. An Engineering study is needed to confirm crossing should be accomm

Corner 1 No Ramp (1*z*)

Corner 2 No Ramp (2*z*)

Corner 3 No Ramp (3*z*)

Corner 4 No Ramp (4*z*)

Opinion of Probable Construction Cost Disclaimer:
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Project Location Map Sources:
Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

End of Project Description for Project 220 Intersection of Oaks N Dr and Trafalgar Ct

Kimley-Horn and Associates, Inc. **Priority: 6**
Project Description for Unsignalized Intersection

Client:	**Town of Addison**	**Date:**	**12/21/17**
Program:	**ADA Self-Evaluation and Transition Plan**	**Prepared By:**	**CMP**
KHA No.:	**063543021**	**Checked By:**	**EPE**

Corridor :	**Oaks N Dr**	**GPS ID:**	**221**
Project Name:	**Intersection of Oaks N Dr and Paladium Dr**		
Town:	**Addison**		

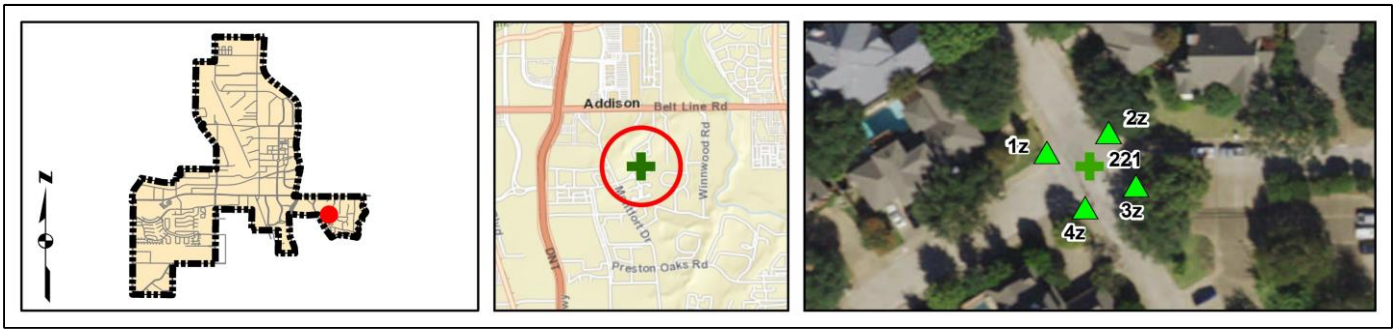
Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	$ 10.00	$ -
TxDOT 529-6002	CONC CURB (TY II)	0	LF	$ 15.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	0	SY	$ 45.00	$ -
TxDOT 531	CURB RAMPS	8	EA	$ 1,500.00	$ 12,000.00
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	$ 50.00	$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	0	SY	$ 9.00	$ -
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	$ 2.80	$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	273	LF	$ 8.50	$ 2,320.50
---	REPAVE ROADWAY	1	LS	$ 5,000.00	$ 5,000.00
---	FIX PONDING	0	LS	$ 2,000.00	$ -
---	FIX CURB RAMP TRANSITION	0	LS	$ 2,000.00	$ -
---	MEDIAN NOSE MODIFICATION	0	LS	$ 5,000.00	$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	$ 500.00	$ -
---	FIX CURB RAMP COUNTER SLOPE	0	LS	$ 2,000.00	$ -

Basis for Cost Projection

- ☑ No Design Completed
- ❑ Preliminary Design
- ❑ Final Design

Subtotal:		$ 19,320.50
Engineering: (% +/-)	20%	$ 4,339.75
Contingency: (% +/-)	20%	$ 4,339.75
Estimated Project Cost:		**$ 28,000.00**

Project Location



Field Observations

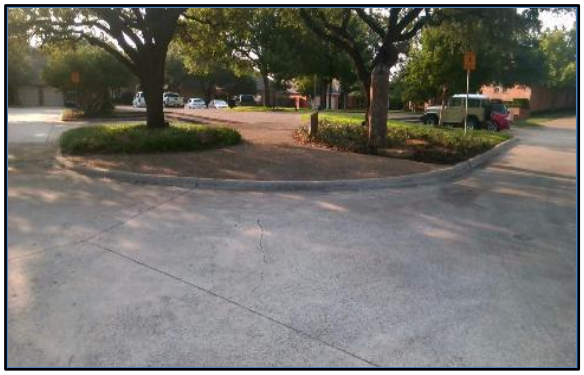
Intersection Issues	Crosswalk N	Crosswalk E	Crosswalk S	Crosswalk W	Possible Solutions
Path of travel pavement condition	Good	Good	Poor	Good	Repave roadway and install crosswalk pavement markings
Path of travel running slope is greater than 5%					
Path of travel cross slope is greater than 2% for stop control approaches	N/A		N/A		
Path of travel cross slope is greater than 5% for free-flow approaches		N/A		N/A	
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	Install crosswalk pavement markings
Crosswalk striping condition	None	None	None	None	

Curb Ramp Issues	Curb Ramp ID ('z' or 'i' in ramp label indicates no existing ramp) 1z	2z	3z	4z	Possible Solutions
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					
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					

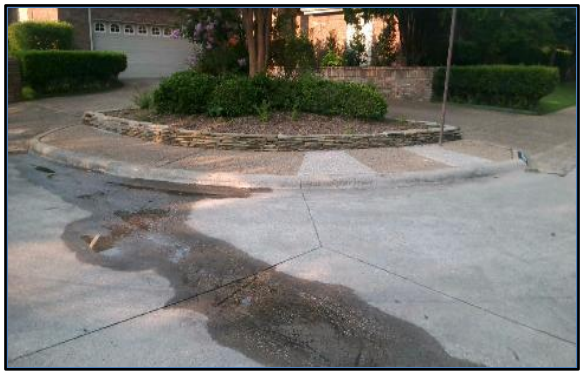
Comment: Existing sidewalk, curb ramp, and/or striping configurations permit pedestrians to cross the major street. An Engineering study is needed to confirm crossing should be accomm

Corner 1 No Ramp (1*z*)

Corner 2 No Ramp (2*z*)



Corner 3 No Ramp (3*z*)



Corner 4 No Ramp (4*z*)

Opinion of Probable Construction Cost Disclaimer:
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Project Location Map Sources:
Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

End of Project Description for Project 221 Intersection of Oaks N Dr and Paladium Dr

Kimley-Horn and Associates, Inc. **Priority: 6**
Project Description for Unsignalized Intersection

Client:	**Town of Addison**	**Date:**	**12/21/17**
Program:	**ADA Self-Evaluation and Transition Plan**	**Prepared By:**	**CMP**
KHA No.:	**063543021**	**Checked By:**	**EPE**

Corridor :	**Paladium Dr**	**GPS ID:**	**222**
Project Name:	**Intersection of Paladium Dr and Lochinvar Dr**		
Town:	**Addison**		

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	$ 10.00	$ -
TxDOT 529-6002	CONC CURB (TY II)	0	LF	$ 15.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	0	SY	$ 45.00	$ -
TxDOT 531	CURB RAMPS	6	EA	$ 1,500.00	$ 9,000.00
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	$ 50.00	$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	0	SY	$ 9.00	$ -
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	$ 2.80	$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	144	LF	$ 8.50	$ 1,224.00
---	REPAVE ROADWAY	1	LS	$ 5,000.00	$ 5,000.00
---	FIX PONDING	0	LS	$ 2,000.00	$ -
---	FIX CURB RAMP TRANSITION	0	LS	$ 2,000.00	$ -
---	MEDIAN NOSE MODIFICATION	0	LS	$ 5,000.00	$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	$ 500.00	$ -
---	FIX CURB RAMP COUNTER SLOPE	0	LS	$ 2,000.00	$ -

Basis for Cost Projection

- ☑ No Design Completed
- ❑ Preliminary Design
- ❑ Final Design

Subtotal:		$ 15,224.00
Engineering: (% +/-)	20%	$ 3,388.00
Contingency: (% +/-)	20%	$ 3,388.00
Estimated Project Cost:		**$ 22,000.00**

Project Location

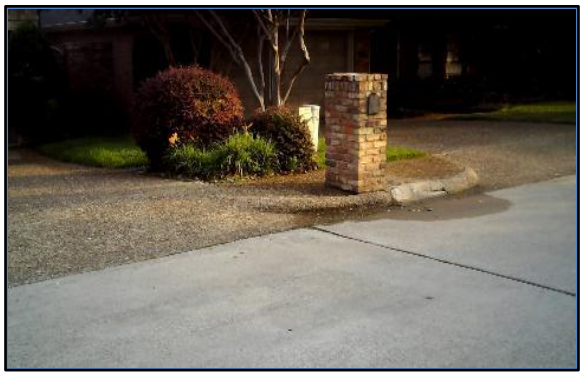
Field Observations

Intersection Issues	Crosswalk N	Crosswalk E	Crosswalk S	Crosswalk W	Possible Solutions
Path of travel pavement condition	N/A	Good	Good	N/A	
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	X	N/A	Repave roadway and install crosswalk pavement markings
Path of travel cross slope is greater than 5% for free-flow approaches	N/A		N/A	N/A	
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	Install crosswalk pavement markings
Crosswalk striping condition	N/A	None	None	N/A	

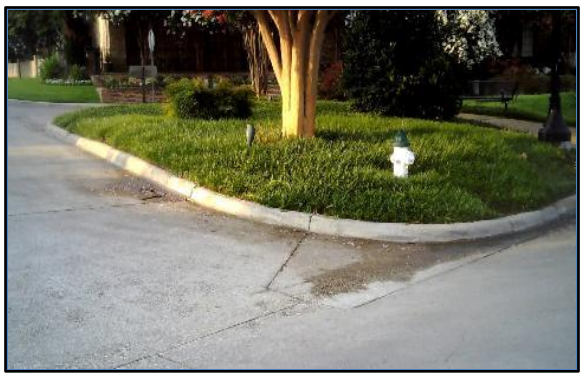
Curb Ramp Issues	Curb Ramp ID ('z' or 'i' in ramp label indicates no existing ramp) 1z	2z	3z	4z	Possible Solutions
Curb ramp does not exist and is needed	X	X	X	X	Install curb ramp; if median improvement, see shapefile
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
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					

Comment: Existing sidewalk, curb ramp, and/or striping configurations permit pedestrians to cross the major street. An Engineering study is needed to confirm crossing should be accomm

Corner 1 No Ramp (1*z*)


Corner 2 No Ramp (2*z*)

Corner 3 No Ramp (3*z*)


Corner 4 No Ramp (4*z*)

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Project Location Map Sources:
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End of Project Description for Project 222 Intersection of Paladium Dr and Lochinvar Dr

Kimley-Horn and Associates, Inc. **Priority: 6**
Project Description for Unsignalized Intersection

Client:	**Town of Addison**	**Date:**	**12/21/17**
Program:	**ADA Self-Evaluation and Transition Plan**	**Prepared By:**	**CMP**
KHA No.:	**063543021**	**Checked By:**	**EPE**

Corridor :	**Paladium Dr**	**GPS ID:**	**223**
Project Name:	**Intersection of Paladium Dr and Lochinvar Dr**		
Town:	**Addison**		

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	$ 10.00	$ -
TxDOT 529-6002	CONC CURB (TY II)	0	LF	$ 15.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	0	SY	$ 45.00	$ -
TxDOT 531	CURB RAMPS	4	EA	$ 1,500.00	$ 6,000.00
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	$ 50.00	$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	0	SY	$ 9.00	$ -
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	$ 2.80	$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	70	LF	$ 8.50	$ 595.00
---	REPAVE ROADWAY	1	LS	$ 5,000.00	$ 5,000.00
---	FIX PONDING	0	LS	$ 2,000.00	$ -
---	FIX CURB RAMP TRANSITION	0	LS	$ 2,000.00	$ -
---	MEDIAN NOSE MODIFICATION	0	LS	$ 5,000.00	$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	$ 500.00	$ -
---	FIX CURB RAMP COUNTER SLOPE	0	LS	$ 2,000.00	$ -

Basis for Cost Projection

- ☑ No Design Completed
- ❑ Preliminary Design
- ❑ Final Design

Subtotal:		$ 11,595.00
Engineering: (% +/-)	20%	$ 2,702.50
Contingency: (% +/-)	20%	$ 2,702.50
Estimated Project Cost:		**$ 17,000.00**

Project Location

Field Observations

Intersection Issues	Crosswalk N	Crosswalk E	Crosswalk S	Crosswalk W	Possible Solutions
Path of travel pavement condition	N/A	N/A	Good	N/A	
Path of travel running slope is greater than 5%	N/A	N/A	X	N/A	Repave roadway and install crosswalk pavement markings
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	N/A	N/A	None	N/A	

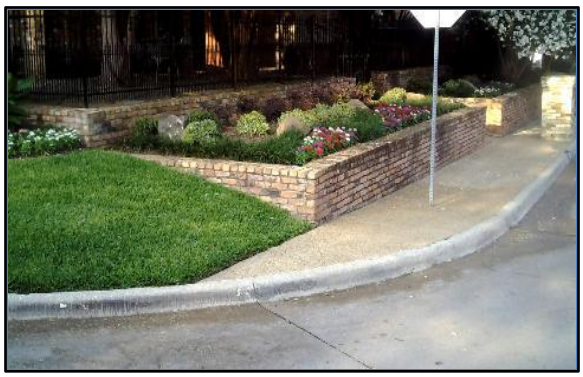
Curb Ramp Issues	Curb Ramp ID ('z' or 'i' in ramp label indicates no existing ramp) 1z	2z	3z	4z	Possible Solutions
Curb ramp does not exist and is needed		X	X	X	Install curb ramp; if median improvement, see shapefile
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
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					

Comment: Existing sidewalk, curb ramp, and/or striping configurations permit pedestrians to cross the major street. An Engineering study is needed to confirm crossing should be accomm

Corner 1 No Ramp (1*z*)

Corner 2 No Ramp (2*z*)

Corner 3 No Ramp (3*z*)



Corner 4 No Ramp (4*z*)

Opinion of Probable Construction Cost Disclaimer:
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Project Location Map Sources:
Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

End of Project Description for Project 223 Intersection of Paladium Dr and Lochinvar Dr

Kimley-Horn and Associates, Inc. **Priority: 2**
Project Description for Unsignalized Intersection

Client:	**Town of Addison**	**Date:**	**12/21/17**
Program:	**ADA Self-Evaluation and Transition Plan**	**Prepared By:**	**CMP**
KHA No.:	**063543021**	**Checked By:**	**EPE**

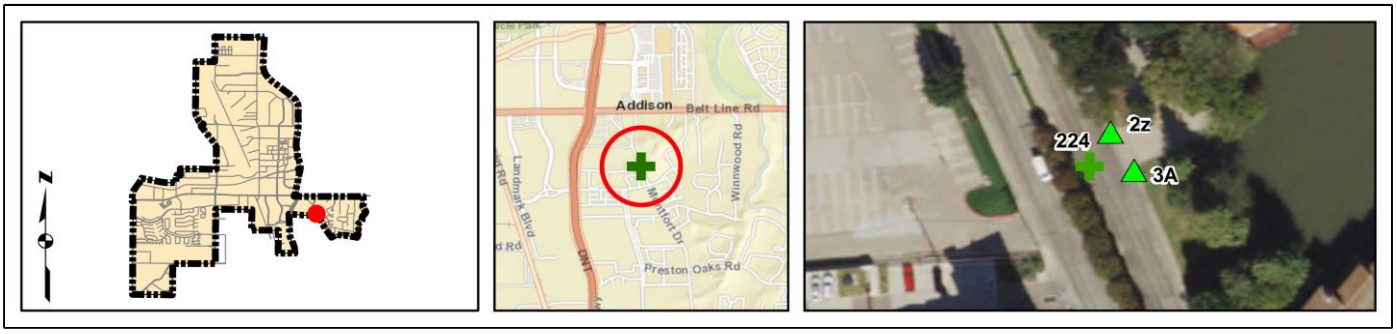
Corridor :	**Montford Dr**	**GPS ID:**	**224**
Project Name:	**Intersection of Montfort Dr and driveway (Lat. 32.9502; Long. -96.8179)**		
Town:	**Addison**		

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	$ 10.00	$ -
TxDOT 529-6002	CONC CURB (TY II)	0	LF	$ 15.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	0	SY	$ 45.00	$ -
TxDOT 531	CURB RAMPS	2	EA	$ 1,500.00	$ 3,000.00
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	$ 50.00	$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	8	SY	$ 9.00	$ 72.00
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	$ 2.80	$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	0	LF	$ 8.50	$ -
---	REPAVE ROADWAY	0	LS	$ 5,000.00	$ -
---	FIX PONDING	0	LS	$ 2,000.00	$ -
---	FIX CURB RAMP TRANSITION	0	LS	$ 2,000.00	$ -
---	MEDIAN NOSE MODIFICATION	0	LS	$ 5,000.00	$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	$ 500.00	$ -
---	FIX CURB RAMP COUNTER SLOPE	0	LS	$ 2,000.00	$ -

Basis for Cost Projection
- ☑ No Design Completed
- ❑ Preliminary Design
- ❑ Final Design

Subtotal:		$ 3,072.00
Engineering: (% +/-)	20%	$ 964.00
Contingency: (% +/-)	20%	$ 964.00
Estimated Project Cost:		**$ 5,000.00**

Project Location



Field Observations

Intersection Issues	Crosswalk N	E	S	W	Possible Solutions
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' or 'i' in ramp label indicates no existing ramp) 2z	3A	Possible Solutions
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			Remove and replace curb ramp
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	
Cut-thru ramp cross slope is greater than 2%			
Curb ramp width is less than 48"			
Cut-thru ramp width is less than 60"			
Permanent obstruction (>0.25") in curb ramp/landing/flares			
Temporary obstruction (>0.25") in curb ramp/landing/flares			
No textured surface at base of curb ramp		X	For intersection, commercial driveway, and park ramps, install color truncated domes
No color contrast at base of curb ramp		X	
Landing area does not exist and is needed			
Landing area is less than 5' x 5' or slopes greater than 2%			
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)

Ramp 3A

Opinion of Probable Construction Cost Disclaimer:
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End of Project Description for Project 224 Intersection of Montfort Dr and driveway (Lat. 32.9502; Long. -96.8179)

Kimley-Horn and Associates, Inc. **Priority: 2**
Project Description for Unsignalized Intersection

Client:	**Town of Addison**	**Date:**	**12/21/17**
Program:	**ADA Self-Evaluation and Transition Plan**	**Prepared By:**	**CMP**
KHA No.:	**063543021**	**Checked By:**	**EPE**

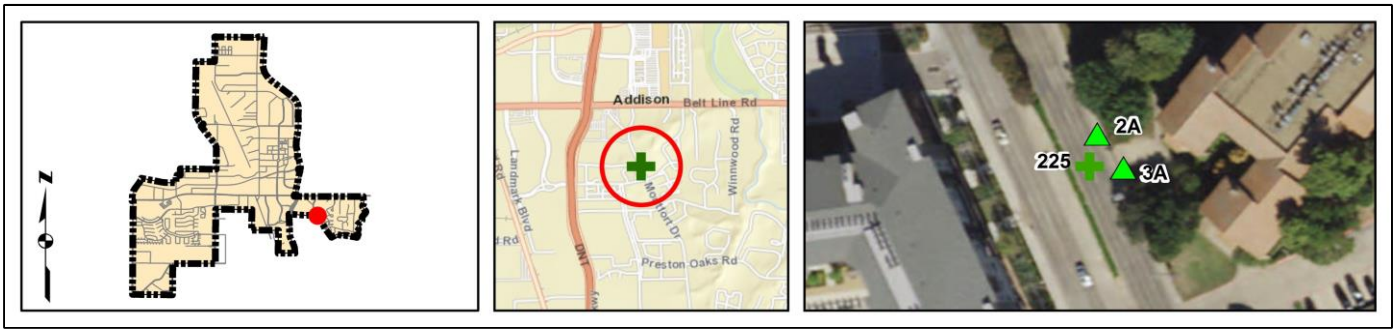
Corridor :	**Montford Dr**	**GPS ID:**	**225**
Project Name:	**Intersection of Montfort Dr and driveway (Lat. 32.9498; Long. -96.8177)**		
Town:	**Addison**		

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	$ 10.00	$ -
TxDOT 529-6002	CONC CURB (TY II)	0	LF	$ 15.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	0	SY	$ 45.00	$ -
TxDOT 531	CURB RAMPS	2	EA	$ 1,500.00	$ 3,000.00
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	$ 50.00	$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	21	SY	$ 9.00	$ 189.00
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	$ 2.80	$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	0	LF	$ 8.50	$ -
---	REPAVE ROADWAY	0	LS	$ 5,000.00	$ -
---	FIX PONDING	0	LS	$ 2,000.00	$ -
---	FIX CURB RAMP TRANSITION	0	LS	$ 2,000.00	$ -
---	MEDIAN NOSE MODIFICATION	0	LS	$ 5,000.00	$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	$ 500.00	$ -
---	FIX CURB RAMP COUNTER SLOPE	1	LS	$ 2,000.00	$ 2,000.00

Basis for Cost Projection
- ☑ No Design Completed
- ❑ Preliminary Design
- ❑ Final Design

Subtotal:		$ 5,189.00
Engineering: (% +/-)	20%	$ 1,405.50
Contingency: (% +/-)	20%	$ 1,405.50
Estimated Project Cost:		**$ 8,000.00**

Project Location



Field Observations

Intersection Issues	Crosswalk N	E	S	W	Possible Solutions
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' or 'i' in ramp label indicates no existing ramp) 2A	3A	Possible Solutions
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			Remove and replace curb ramp
Flare cross slope is greater than 10%	X	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%	X	X	
Cut-thru ramp cross slope is greater than 2%			
Curb ramp width is less than 48"			
Cut-thru ramp width is less than 60"			
Permanent obstruction (>0.25") in curb ramp/landing/flares			
Temporary obstruction (>0.25") in curb ramp/landing/flares			
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	X	Remove and replace landing area
Curb ramp transition onto roadway is greater than 0.25"			
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%	X		Fix curb ramp counter slope
Ponding occurs at base of curb ramp			

Ramp 2A

Ramp 3A

Opinion of Probable Construction Cost Disclaimer:
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DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

End of Project Description for Project 225 Intersection of Montfort Dr and driveway (Lat. 32.9498; Long. -96.8177)

Kimley-Horn and Associates, Inc. **Priority: 2**
Project Description for Unsignalized Intersection

Client:	**Town of Addison**	**Date:**	**12/21/17**
Program:	**ADA Self-Evaluation and Transition Plan**	**Prepared By:**	**CMP**
KHA No.:	**063543021**	**Checked By:**	**EPE**

Corridor :	**Montford Dr**	**GPS ID:**	**226**
Project Name:	**Intersection of Montfort Dr and driveway (Lat. 32.9495; Long. -96.8176)**		
Town:	**Addison**		

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	$ 10.00	$ -
TxDOT 529-6002	CONC CURB (TY II)	0	LF	$ 15.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	0	SY	$ 45.00	$ -
TxDOT 531	CURB RAMPS	2	EA	$ 1,500.00	$ 3,000.00
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	$ 50.00	$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	21	SY	$ 9.00	$ 189.00
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	$ 2.80	$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	0	LF	$ 8.50	$ -
---	REPAVE ROADWAY	0	LS	$ 5,000.00	$ -
---	FIX PONDING	0	LS	$ 2,000.00	$ -
---	FIX CURB RAMP TRANSITION	1	LS	$ 2,000.00	$ 2,000.00
---	MEDIAN NOSE MODIFICATION	0	LS	$ 5,000.00	$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	$ 500.00	$ -
---	FIX CURB RAMP COUNTER SLOPE	1	LS	$ 2,000.00	$ 2,000.00

Basis for Cost Projection

- ☑ No Design Completed
- ❑ Preliminary Design
- ❑ Final Design

Subtotal:		$ 7,189.00
Engineering: (% +/-)	20%	$ 1,905.50
Contingency: (% +/-)	20%	$ 1,905.50
Estimated Project Cost:		**$ 11,000.00**

Project Location

Field Observations

Intersection Issues	Crosswalk N	Crosswalk E	Crosswalk S	Crosswalk W	Possible Solutions
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' or 'i' in ramp label indicates no existing ramp) 2A	3A	Possible Solutions
Curb ramp does not exist and is needed			
Curb ramp does not land in crosswalk		X	Remove and replace crosswalk pavement markings
No 4' x 4' clear space at base of curb ramp			
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%		X	
Blended transition running slope is greater than 5%			
Cut-thru ramp running slope is greater than 5%			
Curb ramp cross slope is greater than 2%	X	X	
Cut-thru ramp cross slope is greater than 2%			
Curb ramp width is less than 48"	X		
Cut-thru ramp width is less than 60"			
Permanent obstruction (>0.25") in curb ramp/landing/flares			
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	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			

Ramp 2A

Ramp 3A

Opinion of Probable Construction Cost Disclaimer:
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DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

End of Project Description for Project 226 Intersection of Montfort Dr and driveway (Lat. 32.9495; Long. -96.8176)

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

Client:	**Town of Addison**	**Date:**	**12/21/17**
Program:	**ADA Self-Evaluation and Transition Plan**	**Prepared By:**	**CMP**
KHA No.:	**063543021**	**Checked By:**	**EPE**

Corridor :	**Beltway Dr**	**GPS ID:**	**227**
Project Name:	**Intersection of Beltway Dr and Les Lacs Ave**		
Town:	**Addison**		

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	$ 10.00	$ -
TxDOT 529-6002	CONC CURB (TY II)	0	LF	$ 15.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	12	SY	$ 45.00	$ 540.00
TxDOT 531	CURB RAMPS	6	EA	$ 1,500.00	$ 9,000.00
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	$ 50.00	$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	39	SY	$ 9.00	$ 351.00
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	$ 2.80	$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	603	LF	$ 8.50	$ 5,125.50
---	REPAVE ROADWAY	4	LS	$ 5,000.00	$ 20,000.00
---	FIX PONDING	0	LS	$ 2,000.00	$ -
---	FIX CURB RAMP TRANSITION	1	LS	$ 2,000.00	$ 2,000.00
---	MEDIAN NOSE MODIFICATION	0	LS	$ 5,000.00	$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	$ 500.00	$ -
---	FIX CURB RAMP COUNTER SLOPE	0	LS	$ 2,000.00	$ -

Basis for Cost Projection

- ☑ No Design Completed
- ❑ Preliminary Design
- ❑ Final Design

Subtotal:		$ 37,016.50
Engineering: (% +/-)	20%	$ 7,491.75
Contingency: (% +/-)	20%	$ 7,491.75
Estimated Project Cost:		**$ 52,000.00**

Project Location

Field Observations

Intersection Issues	Crosswalk N	Crosswalk E	Crosswalk S	Crosswalk W	Possible Solutions
Path of travel pavement condition	Good	Dangerous	Dangerous	Poor	Repave roadway and install crosswalk pavement markings
Path of travel running slope is greater than 5%		X		X	
Path of travel cross slope is greater than 2% for stop control approaches	X	N/A		N/A	
Path of travel cross slope is greater than 5% for free-flow approaches	N/A		N/A		
Crosswalk width is less than 6'					
Crosswalk striping condition	Good	Good	Good	Good	

Curb Ramp Issues	Curb Ramp ID ('z' or 'i' in ramp label indicates no existing ramp) 1A	2A	3A	4A	Possible Solutions
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					Remove and replace curb ramp
Flare cross slope is greater than 10%	X	X			
Curb ramp running slope is greater than 8.3%				X	
Blended transition running slope is greater than 5%				X	
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					
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%	X	X	X		Remove and replace landing area
Curb ramp transition onto roadway is greater than 0.25"		X			Fix curb ramp transition
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
Ponding occurs at base of curb ramp					

Comment: Existing sidewalk, curb ramp, and/or striping configurations permit pedestrians to cross the major street. An Engineering study is needed to confirm crossing should be accomm

Ramp 1A

Ramp 2A

Ramp 3A

Ramp 4A

Opinion of Probable Construction Cost Disclaimer:
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End of Project Description for Project 227 Intersection of Beltway Dr and Les Lacs Ave

Kimley-Horn and Associates, Inc. **Priority: 2**
Project Description for Unsignalized Intersection

Client:	**Town of Addison**	**Date: 12/21/17**
Program:	**ADA Self-Evaluation and Transition Plan**	**Prepared By: CMP**
KHA No.:	**063543021**	**Checked By: EPE**

Corridor :	**Beltway Dr**	**GPS ID: 228**
Project Name:	**Intersection of Beltway Dr and Proton Dr**	
Town:	**Addison**	

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	$ 10.00	$ -
TxDOT 529-6002	CONC CURB (TY II)	0	LF	$ 15.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	12	SY	$ 45.00	$ 540.00
TxDOT 531	CURB RAMPS	2	EA	$ 1,500.00	$ 3,000.00
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	10	SF	$ 50.00	$ 500.00
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	21	SY	$ 9.00	$ 189.00
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	$ 2.80	$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	509	LF	$ 8.50	$ 4,326.50
---	REPAVE ROADWAY	3	LS	$ 5,000.00	$ 15,000.00
---	FIX PONDING	0	LS	$ 2,000.00	$ -
---	FIX CURB RAMP TRANSITION	0	LS	$ 2,000.00	$ -
---	MEDIAN NOSE MODIFICATION	0	LS	$ 5,000.00	$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	$ 500.00	$ -
---	FIX CURB RAMP COUNTER SLOPE	0	LS	$ 2,000.00	$ -

Basis for Cost Projection

- ☑ No Design Completed
- ❑ Preliminary Design
- ❑ Final Design

Subtotal:		$ 23,555.50
Engineering: (% +/-)	20%	$ 4,722.25
Contingency: (% +/-)	20%	$ 4,722.25
Estimated Project Cost:		**$ 33,000.00**

Project Location

Field Observations

Intersection Issues	Crosswalk N	Crosswalk E	Crosswalk S	Crosswalk W	Possible Solutions
Path of travel pavement condition	Good	Dangerous	Dangerous	Dangerous	Repave roadway and install crosswalk pavement markings
Path of travel running slope is greater than 5%		X		X	
Path of travel cross slope is greater than 2% for stop control approaches		N/A		N/A	
Path of travel cross slope is greater than 5% for free-flow approaches	N/A		N/A		
Crosswalk width is less than 6'					
Crosswalk striping condition	Good	Good	Good	Good	

Curb Ramp Issues	Curb Ramp ID ('z' or 'i' in ramp label indicates no existing ramp) 1A	2A	3A	4A	Possible Solutions
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					Remove and replace curb ramp
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%		X			
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		For intersection, commercial driveway, and park ramps, install
No color contrast at base of curb ramp					
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%	X	X	X		Remove and replace landing area
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					

Comment: Existing sidewalk, curb ramp, and/or striping configurations permit pedestrians to cross the major street. An Engineering study is needed to confirm crossing should be accomm

Ramp 1A

Ramp 2A

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

End of Project Description for Project 228 Intersection of Beltway Dr and Proton Dr

Kimley-Horn and Associates, Inc. **Priority: 2**
Project Description for Unsignalized Intersection

Client:	**Town of Addison**		**Date: 12/21/17**
Program:	**ADA Self-Evaluation and Transition Plan**		**Prepared By: CMP**
KHA No.:	**063543021**		**Checked By: EPE**

Corridor :	**Beltway Dr**	**GPS ID: 229**
Project Name:	**Intersection of Beltway Dr and driveway (Lat. 32.9504; Long. -96.8491)**	
Town:	**Addison**	

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	$ 10.00	$ -
TxDOT 529-6002	CONC CURB (TY II)	0	LF	$ 15.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	0	SY	$ 45.00	$ -
TxDOT 531	CURB RAMPS	3	EA	$ 1,500.00	$ 4,500.00
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	$ 50.00	$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	25	SY	$ 9.00	$ 225.00
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	$ 2.80	$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	222	LF	$ 8.50	$ 1,887.00
---	REPAVE ROADWAY	2	LS	$ 5,000.00	$ 10,000.00
---	FIX PONDING	0	LS	$ 2,000.00	$ -
---	FIX CURB RAMP TRANSITION	0	LS	$ 2,000.00	$ -
---	MEDIAN NOSE MODIFICATION	0	LS	$ 5,000.00	$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	$ 500.00	$ -
---	FIX CURB RAMP COUNTER SLOPE	0	LS	$ 2,000.00	$ -

Basis for Cost Projection

- ☑ No Design Completed
- ❑ Preliminary Design
- ❑ Final Design

Subtotal:		$ 16,612.00
Engineering: (% +/-)	20%	$ 3,694.00
Contingency: (% +/-)	20%	$ 3,694.00
Estimated Project Cost:		**$ 24,000.00**

Project Location

Field Observations

Intersection Issues	Crosswalk N	Crosswalk E	Crosswalk S	Crosswalk W	Possible Solutions
Path of travel pavement condition	N/A	N/A	Good	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	X	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		Install crosswalk pavement markings
Crosswalk striping condition	N/A	N/A	None	Good	

Curb Ramp Issues	Curb Ramp ID ('z' or 'i' in ramp label indicates no existing ramp) WF	1A	2z	3A	4A	4B	Possible Solutions
Curb ramp does not exist and is needed	X						Remove and replace cut-thru ramp
Curb ramp does not land in crosswalk							
No 4' x 4' clear space at base of curb ramp							
Curbed side is not 90° or has traversable adjacent surface							Remove and replace curb ramp
Flare cross slope is greater than 10%							
Curb ramp running slope is greater than 8.3%						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	
Cut-thru ramp cross slope is greater than 2%							
Curb ramp width is less than 48"							
Cut-thru ramp width is less than 60"	X						
Permanent obstruction (>0.25") in curb ramp/landing/flares							
Temporary obstruction (>0.25") in curb ramp/landing/flares							
No textured surface at base of curb ramp	X						For intersection, commercial driveway, and park ramps, install color truncated domes
No color contrast at base of curb ramp	X						
Landing area does not exist and is needed							
Landing area is less than 5' x 5' or slopes greater than 2%				X			Remove and replace landing area
Curb ramp transition onto roadway is greater than 0.25"							
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%							
Ponding occurs at base of curb ramp							

Comment: Existing sidewalk, curb ramp, and/or striping configurations permit pedestrians to cross the major street. An Engineering study is needed to confirm crossing should be accomm

Ramp West F

Ramp 1A

Corner 2 No Ramp (2z)

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

End of Project Description for Project 229 Intersection of Beltway Dr and driveway (Lat. 32.9504; Long. -96.8491)

Kimley-Horn and Associates, Inc. **Priority: 9**
Project Description for Unsignalized Intersection

Client:	**Town of Addison**	**Date:**	**12/21/17**
Program:	**ADA Self-Evaluation and Transition Plan**	**Prepared By:**	**CMP**
KHA No.:	**063543021**	**Checked By:**	**EPE**

Corridor :	**Beltway Dr**	**GPS ID:**	**230**
Project Name:	**Intersection of Beltway Dr and driveway (Lat. 32.9509; Long. -96.8483)**		
Town:	**Addison**		

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	$ 10.00	$ -
TxDOT 529-6002	CONC CURB (TY II)	0	LF	$ 15.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	0	SY	$ 45.00	$ -
TxDOT 531	CURB RAMPS	1	EA	$ 1,500.00	$ 1,500.00
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	$ 50.00	$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	11	SY	$ 9.00	$ 99.00
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	$ 2.80	$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	0	LF	$ 8.50	$ -
---	REPAVE ROADWAY	0	LS	$ 5,000.00	$ -
---	FIX PONDING	1	LS	$ 2,000.00	$ 2,000.00
---	FIX CURB RAMP TRANSITION	0	LS	$ 2,000.00	$ -
---	MEDIAN NOSE MODIFICATION	0	LS	$ 5,000.00	$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	$ 500.00	$ -
---	FIX CURB RAMP COUNTER SLOPE	0	LS	$ 2,000.00	$ -

Basis for Cost Projection
- ☑ No Design Completed
- ❑ Preliminary Design
- ❑ Final Design

Subtotal:		$ 3,599.00
Engineering: (% +/-)	20%	$ 1,200.50
Contingency: (% +/-)	20%	$ 1,200.50
Estimated Project Cost:		**$ 6,000.00**

Project Location

Field Observations

Intersection Issues	Crosswalk N	E	S	W	Possible Solutions
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' or 'i' in ramp label indicates no existing ramp) 3A	4A	Possible Solutions
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	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 2%			
Curb ramp width is less than 48"			
Cut-thru ramp width is less than 60"			
Permanent obstruction (>0.25") in curb ramp/landing/flares			
Temporary obstruction (>0.25") in curb ramp/landing/flares			
No textured surface at base of curb ramp			
No color contrast at base of curb ramp			
Landing area does not exist and is needed			
Landing area is less than 5' x 5' or slopes greater than 2%		X	Remove and replace landing area
Curb ramp transition onto roadway is greater than 0.25"			
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%			
Ponding occurs at base of curb ramp	X		Fix ponding

Ramp 3A

Ramp 4A

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Project Location Map Sources:
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DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

End of Project Description for Project 230 Intersection of Beltway Dr and driveway (Lat. 32.9509; Long. -96.8483)

Kimley-Horn and Associates, Inc. **Priority: 9**
Project Description for Unsignalized Intersection

Client:	**Town of Addison**	**Date:**	**12/21/17**
Program:	**ADA Self-Evaluation and Transition Plan**	**Prepared By:**	**CMP**
KHA No.:	**063543021**	**Checked By:**	**EPE**

Corridor :	**Beltway Dr**	**GPS ID:**	**231**
Project Name:	**Intersection of Beltway Dr and driveway (Lat. 32.9510; Long. -96.8482)**		
Town:	**Addison**		

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	$ 10.00	$ -
TxDOT 529-6002	CONC CURB (TY II)	0	LF	$ 15.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	0	SY	$ 45.00	$ -
TxDOT 531	CURB RAMPS	1	EA	$ 1,500.00	$ 1,500.00
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	$ 50.00	$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	10	SY	$ 9.00	$ 90.00
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	$ 2.80	$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	0	LF	$ 8.50	$ -
---	REPAVE ROADWAY	0	LS	$ 5,000.00	$ -
---	FIX PONDING	0	LS	$ 2,000.00	$ -
---	FIX CURB RAMP TRANSITION	0	LS	$ 2,000.00	$ -
---	MEDIAN NOSE MODIFICATION	0	LS	$ 5,000.00	$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	$ 500.00	$ -
---	FIX CURB RAMP COUNTER SLOPE	0	LS	$ 2,000.00	$ -

Basis for Cost Projection

- ☑ No Design Completed
- ❑ Preliminary Design
- ❑ Final Design

Subtotal:		$ 1,590.00
Engineering: (% +/-)	20%	$ 705.00
Contingency: (% +/-)	20%	$ 705.00
Estimated Project Cost:		**$ 3,000.00**

Project Location

Field Observations

Intersection Issues	Crosswalk N	E	S	W	Possible Solutions
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' or 'i' in ramp label indicates no existing ramp) 3A	4z		Possible Solutions
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				Remove and replace curb ramp
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				
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			Remove and replace landing area
Curb ramp transition onto roadway is greater than 0.25"				
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%				
Ponding occurs at base of curb ramp				

Ramp 3A

Corner 4 No Ramp (4z)

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Project Location Map Sources:
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End of Project Description for Project 231 Intersection of Beltway Dr and driveway (Lat. 32.9510; Long. -96.8482)

Kimley-Horn and Associates, Inc. **Priority: 2**
Project Description for Unsignalized Intersection

Client:	**Town of Addison**	**Date:**	**12/21/17**
Program:	**ADA Self-Evaluation and Transition Plan**	**Prepared By:**	**CMP**
KHA No.:	**063543021**	**Checked By:**	**EPE**

Corridor :	**Beltway Dr**	**GPS ID:**	**232**
Project Name:	**Intersection of Beltway Dr and driveway (Lat. 32.9511; Long. -96.8477)**		
Town:	**Addison**		

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	$ 10.00	$ -
TxDOT 529-6002	CONC CURB (TY II)	0	LF	$ 15.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	0	SY	$ 45.00	$ -
TxDOT 531	CURB RAMPS	1	EA	$ 1,500.00	$ 1,500.00
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	20	SF	$ 50.00	$ 1,000.00
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	8	SY	$ 9.00	$ 72.00
TxDOT 677	ELIM EXT PAVE MRK & MRKS	-2	LF	$ 2.80	$ (5.60)
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	56	LF	$ 8.50	$ 476.00
---	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 COUNTER SLOPE	0	LS	$ 2,000.00	$ -

Basis for Cost Projection

- ☑ No Design Completed
- ❑ Preliminary Design
- ❑ Final Design

Subtotal:		$ 3,042.40
Engineering: (% +/-)	20%	$ 978.80
Contingency: (% +/-)	20%	$ 978.80
Estimated Project Cost:		**$ 5,000.00**

Project Location

Field Observations

Intersection Issues	Crosswalk N	Crosswalk E	Crosswalk S	Crosswalk W	Possible Solutions
Path of travel pavement condition	N/A	Good	Good	N/A	
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	Install crosswalk pavement markings
Crosswalk striping condition	N/A	Good	None	N/A	

Curb Ramp Issues	Curb Ramp ID ('z' or 'i' in ramp label indicates no existing ramp) 1z	2A	3A	3B	4A		Possible Solutions
Curb ramp does not exist and is needed							
Curb ramp does not land in crosswalk					X		Remove and replace crosswalk pavement markings
No 4' x 4' clear space at base of curb ramp							
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%							
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							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							

Comment: Existing sidewalk, curb ramp, and/or striping configurations permit pedestrians to cross the major street. An Engineering study is needed to confirm crossing should be accomm

Kimley-Horn and Associates, Inc.	Intersection of Beltway Dr and driveway (Lat. 32.9511; Long. -96.8477)
Photographs	GPS ID: 232

Corner 1 No Ramp (1z)

Ramp 2A

Ramp 3A

Ramp 3B

Ramp 4A

Opinion of Probable Construction Cost Disclaimer:
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End of Project Description for Project 232 Intersection of Beltway Dr and driveway (Lat. 32.9511; Long. -96.8477)

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

Client:	**Town of Addison**	**Date:**	**12/21/17**
Program:	**ADA Self-Evaluation and Transition Plan**	**Prepared By:**	**CMP**
KHA No.:	**063543021**	**Checked By:**	**EPE**

Corridor :	**Beltway Dr**	**GPS ID:**	**234**
Project Name:	**Intersection of Beltway Dr and driveway (Lat. 32.9512; Long. -96.8473)**		
Town:	**Addison**		

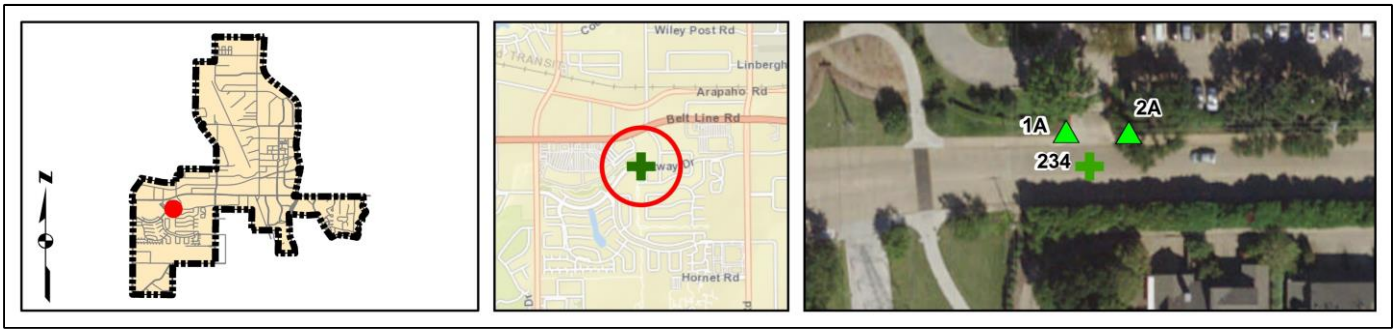
Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	$ 10.00	$ -
TxDOT 529-6002	CONC CURB (TY II)	0	LF	$ 15.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	0	SY	$ 45.00	$ -
TxDOT 531	CURB RAMPS	2	EA	$ 1,500.00	$ 3,000.00
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	$ 50.00	$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	20	SY	$ 9.00	$ 180.00
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	$ 2.80	$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	0	LF	$ 8.50	$ -
---	REPAVE ROADWAY	0	LS	$ 5,000.00	$ -
---	FIX PONDING	0	LS	$ 2,000.00	$ -
---	FIX CURB RAMP TRANSITION	1	LS	$ 2,000.00	$ 2,000.00
---	MEDIAN NOSE MODIFICATION	0	LS	$ 5,000.00	$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	$ 500.00	$ -
---	FIX CURB RAMP COUNTER SLOPE	2	LS	$ 2,000.00	$ 4,000.00

Basis for Cost Projection

- ☑ No Design Completed
- ❑ Preliminary Design
- ❑ Final Design

Subtotal:		$ 9,180.00
Engineering: (% +/-)	20%	$ 1,910.00
Contingency: (% +/-)	20%	$ 1,910.00
Estimated Project Cost:		**$ 13,000.00**

Project Location



Field Observations

Intersection Issues	Crosswalk N	E	S	W	Possible Solutions
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' or 'i' in ramp label indicates no existing ramp) 1A	2A	Possible Solutions
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		Remove and replace crosswalk pavement markings
Curbed side is not 90° or has traversable adjacent surface			
Flare cross slope is greater than 10%	X	X	Remove and replace curb ramp
Curb ramp running slope is greater than 8.3%	X	X	
Blended transition running slope is greater than 5%			
Cut-thru ramp running slope is greater than 5%			
Curb ramp cross slope is greater than 2%	X	X	
Cut-thru ramp cross slope is greater than 2%			
Curb ramp width is less than 48"	X	X	
Cut-thru ramp width is less than 60"			
Permanent obstruction (>0.25") in curb ramp/landing/flares		X	
Temporary obstruction (>0.25") in curb ramp/landing/flares			
No textured surface at base of curb ramp	X	X	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	X	Remove and replace landing area
Curb ramp transition onto roadway is greater than 0.25"		X	Fix curb ramp transition
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%	X	X	Fix curb ramp counter slope
Ponding occurs at base of curb ramp			

Kimley-Horn and Associates, Inc.	Intersection of Beltway Dr and driveway (Lat. 32.9512; Long. -96.8473)
Photographs	GPS ID: 234

Ramp 1A

Ramp 2A

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

End of Project Description for Project 234 Intersection of Beltway Dr and driveway (Lat. 32.9512; Long. -96.8473)

Kimley-Horn and Associates, Inc. **Priority: 4**
Project Description for Unsignalized Intersection

Client:	**Town of Addison**	**Date:**	**12/21/17**
Program:	**ADA Self-Evaluation and Transition Plan**	**Prepared By:**	**CMP**
KHA No.:	**063543021**	**Checked By:**	**EPE**

Corridor :	**Beltway Dr**	**GPS ID:**	**235**
Project Name:	**Intersection of Beltway Dr and Surveyor Blvd**		
Town:	**Addison**		

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	$ 10.00	$ -
TxDOT 529-6002	CONC CURB (TY II)	0	LF	$ 15.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	12	SY	$ 45.00	$ 540.00
TxDOT 531	CURB RAMPS	4	EA	$ 1,500.00	$ 6,000.00
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	$ 50.00	$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	42	SY	$ 9.00	$ 378.00
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	$ 2.80	$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	288	LF	$ 8.50	$ 2,448.00
---	REPAVE ROADWAY	3	LS	$ 5,000.00	$ 15,000.00
---	FIX PONDING	0	LS	$ 2,000.00	$ -
---	FIX CURB RAMP TRANSITION	0	LS	$ 2,000.00	$ -
---	MEDIAN NOSE MODIFICATION	0	LS	$ 5,000.00	$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	$ 500.00	$ -
---	FIX CURB RAMP COUNTER SLOPE	0	LS	$ 2,000.00	$ -

Basis for Cost Projection

- ☑ No Design Completed
- ❑ Preliminary Design
- ❑ Final Design

Subtotal:		$ 24,366.00
Engineering: (% +/-)	20%	$ 5,317.00
Contingency: (% +/-)	20%	$ 5,317.00
Estimated Project Cost:		**$ 35,000.00**

Project Location

Field Observations

Intersection Issues	Crosswalk N	Crosswalk E	Crosswalk S	Crosswalk W	Possible Solutions
Path of travel pavement condition	Dangerous	Dangerous	Good	Poor	Repave roadway and install crosswalk pavement markings
Path of travel running slope is greater than 5%					
Path of travel cross slope is greater than 2% for stop control approaches	X	N/A		N/A	
Path of travel cross slope is greater than 5% for free-flow approaches	N/A		N/A		
Crosswalk width is less than 6'					
Crosswalk striping condition	Good	Good	Good	Good	

Curb Ramp Issues	Curb Ramp ID ('z' or 'i' in ramp label indicates no existing ramp) 1A	2A	3z	4A	Possible Solutions
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					Remove and replace curb ramp
Flare cross slope is greater than 10%					
Curb ramp running slope is greater than 8.3%	X	X		X	
Blended transition running slope is greater than 5%	X			X	
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					
No color contrast at base of curb ramp					
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%	X	X		X	Remove and replace landing area
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					

Comment: Existing sidewalk, curb ramp, and/or striping configurations permit pedestrians to cross the major street. An Engineering study is needed to confirm crossing should be accomm

Ramp 1A

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

End of Project Description for Project 235 Intersection of Beltway Dr and Surveyor Blvd

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

Client:	**Town of Addison**	**Date:**	**12/21/17**
Program:	**ADA Self-Evaluation and Transition Plan**	**Prepared By:**	**CMP**
KHA No.:	**063543021**	**Checked By:**	**EPE**

Corridor :	**Beltway Dr**	**GPS ID:**	**236**
Project Name:	**Intersection of Beltway Dr and driveway (Lat. 32.9512; Long. -96.8452)**		
Town:	**Addison**		

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	$ 10.00	$ -
TxDOT 529-6002	CONC CURB (TY II)	0	LF	$ 15.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	0	SY	$ 45.00	$ -
TxDOT 531	CURB RAMPS	2	EA	$ 1,500.00	$ 3,000.00
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	$ 50.00	$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	18	SY	$ 9.00	$ 162.00
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	$ 2.80	$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	0	LF	$ 8.50	$ -
---	REPAVE ROADWAY	0	LS	$ 5,000.00	$ -
---	FIX PONDING	0	LS	$ 2,000.00	$ -
---	FIX CURB RAMP TRANSITION	0	LS	$ 2,000.00	$ -
---	MEDIAN NOSE MODIFICATION	0	LS	$ 5,000.00	$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	$ 500.00	$ -
---	FIX CURB RAMP COUNTER SLOPE	2	LS	$ 2,000.00	$ 4,000.00

Basis for Cost Projection

- ☑ No Design Completed
- ❑ Preliminary Design
- ❑ Final Design

Subtotal:		$ 7,162.00
Engineering: (% +/-)	20%	$ 1,919.00
Contingency: (% +/-)	20%	$ 1,919.00
Estimated Project Cost:		**$ 11,000.00**

Project Location

Field Observations

Intersection Issues	Crosswalk N	E	S	W	Possible Solutions
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' or 'i' in ramp label indicates no existing ramp) 1A	2A	Possible Solutions
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
Curbed side is not 90° or has traversable adjacent surface			
Flare cross slope is greater than 10%	X	X	Remove and replace curb ramp
Curb ramp running slope is greater than 8.3%		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	
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"			
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			

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

End of Project Description for Project 236 Intersection of Beltway Dr and driveway (Lat. 32.9512; Long. -96.8452)

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

Client:	**Town of Addison**	**Date:**	**12/21/17**
Program:	**ADA Self-Evaluation and Transition Plan**	**Prepared By:**	**CMP**
KHA No.:	**063543021**	**Checked By:**	**EPE**

Corridor :	**Beltway Dr**	**GPS ID:**	**237**
Project Name:	**Intersection of Beltway Dr and driveway (Lat. 32.9512; Long. -96.8445)**		
Town:	**Addison**		

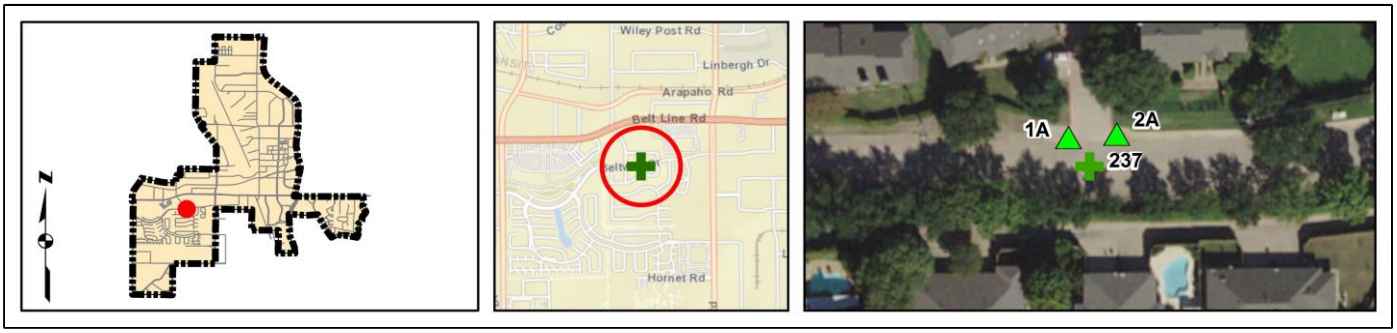
Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	$ 10.00	$ -
TxDOT 529-6002	CONC CURB (TY II)	0	LF	$ 15.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	0	SY	$ 45.00	$ -
TxDOT 531	CURB RAMPS	2	EA	$ 1,500.00	$ 3,000.00
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	$ 50.00	$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	15	SY	$ 9.00	$ 135.00
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	$ 2.80	$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	0	LF	$ 8.50	$ -
---	REPAVE ROADWAY	0	LS	$ 5,000.00	$ -
---	FIX PONDING	0	LS	$ 2,000.00	$ -
---	FIX CURB RAMP TRANSITION	0	LS	$ 2,000.00	$ -
---	MEDIAN NOSE MODIFICATION	0	LS	$ 5,000.00	$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	$ 500.00	$ -
---	FIX CURB RAMP COUNTER SLOPE	0	LS	$ 2,000.00	$ -

Basis for Cost Projection

- ☑ No Design Completed
- ❑ Preliminary Design
- ❑ Final Design

Subtotal:		$ 3,135.00
Engineering: (% +/-)	20%	$ 932.50
Contingency: (% +/-)	20%	$ 932.50
Estimated Project Cost:		**$ 5,000.00**

Project Location



Field Observations

Intersection Issues	Crosswalk N	E	S	W	Possible Solutions
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' or 'i' in ramp label indicates no existing ramp) 1A	2A	Possible Solutions
Curb ramp does not exist and is needed			
Curb ramp does not land in crosswalk			
No 4' x 4' clear space at base of curb ramp			
Curbed side is not 90° or has traversable adjacent surface			
Flare cross slope is greater than 10%	X	X	
Curb ramp running slope is greater than 8.3%			
Blended transition running slope is greater than 5%			
Cut-thru ramp running slope is greater than 5%			Remove and replace curb ramp
Curb ramp cross slope is greater than 2%			
Cut-thru ramp cross slope is greater than 2%			
Curb ramp width is less than 48"		X	
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%			
Curb ramp transition onto roadway is greater than 0.25"			
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%			
Ponding occurs at base of curb ramp			

Ramp 1A

Ramp 2A

Opinion of Probable Construction Cost Disclaimer:
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Project Location Map Sources:
Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013,
DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

End of Project Description for Project 237 Intersection of Beltway Dr and driveway (Lat. 32.9512; Long. -96.8445)

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

Client:	**Town of Addison**	**Date:**	**12/21/17**
Program:	**ADA Self-Evaluation and Transition Plan**	**Prepared By:**	**CMP**
KHA No.:	**063543021**	**Checked By:**	**EPE**

Corridor :	**Beltway Dr**	**GPS ID:**	**238**
Project Name:	**Intersection of Beltway Dr and driveway (Lat. 32.9512; Long. -96.8438)**		
Town:	**Addison**		

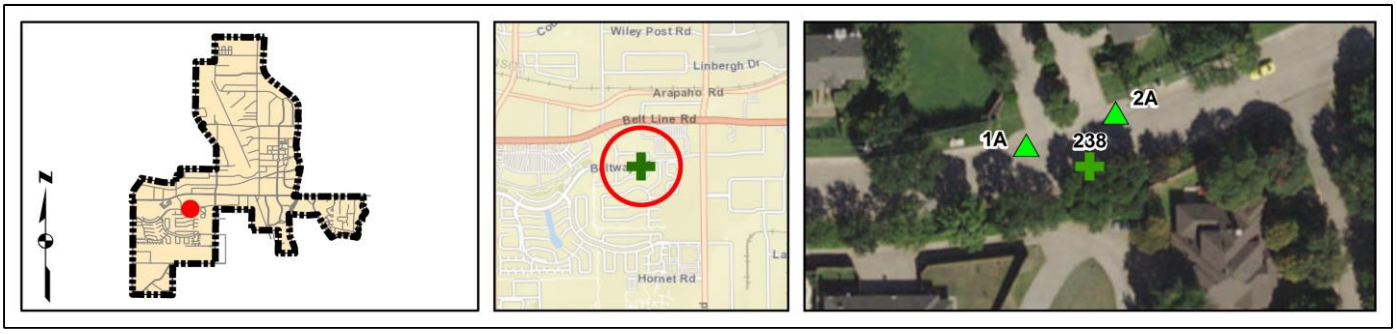
Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	$ 10.00	$ -
TxDOT 529-6002	CONC CURB (TY II)	0	LF	$ 15.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	0	SY	$ 45.00	$ -
TxDOT 531	CURB RAMPS	2	EA	$ 1,500.00	$ 3,000.00
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	$ 50.00	$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	19	SY	$ 9.00	$ 171.00
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	$ 2.80	$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	0	LF	$ 8.50	$ -
---	REPAVE ROADWAY	0	LS	$ 5,000.00	$ -
---	FIX PONDING	0	LS	$ 2,000.00	$ -
---	FIX CURB RAMP TRANSITION	0	LS	$ 2,000.00	$ -
---	MEDIAN NOSE MODIFICATION	0	LS	$ 5,000.00	$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	$ 500.00	$ -
---	FIX CURB RAMP COUNTER SLOPE	0	LS	$ 2,000.00	$ -

Basis for Cost Projection

- ☑ No Design Completed
- ❑ Preliminary Design
- ❑ Final Design

Subtotal:		$ 3,171.00
Engineering: (% +/-)	20%	$ 914.50
Contingency: (% +/-)	20%	$ 914.50
Estimated Project Cost:		**$ 5,000.00**

Project Location



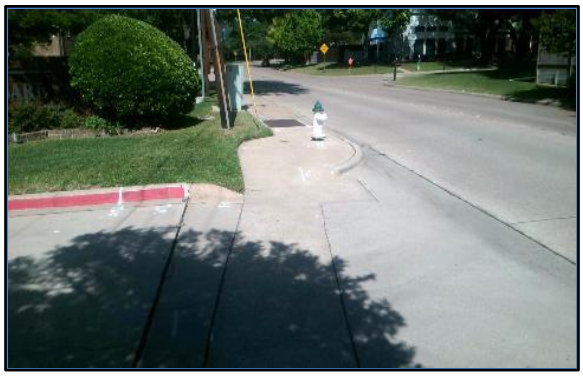
Field Observations

Intersection Issues	Crosswalk N	E	S	W	Possible Solutions
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' or 'i' in ramp label indicates no existing ramp) 1A	2A	Possible Solutions
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			Remove and replace curb ramp
Flare cross slope is greater than 10%	X		
Curb ramp running slope is greater than 8.3%	X	X	
Blended transition running slope is greater than 5%			
Cut-thru ramp running slope is greater than 5%			
Curb ramp cross slope is greater than 2%	X	X	
Cut-thru ramp cross slope is greater than 2%			
Curb ramp width is less than 48"			
Cut-thru ramp width is less than 60"			
Permanent obstruction (>0.25") in curb ramp/landing/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"			
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%			
Ponding occurs at base of curb ramp			

Kimley-Horn and Associates, Inc.	Intersection of Beltway Dr and driveway (Lat. 32.9512; Long. -96.8438)
Photographs	GPS ID: 238

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

End of Project Description for Project 238 Intersection of Beltway Dr and driveway (Lat. 32.9512; Long. -96.8438)

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

Client:	**Town of Addison**	**Date:**	**12/21/17**
Program:	**ADA Self-Evaluation and Transition Plan**	**Prepared By:**	**CMP**
KHA No.:	**063543021**	**Checked By:**	**EPE**

Corridor :	**Beltway Dr**	**GPS ID:**	**239**
Project Name:	**Intersection of Beltway Dr and driveway (Lat. 32.9514; Long. -96.8432)**		
Town:	**Addison**		

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	$ 10.00	$ -
TxDOT 529-6002	CONC CURB (TY II)	0	LF	$ 15.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	0	SY	$ 45.00	$ -
TxDOT 531	CURB RAMPS	2	EA	$ 1,500.00	$ 3,000.00
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	$ 50.00	$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	24	SY	$ 9.00	$ 216.00
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	$ 2.80	$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	0	LF	$ 8.50	$ -
---	REPAVE ROADWAY	0	LS	$ 5,000.00	$ -
---	FIX PONDING	0	LS	$ 2,000.00	$ -
---	FIX CURB RAMP TRANSITION	0	LS	$ 2,000.00	$ -
---	MEDIAN NOSE MODIFICATION	0	LS	$ 5,000.00	$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	$ 500.00	$ -
---	FIX CURB RAMP COUNTER SLOPE	0	LS	$ 2,000.00	$ -

Basis for Cost Projection
- ☑ No Design Completed
- ❑ Preliminary Design
- ❑ Final Design

Subtotal:		$ 3,216.00
Engineering: (% +/-)	20%	$ 892.00
Contingency: (% +/-)	20%	$ 892.00
Estimated Project Cost:		**$ 5,000.00**

Project Location

Field Observations

Intersection Issues	Crosswalk N	E	S	W	Possible Solutions
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' or 'i' in ramp label indicates no existing ramp) 1A	2A	Possible Solutions
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			Remove and replace curb ramp
Flare cross slope is greater than 10%	X	X	
Curb ramp running slope is greater than 8.3%	X	X	
Blended transition running slope is greater than 5%			
Cut-thru ramp running slope is greater than 5%			
Curb ramp cross slope is greater than 2%	X	X	
Cut-thru ramp cross slope is greater than 2%			
Curb ramp width is less than 48"	X	X	
Cut-thru ramp width is less than 60"			
Permanent obstruction (>0.25") in curb ramp/landing/flares			
Temporary obstruction (>0.25") in curb ramp/landing/flares			
No textured surface at base of curb ramp	X	X	For intersection, 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	X	Remove and replace landing area
Curb ramp transition onto roadway is greater than 0.25"			
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%			
Ponding occurs at base of curb ramp			

Kimley-Horn and Associates, Inc.	Intersection of Beltway Dr and driveway (Lat. 32.9514; Long. -96.8432)
Photographs	GPS ID: 239

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

End of Project Description for Project 239 Intersection of Beltway Dr and driveway (Lat. 32.9514; Long. -96.8432)

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

Client:	**Town of Addison**	**Date:**	**12/21/17**
Program:	**ADA Self-Evaluation and Transition Plan**	**Prepared By:**	**CMP**
KHA No.:	**063543021**	**Checked By:**	**EPE**

Corridor :	**Beltway Dr**	**GPS ID:**	**240**
Project Name:	**Intersection of Beltway Dr and Towne Lake Cir**		
Town:	**Addison**		

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	$ 10.00	$ -
TxDOT 529-6002	CONC CURB (TY II)	0	LF	$ 15.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	0	SY	$ 45.00	$ -
TxDOT 531	CURB RAMPS	2	EA	$ 1,500.00	$ 3,000.00
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	$ 50.00	$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	18	SY	$ 9.00	$ 162.00
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	$ 2.80	$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	0	LF	$ 8.50	$ -
---	REPAVE ROADWAY	0	LS	$ 5,000.00	$ -
---	FIX PONDING	1	LS	$ 2,000.00	$ 2,000.00
---	FIX CURB RAMP TRANSITION	1	LS	$ 2,000.00	$ 2,000.00
---	MEDIAN NOSE MODIFICATION	0	LS	$ 5,000.00	$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	$ 500.00	$ -
---	FIX CURB RAMP COUNTER SLOPE	0	LS	$ 2,000.00	$ -

Basis for Cost Projection
- ☑ No Design Completed
- ❑ Preliminary Design
- ❑ Final Design

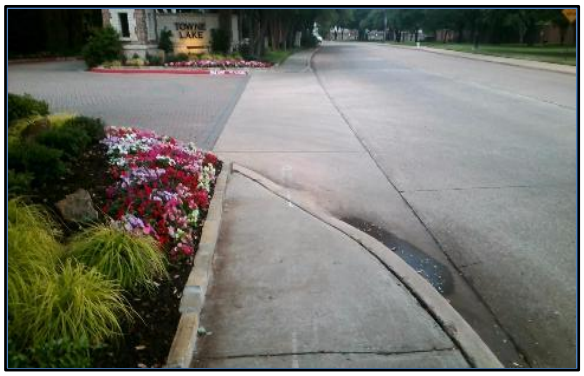
Subtotal:		$ 7,162.00
Engineering: (% +/-)	20%	$ 1,919.00
Contingency: (% +/-)	20%	$ 1,919.00
Estimated Project Cost:		**$ 11,000.00**

Project Location

Field Observations

Intersection Issues	Crosswalk N	E	S	W	Possible Solutions
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' or 'i' in ramp label indicates no existing ramp) 3A	4A	Possible Solutions
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%	X	X	
Blended transition running slope is greater than 5%			
Cut-thru ramp running slope is greater than 5%			Remove and replace curb ramp
Curb ramp cross slope is greater than 2%		X	
Cut-thru ramp cross slope is greater than 2%			
Curb ramp width is less than 48"	X	X	
Cut-thru ramp width is less than 60"			
Permanent obstruction (>0.25") in curb ramp/landing/flares			
Temporary obstruction (>0.25") in curb ramp/landing/flares			
No textured surface at base of curb ramp	X	X	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%			
Ponding occurs at base of curb ramp	X		Fix ponding



Ramp 3A

Ramp 4A

Opinion of Probable Construction Cost Disclaimer:
The Engineer has no control over the cost of labor, materials, equipment, or over the Contractor's methods of determining prices or over competitive bidding or market conditions. Opinions of probable costs provided herein are based on the information known to Engineer at this time and represent only the Engineer's judgment as a design professional familiar with the construction industry. The Engineer cannot and does not guarantee that proposals, bids, or actual construction costs will not vary from its opinions of probable costs.

Project Location Map Sources:
Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

End of Project Description for Project 240 Intersection of Beltway Dr and Towne Lake Cir

Kimley-Horn and Associates, Inc. **Priority: 6**
Project Description for Unsignalized Intersection

Client:	**Town of Addison**	**Date:**	**12/21/17**
Program:	**ADA Self-Evaluation and Transition Plan**	**Prepared By:**	**CMP**
KHA No.:	**063543021**	**Checked By:**	**EPE**

Corridor :	**Beltway Dr**	**GPS ID:**	**241**
Project Name:	**Intersection of Beltway Dr and driveway (Lat. 32.9517; Long. -96.8409)**		
Town:	**Addison**		

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	$ 10.00	$ -
TxDOT 529-6002	CONC CURB (TY II)	0	LF	$ 15.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	0	SY	$ 45.00	$ -
TxDOT 531	CURB RAMPS	2	EA	$ 1,500.00	$ 3,000.00
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	$ 50.00	$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	0	SY	$ 9.00	$ -
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	$ 2.80	$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	0	LF	$ 8.50	$ -
---	REPAVE ROADWAY	0	LS	$ 5,000.00	$ -
---	FIX PONDING	0	LS	$ 2,000.00	$ -
---	FIX CURB RAMP TRANSITION	0	LS	$ 2,000.00	$ -
---	MEDIAN NOSE MODIFICATION	0	LS	$ 5,000.00	$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	$ 500.00	$ -
---	FIX CURB RAMP COUNTER SLOPE	0	LS	$ 2,000.00	$ -

Basis for Cost Projection
- ☑ No Design Completed
- ❑ Preliminary Design
- ❑ Final Design

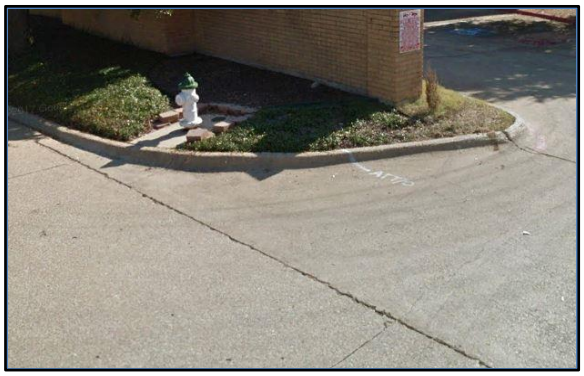
Subtotal:		$ 3,000.00
Engineering: (% +/-)	20%	$ 1,000.00
Contingency: (% +/-)	20%	$ 1,000.00
Estimated Project Cost:		**$ 5,000.00**

Project Location

Field Observations

Intersection Issues	Crosswalk N	E	S	W	Possible Solutions
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' or 'i' in ramp label indicates no existing ramp) 3z	4z	Possible Solutions
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 3 No Ramp (3*z*)

Corner 4 No Ramp (4*z*)

Opinion of Probable Construction Cost Disclaimer:
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Project Location Map Sources:
Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

End of Project Description for Project 241 Intersection of Beltway Dr and driveway (Lat. 32.9517; Long. -96.8409)

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

Client:	**Town of Addison**	**Date:**	**12/21/17**
Program:	**ADA Self-Evaluation and Transition Plan**	**Prepared By:**	**CMP**
KHA No.:	**063543021**	**Checked By:**	**EPE**

Corridor :	**Beltway Dr**	**GPS ID:**	**242**
Project Name:	**Intersection of Beltway Dr and driveway (Lat. 32.9519; Long. -96.8396)**		
Town:	**Addison**		

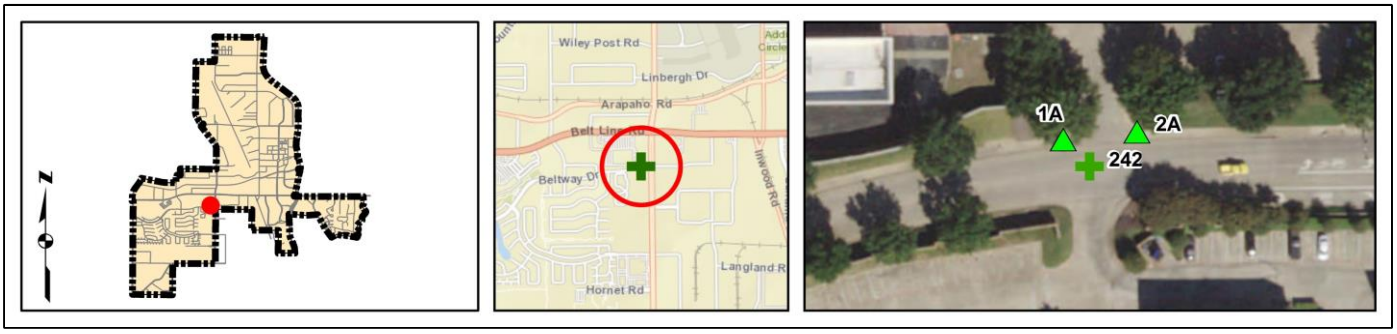
Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	$ 10.00	$ -
TxDOT 529-6002	CONC CURB (TY II)	0	LF	$ 15.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	0	SY	$ 45.00	$ -
TxDOT 531	CURB RAMPS	2	EA	$ 1,500.00	$ 3,000.00
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	$ 50.00	$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	23	SY	$ 9.00	$ 207.00
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	$ 2.80	$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	0	LF	$ 8.50	$ -
---	REPAVE ROADWAY	0	LS	$ 5,000.00	$ -
---	FIX PONDING	0	LS	$ 2,000.00	$ -
---	FIX CURB RAMP TRANSITION	2	LS	$ 2,000.00	$ 4,000.00
---	MEDIAN NOSE MODIFICATION	0	LS	$ 5,000.00	$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	$ 500.00	$ -
---	FIX CURB RAMP COUNTER SLOPE	0	LS	$ 2,000.00	$ -

Basis for Cost Projection

- ☑ No Design Completed
- ❑ Preliminary Design
- ❑ Final Design

Subtotal:		$ 7,207.00
Engineering: (% +/-)	20%	$ 1,896.50
Contingency: (% +/-)	20%	$ 1,896.50
Estimated Project Cost:		**$ 11,000.00**

Project Location



Field Observations

Intersection Issues	Crosswalk N	E	S	W	Possible Solutions
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' or 'i' in ramp label indicates no existing ramp) 1A	2A	Possible Solutions
Curb ramp does not exist and is needed			
Curb ramp does not land in crosswalk			
No 4' x 4' clear space at base of curb ramp			
Curbed side is not 90° or has traversable adjacent surface			
Flare cross slope is greater than 10%	X	X	Remove and replace curb ramp
Curb ramp running slope is greater than 8.3%	X	X	
Blended transition running slope is greater than 5%			
Cut-thru ramp running slope is greater than 5%			
Curb ramp cross slope is greater than 2%		X	
Cut-thru ramp cross slope is greater than 2%			
Curb ramp width is less than 48"			
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%	X	X	Remove and replace landing area
Curb ramp transition onto roadway is greater than 0.25"	X	X	Fix curb ramp transition
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%			
Ponding occurs at base of curb ramp			

Kimley-Horn and Associates, Inc.	Intersection of Beltway Dr and driveway (Lat. 32.9519; Long. -96.8396)
Photographs	GPS ID: 242

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

End of Project Description for Project 242 Intersection of Beltway Dr and driveway (Lat. 32.9519; Long. -96.8396)

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

Client:	**Town of Addison**	**Date:**	**12/21/17**
Program:	**ADA Self-Evaluation and Transition Plan**	**Prepared By:**	**CMP**
KHA No.:	**063543021**	**Checked By:**	**EPE**

Corridor :	**Proton Rd**	**GPS ID:**	**243**
Project Name:	**Intersection of Proton Dr and Ridgelake Ct**		
Town:	**Addison**		

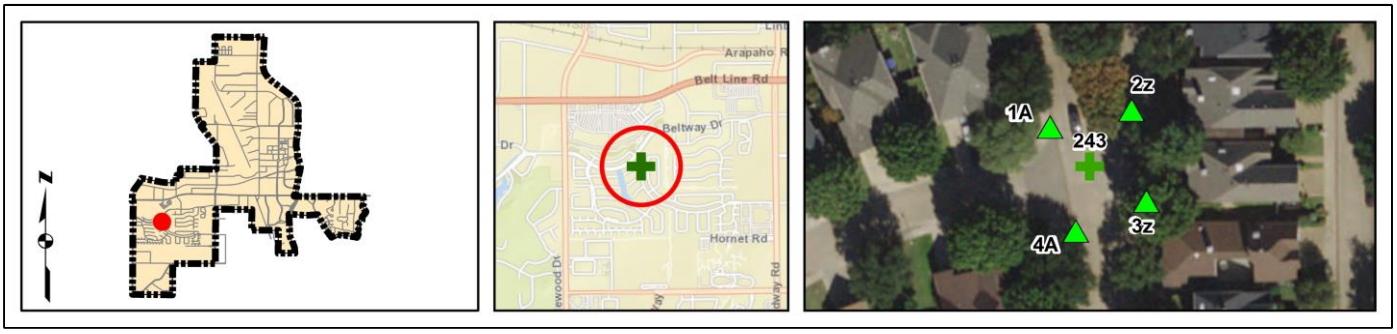
Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	$ 10.00	$ -
TxDOT 529-6002	CONC CURB (TY II)	0	LF	$ 15.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	0	SY	$ 45.00	$ -
TxDOT 531	CURB RAMPS	4	EA	$ 1,500.00	$ 6,000.00
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	10	SF	$ 50.00	$ 500.00
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	8	SY	$ 9.00	$ 72.00
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	$ 2.80	$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	312	LF	$ 8.50	$ 2,652.00
---	REPAVE ROADWAY	0	LS	$ 5,000.00	$ -
---	FIX PONDING	0	LS	$ 2,000.00	$ -
---	FIX CURB RAMP TRANSITION	2	LS	$ 2,000.00	$ 4,000.00
---	MEDIAN NOSE MODIFICATION	0	LS	$ 5,000.00	$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	$ 500.00	$ -
---	FIX CURB RAMP COUNTER SLOPE	0	LS	$ 2,000.00	$ -

Basis for Cost Projection

- ☑ No Design Completed
- ❑ Preliminary Design
- ❑ Final Design

Subtotal:		$ 13,224.00
Engineering: (% +/-)	20%	$ 2,888.00
Contingency: (% +/-)	20%	$ 2,888.00
Estimated Project Cost:		**$ 19,000.00**

Project Location



Field Observations

Intersection Issues	Crosswalk N	Crosswalk E	Crosswalk S	Crosswalk W	Possible Solutions
Path of travel pavement condition	Good	N/A	Good	Good	
Path of travel running slope is greater than 5%		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	
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	Install crosswalk pavement markings
Crosswalk striping condition	None	N/A	None	None	

Curb Ramp Issues	Curb Ramp ID ('z' or 'i' in ramp label indicates no existing ramp) 1A	2z	3z	4A	Possible Solutions
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%	X				Remove and replace curb ramp
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	X			X	Install landing area
Landing area is less than 5' x 5' or slopes greater than 2%					
Curb ramp transition onto roadway is greater than 0.25"	X			X	Fix curb ramp transition
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
Ponding occurs at base of curb ramp					

Comment: Existing sidewalk, curb ramp, and/or striping configurations permit pedestrians to cross the major street. An Engineering study is needed to confirm crossing should be accomm

Ramp 1A

Corner 2 No Ramp (2z)

Corner 3 No Ramp (3z)

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

End of Project Description for Project 243 Intersection of Proton Dr and Ridgelake Ct

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

Client:	**Town of Addison**	**Date:**	**12/21/17**
Program:	**ADA Self-Evaluation and Transition Plan**	**Prepared By:**	**CMP**
KHA No.:	**063543021**	**Checked By:**	**EPE**

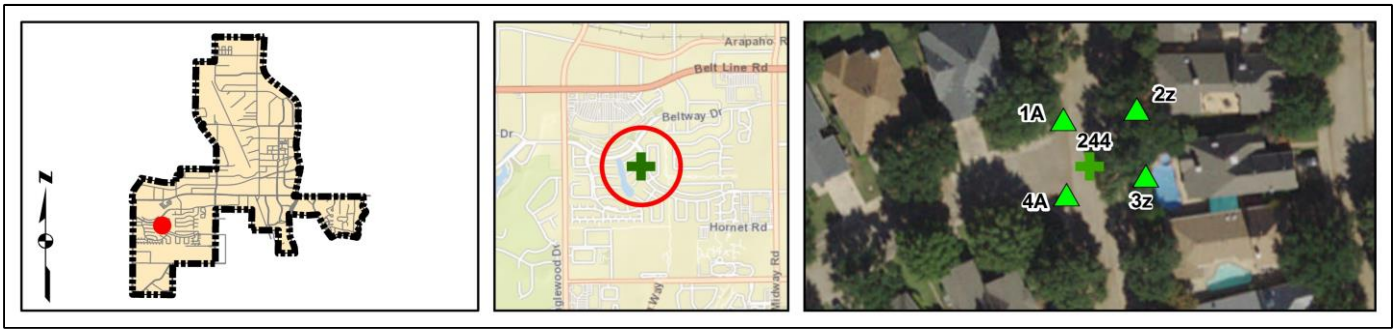
Corridor :	**Proton Rd**	**GPS ID:**	**244**
Project Name:	**Intersection of Proton Dr and Lakeview Ct**		
Town:	**Addison**		

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	$ 10.00	$ -
TxDOT 529-6002	CONC CURB (TY II)	0	LF	$ 15.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	6	SY	$ 45.00	$ 270.00
TxDOT 531	CURB RAMPS	6	EA	$ 1,500.00	$ 9,000.00
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	$ 50.00	$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	21	SY	$ 9.00	$ 189.00
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	$ 2.80	$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	256	LF	$ 8.50	$ 2,176.00
---	REPAVE ROADWAY	0	LS	$ 5,000.00	$ -
---	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 COUNTER SLOPE	0	LS	$ 2,000.00	$ -

Basis for Cost Projection
- ☑ No Design Completed
- ❑ Preliminary Design
- ❑ Final Design

Subtotal:		$ 17,635.00
Engineering: (% +/-)	20%	$ 3,682.50
Contingency: (% +/-)	20%	$ 3,682.50
Estimated Project Cost:		**$ 25,000.00**

Project Location



Field Observations

Intersection Issues	Crosswalk N	Crosswalk E	Crosswalk S	Crosswalk W	Possible Solutions
Path of travel pavement condition	Good	N/A	Good	Good	
Path of travel running slope is greater than 5%		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	
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	Install crosswalk pavement markings
Crosswalk striping condition	None	N/A	None	None	

Curb Ramp Issues	Curb Ramp ID ('z' or 'i' in ramp label indicates no existing ramp) 1A	2z	3z	4A	Possible Solutions
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					Remove and replace curb ramp
Flare cross slope is greater than 10%	X			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%					
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	X			X	Install landing area
Landing area is less than 5' x 5' or slopes greater than 2%					
Curb ramp transition onto roadway is greater than 0.25"	X			X	Fix curb ramp transition
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
Ponding occurs at base of curb ramp				X	Fix ponding

Comment: Existing sidewalk, curb ramp, and/or striping configurations permit pedestrians to cross the major street. An Engineering study is needed to confirm crossing should be accomm

Ramp 1A

Corner 2 No Ramp (2z)

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

End of Project Description for Project 244 Intersection of Proton Dr and Lakeview Ct

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

Client:	**Town of Addison**	**Date: 12/21/17**
Program:	**ADA Self-Evaluation and Transition Plan**	**Prepared By: CMP**
KHA No.:	**063543021**	**Checked By: EPE**

Corridor :	**Proton Rd**	**GPS ID: 245**
Project Name:	**Intersection of Proton Dr and Weller Run Ct**	
Town:	**Addison**	

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	$ 10.00	$ -
TxDOT 529-6002	CONC CURB (TY II)	0	LF	$ 15.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	12	SY	$ 45.00	$ 540.00
TxDOT 531	CURB RAMPS	6	EA	$ 1,500.00	$ 9,000.00
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	$ 50.00	$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	26	SY	$ 9.00	$ 234.00
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	$ 2.80	$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	254	LF	$ 8.50	$ 2,159.00
---	REPAVE ROADWAY	0	LS	$ 5,000.00	$ -
---	FIX PONDING	0	LS	$ 2,000.00	$ -
---	FIX CURB RAMP TRANSITION	1	LS	$ 2,000.00	$ 2,000.00
---	MEDIAN NOSE MODIFICATION	0	LS	$ 5,000.00	$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	$ 500.00	$ -
---	FIX CURB RAMP COUNTER SLOPE	0	LS	$ 2,000.00	$ -

Basis for Cost Projection

- ☑ No Design Completed
- ❑ Preliminary Design
- ❑ Final Design

Subtotal:		$ 13,933.00
Engineering: (% +/-)	20%	$ 3,033.50
Contingency: (% +/-)	20%	$ 3,033.50
Estimated Project Cost:		**$ 20,000.00**

Project Location

Field Observations

Intersection Issues	Crosswalk N	Crosswalk E	Crosswalk S	Crosswalk W	Possible Solutions
Path of travel pavement condition	Good	N/A	Good	Good	
Path of travel running slope is greater than 5%		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	
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	Install crosswalk pavement markings
Crosswalk striping condition	None	N/A	None	None	

Curb Ramp Issues	Curb Ramp ID ('z' or 'i' in ramp label indicates no existing ramp) 1A	2z	3z	4A	Possible Solutions
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%	X			X	
Curb ramp running slope is greater than 8.3%	X			X	
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					Remove and replace curb ramp
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	X			X	Install landing area
Landing area is less than 5' x 5' or slopes greater than 2%					
Curb ramp transition onto roadway is greater than 0.25"				X	Fix curb ramp transition
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
Ponding occurs at base of curb ramp					

Comment: Existing sidewalk, curb ramp, and/or striping configurations permit pedestrians to cross the major street. An Engineering study is needed to confirm crossing should be accomm

Ramp 1A

Corner 2 No Ramp (2z)

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

End of Project Description for Project 245 Intersection of Proton Dr and Weller Run Ct

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

Client:	**Town of Addison**		**Date: 12/21/17**
Program:	**ADA Self-Evaluation and Transition Plan**		**Prepared By: CMP**
KHA No.:	**063543021**		**Checked By: EPE**

Corridor :	**Proton Rd**	**GPS ID: 246**
Project Name:	**Intersection of Proton Dr and Canot Ln**	
Town:	**Addison**	

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	$ 10.00	$ -
TxDOT 529-6002	CONC CURB (TY II)	0	LF	$ 15.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	12	SY	$ 45.00	$ 540.00
TxDOT 531	CURB RAMPS	4	EA	$ 1,500.00	$ 6,000.00
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	$ 50.00	$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	38	SY	$ 9.00	$ 342.00
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	$ 2.80	$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	178	LF	$ 8.50	$ 1,513.00
---	REPAVE ROADWAY	0	LS	$ 5,000.00	$ -
---	FIX PONDING	0	LS	$ 2,000.00	$ -
---	FIX CURB RAMP TRANSITION	2	LS	$ 2,000.00	$ 4,000.00
---	MEDIAN NOSE MODIFICATION	0	LS	$ 5,000.00	$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	$ 500.00	$ -
---	FIX CURB RAMP COUNTER SLOPE	0	LS	$ 2,000.00	$ -

Basis for Cost Projection
- ☑ No Design Completed
- ❑ Preliminary Design
- ❑ Final Design

Subtotal:		$ 12,395.00
Engineering: (% +/-)	20%	$ 2,802.50
Contingency: (% +/-)	20%	$ 2,802.50
Estimated Project Cost:		**$ 18,000.00**

Project Location

Field Observations

Intersection Issues	Crosswalk N	Crosswalk E	Crosswalk S	Crosswalk W	Possible Solutions
Path of travel pavement condition	Good	N/A	Good	N/A	
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	N/A	
Path of travel cross slope is greater than 5% for free-flow approaches		N/A		N/A	
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	Install crosswalk pavement markings
Crosswalk striping condition	None	N/A	None	N/A	

Curb Ramp Issues	Curb Ramp ID ('z' or 'i' in ramp label indicates no existing ramp) 1A	2A	3A	4z	Possible Solutions
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%	X	X	X		Remove and replace curb ramp
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"					
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25") in curb ramp/landing/flares					
Temporary obstruction (>0.25") in curb ramp/landing/flares					
No textured surface at base of curb ramp	X	X	X		For intersection, commercial driveway, and park ramps, install color truncated domes
No color contrast at base of curb ramp	X	X	X		
Landing area does not exist and is needed	X				Install landing area
Landing area is less than 5' x 5' or slopes greater than 2%		X	X		Remove and replace landing area
Curb ramp transition onto roadway is greater than 0.25"		X	X		Fix curb ramp transition
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
Ponding occurs at base of curb ramp					

Comment: Existing sidewalk, curb ramp, and/or striping configurations permit pedestrians to cross the major street. An Engineering study is needed to confirm crossing should be accomm

Ramp 1A

Ramp 2A

Ramp 3A

Corner 4 No Ramp (4z)

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Project Location Map Sources:
Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

End of Project Description for Project 246 Intersection of Proton Dr and Canot Ln

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

Client:	**Town of Addison**		**Date: 12/21/17**
Program:	**ADA Self-Evaluation and Transition Plan**		**Prepared By: CMP**
KHA No.:	**063543021**		**Checked By: EPE**

Corridor :	**Les Lacs Ave**	**GPS ID: 247**
Project Name:	**Intersection of Les Lacs Ave and Proton Dr**	
Town:	**Addison**	

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	$ 10.00	$ -
TxDOT 529-6002	CONC CURB (TY II)	0	LF	$ 15.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	9	SY	$ 45.00	$ 405.00
TxDOT 531	CURB RAMPS	6	EA	$ 1,500.00	$ 9,000.00
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	$ 50.00	$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	24	SY	$ 9.00	$ 216.00
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	$ 2.80	$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	250	LF	$ 8.50	$ 2,125.00
---	REPAVE ROADWAY	3	LS	$ 5,000.00	$ 15,000.00
---	FIX PONDING	0	LS	$ 2,000.00	$ -
---	FIX CURB RAMP TRANSITION	1	LS	$ 2,000.00	$ 2,000.00
---	MEDIAN NOSE MODIFICATION	0	LS	$ 5,000.00	$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	$ 500.00	$ -
---	FIX CURB RAMP COUNTER SLOPE	0	LS	$ 2,000.00	$ -

Basis for Cost Projection
- ☑ No Design Completed
- ❑ Preliminary Design
- ❑ Final Design

Subtotal:		$ 28,746.00
Engineering: (% +/-)	20%	$ 6,127.00
Contingency: (% +/-)	20%	$ 6,127.00
Estimated Project Cost:		**$ 41,000.00**

Project Location

Field Observations

Intersection Issues	Crosswalk N	Crosswalk E	Crosswalk S	Crosswalk W	Possible Solutions
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 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		
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	Install crosswalk pavement markings
Crosswalk striping condition	N/A	None	None	None	

Curb Ramp Issues	Curb Ramp ID ('z' or 'i' in ramp label indicates no existing ramp) 1z	2z	3A	4A	Possible Solutions
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					Remove and replace curb ramp
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					
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			X	X	Install landing area
Landing area is less than 5' x 5' or slopes greater than 2%					
Curb ramp transition onto roadway is greater than 0.25"				X	Fix curb ramp transition
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
Ponding occurs at base of curb ramp					

Comment: Existing sidewalk, curb ramp, and/or striping configurations permit pedestrians to cross the major street. An Engineering study is needed to confirm crossing should be accomm

Corner 1 No Ramp (1z)

Corner 2 No Ramp (2z)

Ramp 3A

Ramp 4A

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Project Location Map Sources:
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End of Project Description for Project 247 Intersection of Les Lacs Ave and Proton Dr

Kimley-Horn and Associates, Inc. **Priority: 2**
Project Description for Unsignalized Intersection

Client:	**Town of Addison**	**Date:**	**12/21/17**
Program:	**ADA Self-Evaluation and Transition Plan**	**Prepared By:**	**CMP**
KHA No.:	**063543021**	**Checked By:**	**EPE**

Corridor :	**Proton Rd**	**GPS ID:**	**248**
Project Name:	**Intersection of Proton Dr and Redding Trail**		
Town:	**Addison**		

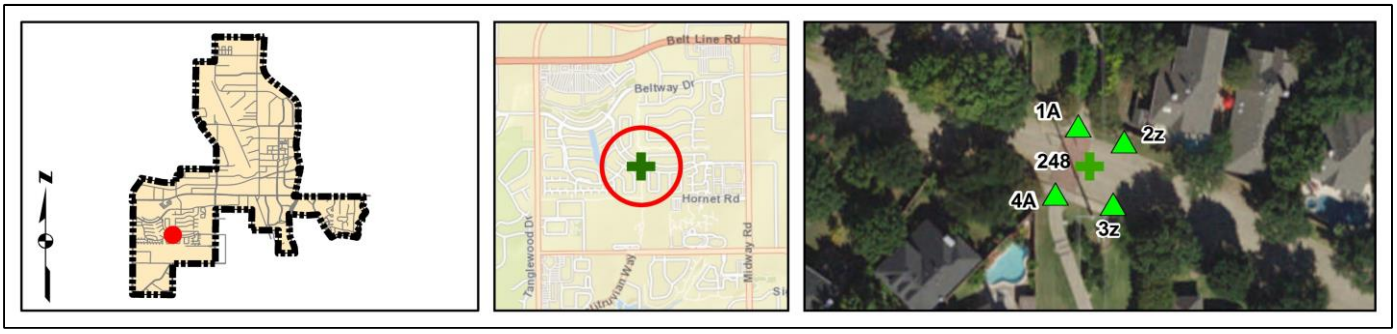
Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	$ 10.00	$ -
TxDOT 529-6002	CONC CURB (TY II)	0	LF	$ 15.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	3	SY	$ 45.00	$ 135.00
TxDOT 531	CURB RAMPS	0	EA	$ 1,500.00	$ -
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	20	SF	$ 50.00	$ 1,000.00
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	3	SY	$ 9.00	$ 27.00
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	$ 2.80	$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	0	LF	$ 8.50	$ -
---	REPAVE ROADWAY	0	LS	$ 5,000.00	$ -
---	FIX PONDING	0	LS	$ 2,000.00	$ -
---	FIX CURB RAMP TRANSITION	0	LS	$ 2,000.00	$ -
---	MEDIAN NOSE MODIFICATION	0	LS	$ 5,000.00	$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	$ 500.00	$ -
---	FIX CURB RAMP COUNTER SLOPE	0	LS	$ 2,000.00	$ -

Basis for Cost Projection

- ☑ No Design Completed
- ❑ Preliminary Design
- ❑ Final Design

Subtotal:		$	1,162.00
Engineering: (% +/-)	20%	$	419.00
Contingency: (% +/-)	20%	$	419.00
Estimated Project Cost:		**$**	**2,000.00**

Project Location

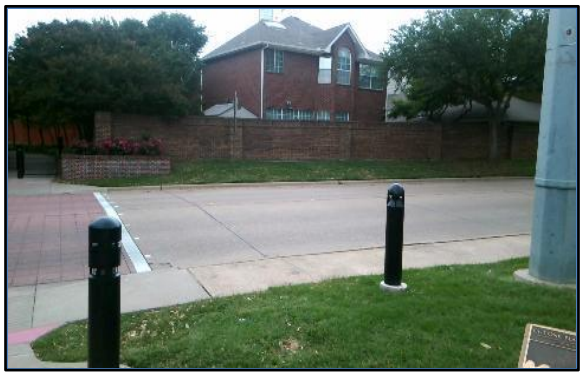


Field Observations

Intersection Issues	Crosswalk N	E	S	W	Possible Solutions
Path of travel pavement condition	N/A	N/A	N/A	Good	
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		
Crosswalk striping condition	N/A	N/A	N/A	Good	

Curb Ramp Issues	Curb Ramp ID ('z' or 'i' in ramp label indicates no existing ramp) 1A	2z	3z	4A	Possible Solutions
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				
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%	X				Remove and replace landing area
Curb ramp transition onto roadway is greater than 0.25"					
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
Ponding occurs at base of curb ramp					

Ramp 1A



Corner 2 No Ramp (2z)

Corner 3 No Ramp (3z)

Ramp 4A

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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

End of Project Description for Project 248 Intersection of Proton Dr and Redding Trail

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

Client:	**Town of Addison**	**Date:**	**12/21/17**
Program:	**ADA Self-Evaluation and Transition Plan**	**Prepared By:**	**CMP**
KHA No.:	**063543021**	**Checked By:**	**EPE**

Corridor :	**Proton Rd**	**GPS ID:**	**249**
Project Name:	**Intersection of Proton Dr and Lexus Ave**		
Town:	**Addison**		

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	$ 10.00	$ -
TxDOT 529-6002	CONC CURB (TY II)	0	LF	$ 15.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	0	SY	$ 45.00	$ -
TxDOT 531	CURB RAMPS	6	EA	$ 1,500.00	$ 9,000.00
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	$ 50.00	$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	15	SY	$ 9.00	$ 135.00
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	$ 2.80	$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	228	LF	$ 8.50	$ 1,938.00
---	REPAVE ROADWAY	2	LS	$ 5,000.00	$ 10,000.00
---	FIX PONDING	0	LS	$ 2,000.00	$ -
---	FIX CURB RAMP TRANSITION	2	LS	$ 2,000.00	$ 4,000.00
---	MEDIAN NOSE MODIFICATION	0	LS	$ 5,000.00	$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	$ 500.00	$ -
---	FIX CURB RAMP COUNTER SLOPE	0	LS	$ 2,000.00	$ -

Basis for Cost Projection

- ☑ No Design Completed
- ❑ Preliminary Design
- ❑ Final Design

Subtotal:		$ 25,073.00
Engineering: (% +/-)	20%	$ 5,463.50
Contingency: (% +/-)	20%	$ 5,463.50
Estimated Project Cost:		**$ 36,000.00**

Project Location

Field Observations

Intersection Issues	Crosswalk N	Crosswalk E	Crosswalk S	Crosswalk W	Possible Solutions
Path of travel pavement condition	N/A	Good	Good	Dangerous	Repave roadway and install crosswalk pavement markings
Path of travel running slope is greater than 5%	N/A				
Path of travel cross slope is greater than 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		
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	Install crosswalk pavement markings
Crosswalk striping condition	N/A	None	None	None	

Curb Ramp Issues	Curb Ramp ID ('z' or 'i' in ramp label indicates no existing ramp) 1z	2z	3A	4A	Possible Solutions
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					Remove and replace curb ramp
Flare cross slope is greater than 10%					
Curb ramp running slope is greater than 8.3%			X	X	
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%				X	
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"					
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			X	X	Install landing area
Landing area is less than 5' x 5' or slopes greater than 2%					
Curb ramp transition onto roadway is greater than 0.25"			X	X	Fix curb ramp transition
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
Ponding occurs at base of curb ramp					

Comment: Existing sidewalk, curb ramp, and/or striping configurations permit pedestrians to cross the major street. An Engineering study is needed to confirm crossing should be accomm

Corner 1 No Ramp (1*z*)

Corner 2 No Ramp (2*z*)

Ramp 3A

Ramp 4A

Opinion of Probable Construction Cost Disclaimer:
The Engineer has no control over the cost of labor, materials, equipment, or over the Contractor's methods of determining prices or over competitive bidding or market conditions. Opinions of probable costs provided herein are based on the information known to Engineer at this time and represent only the Engineer's judgment as a design professional familiar with the construction industry. The Engineer cannot and does not guarantee that proposals, bids, or actual construction costs will not vary from its opinions of probable costs.

Project Location Map Sources:
Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

End of Project Description for Project 249 Intersection of Proton Dr and Lexus Ave

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

Client:	**Town of Addison**		**Date: 12/21/17**
Program:	**ADA Self-Evaluation and Transition Plan**		**Prepared By: CMP**
KHA No.:	**063543021**		**Checked By: EPE**

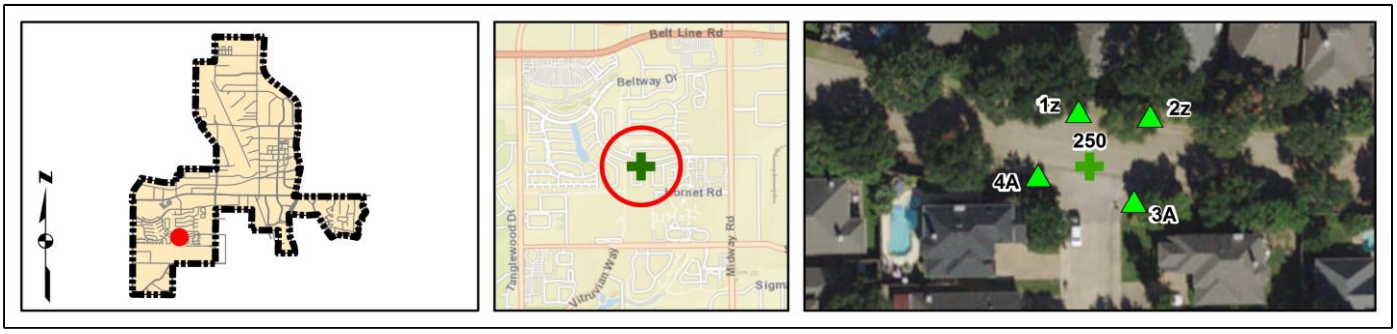
Corridor :	**Proton Rd**	**GPS ID: 250**
Project Name:	**Intersection of Proton Dr and Lakecrest Dr**	
Town:	**Addison**	

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	$ 10.00	$ -
TxDOT 529-6002	CONC CURB (TY II)	0	LF	$ 15.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	6	SY	$ 45.00	$ 270.00
TxDOT 531	CURB RAMPS	6	EA	$ 1,500.00	$ 9,000.00
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	$ 50.00	$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	21	SY	$ 9.00	$ 189.00
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	$ 2.80	$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	245	LF	$ 8.50	$ 2,082.50
---	REPAVE ROADWAY	1	LS	$ 5,000.00	$ 5,000.00
---	FIX PONDING	0	LS	$ 2,000.00	$ -
---	FIX CURB RAMP TRANSITION	2	LS	$ 2,000.00	$ 4,000.00
---	MEDIAN NOSE MODIFICATION	0	LS	$ 5,000.00	$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	$ 500.00	$ -
---	FIX CURB RAMP COUNTER SLOPE	0	LS	$ 2,000.00	$ -

Basis for Cost Projection
- ☑ No Design Completed
- ❑ Preliminary Design
- ❑ Final Design

Subtotal:		$ 20,541.50
Engineering: (% +/-)	20%	$ 4,229.25
Contingency: (% +/-)	20%	$ 4,229.25
Estimated Project Cost:		**$ 29,000.00**

Project Location



Field Observations

Intersection Issues	Crosswalk N	Crosswalk E	Crosswalk S	Crosswalk W	Possible Solutions
Path of travel pavement condition	N/A	Good	Good	Dangerous	Repave roadway and install crosswalk pavement markings
Path of travel running slope is greater than 5%	N/A				
Path of travel cross slope is greater than 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		
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	Install crosswalk pavement markings
Crosswalk striping condition	N/A	None	None	None	

Curb Ramp Issues	Curb Ramp ID ('z' or 'i' in ramp label indicates no existing ramp) 1z	2z	3A	4A	Possible Solutions
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					Remove and replace curb ramp
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					
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			X	X	Install landing area
Landing area is less than 5' x 5' or slopes greater than 2%					
Curb ramp transition onto roadway is greater than 0.25"			X	X	Fix curb ramp transition
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
Ponding occurs at base of curb ramp					

Comment: Existing sidewalk, curb ramp, and/or striping configurations permit pedestrians to cross the major street. An Engineering study is needed to confirm crossing should be accomm

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

End of Project Description for Project 250 Intersection of Proton Dr and Lakecrest Dr

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

Client:	**Town of Addison**	**Date:**	**12/21/17**
Program:	**ADA Self-Evaluation and Transition Plan**	**Prepared By:**	**CMP**
KHA No.:	**063543021**	**Checked By:**	**EPE**

Corridor :	**Proton Rd**	**GPS ID:**	**251**
Project Name:	**Intersection of Proton Dr and Heritage Ln**		
Town:	**Addison**		

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	$ 10.00	$ -
TxDOT 529-6002	CONC CURB (TY II)	0	LF	$ 15.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	6	SY	$ 45.00	$ 270.00
TxDOT 531	CURB RAMPS	6	EA	$ 1,500.00	$ 9,000.00
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	$ 50.00	$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	21	SY	$ 9.00	$ 189.00
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	$ 2.80	$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	254	LF	$ 8.50	$ 2,159.00
---	REPAVE ROADWAY	1	LS	$ 5,000.00	$ 5,000.00
---	FIX PONDING	0	LS	$ 2,000.00	$ -
---	FIX CURB RAMP TRANSITION	1	LS	$ 2,000.00	$ 2,000.00
---	MEDIAN NOSE MODIFICATION	0	LS	$ 5,000.00	$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	$ 500.00	$ -
---	FIX CURB RAMP COUNTER SLOPE	0	LS	$ 2,000.00	$ -

Basis for Cost Projection

- ☑ No Design Completed
- ❑ Preliminary Design
- ❑ Final Design

Subtotal:		$ 18,618.00
Engineering: (% +/-)	20%	$ 4,191.00
Contingency: (% +/-)	20%	$ 4,191.00
Estimated Project Cost:		**$ 27,000.00**

Project Location

Field Observations

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

Curb Ramp Issues	Curb Ramp ID ('z' or 'i' in ramp label indicates no existing ramp) 1z	2z	3A	4A	Possible Solutions
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					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%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%				X	
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"			X		
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25") in curb ramp/landing/flares					
Temporary obstruction (>0.25") in curb ramp/landing/flares					
No textured surface at base of curb ramp			X	X	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			X	X	Install landing area
Landing area is less than 5' x 5' or slopes greater than 2%					
Curb ramp transition onto roadway is greater than 0.25"			X		Fix curb ramp transition
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
Ponding occurs at base of curb ramp					

Comment: Existing sidewalk, curb ramp, and/or striping configurations permit pedestrians to cross the major street. An Engineering study is needed to confirm crossing should be accomm

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:
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End of Project Description for Project 251 Intersection of Proton Dr and Heritage Ln

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

Client:	**Town of Addison**	**Date:**	**12/21/17**
Program:	**ADA Self-Evaluation and Transition Plan**	**Prepared By:**	**CMP**
KHA No.:	**063543021**	**Checked By:**	**EPE**

Corridor :	**Proton Rd**	**GPS ID:**	**252**
Project Name:	**Intersection of Proton Dr and Vintage Ln**		
Town:	**Addison**		

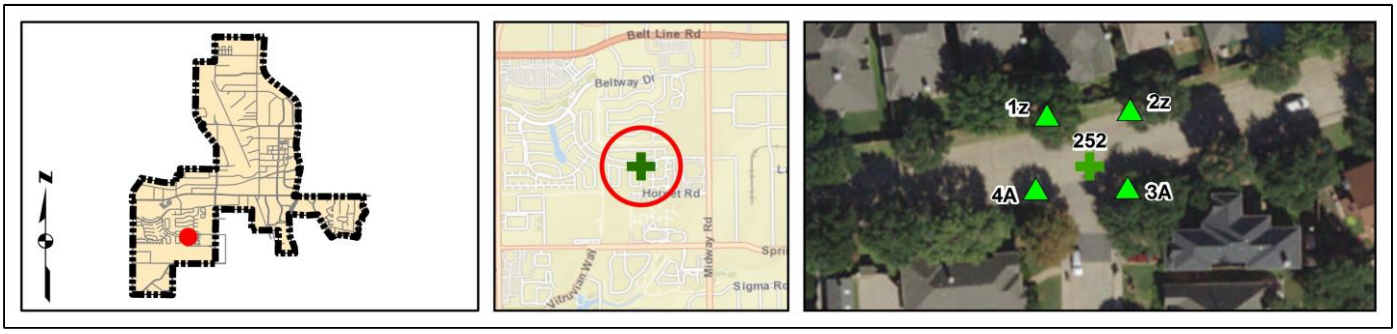
Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	$ 10.00	$ -
TxDOT 529-6002	CONC CURB (TY II)	0	LF	$ 15.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	6	SY	$ 45.00	$ 270.00
TxDOT 531	CURB RAMPS	4	EA	$ 1,500.00	$ 6,000.00
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	10	SF	$ 50.00	$ 500.00
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	13	SY	$ 9.00	$ 117.00
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	$ 2.80	$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	256	LF	$ 8.50	$ 2,176.00
---	REPAVE ROADWAY	2	LS	$ 5,000.00	$ 10,000.00
---	FIX PONDING	0	LS	$ 2,000.00	$ -
---	FIX CURB RAMP TRANSITION	2	LS	$ 2,000.00	$ 4,000.00
---	MEDIAN NOSE MODIFICATION	0	LS	$ 5,000.00	$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	$ 500.00	$ -
---	FIX CURB RAMP COUNTER SLOPE	1	LS	$ 2,000.00	$ 2,000.00

Basis for Cost Projection

- ☑ No Design Completed
- ❑ Preliminary Design
- ❑ Final Design

Subtotal:		$ 25,063.00
Engineering: (% +/-)	20%	$ 5,468.50
Contingency: (% +/-)	20%	$ 5,468.50
Estimated Project Cost:		**$ 36,000.00**

Project Location



Field Observations

Intersection Issues	Crosswalk N	Crosswalk E	Crosswalk S	Crosswalk W	Possible Solutions
Path of travel pavement condition	N/A	Poor	Good	Good	Repave roadway and install crosswalk pavement markings
Path of travel running slope is greater than 5%	N/A				
Path of travel cross slope is greater than 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		
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	Install crosswalk pavement markings
Crosswalk striping condition	N/A	None	None	None	

Curb Ramp Issues	Curb Ramp ID ('z' or 'i' in ramp label indicates no existing ramp) 1z	2z	3A	4A		Possible Solutions
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						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%						
Cut-thru ramp running slope is greater than 5%						
Curb ramp cross slope is greater than 2%			X			
Cut-thru ramp cross slope is greater than 2%						
Curb ramp width is less than 48"						
Cut-thru ramp width is less than 60"						
Permanent obstruction (>0.25") in curb ramp/landing/flares						
Temporary obstruction (>0.25") in curb ramp/landing/flares						
No textured surface at base of curb ramp			X	X		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			X	X		Install landing area
Landing area is less than 5' x 5' or slopes greater than 2%						
Curb ramp transition onto roadway is greater than 0.25"			X	X		Fix curb ramp transition
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%				X		Fix curb ramp counter slope
Ponding occurs at base of curb ramp						

Comment: Existing sidewalk, curb ramp, and/or striping configurations permit pedestrians to cross the major street. An Engineering study is needed to confirm crossing should be accomm

Corner 1 No Ramp (1z)

Corner 2 No Ramp (2z)

Ramp 3A

Ramp 4A

Opinion of Probable Construction Cost Disclaimer:
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DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

End of Project Description for Project 252 Intersection of Proton Dr and Vintage Ln

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

Client:	**Town of Addison**	**Date:**	**12/21/17**
Program:	**ADA Self-Evaluation and Transition Plan**	**Prepared By:**	**CMP**
KHA No.:	**063543021**	**Checked By:**	**EPE**

Corridor :	**Proton Rd**	**GPS ID:**	**253**
Project Name:	**Intersection of Proton Dr and Azure Ln**		
Town:	**Addison**		

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	$ 10.00	$ -
TxDOT 529-6002	CONC CURB (TY II)	0	LF	$ 15.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	0	SY	$ 45.00	$ -
TxDOT 531	CURB RAMPS	3	EA	$ 1,500.00	$ 4,500.00
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	$ 50.00	$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	21	SY	$ 9.00	$ 189.00
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	$ 2.80	$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	147	LF	$ 8.50	$ 1,249.50
---	REPAVE ROADWAY	1	LS	$ 5,000.00	$ 5,000.00
---	FIX PONDING	0	LS	$ 2,000.00	$ -
---	FIX CURB RAMP TRANSITION	1	LS	$ 2,000.00	$ 2,000.00
---	MEDIAN NOSE MODIFICATION	0	LS	$ 5,000.00	$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	$ 500.00	$ -
---	FIX CURB RAMP COUNTER SLOPE	0	LS	$ 2,000.00	$ -

Basis for Cost Projection

- ☑ No Design Completed
- ❑ Preliminary Design
- ❑ Final Design

Subtotal:		$ 12,938.50
Engineering: (% +/-)	20%	$ 3,030.75
Contingency: (% +/-)	20%	$ 3,030.75
Estimated Project Cost:		**$ 19,000.00**

Project Location

Field Observations

Intersection Issues	Crosswalk N	Crosswalk E	Crosswalk S	Crosswalk W	Possible Solutions
Path of travel pavement condition	N/A	Good	Dangerous	N/A	Repave roadway and install crosswalk pavement markings
Path of travel running slope is greater than 5%	N/A		X	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	
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	Install crosswalk pavement markings
Crosswalk striping condition	N/A	None	None	N/A	

Curb Ramp Issues	Curb Ramp ID ('z' or 'i' in ramp label indicates no existing ramp) 1z	2z	3A	4A	Possible Solutions
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					Remove and replace curb ramp
Flare cross slope is greater than 10%					
Curb ramp running slope is greater than 8.3%			X	X	
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%			X	X	
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"			X	X	
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25") in curb ramp/landing/flares					
Temporary obstruction (>0.25") in curb ramp/landing/flares					
No textured surface at base of curb ramp			X	X	For intersection, 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	X	Remove and replace landing area
Curb ramp transition onto roadway is greater than 0.25"			X		Fix curb ramp transition
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
Ponding occurs at base of curb ramp					

Comment: Existing sidewalk, curb ramp, and/or striping configurations permit pedestrians to cross the major street. An Engineering study is needed to confirm crossing should be accomm

Corner 1 No Ramp (1z)

Corner 2 No Ramp (2z)

Ramp 3A

Ramp 4A

Opinion of Probable Construction Cost Disclaimer:
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End of Project Description for Project 253 Intersection of Proton Dr and Azure Ln

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

Client:	**Town of Addison**	**Date:**	**12/21/17**
Program:	**ADA Self-Evaluation and Transition Plan**	**Prepared By:**	**CMP**
KHA No.:	**063543021**	**Checked By:**	**EPE**

Corridor :	**Proton Rd**	**GPS ID:**	**254**
Project Name:	**Intersection of Proton Dr and Berklee Dr**		
Town:	**Addison**		

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	$ 10.00	$ -
TxDOT 529-6002	CONC CURB (TY II)	0	LF	$ 15.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	0	SY	$ 45.00	$ -
TxDOT 531	CURB RAMPS	2	EA	$ 1,500.00	$ 3,000.00
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	$ 50.00	$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	15	SY	$ 9.00	$ 135.00
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	$ 2.80	$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	87	LF	$ 8.50	$ 739.50
---	REPAVE ROADWAY	0	LS	$ 5,000.00	$ -
---	FIX PONDING	0	LS	$ 2,000.00	$ -
---	FIX CURB RAMP TRANSITION	2	LS	$ 2,000.00	$ 4,000.00
---	MEDIAN NOSE MODIFICATION	0	LS	$ 5,000.00	$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	$ 500.00	$ -
---	FIX CURB RAMP COUNTER SLOPE	0	LS	$ 2,000.00	$ -

Basis for Cost Projection
- ☑ No Design Completed
- ❑ Preliminary Design
- ❑ Final Design

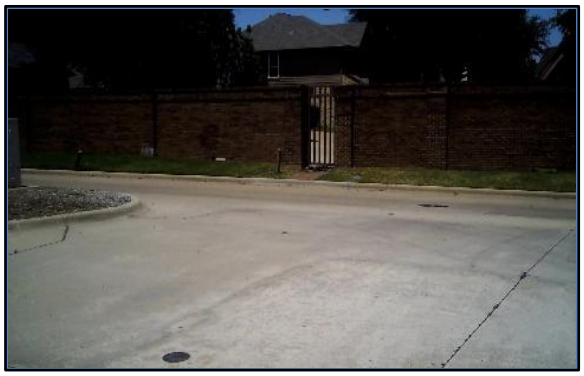
Subtotal:		$ 7,874.50
Engineering: (% +/-)	20%	$ 2,062.75
Contingency: (% +/-)	20%	$ 2,062.75
Estimated Project Cost:		**$ 12,000.00**

Project Location

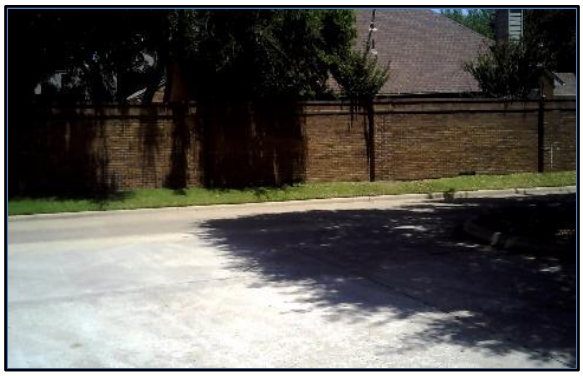
Field Observations

Intersection Issues	Crosswalk N	Crosswalk E	Crosswalk S	Crosswalk W	Possible Solutions
Path of travel pavement condition	N/A	N/A	Good	N/A	
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' or 'i' in ramp label indicates no existing ramp) 1z	2z	3A	4A	Possible Solutions
Curb ramp does not exist and is needed					
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curbed side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%			X	X	
Curb ramp running slope is greater than 8.3%			X	X	
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					Remove and replace curb ramp
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			X	X	Install landing area
Landing area is less than 5' x 5' or slopes greater than 2%					
Curb ramp transition onto roadway is greater than 0.25"			X	X	Fix curb ramp transition
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
Ponding occurs at base of curb ramp					



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

End of Project Description for Project 254 Intersection of Proton Dr and Berklee Dr

Kimley-Horn and Associates, Inc. **Priority: 2**
Project Description for Unsignalized Intersection

Client:	**Town of Addison**	**Date:**	**12/21/17**
Program:	**ADA Self-Evaluation and Transition Plan**	**Prepared By:**	**CMP**
KHA No.:	**063543021**	**Checked By:**	**EPE**

Corridor :	**Proton Rd**	**GPS ID:**	**255**
Project Name:	**Intersection of Proton Dr and driveway (Lat. 32.9460; Long. -96.8417)**		
Town:	**Addison**		

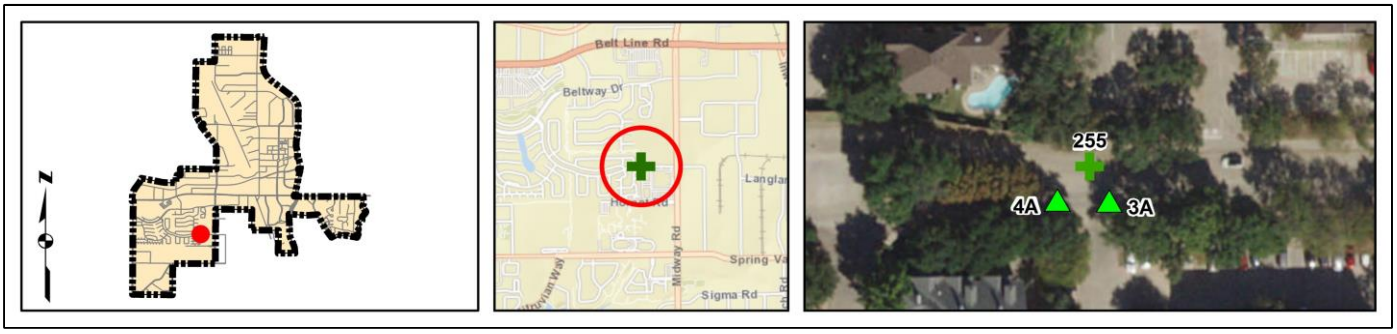
Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	$ 10.00	$ -
TxDOT 529-6002	CONC CURB (TY II)	0	LF	$ 15.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	0	SY	$ 45.00	$ -
TxDOT 531	CURB RAMPS	2	EA	$ 1,500.00	$ 3,000.00
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	$ 50.00	$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	21	SY	$ 9.00	$ 189.00
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	$ 2.80	$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	0	LF	$ 8.50	$ -
---	REPAVE ROADWAY	0	LS	$ 5,000.00	$ -
---	FIX PONDING	0	LS	$ 2,000.00	$ -
---	FIX CURB RAMP TRANSITION	2	LS	$ 2,000.00	$ 4,000.00
---	MEDIAN NOSE MODIFICATION	0	LS	$ 5,000.00	$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	$ 500.00	$ -
---	FIX CURB RAMP COUNTER SLOPE	0	LS	$ 2,000.00	$ -

Basis for Cost Projection

- ☑ No Design Completed
- ❑ Preliminary Design
- ❑ Final Design

Subtotal:		$ 7,189.00
Engineering: (% +/-)	20%	$ 1,905.50
Contingency: (% +/-)	20%	$ 1,905.50
Estimated Project Cost:		**$ 11,000.00**

Project Location



Field Observations

Intersection Issues	Crosswalk N	E	S	W	Possible Solutions
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' or 'i' in ramp label indicates no existing ramp) 3A	4A	Possible Solutions
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	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%	X		
Cut-thru ramp cross slope is greater than 2%			
Curb ramp width is less than 48"		X	
Cut-thru ramp width is less than 60"			
Permanent obstruction (>0.25") in curb ramp/landing/flares		X	
Temporary obstruction (>0.25") in curb ramp/landing/flares			
No textured surface at base of curb ramp	X	X	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	X	Remove and replace landing area
Curb ramp transition onto roadway is greater than 0.25"	X	X	Fix curb ramp transition
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%			
Ponding occurs at base of curb ramp			

Kimley-Horn and Associates, Inc.	Intersection of Proton Dr and driveway (Lat. 32.9460; Long. -96.8417)
Photographs	GPS ID: 255

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

End of Project Description for Project 255 Intersection of Proton Dr and driveway (Lat. 32.9460; Long. -96.8417)

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

Client:	**Town of Addison**	**Date:**	**12/21/17**
Program:	**ADA Self-Evaluation and Transition Plan**	**Prepared By:**	**CMP**
KHA No.:	**063543021**	**Checked By:**	**EPE**

Corridor :	**Proton Rd**	**GPS ID:**	**256**
Project Name:	**Intersection of Proton Dr and driveway (Lat. 32.9460; Long. -96.8415)**		
Town:	**Addison**		

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	$ 10.00	$ -
TxDOT 529-6002	CONC CURB (TY II)	0	LF	$ 15.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	0	SY	$ 45.00	$ -
TxDOT 531	CURB RAMPS	2	EA	$ 1,500.00	$ 3,000.00
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	$ 50.00	$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	17	SY	$ 9.00	$ 153.00
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	$ 2.80	$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	0	LF	$ 8.50	$ -
---	REPAVE ROADWAY	0	LS	$ 5,000.00	$ -
---	FIX PONDING	2	LS	$ 2,000.00	$ 4,000.00
---	FIX CURB RAMP TRANSITION	2	LS	$ 2,000.00	$ 4,000.00
---	MEDIAN NOSE MODIFICATION	0	LS	$ 5,000.00	$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	$ 500.00	$ -
---	FIX CURB RAMP COUNTER SLOPE	1	LS	$ 2,000.00	$ 2,000.00

Basis for Cost Projection
- ☑ No Design Completed
- ❑ Preliminary Design
- ❑ Final Design

Subtotal:		$ 13,153.00
Engineering: (% +/-)	20%	$ 2,923.50
Contingency: (% +/-)	20%	$ 2,923.50
Estimated Project Cost:		**$ 19,000.00**

Project Location

Field Observations

Intersection Issues	Crosswalk N	E	S	W	Possible Solutions
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' or 'i' in ramp label indicates no existing ramp) 1A	2A	Possible Solutions
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			Remove and replace curb ramp
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	
Cut-thru ramp cross slope is greater than 2%			
Curb ramp width is less than 48"	X		
Cut-thru ramp width is less than 60"			
Permanent obstruction (>0.25") in curb ramp/landing/flares	X		
Temporary obstruction (>0.25") in curb ramp/landing/flares			
No textured surface at base of curb ramp	X	X	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	X		Install landing area
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	X	Fix curb ramp transition
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%	X		Fix curb ramp counter slope
Ponding occurs at base of curb ramp	X	X	Fix ponding

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

End of Project Description for Project 256 Intersection of Proton Dr and driveway (Lat. 32.9460; Long. -96.8415)

Kimley-Horn and Associates, Inc. **Priority: 2**
Project Description for Unsignalized Intersection

Client:	**Town of Addison**	**Date:**	**12/21/17**
Program:	**ADA Self-Evaluation and Transition Plan**	**Prepared By:**	**CMP**
KHA No.:	**063543021**	**Checked By:**	**EPE**

Corridor :	**Proton Rd**	**GPS ID:**	**257**
Project Name:	**Intersection of Proton Dr and driveway (Lat. 32.9459; Long. -96.8410)**		
Town:	**Addison**		

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	$ 10.00	$ -
TxDOT 529-6002	CONC CURB (TY II)	0	LF	$ 15.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	0	SY	$ 45.00	$ -
TxDOT 531	CURB RAMPS	2	EA	$ 1,500.00	$ 3,000.00
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	$ 50.00	$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	20	SY	$ 9.00	$ 180.00
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	$ 2.80	$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	0	LF	$ 8.50	$ -
---	REPAVE ROADWAY	0	LS	$ 5,000.00	$ -
---	FIX PONDING	0	LS	$ 2,000.00	$ -
---	FIX CURB RAMP TRANSITION	1	LS	$ 2,000.00	$ 2,000.00
---	MEDIAN NOSE MODIFICATION	0	LS	$ 5,000.00	$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	$ 500.00	$ -
---	FIX CURB RAMP COUNTER SLOPE	0	LS	$ 2,000.00	$ -

Basis for Cost Projection

- ☑ No Design Completed
- ❑ Preliminary Design
- ❑ Final Design

Subtotal:		$ 5,180.00
Engineering: (% +/-)	20%	$ 1,410.00
Contingency: (% +/-)	20%	$ 1,410.00
Estimated Project Cost:		**$ 8,000.00**

Project Location

Field Observations

Intersection Issues	Crosswalk N	E	S	W	Possible Solutions
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' or 'i' in ramp label indicates no existing ramp) 3A	4A	Possible Solutions
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	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%	X	X	
Cut-thru ramp cross slope is greater than 2%			
Curb ramp width is less than 48"	X	X	
Cut-thru ramp width is less than 60"			
Permanent obstruction (>0.25") in curb ramp/landing/flares			
Temporary obstruction (>0.25") in curb ramp/landing/flares			
No textured surface at base of curb ramp	X	X	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	X	Remove and replace landing area
Curb ramp transition onto roadway is greater than 0.25"		X	Fix curb ramp transition
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%			
Ponding occurs at base of curb ramp			

Kimley-Horn and Associates, Inc.	Intersection of Proton Dr and driveway (Lat. 32.9459; Long. -96.8410)
Photographs	GPS ID: 257

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

End of Project Description for Project 257 Intersection of Proton Dr and driveway (Lat. 32.9459; Long. -96.8410)

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

Client:	**Town of Addison**	**Date:**	**12/21/17**
Program:	**ADA Self-Evaluation and Transition Plan**	**Prepared By:**	**CMP**
KHA No.:	**063543021**	**Checked By:**	**EPE**

Corridor :	**Proton Rd**	**GPS ID:**	**258**
Project Name:	**Intersection of Proton Dr and driveway (Lat. 32.9459; Long. -96.8402)**		
Town:	**Addison**		

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	$ 10.00	$ -
TxDOT 529-6002	CONC CURB (TY II)	0	LF	$ 15.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	0	SY	$ 45.00	$ -
TxDOT 531	CURB RAMPS	2	EA	$ 1,500.00	$ 3,000.00
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	$ 50.00	$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	20	SY	$ 9.00	$ 180.00
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	$ 2.80	$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	0	LF	$ 8.50	$ -
---	REPAVE ROADWAY	0	LS	$ 5,000.00	$ -
---	FIX PONDING	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 COUNTER SLOPE	0	LS	$ 2,000.00	$ -

Basis for Cost Projection
- ☑ No Design Completed
- ❑ Preliminary Design
- ❑ Final Design

Subtotal:		$ 9,180.00
Engineering: (% +/-)	20%	$ 1,910.00
Contingency: (% +/-)	20%	$ 1,910.00
Estimated Project Cost:		**$ 13,000.00**

Project Location

Field Observations

Intersection Issues	Crosswalk N	E	S	W	Possible Solutions
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' or 'i' in ramp label indicates no existing ramp) 3A	4A	Possible Solutions
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	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%	X	X	
Cut-thru ramp cross slope is greater than 2%			
Curb ramp width is less than 48"	X	X	
Cut-thru ramp width is less than 60"			
Permanent obstruction (>0.25") in curb ramp/landing/flares	X		
Temporary obstruction (>0.25") in curb ramp/landing/flares			
No textured surface at base of curb ramp	X	X	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	X	Remove and replace landing area
Curb ramp transition onto roadway is greater than 0.25"	X	X	Fix curb ramp transition
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%			
Ponding occurs at base of curb ramp	X		Fix ponding

Kimley-Horn and Associates, Inc.	Intersection of Proton Dr and driveway (Lat. 32.9459; Long. -96.8402)
Photographs	GPS ID: 258

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

End of Project Description for Project 258 Intersection of Proton Dr and driveway (Lat. 32.9459; Long. -96.8402)

Kimley-Horn and Associates, Inc. **Priority: 6**
Project Description for Unsignalized Intersection

Client:	**Town of Addison**	**Date:**	**12/21/17**
Program:	**ADA Self-Evaluation and Transition Plan**	**Prepared By:**	**CMP**
KHA No.:	**063543021**	**Checked By:**	**EPE**

Corridor :	**Proton Rd**	**GPS ID:**	**259**
Project Name:	**Intersection of Proton Dr and driveway (Lat. 32.9459; Long. -96.8399)**		
Town:	**Addison**		

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	$ 10.00	$ -
TxDOT 529-6002	CONC CURB (TY II)	0	LF	$ 15.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	0	SY	$ 45.00	$ -
TxDOT 531	CURB RAMPS	2	EA	$ 1,500.00	$ 3,000.00
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	$ 50.00	$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	0	SY	$ 9.00	$ -
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	$ 2.80	$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	0	LF	$ 8.50	$ -
---	REPAVE ROADWAY	0	LS	$ 5,000.00	$ -
---	FIX PONDING	0	LS	$ 2,000.00	$ -
---	FIX CURB RAMP TRANSITION	0	LS	$ 2,000.00	$ -
---	MEDIAN NOSE MODIFICATION	0	LS	$ 5,000.00	$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	$ 500.00	$ -
---	FIX CURB RAMP COUNTER SLOPE	0	LS	$ 2,000.00	$ -

Basis for Cost Projection

- ☑ No Design Completed
- ❑ Preliminary Design
- ❑ Final Design

Subtotal:		$ 3,000.00
Engineering: (% +/-)	20%	$ 1,000.00
Contingency: (% +/-)	20%	$ 1,000.00
Estimated Project Cost:		**$ 5,000.00**

Project Location

Field Observations

Intersection Issues	Crosswalk N	E	S	W	Possible Solutions
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' or 'i' in ramp label indicates no existing ramp) 1z	2z		Possible Solutions
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				

Kimley-Horn and Associates, Inc.	Intersection of Proton Dr and driveway (Lat. 32.9459; Long. -96.8399)
Photographs	GPS ID: 259

Corner 1 No Ramp (1*z*)

Corner 2 No Ramp (2*z*)

Opinion of Probable Construction Cost Disclaimer:
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Project Location Map Sources:
Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

End of Project Description for Project 259 Intersection of Proton Dr and driveway (Lat. 32.9459; Long. -96.8399)

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

Client:	**Town of Addison**	**Date:**	**12/21/17**
Program:	**ADA Self-Evaluation and Transition Plan**	**Prepared By:**	**CMP**
KHA No.:	**063543021**	**Checked By:**	**EPE**

Corridor :	**Proton Rd**	**GPS ID:**	**260**
Project Name:	**Intersection of Proton Dr and driveway (Lat. 32.9459; Long. -96.8395)**		
Town:	**Addison**		

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	$ 10.00	$ -
TxDOT 529-6002	CONC CURB (TY II)	0	LF	$ 15.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	3	SY	$ 45.00	$ 135.00
TxDOT 531	CURB RAMPS	1	EA	$ 1,500.00	$ 1,500.00
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	10	SF	$ 50.00	$ 500.00
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	13	SY	$ 9.00	$ 117.00
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	$ 2.80	$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	0	LF	$ 8.50	$ -
---	REPAVE ROADWAY	0	LS	$ 5,000.00	$ -
---	FIX PONDING	0	LS	$ 2,000.00	$ -
---	FIX CURB RAMP TRANSITION	0	LS	$ 2,000.00	$ -
---	MEDIAN NOSE MODIFICATION	0	LS	$ 5,000.00	$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	$ 500.00	$ -
---	FIX CURB RAMP COUNTER SLOPE	0	LS	$ 2,000.00	$ -

Basis for Cost Projection

- ☑ No Design Completed
- ❑ Preliminary Design
- ❑ Final Design

Subtotal:		$	2,252.00
Engineering: (% +/-)	20%	$	874.00
Contingency: (% +/-)	20%	$	874.00
Estimated Project Cost:		**$**	**4,000.00**

Project Location

Field Observations

Intersection Issues	Crosswalk N	E	S	W	Possible Solutions
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' or 'i' in ramp label indicates no existing ramp) 1A	2A	Possible Solutions
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			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%			
Cut-thru ramp running slope is greater than 5%			
Curb ramp cross slope is greater than 2%		X	
Cut-thru ramp cross slope is greater than 2%			
Curb ramp width is less than 48"			
Cut-thru ramp width is less than 60"			
Permanent obstruction (>0.25") in curb ramp/landing/flares			
Temporary obstruction (>0.25") in curb ramp/landing/flares			
No textured surface at base of curb ramp	X	X	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	X	Remove and replace landing area
Curb ramp transition onto roadway is greater than 0.25"			
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%			
Ponding occurs at base of curb ramp			

Kimley-Horn and Associates, Inc.	Intersection of Proton Dr and driveway (Lat. 32.9459; Long. -96.8395)
Photographs	GPS ID: 260

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

End of Project Description for Project 260 Intersection of Proton Dr and driveway (Lat. 32.9459; Long. -96.8395)

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

Client:	**Town of Addison**	**Date:**	**12/21/17**
Program:	**ADA Self-Evaluation and Transition Plan**	**Prepared By:**	**CMP**
KHA No.:	**063543021**	**Checked By:**	**EPE**

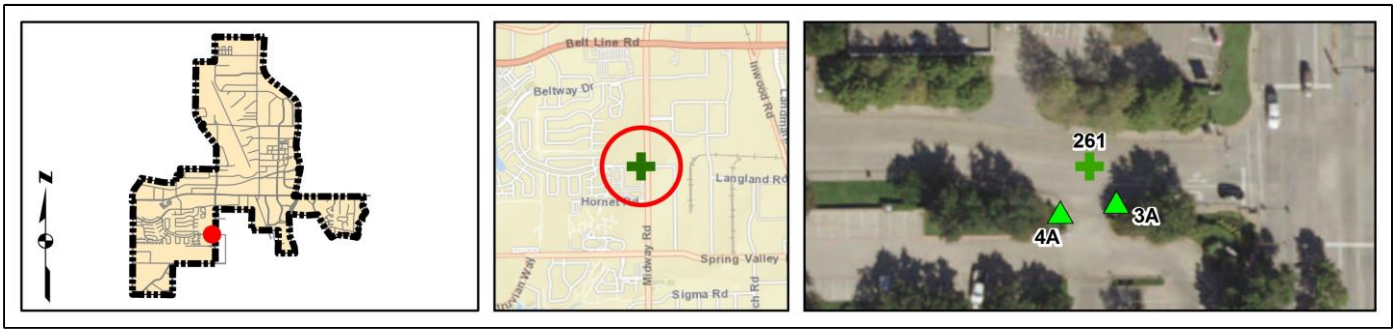
Corridor :	**Proton Rd**	**GPS ID:**	**261**
Project Name:	**Intersection of Proton Dr and driveway (Lat. 32.9459; Long. -96.8393)**		
Town:	**Addison**		

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	$ 10.00	$ -
TxDOT 529-6002	CONC CURB (TY II)	0	LF	$ 15.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	0	SY	$ 45.00	$ -
TxDOT 531	CURB RAMPS	2	EA	$ 1,500.00	$ 3,000.00
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	$ 50.00	$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	20	SY	$ 9.00	$ 180.00
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	$ 2.80	$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	0	LF	$ 8.50	$ -
---	REPAVE ROADWAY	0	LS	$ 5,000.00	$ -
---	FIX PONDING	0	LS	$ 2,000.00	$ -
---	FIX CURB RAMP TRANSITION	2	LS	$ 2,000.00	$ 4,000.00
---	MEDIAN NOSE MODIFICATION	0	LS	$ 5,000.00	$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	$ 500.00	$ -
---	FIX CURB RAMP COUNTER SLOPE	0	LS	$ 2,000.00	$ -

Basis for Cost Projection
- ☑ No Design Completed
- ❑ Preliminary Design
- ❑ Final Design

Subtotal:		$ 7,180.00
Engineering: (% +/-)	20%	$ 1,910.00
Contingency: (% +/-)	20%	$ 1,910.00
Estimated Project Cost:		**$ 11,000.00**

Project Location



Field Observations

Intersection Issues	Crosswalk N	E	S	W	Possible Solutions
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' or 'i' in ramp label indicates no existing ramp) 3A	4A	Possible Solutions
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	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%	X	X	
Cut-thru ramp cross slope is greater than 2%			
Curb ramp width is less than 48"	X	X	
Cut-thru ramp width is less than 60"			
Permanent obstruction (>0.25") in curb ramp/landing/flares	X		
Temporary obstruction (>0.25") in curb ramp/landing/flares			
No textured surface at base of curb ramp	X	X	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	X	Remove and replace landing area
Curb ramp transition onto roadway is greater than 0.25"	X	X	Fix curb ramp transition
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%			
Ponding occurs at base of curb ramp			

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

End of Project Description for Project 261 Intersection of Proton Dr and driveway (Lat. 32.9459; Long. -96.8393)

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

Client:	**Town of Addison**	**Date:**	**12/21/17**
Program:	**ADA Self-Evaluation and Transition Plan**	**Prepared By:**	**CMP**
KHA No.:	**063543021**	**Checked By:**	**EPE**

Corridor :	**Les Lacs Ave**	**GPS ID:**	**262**
Project Name:	**Intersection of Les Lacs Ave and Chatham Ct Dr**		
Town:	**Addison**		

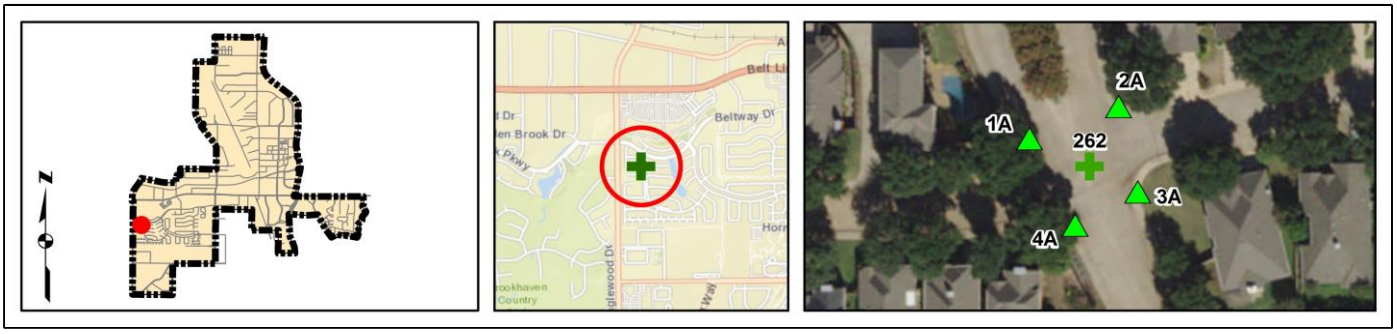
Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	$ 10.00	$ -
TxDOT 529-6002	CONC CURB (TY II)	0	LF	$ 15.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	17	SY	$ 45.00	$ 765.00
TxDOT 531	CURB RAMPS	8	EA	$ 1,500.00	$ 12,000.00
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	$ 50.00	$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	47	SY	$ 9.00	$ 423.00
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	$ 2.80	$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	412	LF	$ 8.50	$ 3,502.00
---	REPAVE ROADWAY	3	LS	$ 5,000.00	$ 15,000.00
---	FIX PONDING	1	LS	$ 2,000.00	$ 2,000.00
---	FIX CURB RAMP TRANSITION	4	LS	$ 2,000.00	$ 8,000.00
---	MEDIAN NOSE MODIFICATION	0	LS	$ 5,000.00	$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	$ 500.00	$ -
---	FIX CURB RAMP COUNTER SLOPE	0	LS	$ 2,000.00	$ -

Basis for Cost Projection

- ☑ No Design Completed
- ❑ Preliminary Design
- ❑ Final Design

Subtotal:		$ 41,690.00
Engineering: (% +/-)	20%	$ 8,655.00
Contingency: (% +/-)	20%	$ 8,655.00
Estimated Project Cost:		**$ 59,000.00**

Project Location



Field Observations

Intersection Issues	Crosswalk N	Crosswalk E	Crosswalk S	Crosswalk W	Possible Solutions
Path of travel pavement condition	Good	Good	Dangerous	Dangerous	Repave roadway and install crosswalk pavement markings
Path of travel running slope is greater than 5%					
Path of travel cross slope is greater than 2% for stop control approaches	N/A	X	N/A	X	
Path of travel cross slope is greater than 5% for free-flow approaches		N/A		N/A	
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	Install crosswalk pavement markings
Crosswalk striping condition	None	None	None	None	

Curb Ramp Issues	Curb Ramp ID ('z' or 'i' in ramp label indicates no existing ramp) 1A	2A	3A	4A	Possible Solutions
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					Remove and replace curb ramp
Flare cross slope is greater than 10%	X				
Curb ramp running slope is greater than 8.3%		X	X	X	
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%	X				
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"	X				
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25") in curb ramp/landing/flares					
Temporary obstruction (>0.25") in curb ramp/landing/flares					
No textured surface at base of curb ramp	X	X	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	X	X	X	X	Install landing area
Landing area is less than 5' x 5' or slopes greater than 2%					
Curb ramp transition onto roadway is greater than 0.25"	X	X	X	X	Fix curb ramp transition
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
Ponding occurs at base of curb ramp			X		Fix ponding

Comment: Existing sidewalk, curb ramp, and/or striping configurations permit pedestrians to cross the major street. An Engineering study is needed to confirm crossing should be accomm

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

End of Project Description for Project 262 Intersection of Les Lacs Ave and Chatham Ct Dr

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

Client:	**Town of Addison**	**Date: 12/21/17**
Program:	**ADA Self-Evaluation and Transition Plan**	**Prepared By: CMP**
KHA No.:	**063543021**	**Checked By: EPE**

Corridor :	**Les Lacs Ave**	**GPS ID: 263**
Project Name:	**Intersection of Les Lacs Ave and Lakeway Ct**	
Town:	**Addison**	

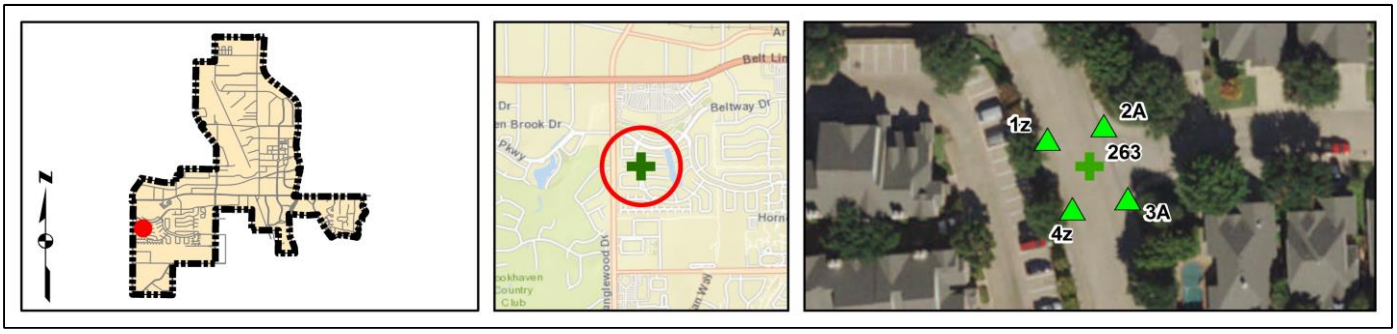
Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	$ 10.00	$ -
TxDOT 529-6002	CONC CURB (TY II)	0	LF	$ 15.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	12	SY	$ 45.00	$ 540.00
TxDOT 531	CURB RAMPS	6	EA	$ 1,500.00	$ 9,000.00
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	$ 50.00	$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	26	SY	$ 9.00	$ 234.00
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	$ 2.80	$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	246	LF	$ 8.50	$ 2,091.00
---	REPAVE ROADWAY	0	LS	$ 5,000.00	$ -
---	FIX PONDING	0	LS	$ 2,000.00	$ -
---	FIX CURB RAMP TRANSITION	2	LS	$ 2,000.00	$ 4,000.00
---	MEDIAN NOSE MODIFICATION	0	LS	$ 5,000.00	$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	$ 500.00	$ -
---	FIX CURB RAMP COUNTER SLOPE	0	LS	$ 2,000.00	$ -

Basis for Cost Projection

- ☑ No Design Completed
- ❑ Preliminary Design
- ❑ Final Design

Subtotal:		$ 15,865.00
Engineering: (% +/-)	20%	$ 3,567.50
Contingency: (% +/-)	20%	$ 3,567.50
Estimated Project Cost:		**$ 23,000.00**

Project Location



Field Observations

Intersection Issues	Crosswalk N	Crosswalk E	Crosswalk S	Crosswalk W	Possible Solutions
Path of travel pavement condition	Good	Good	Good	N/A	
Path of travel running slope is greater than 5%				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	
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	Install crosswalk pavement markings
Crosswalk striping condition	None	None	None	N/A	

Curb Ramp Issues	Curb Ramp ID ('z' or 'i' in ramp label indicates no existing ramp) 1z	2A	3A	4z	Possible Solutions
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%		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 2%					
Curb ramp width is less than 48"			X		
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25") in curb ramp/landing/flares					
Temporary obstruction (>0.25") in curb ramp/landing/flares					
No textured surface at base of curb ramp		X	X		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		X	X		Install landing area
Landing area is less than 5' x 5' or slopes greater than 2%					
Curb ramp transition onto roadway is greater than 0.25"		X	X		Fix curb ramp transition
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
Ponding occurs at base of curb ramp					

Comment: Existing sidewalk, curb ramp, and/or striping configurations permit pedestrians to cross the major street. An Engineering study is needed to confirm crossing should be accomm

Corner 1 No Ramp (1z)

Ramp 2A

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

End of Project Description for Project 263 Intersection of Les Lacs Ave and Lakeway Ct

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

Client:	**Town of Addison**		**Date: 12/21/17**
Program:	**ADA Self-Evaluation and Transition Plan**		**Prepared By: CMP**
KHA No.:	**063543021**		**Checked By: EPE**

Corridor :	**Les Lacs Ave**	**GPS ID: 264**
Project Name:	**Intersection of Les Lacs Ave and Waterside Ct**	
Town:	**Addison**	

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	$ 10.00	$ -
TxDOT 529-6002	CONC CURB (TY II)	0	LF	$ 15.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	6	SY	$ 45.00	$ 270.00
TxDOT 531	CURB RAMPS	6	EA	$ 1,500.00	$ 9,000.00
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	$ 50.00	$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	21	SY	$ 9.00	$ 189.00
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	$ 2.80	$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	252	LF	$ 8.50	$ 2,142.00
---	REPAVE ROADWAY	1	LS	$ 5,000.00	$ 5,000.00
---	FIX PONDING	2	LS	$ 2,000.00	$ 4,000.00
---	FIX CURB RAMP TRANSITION	2	LS	$ 2,000.00	$ 4,000.00
---	MEDIAN NOSE MODIFICATION	0	LS	$ 5,000.00	$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	$ 500.00	$ -
---	FIX CURB RAMP COUNTER SLOPE	0	LS	$ 2,000.00	$ -

Basis for Cost Projection

- ☑ No Design Completed
- ❑ Preliminary Design
- ❑ Final Design

Subtotal:		$ 24,601.00
Engineering: (% +/-)	20%	$ 5,199.50
Contingency: (% +/-)	20%	$ 5,199.50
Estimated Project Cost:		**$ 35,000.00**

Project Location

Field Observations

Intersection Issues	Crosswalk N	Crosswalk E	Crosswalk S	Crosswalk W	Possible Solutions
Path of travel pavement condition	Poor	Good	Good	N/A	Repave roadway and install crosswalk pavement markings
Path of travel running slope is greater than 5%				N/A	
Path of travel cross slope is greater than 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	
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	Install crosswalk pavement markings
Crosswalk striping condition	None	None	None	N/A	

Curb Ramp Issues	Curb Ramp ID ('z' or 'i' in ramp label indicates no existing ramp) 1z	2A	3A	4z		Possible Solutions
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%			X			
Curb ramp running slope is greater than 8.3%		X	X			
Blended transition running slope is greater than 5%						
Cut-thru ramp running slope is greater than 5%						Remove and replace curb ramp
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
No color contrast at base of curb ramp		X	X			color truncated domes
Landing area does not exist and is needed		X	X			Install landing area
Landing area is less than 5' x 5' or slopes greater than 2%						
Curb ramp transition onto roadway is greater than 0.25"		X	X			Fix curb ramp transition
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%						
Ponding occurs at base of curb ramp		X	X			Fix ponding

Comment: Existing sidewalk, curb ramp, and/or striping configurations permit pedestrians to cross the major street. An Engineering study is needed to confirm crossing should be accomm

Corner 1 No Ramp (1z)

Ramp 2A

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

End of Project Description for Project 264 Intersection of Les Lacs Ave and Waterside Ct

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

Client:	**Town of Addison**	**Date:**	**12/21/17**
Program:	**ADA Self-Evaluation and Transition Plan**	**Prepared By:**	**CMP**
KHA No.:	**063543021**	**Checked By:**	**EPE**

Corridor :	**Les Lacs Ave**	**GPS ID:**	**265**
Project Name:	**Intersection of Les Lacs Ave and Waterford Dr**		
Town:	**Addison**		

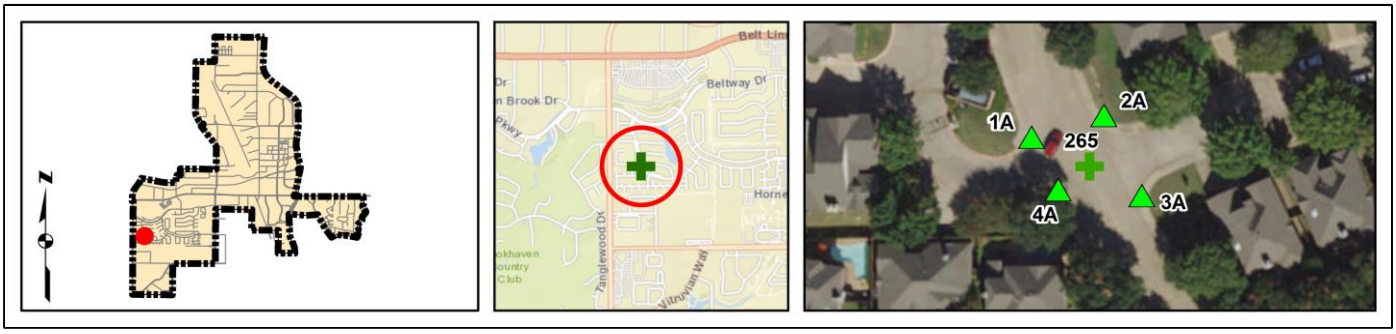
Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	$ 10.00	$ -
TxDOT 529-6002	CONC CURB (TY II)	0	LF	$ 15.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	6	SY	$ 45.00	$ 270.00
TxDOT 531	CURB RAMPS	6	EA	$ 1,500.00	$ 9,000.00
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	10	SF	$ 50.00	$ 500.00
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	28	SY	$ 9.00	$ 252.00
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	$ 2.80	$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	370	LF	$ 8.50	$ 3,145.00
---	REPAVE ROADWAY	1	LS	$ 5,000.00	$ 5,000.00
---	FIX PONDING	0	LS	$ 2,000.00	$ -
---	FIX CURB RAMP TRANSITION	4	LS	$ 2,000.00	$ 8,000.00
---	MEDIAN NOSE MODIFICATION	0	LS	$ 5,000.00	$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	$ 500.00	$ -
---	FIX CURB RAMP COUNTER SLOPE	0	LS	$ 2,000.00	$ -

Basis for Cost Projection

- ☑ No Design Completed
- ❑ Preliminary Design
- ❑ Final Design

Subtotal:		$ 26,167.00
Engineering: (% +/-)	20%	$ 5,416.50
Contingency: (% +/-)	20%	$ 5,416.50
Estimated Project Cost:		**$ 37,000.00**

Project Location



Field Observations

Intersection Issues	Crosswalk N	Crosswalk E	Crosswalk S	Crosswalk W	Possible Solutions
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 2% for stop control approaches	N/A	X	N/A		Repave roadway and install crosswalk pavement markings
Path of travel cross slope is greater than 5% for free-flow approaches		N/A		N/A	
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	Install crosswalk pavement markings
Crosswalk striping condition	None	None	None	None	

Curb Ramp Issues	Curb Ramp ID ('z' or 'i' in ramp label indicates no existing ramp) 1A	2A	3A	4A	Possible Solutions
Curb ramp does not exist and is needed					
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curbed side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%	X		X	X	
Curb ramp running slope is greater than 8.3%	X		X	X	
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					Remove and replace curb ramp
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	X	X	X	For intersection, commercial driveway, and park ramps, install
No color contrast at base of curb ramp	X	X	X	X	color truncated domes
Landing area does not exist and is needed	X	X	X	X	Install landing area
Landing area is less than 5' x 5' or slopes greater than 2%					
Curb ramp transition onto roadway is greater than 0.25"	X	X	X	X	Fix curb ramp transition
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
Ponding occurs at base of curb ramp					

Comment: Existing sidewalk, curb ramp, and/or striping configurations permit pedestrians to cross the major street. An Engineering study is needed to confirm crossing should be accomm

Kimley-Horn and Associates, Inc.	Intersection of Les Lacs Ave and Waterford Dr
Photographs	GPS ID: 265

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

End of Project Description for Project 265 Intersection of Les Lacs Ave and Waterford Dr

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

Client:	**Town of Addison**	**Date:**	**12/21/17**
Program:	**ADA Self-Evaluation and Transition Plan**	**Prepared By:**	**CMP**
KHA No.:	**063543021**	**Checked By:**	**EPE**

Corridor :	**Les Lacs Ave**	**GPS ID:**	**266**
Project Name:	**Intersection of Les Lacs Ave and Beau Park Ln**		
Town:	**Addison**		

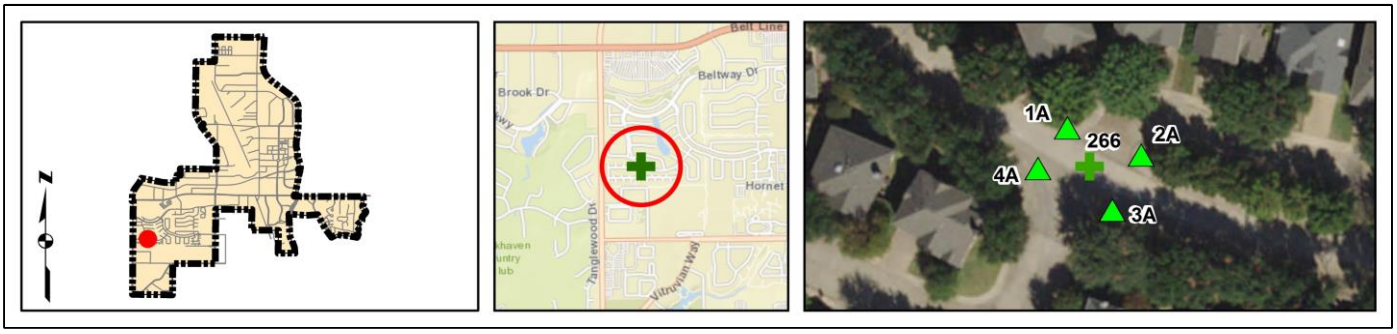
Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	$ 10.00	$ -
TxDOT 529-6002	CONC CURB (TY II)	0	LF	$ 15.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	12	SY	$ 45.00	$ 540.00
TxDOT 531	CURB RAMPS	6	EA	$ 1,500.00	$ 9,000.00
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	10	SF	$ 50.00	$ 500.00
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	36	SY	$ 9.00	$ 324.00
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	$ 2.80	$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	358	LF	$ 8.50	$ 3,043.00
---	REPAVE ROADWAY	3	LS	$ 5,000.00	$ 15,000.00
---	FIX PONDING	1	LS	$ 2,000.00	$ 2,000.00
---	FIX CURB RAMP TRANSITION	4	LS	$ 2,000.00	$ 8,000.00
---	MEDIAN NOSE MODIFICATION	0	LS	$ 5,000.00	$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	$ 500.00	$ -
---	FIX CURB RAMP COUNTER SLOPE	0	LS	$ 2,000.00	$ -

Basis for Cost Projection

- ☑ No Design Completed
- ❑ Preliminary Design
- ❑ Final Design

Subtotal:		$ 38,407.00
Engineering: (% +/-)	20%	$ 7,796.50
Contingency: (% +/-)	20%	$ 7,796.50
Estimated Project Cost:		**$ 54,000.00**

Project Location



Field Observations

Intersection Issues	Crosswalk N	Crosswalk E	Crosswalk S	Crosswalk W	Possible Solutions
Path of travel pavement condition	Good	Dangerous	Good	Good	Repave roadway and install crosswalk pavement markings
Path of travel running slope is greater than 5%					
Path of travel cross slope is greater than 2% for stop control approaches	X	N/A	X	N/A	
Path of travel cross slope is greater than 5% for free-flow approaches	N/A		N/A		
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	Install crosswalk pavement markings
Crosswalk striping condition	None	None	None	None	

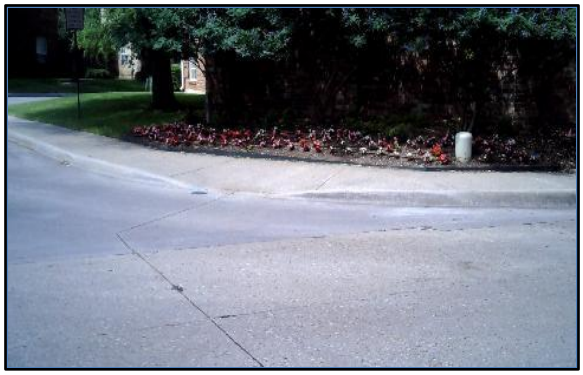
Curb Ramp Issues	Curb Ramp ID ('z' or 'i' in ramp label indicates no existing ramp) 1A	2A	3A	4A	Possible Solutions
Curb ramp does not exist and is needed					
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curbed side is not 90° or has traversable adjacent surface					Remove and replace curb ramp
Flare cross slope is greater than 10%		X	X	X	
Curb ramp running slope is greater than 8.3%		X	X	X	
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%		X	X		
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"			X		
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25") in curb ramp/landing/flares					
Temporary obstruction (>0.25") in curb ramp/landing/flares					
No textured surface at base of curb ramp	X	X	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	X		X	X	Install landing area
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	X	X	X	Fix curb ramp transition
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
Ponding occurs at base of curb ramp		X			Fix ponding

Comment: Existing sidewalk, curb ramp, and/or striping configurations permit pedestrians to cross the major street. An Engineering study is needed to confirm crossing should be accomm

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

End of Project Description for Project 266 Intersection of Les Lacs Ave and Beau Park Ln

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

Client:	**Town of Addison**	**Date:**	**12/21/17**
Program:	**ADA Self-Evaluation and Transition Plan**	**Prepared By:**	**CMP**
KHA No.:	**063543021**	**Checked By:**	**EPE**

Corridor :	**Les Lacs Ave**	**GPS ID:**	**267**
Project Name:	**Intersection of Les Lacs Ave and Meadowcreek Cir**		
Town:	**Addison**		

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	$ 10.00	$ -
TxDOT 529-6002	CONC CURB (TY II)	0	LF	$ 15.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	6	SY	$ 45.00	$ 270.00
TxDOT 531	CURB RAMPS	6	EA	$ 1,500.00	$ 9,000.00
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	$ 50.00	$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	21	SY	$ 9.00	$ 189.00
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	$ 2.80	$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	243	LF	$ 8.50	$ 2,065.50
---	REPAVE ROADWAY	2	LS	$ 5,000.00	$ 10,000.00
---	FIX PONDING	0	LS	$ 2,000.00	$ -
---	FIX CURB RAMP TRANSITION	2	LS	$ 2,000.00	$ 4,000.00
---	MEDIAN NOSE MODIFICATION	0	LS	$ 5,000.00	$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	$ 500.00	$ -
---	FIX CURB RAMP COUNTER SLOPE	0	LS	$ 2,000.00	$ -

Basis for Cost Projection

- ☑ No Design Completed
- ❑ Preliminary Design
- ❑ Final Design

Subtotal:		$ 25,524.50
Engineering: (% +/-)	20%	$ 5,237.75
Contingency: (% +/-)	20%	$ 5,237.75
Estimated Project Cost:		**$ 36,000.00**

Project Location

Field Observations

Intersection Issues	Crosswalk N	Crosswalk E	Crosswalk S	Crosswalk W	Possible Solutions
Path of travel pavement condition	Good	Good	N/A	Poor	Repave roadway and install crosswalk pavement markings
Path of travel running slope is greater than 5%			N/A		
Path of travel cross slope is greater than 2% for stop control approaches	X	N/A	N/A	N/A	
Path of travel cross slope is greater than 5% for free-flow approaches	N/A		N/A		
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	Install crosswalk pavement markings
Crosswalk striping condition	None	None	N/A	None	

Curb Ramp Issues	Curb Ramp ID ('z' or 'i' in ramp label indicates no existing ramp) 1A	2A	3z	4z	Possible Solutions
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					Remove and replace curb ramp
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%	X	X			
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"					
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25") in curb ramp/landing/flares					
Temporary obstruction (>0.25") in curb ramp/landing/flares					
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	X	X			Install landing area
Landing area is less than 5' x 5' or slopes greater than 2%					
Curb ramp transition onto roadway is greater than 0.25"	X	X			Fix curb ramp transition
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
Ponding occurs at base of curb ramp					

Comment: Existing sidewalk, curb ramp, and/or striping configurations permit pedestrians to cross the major street. An Engineering study is needed to confirm crossing should be accomm

Ramp 1A

Ramp 2A

Corner 3 No Ramp (3z)

Corner 4 No Ramp (4z)

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Project Location Map Sources:
Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

End of Project Description for Project 267 Intersection of Les Lacs Ave and Meadowcreek Cir

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

Client:	**Town of Addison**	**Date:**	**12/21/17**
Program:	**ADA Self-Evaluation and Transition Plan**	**Prepared By:**	**CMP**
KHA No.:	**063543021**	**Checked By:**	**EPE**

Corridor :	**Les Lacs Ave**	**GPS ID:**	**268**
Project Name:	**Intersection of Les Lacs Ave and Waterford Dr**		
Town:	**Addison**		

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	$ 10.00	$ -
TxDOT 529-6002	CONC CURB (TY II)	0	LF	$ 15.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	12	SY	$ 45.00	$ 540.00
TxDOT 531	CURB RAMPS	6	EA	$ 1,500.00	$ 9,000.00
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	$ 50.00	$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	26	SY	$ 9.00	$ 234.00
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	$ 2.80	$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	261	LF	$ 8.50	$ 2,218.50
---	REPAVE ROADWAY	2	LS	$ 5,000.00	$ 10,000.00
---	FIX PONDING	0	LS	$ 2,000.00	$ -
---	FIX CURB RAMP TRANSITION	2	LS	$ 2,000.00	$ 4,000.00
---	MEDIAN NOSE MODIFICATION	0	LS	$ 5,000.00	$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	$ 500.00	$ -
---	FIX CURB RAMP COUNTER SLOPE	0	LS	$ 2,000.00	$ -

Basis for Cost Projection

- ☑ No Design Completed
- ❑ Preliminary Design
- ❑ Final Design

Subtotal:		$ 25,992.50
Engineering: (% +/-)	20%	$ 5,503.75
Contingency: (% +/-)	20%	$ 5,503.75
Estimated Project Cost:		**$ 37,000.00**

Project Location

Field Observations

Intersection Issues	Crosswalk N	Crosswalk E	Crosswalk S	Crosswalk W	Possible Solutions
Path of travel pavement condition	Dangerous	Poor	N/A	Good	Repave roadway and install crosswalk pavement markings
Path of travel running slope is greater than 5%			N/A		
Path of travel cross slope is greater than 2% for stop control approaches	X	N/A	N/A	N/A	
Path of travel cross slope is greater than 5% for free-flow approaches	N/A		N/A		
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	Install crosswalk pavement markings
Crosswalk striping condition	None	None	N/A	None	

Curb Ramp Issues	Curb Ramp ID ('z' or 'i' in ramp label indicates no existing ramp) 1A	2A	3z	4z	Possible Solutions
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					Remove and replace curb ramp
Flare cross slope is greater than 10%	X				
Curb ramp running slope is greater than 8.3%	X	X			
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%	X				
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"		X			
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	X	X			Install landing area
Landing area is less than 5' x 5' or slopes greater than 2%					
Curb ramp transition onto roadway is greater than 0.25"	X	X			Fix curb ramp transition
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
Ponding occurs at base of curb ramp					

Comment: Existing sidewalk, curb ramp, and/or striping configurations permit pedestrians to cross the major street. An Engineering study is needed to confirm crossing should be accomm

Ramp 1A

Ramp 2A

Corner 3 No Ramp (3*z*)

Corner 4 No Ramp (4*z*)

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End of Project Description for Project 268 Intersection of Les Lacs Ave and Waterford Dr

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

Client:	**Town of Addison**		**Date: 12/21/17**
Program:	**ADA Self-Evaluation and Transition Plan**		**Prepared By: CMP**
KHA No.:	**063543021**		**Checked By: EPE**

Corridor :	**Les Lacs Ave**	**GPS ID: 269**
Project Name:	**Intersection of Les Lacs Ave and Brookwood Ln**	
Town:	**Addison**	

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	$ 10.00	$ -
TxDOT 529-6002	CONC CURB (TY II)	0	LF	$ 15.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	6	SY	$ 45.00	$ 270.00
TxDOT 531	CURB RAMPS	5	EA	$ 1,500.00	$ 7,500.00
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	$ 50.00	$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	23	SY	$ 9.00	$ 207.00
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	$ 2.80	$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	272	LF	$ 8.50	$ 2,312.00
---	REPAVE ROADWAY	0	LS	$ 5,000.00	$ -
---	FIX PONDING	0	LS	$ 2,000.00	$ -
---	FIX CURB RAMP TRANSITION	2	LS	$ 2,000.00	$ 4,000.00
---	MEDIAN NOSE MODIFICATION	0	LS	$ 5,000.00	$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	$ 500.00	$ -
---	FIX CURB RAMP COUNTER SLOPE	0	LS	$ 2,000.00	$ -

Basis for Cost Projection

- ☑ No Design Completed
- ❑ Preliminary Design
- ❑ Final Design

Subtotal:		$ 14,289.00
Engineering: (% +/-)	20%	$ 3,355.50
Contingency: (% +/-)	20%	$ 3,355.50
Estimated Project Cost:		**$ 21,000.00**

Project Location

Field Observations

Intersection Issues	Crosswalk N	E	S	W	Possible Solutions
Path of travel pavement condition	N/A	Good	Good	Good	
Path of travel running slope is greater than 5%	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		
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	Install crosswalk pavement markings
Crosswalk striping condition	N/A	None	None	None	

Curb Ramp Issues	Curb Ramp ID ('z' or 'i' in ramp label indicates no existing ramp) 1z	2z	3A	4A	Possible Solutions
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					Remove and replace curb ramp
Flare cross slope is greater than 10%			X	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%					
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"			X		
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25") in curb ramp/landing/flares			X		
Temporary obstruction (>0.25") in curb ramp/landing/flares					
No textured surface at base of curb ramp			X	X	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				X	Install landing area
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	X	Fix curb ramp transition
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
Ponding occurs at base of curb ramp					

Comment: Existing sidewalk, curb ramp, and/or striping configurations permit pedestrians to cross the major street. An Engineering study is needed to confirm crossing should be accomm

Corner 1 No Ramp (1*z*)

Corner 2 No Ramp (2*z*)

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

End of Project Description for Project 269 Intersection of Les Lacs Ave and Brookwood Ln

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

Client:	**Town of Addison**	**Date:**	**12/21/17**
Program:	**ADA Self-Evaluation and Transition Plan**	**Prepared By:**	**CMP**
KHA No.:	**063543021**	**Checked By:**	**EPE**

Corridor :	**Les Lacs Ave**	**GPS ID:**	**270**
Project Name:	**Intersection of Les Lacs Ave and Wayside Ct**		
Town:	**Addison**		

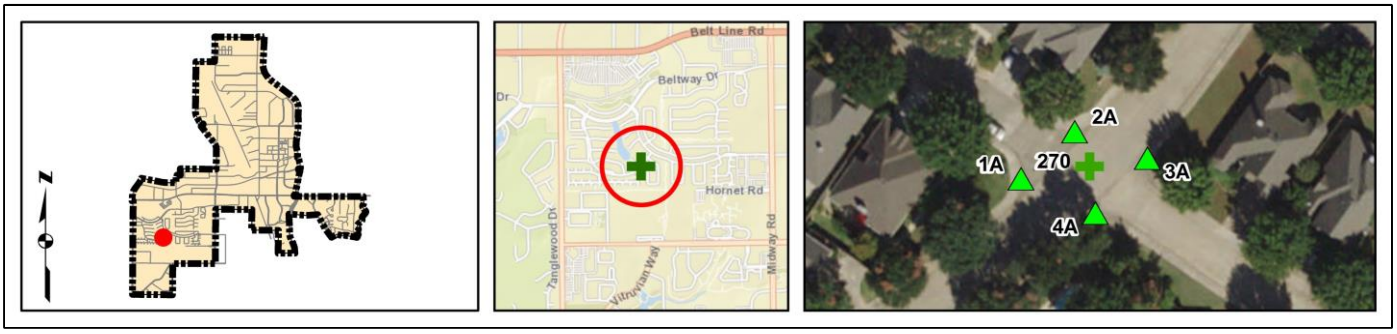
Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	$ 10.00	$ -
TxDOT 529-6002	CONC CURB (TY II)	0	LF	$ 15.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	6	SY	$ 45.00	$ 270.00
TxDOT 531	CURB RAMPS	8	EA	$ 1,500.00	$ 12,000.00
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	$ 50.00	$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	35	SY	$ 9.00	$ 315.00
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	$ 2.80	$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	381	LF	$ 8.50	$ 3,238.50
---	REPAVE ROADWAY	3	LS	$ 5,000.00	$ 15,000.00
---	FIX PONDING	0	LS	$ 2,000.00	$ -
---	FIX CURB RAMP TRANSITION	3	LS	$ 2,000.00	$ 6,000.00
---	MEDIAN NOSE MODIFICATION	0	LS	$ 5,000.00	$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	$ 500.00	$ -
---	FIX CURB RAMP COUNTER SLOPE	0	LS	$ 2,000.00	$ -

Basis for Cost Projection

- ☑ No Design Completed
- ❑ Preliminary Design
- ❑ Final Design

Subtotal:		$ 36,823.50
Engineering: (% +/-)	20%	$ 7,588.25
Contingency: (% +/-)	20%	$ 7,588.25
Estimated Project Cost:		**$ 52,000.00**

Project Location



Field Observations

Intersection Issues	Crosswalk N	Crosswalk E	Crosswalk S	Crosswalk W	Possible Solutions
Path of travel pavement condition	Poor	Good	Poor	Poor	Repave roadway and install crosswalk pavement markings
Path of travel running slope is greater than 5%					
Path of travel cross slope is greater than 2% for stop control approaches		N/A		N/A	
Path of travel cross slope is greater than 5% for free-flow approaches	N/A		N/A		
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	Install crosswalk pavement markings
Crosswalk striping condition	None	None	None	None	

Curb Ramp Issues	Curb Ramp ID ('z' or 'i' in ramp label indicates no existing ramp) 1A	2A	3A	4A	Possible Solutions
Curb ramp does not exist and is needed					
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curbed side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%	X			X	
Curb ramp running slope is greater than 8.3%	X	X	X		
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%	X	X	X	X	Remove and replace curb ramp
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"	X	X		X	
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25") in curb ramp/landing/flares					
Temporary obstruction (>0.25") in curb ramp/landing/flares					
No textured surface at base of curb ramp	X	X	X	X	For intersection, commercial driveway, and park ramps, install
No color contrast at base of curb ramp	X	X	X	X	color truncated domes
Landing area does not exist and is needed	X	X	X	X	Install landing area
Landing area is less than 5' x 5' or slopes greater than 2%					
Curb ramp transition onto roadway is greater than 0.25"	X	X		X	Fix curb ramp transition
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
Ponding occurs at base of curb ramp					

Comment: Existing sidewalk, curb ramp, and/or striping configurations permit pedestrians to cross the major street. An Engineering study is needed to confirm crossing should be accomm

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

End of Project Description for Project 270 Intersection of Les Lacs Ave and Wayside Ct

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

Client:	**Town of Addison**	**Date: 12/21/17**
Program:	**ADA Self-Evaluation and Transition Plan**	**Prepared By: CMP**
KHA No.:	**063543021**	**Checked By: EPE**

Corridor :	**Les Lacs Ave**	**GPS ID: 271**
Project Name:	**Intersection of Les Lacs Ave and Bentwater Ct**	
Town:	**Addison**	

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	$ 10.00	$ -
TxDOT 529-6002	CONC CURB (TY II)	0	LF	$ 15.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	12	SY	$ 45.00	$ 540.00
TxDOT 531	CURB RAMPS	8	EA	$ 1,500.00	$ 12,000.00
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	$ 50.00	$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	41	SY	$ 9.00	$ 369.00
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	$ 2.80	$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	360	LF	$ 8.50	$ 3,060.00
---	REPAVE ROADWAY	4	LS	$ 5,000.00	$ 20,000.00
---	FIX PONDING	0	LS	$ 2,000.00	$ -
---	FIX CURB RAMP TRANSITION	3	LS	$ 2,000.00	$ 6,000.00
---	MEDIAN NOSE MODIFICATION	0	LS	$ 5,000.00	$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	$ 500.00	$ -
---	FIX CURB RAMP COUNTER SLOPE	0	LS	$ 2,000.00	$ -

Basis for Cost Projection

- ☑ No Design Completed
- ❑ Preliminary Design
- ❑ Final Design

Subtotal:		$ 41,969.00
Engineering: (% +/-)	20%	$ 8,515.50
Contingency: (% +/-)	20%	$ 8,515.50
Estimated Project Cost:		**$ 59,000.00**

Project Location

Field Observations

Intersection Issues	Crosswalk N	Crosswalk E	Crosswalk S	Crosswalk W	Possible Solutions
Path of travel pavement condition	Poor	Good	Poor	Poor	Repave roadway and install crosswalk pavement markings
Path of travel running slope is greater than 5%					
Path of travel cross slope is greater than 2% for stop control approaches	N/A	X	N/A		
Path of travel cross slope is greater than 5% for free-flow approaches		N/A		N/A	
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	Install crosswalk pavement markings
Crosswalk striping condition	None	None	None	None	

Curb Ramp Issues	Curb Ramp ID ('z' or 'i' in ramp label indicates no existing ramp) 1A	2A	3A	4A	Possible Solutions
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					Remove and replace curb ramp
Flare cross slope is greater than 10%	X		X	X	
Curb ramp running slope is greater than 8.3%		X		X	
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%			X	X	
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"					
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25") in curb ramp/landing/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	X	X	X	X	Install landing area
Landing area is less than 5' x 5' or slopes greater than 2%					
Curb ramp transition onto roadway is greater than 0.25"	X	X		X	Fix curb ramp transition
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
Ponding occurs at base of curb ramp					

Comment: Existing sidewalk, curb ramp, and/or striping configurations permit pedestrians to cross the major street. An Engineering study is needed to confirm crossing should be accomm

Ramp 1A

Ramp 2A

Ramp 3A

Ramp 4A

Opinion of Probable Construction Cost Disclaimer:
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Project Location Map Sources:
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End of Project Description for Project 271 Intersection of Les Lacs Ave and Bentwater Ct

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

Client:	**Town of Addison**	**Date:**	**12/21/17**
Program:	**ADA Self-Evaluation and Transition Plan**	**Prepared By:**	**CMP**
KHA No.:	**063543021**	**Checked By:**	**EPE**

Corridor :	**Woodshadow Ln**	**GPS ID:**	**272**
Project Name:	**Intersection of Woodshadow Ln and Flanders Ct**		
Town:	**Addison**		

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	$ 10.00	$ -
TxDOT 529-6002	CONC CURB (TY II)	0	LF	$ 15.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	6	SY	$ 45.00	$ 270.00
TxDOT 531	CURB RAMPS	6	EA	$ 1,500.00	$ 9,000.00
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	$ 50.00	$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	20	SY	$ 9.00	$ 180.00
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	$ 2.80	$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	266	LF	$ 8.50	$ 2,261.00
---	REPAVE ROADWAY	2	LS	$ 5,000.00	$ 10,000.00
---	FIX PONDING	0	LS	$ 2,000.00	$ -
---	FIX CURB RAMP TRANSITION	2	LS	$ 2,000.00	$ 4,000.00
---	MEDIAN NOSE MODIFICATION	0	LS	$ 5,000.00	$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	$ 500.00	$ -
---	FIX CURB RAMP COUNTER SLOPE	0	LS	$ 2,000.00	$ -

Basis for Cost Projection

- ☑ No Design Completed
- ❑ Preliminary Design
- ❑ Final Design

Subtotal:		$ 25,711.00
Engineering: (% +/-)	20%	$ 5,144.50
Contingency: (% +/-)	20%	$ 5,144.50
Estimated Project Cost:		**$ 36,000.00**

Project Location

Field Observations

Intersection Issues	Crosswalk N	Crosswalk E	Crosswalk S	Crosswalk W	Possible Solutions
Path of travel pavement condition	Good	Poor	Good	N/A	Repave roadway and install crosswalk pavement markings
Path of travel running slope is greater than 5%			X	N/A	
Path of travel cross slope is greater than 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	
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	Install crosswalk pavement markings
Crosswalk striping condition	None	None	None	N/A	

Curb Ramp Issues	Curb Ramp ID ('z' or 'i' in ramp label indicates no existing ramp) 1z	2A	3A	4z	Possible Solutions
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					Remove and replace curb ramp
Flare cross slope is greater than 10%					
Curb ramp running slope is greater than 8.3%		X	X		
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%					
Cut-thru ramp cross slope is greater than 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		X	X		Install landing area
Landing area is less than 5' x 5' or slopes greater than 2%					
Curb ramp transition onto roadway is greater than 0.25"		X	X		Fix curb ramp transition
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
Ponding occurs at base of curb ramp					

Comment: Existing sidewalk, curb ramp, and/or striping configurations permit pedestrians to cross the major street. An Engineering study is needed to confirm crossing should be accomm

Corner 1 No Ramp (1z)

Ramp 2A

Ramp 3A

Corner 4 No Ramp (4z)

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End of Project Description for Project 272 Intersection of Woodshadow Ln and Flanders Ct

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

Client:	**Town of Addison**	**Date:**	**12/21/17**
Program:	**ADA Self-Evaluation and Transition Plan**	**Prepared By:**	**CMP**
KHA No.:	**063543021**	**Checked By:**	**EPE**

Corridor :	**Woodshadow Ln**	**GPS ID:**	**273**
Project Name:	**Intersection of Woodshadow Ln and Windsor Ct**		
Town:	**Addison**		

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	$ 10.00	$ -
TxDOT 529-6002	CONC CURB (TY II)	0	LF	$ 15.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	0	SY	$ 45.00	$ -
TxDOT 531	CURB RAMPS	6	EA	$ 1,500.00	$ 9,000.00
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	10	SF	$ 50.00	$ 500.00
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	8	SY	$ 9.00	$ 72.00
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	$ 2.80	$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	223	LF	$ 8.50	$ 1,895.50
---	REPAVE ROADWAY	2	LS	$ 5,000.00	$ 10,000.00
---	FIX PONDING	0	LS	$ 2,000.00	$ -
---	FIX CURB RAMP TRANSITION	1	LS	$ 2,000.00	$ 2,000.00
---	MEDIAN NOSE MODIFICATION	0	LS	$ 5,000.00	$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	$ 500.00	$ -
---	FIX CURB RAMP COUNTER SLOPE	0	LS	$ 2,000.00	$ -

Basis for Cost Projection

- ☑ No Design Completed
- ❑ Preliminary Design
- ❑ Final Design

Subtotal:		$ 23,467.50
Engineering: (% +/-)	20%	$ 4,766.25
Contingency: (% +/-)	20%	$ 4,766.25
Estimated Project Cost:		**$ 33,000.00**

Project Location

Field Observations

Intersection Issues	Crosswalk N	E	S	W	Possible Solutions
Path of travel pavement condition	Dangerous	Good	N/A	Dangerous	Repave roadway and install crosswalk pavement markings
Path of travel running slope is greater than 5%			N/A		
Path of travel cross slope is greater than 2% for stop control approaches	X	N/A	N/A	N/A	
Path of travel cross slope is greater than 5% for free-flow approaches	N/A		N/A		
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	Install crosswalk pavement markings
Crosswalk striping condition	None	None	N/A	None	

Curb Ramp Issues	Curb Ramp ID ('z' or 'i' in ramp label indicates no existing ramp) 1A	2A	3z	4z	Possible Solutions
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					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%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%	X				
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"	X				
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25") in curb ramp/landing/flares					
Temporary obstruction (>0.25") in curb ramp/landing/flares					
No textured surface at base of curb ramp	X	X			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	X	X			Install landing area
Landing area is less than 5' x 5' or slopes greater than 2%					
Curb ramp transition onto roadway is greater than 0.25"	X				Fix curb ramp transition
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
Ponding occurs at base of curb ramp					

Comment: Existing sidewalk, curb ramp, and/or striping configurations permit pedestrians to cross the major street. An Engineering study is needed to confirm crossing should be accomm

Ramp 1A

Ramp 2A

Corner 3 No Ramp (3z)

Corner 4 No Ramp (4z)

Opinion of Probable Construction Cost Disclaimer:
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End of Project Description for Project 273 Intersection of Woodshadow Ln and Windsor Ct

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

Client:	**Town of Addison**	**Date:**	**12/21/17**
Program:	**ADA Self-Evaluation and Transition Plan**	**Prepared By:**	**CMP**
KHA No.:	**063543021**	**Checked By:**	**EPE**

Corridor :	**Woodshadow Ln**	**GPS ID:**	**274**
Project Name:	**Intersection of Woodshadow Ln and Stratford Ct**		
Town:	**Addison**		

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	$ 10.00	$ -
TxDOT 529-6002	CONC CURB (TY II)	0	LF	$ 15.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	0	SY	$ 45.00	$ -
TxDOT 531	CURB RAMPS	8	EA	$ 1,500.00	$ 12,000.00
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	$ 50.00	$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	15	SY	$ 9.00	$ 135.00
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	$ 2.80	$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	215	LF	$ 8.50	$ 1,827.50
---	REPAVE ROADWAY	2	LS	$ 5,000.00	$ 10,000.00
---	FIX PONDING	0	LS	$ 2,000.00	$ -
---	FIX CURB RAMP TRANSITION	2	LS	$ 2,000.00	$ 4,000.00
---	MEDIAN NOSE MODIFICATION	0	LS	$ 5,000.00	$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	$ 500.00	$ -
---	FIX CURB RAMP COUNTER SLOPE	0	LS	$ 2,000.00	$ -

Basis for Cost Projection

- ☑ No Design Completed
- ❑ Preliminary Design
- ❑ Final Design

Subtotal:		$ 27,962.50
Engineering: (% +/-)	20%	$ 6,018.75
Contingency: (% +/-)	20%	$ 6,018.75
Estimated Project Cost:		**$ 40,000.00**

Project Location

Field Observations

Intersection Issues	Crosswalk N	Crosswalk E	Crosswalk S	Crosswalk W	Possible Solutions
Path of travel pavement condition	Dangerous	Good	N/A	Dangerous	Repave roadway and install crosswalk pavement markings
Path of travel running slope is greater than 5%			N/A		
Path of travel cross slope is greater than 2% for stop control approaches	X	N/A	N/A	N/A	
Path of travel cross slope is greater than 5% for free-flow approaches	N/A		N/A		
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	Install crosswalk pavement markings
Crosswalk striping condition	None	None	N/A	None	

Curb Ramp Issues	Curb Ramp ID ('z' or 'i' in ramp label indicates no existing ramp) 1A	2A	3z	4z	Possible Solutions
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					Remove and replace curb ramp
Flare cross slope is greater than 10%	X				
Curb ramp running slope is greater than 8.3%	X	X			
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%					
Cut-thru ramp cross slope is greater than 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	X	X			Install landing area
Landing area is less than 5' x 5' or slopes greater than 2%					
Curb ramp transition onto roadway is greater than 0.25"	X	X			Fix curb ramp transition
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
Ponding occurs at base of curb ramp					

Comment: Existing sidewalk, curb ramp, and/or striping configurations permit pedestrians to cross the major street. An Engineering study is needed to confirm crossing should be accomm

Ramp 1A

Ramp 2A

Corner 3 No Ramp (3*z*)

Corner 4 No Ramp (4*z*)

Opinion of Probable Construction Cost Disclaimer:
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Project Location Map Sources:
Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

End of Project Description for Project 274 Intersection of Woodshadow Ln and Stratford Ct

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

Client:	**Town of Addison**	**Date:**	**12/21/17**
Program:	**ADA Self-Evaluation and Transition Plan**	**Prepared By:**	**CMP**
KHA No.:	**063543021**	**Checked By:**	**EPE**

Corridor :	**Woodshadow Ln**	**GPS ID:**	**275**
Project Name:	**Intersection of Woodshadow Ln and Dickenson Ct**		
Town:	**Addison**		

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	$ 10.00	$ -
TxDOT 529-6002	CONC CURB (TY II)	0	LF	$ 15.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	0	SY	$ 45.00	$ -
TxDOT 531	CURB RAMPS	5	EA	$ 1,500.00	$ 7,500.00
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	$ 50.00	$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	8	SY	$ 9.00	$ 72.00
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	$ 2.80	$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	140	LF	$ 8.50	$ 1,190.00
---	REPAVE ROADWAY	1	LS	$ 5,000.00	$ 5,000.00
---	FIX PONDING	0	LS	$ 2,000.00	$ -
---	FIX CURB RAMP TRANSITION	1	LS	$ 2,000.00	$ 2,000.00
---	MEDIAN NOSE MODIFICATION	0	LS	$ 5,000.00	$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	$ 500.00	$ -
---	FIX CURB RAMP COUNTER SLOPE	0	LS	$ 2,000.00	$ -

Basis for Cost Projection

- ☑ No Design Completed
- ❑ Preliminary Design
- ❑ Final Design

Subtotal:		$ 15,762.00
Engineering: (% +/-)	20%	$ 3,619.00
Contingency: (% +/-)	20%	$ 3,619.00
Estimated Project Cost:		**$ 23,000.00**

Project Location

Field Observations

Intersection Issues	Crosswalk N	E	S	W	Possible Solutions
Path of travel pavement condition	Dangerous	N/A	N/A	Good	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	X	N/A	N/A	N/A	
Path of travel cross slope is greater than 5% for free-flow approaches	N/A	N/A	N/A		
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	None	

Curb Ramp Issues	Curb Ramp ID ('z' or 'i' in ramp label indicates no existing ramp) 1A	2z	3z	4z	Possible Solutions
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					Remove and replace curb ramp
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%	X				
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"	X				
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25") in curb ramp/landing/flares					
Temporary obstruction (>0.25") in curb ramp/landing/flares					
No textured surface at base of curb ramp	X				For intersection, commercial driveway, and park ramps, install color truncated domes
No color contrast at base of curb ramp	X				
Landing area does not exist and is needed	X				Install landing area
Landing area is less than 5' x 5' or slopes greater than 2%					
Curb ramp transition onto roadway is greater than 0.25"	X				Fix curb ramp transition
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
Ponding occurs at base of curb ramp					

Comment: Existing sidewalk, curb ramp, and/or striping configurations permit pedestrians to cross the major street. An Engineering study is needed to confirm crossing should be accomm

Ramp 1A

Corner 2 No Ramp (2*z*)

Corner 3 No Ramp (3*z*)

Corner 4 No Ramp (4*z*)

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Project Location Map Sources:
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End of Project Description for Project 275 Intersection of Woodshadow Ln and Dickenson Ct

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

Client:	**Town of Addison**		**Date: 12/21/17**
Program:	**ADA Self-Evaluation and Transition Plan**		**Prepared By: CMP**
KHA No.:	**063543021**		**Checked By: EPE**

Corridor :	**Brookwood Ln**	**GPS ID: 276**
Project Name:	**Intersection of Brookwood Ln and Flanders Ct**	
Town:	**Addison**	

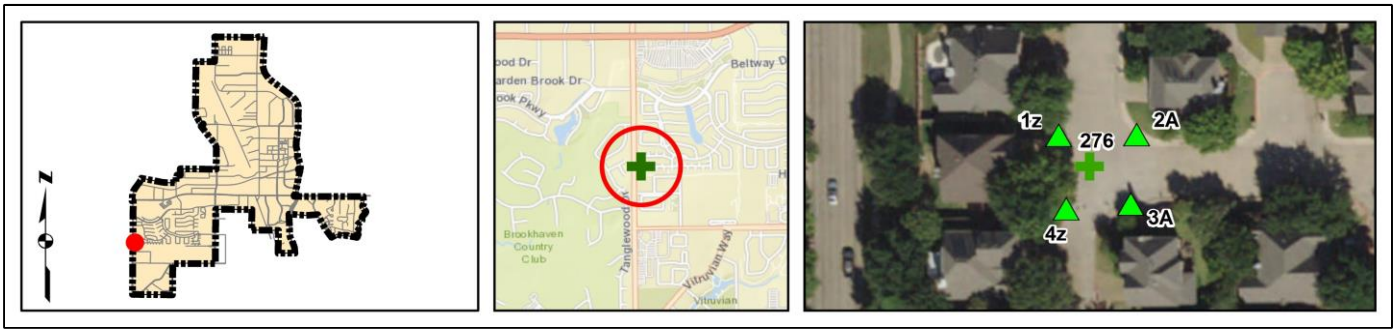
Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	$ 10.00	$ -
TxDOT 529-6002	CONC CURB (TY II)	0	LF	$ 15.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	6	SY	$ 45.00	$ 270.00
TxDOT 531	CURB RAMPS	4	EA	$ 1,500.00	$ 6,000.00
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	10	SF	$ 50.00	$ 500.00
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	12	SY	$ 9.00	$ 108.00
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	$ 2.80	$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	260	LF	$ 8.50	$ 2,210.00
---	REPAVE ROADWAY	1	LS	$ 5,000.00	$ 5,000.00
---	FIX PONDING	0	LS	$ 2,000.00	$ -
---	FIX CURB RAMP TRANSITION	2	LS	$ 2,000.00	$ 4,000.00
---	MEDIAN NOSE MODIFICATION	0	LS	$ 5,000.00	$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	$ 500.00	$ -
---	FIX CURB RAMP COUNTER SLOPE	0	LS	$ 2,000.00	$ -

Basis for Cost Projection

- ☑ No Design Completed
- ❑ Preliminary Design
- ❑ Final Design

Subtotal:		$ 18,088.00
Engineering: (% +/-)	20%	$ 3,956.00
Contingency: (% +/-)	20%	$ 3,956.00
Estimated Project Cost:		**$ 26,000.00**

Project Location



Field Observations

Intersection Issues	Crosswalk N	Crosswalk E	Crosswalk S	Crosswalk W	Possible Solutions
Path of travel pavement condition	Good	Good	Dangerous	N/A	Repave roadway and install crosswalk pavement markings
Path of travel running slope is greater than 5%				N/A	
Path of travel cross slope is greater than 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	
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	Install crosswalk pavement markings
Crosswalk striping condition	None	None	None	N/A	

Curb Ramp Issues	Curb Ramp ID ('z' or 'i' in ramp label indicates no existing ramp) 1z	2A	3A	4z	Possible Solutions
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					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%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%					
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"		X			
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		X	X		Install landing area
Landing area is less than 5' x 5' or slopes greater than 2%					
Curb ramp transition onto roadway is greater than 0.25"		X	X		Fix curb ramp transition
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
Ponding occurs at base of curb ramp					

Comment: Existing sidewalk, curb ramp, and/or striping configurations permit pedestrians to cross the major street. An Engineering study is needed to confirm crossing should be accomm

Corner 1 No Ramp (1z)

Ramp 2A

Ramp 3A

Corner 4 No Ramp (4z)

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Project Location Map Sources:
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End of Project Description for Project 276 Intersection of Brookwood Ln and Flanders Ct

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

Client:	**Town of Addison**		**Date: 12/21/17**
Program:	**ADA Self-Evaluation and Transition Plan**		**Prepared By: CMP**
KHA No.:	**063543021**		**Checked By: EPE**

Corridor :	**Brookwood Ln**	**GPS ID: 277**
Project Name:	**Intersection of Brookwood Ln and Ponder Ct**	
Town:	**Addison**	

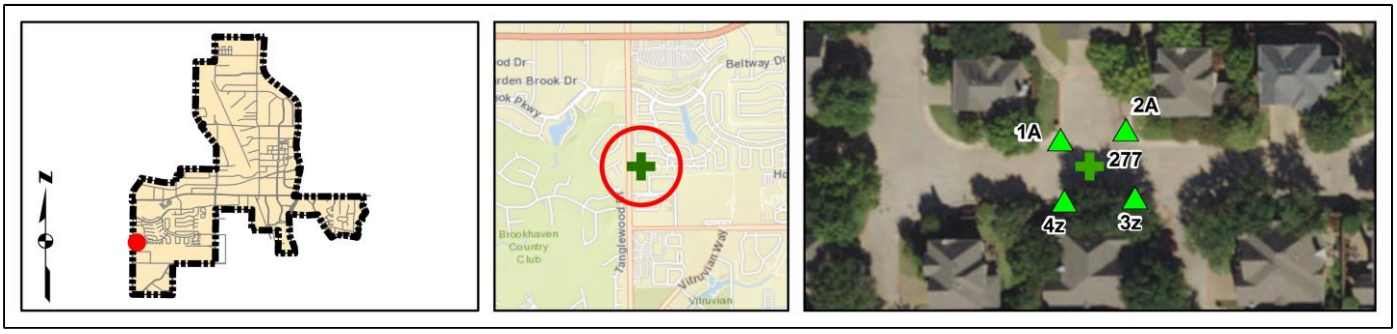
Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	$ 10.00	$ -
TxDOT 529-6002	CONC CURB (TY II)	0	LF	$ 15.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	0	SY	$ 45.00	$ -
TxDOT 531	CURB RAMPS	6	EA	$ 1,500.00	$ 9,000.00
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	$ 50.00	$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	15	SY	$ 9.00	$ 135.00
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	$ 2.80	$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	249	LF	$ 8.50	$ 2,116.50
---	REPAVE ROADWAY	3	LS	$ 5,000.00	$ 15,000.00
---	FIX PONDING	0	LS	$ 2,000.00	$ -
---	FIX CURB RAMP TRANSITION	2	LS	$ 2,000.00	$ 4,000.00
---	MEDIAN NOSE MODIFICATION	0	LS	$ 5,000.00	$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	$ 500.00	$ -
---	FIX CURB RAMP COUNTER SLOPE	1	LS	$ 2,000.00	$ 2,000.00

Basis for Cost Projection

- ☑ No Design Completed
- ❑ Preliminary Design
- ❑ Final Design

Subtotal:		$ 32,251.50
Engineering: (% +/-)	20%	$ 6,874.25
Contingency: (% +/-)	20%	$ 6,874.25
Estimated Project Cost:		**$ 46,000.00**

Project Location



Field Observations

Intersection Issues	Crosswalk N	Crosswalk E	Crosswalk S	Crosswalk W	Possible Solutions
Path of travel pavement condition	Good	Good	N/A	Good	
Path of travel running slope is greater than 5%		X	N/A	X	
Path of travel cross slope is greater than 2% for stop control approaches	X	N/A	N/A	N/A	Repave roadway and install crosswalk pavement markings
Path of travel cross slope is greater than 5% for free-flow approaches	N/A		N/A		
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	Install crosswalk pavement markings
Crosswalk striping condition	None	None	N/A	None	

Curb Ramp Issues	Curb Ramp ID ('z' or 'i' in ramp label indicates no existing ramp) 1A	2A	3z	4z	Possible Solutions
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%	X	X			
Curb ramp running slope is greater than 8.3%	X	X			
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					Remove and replace curb ramp
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	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	X	X			Install landing area
Landing area is less than 5' x 5' or slopes greater than 2%					
Curb ramp transition onto roadway is greater than 0.25"	X	X			Fix curb ramp transition
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%		X			Fix curb ramp counter slope
Ponding occurs at base of curb ramp					

Comment: Existing sidewalk, curb ramp, and/or striping configurations permit pedestrians to cross the major street. An Engineering study is needed to confirm crossing should be accomm

Ramp 1A

Ramp 2A

Corner 3 No Ramp (3*z*)

Corner 4 No Ramp (4*z*)

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End of Project Description for Project 277 Intersection of Brookwood Ln and Ponder Ct

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

Client:	**Town of Addison**	**Date:**	**12/21/17**
Program:	**ADA Self-Evaluation and Transition Plan**	**Prepared By:**	**CMP**
KHA No.:	**063543021**	**Checked By:**	**EPE**

Corridor :	**Brookwood Ln**	**GPS ID:**	**278**
Project Name:	**Intersection of Brookwood Ln and Poe Ct**		
Town:	**Addison**		

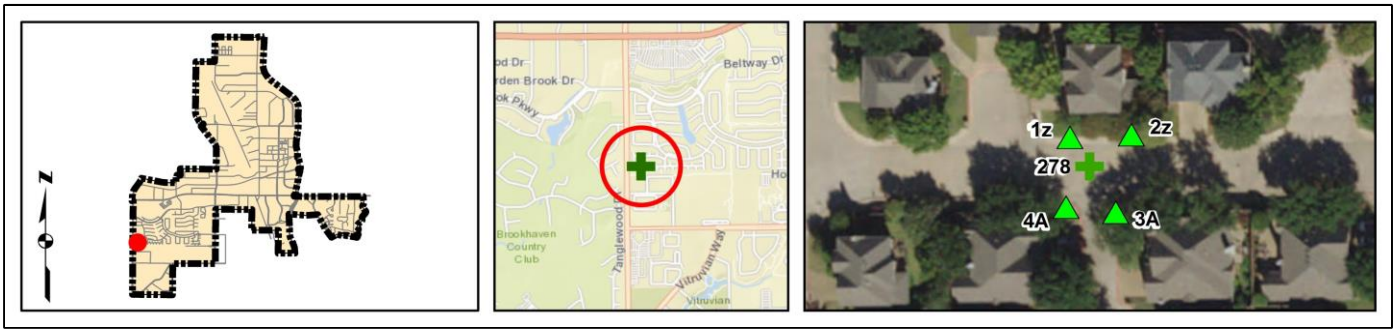
Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	$ 10.00	$ -
TxDOT 529-6002	CONC CURB (TY II)	0	LF	$ 15.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	0	SY	$ 45.00	$ -
TxDOT 531	CURB RAMPS	6	EA	$ 1,500.00	$ 9,000.00
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	$ 50.00	$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	15	SY	$ 9.00	$ 135.00
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	$ 2.80	$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	216	LF	$ 8.50	$ 1,836.00
---	REPAVE ROADWAY	2	LS	$ 5,000.00	$ 10,000.00
---	FIX PONDING	1	LS	$ 2,000.00	$ 2,000.00
---	FIX CURB RAMP TRANSITION	2	LS	$ 2,000.00	$ 4,000.00
---	MEDIAN NOSE MODIFICATION	0	LS	$ 5,000.00	$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	$ 500.00	$ -
---	FIX CURB RAMP COUNTER SLOPE	0	LS	$ 2,000.00	$ -

Basis for Cost Projection

- ☑ No Design Completed
- ❑ Preliminary Design
- ❑ Final Design

Subtotal:		$ 26,971.00
Engineering: (% +/-)	20%	$ 5,514.50
Contingency: (% +/-)	20%	$ 5,514.50
Estimated Project Cost:		**$ 38,000.00**

Project Location



Field Observations

Intersection Issues	Crosswalk N	Crosswalk E	Crosswalk S	Crosswalk W	Possible Solutions
Path of travel pavement condition	N/A	Good	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 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		
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	Install crosswalk pavement markings
Crosswalk striping condition	N/A	None	None	None	

Curb Ramp Issues	Curb Ramp ID ('z' or 'i' in ramp label indicates no existing ramp) 1z	2z	3A	4A	Possible Solutions
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					Remove and replace curb ramp
Flare cross slope is greater than 10%			X	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%			X		
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"			X	X	
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25") in curb ramp/landing/flares					
Temporary obstruction (>0.25") in curb ramp/landing/flares					
No textured surface at base of curb ramp			X	X	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			X	X	Install landing area
Landing area is less than 5' x 5' or slopes greater than 2%					
Curb ramp transition onto roadway is greater than 0.25"			X	X	Fix curb ramp transition
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
Ponding occurs at base of curb ramp				X	Fix ponding

Comment: Existing sidewalk, curb ramp, and/or striping configurations permit pedestrians to cross the major street. An Engineering study is needed to confirm crossing should be accomm

Corner 1 No Ramp (1*z*)

Corner 2 No Ramp (2*z*)

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

End of Project Description for Project 278 Intersection of Brookwood Ln and Poe Ct

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

Client:	**Town of Addison**	**Date:**	**12/21/17**
Program:	**ADA Self-Evaluation and Transition Plan**	**Prepared By:**	**CMP**
KHA No.:	**063543021**	**Checked By:**	**EPE**

Corridor :	**Brookwood Ln**	**GPS ID:**	**279**
Project Name:	**Intersection of Brookwood Ln and Walden Ct**		
Town:	**Addison**		

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	$ 10.00	$ -
TxDOT 529-6002	CONC CURB (TY II)	0	LF	$ 15.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	0	SY	$ 45.00	$ -
TxDOT 531	CURB RAMPS	6	EA	$ 1,500.00	$ 9,000.00
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	$ 50.00	$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	15	SY	$ 9.00	$ 135.00
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	$ 2.80	$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	248	LF	$ 8.50	$ 2,108.00
---	REPAVE ROADWAY	2	LS	$ 5,000.00	$ 10,000.00
---	FIX PONDING	0	LS	$ 2,000.00	$ -
---	FIX CURB RAMP TRANSITION	1	LS	$ 2,000.00	$ 2,000.00
---	MEDIAN NOSE MODIFICATION	0	LS	$ 5,000.00	$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	$ 500.00	$ -
---	FIX CURB RAMP COUNTER SLOPE	0	LS	$ 2,000.00	$ -

Basis for Cost Projection

- ☑ No Design Completed
- ❑ Preliminary Design
- ❑ Final Design

Subtotal:		$ 23,243.00
Engineering: (% +/-)	20%	$ 4,878.50
Contingency: (% +/-)	20%	$ 4,878.50
Estimated Project Cost:		**$ 33,000.00**

Project Location

Field Observations

Intersection Issues	Crosswalk N	E	S	W	Possible Solutions
Path of travel pavement condition	Good	Good	N/A	Good	
Path of travel running slope is greater than 5%			N/A	X	
Path of travel cross slope is greater than 2% for stop control approaches	X	N/A	N/A	N/A	Repave roadway and install crosswalk pavement markings
Path of travel cross slope is greater than 5% for free-flow approaches	N/A		N/A		
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	Install crosswalk pavement markings
Crosswalk striping condition	None	None	N/A	None	

Curb Ramp Issues	Curb Ramp ID ('z' or 'i' in ramp label indicates no existing ramp) 1A	2A	3z	4z	Possible Solutions
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%	X				
Curb ramp running slope is greater than 8.3%	X	X			
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					Remove and replace curb ramp
Curb ramp cross slope is greater than 2%	X				
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"		X			
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25") in curb ramp/landing/flares					
Temporary obstruction (>0.25") in curb ramp/landing/flares					
No textured surface at base of curb ramp	X	X			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	X	X			Install landing area
Landing area is less than 5' x 5' or slopes greater than 2%					
Curb ramp transition onto roadway is greater than 0.25"		X			Fix curb ramp transition
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
Ponding occurs at base of curb ramp					

Comment: Existing sidewalk, curb ramp, and/or striping configurations permit pedestrians to cross the major street. An Engineering study is needed to confirm crossing should be accomm

Ramp 1A

Ramp 2A

Corner 3 No Ramp (3*z*)

Corner 4 No Ramp (4*z*)

Opinion of Probable Construction Cost Disclaimer:
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Project Location Map Sources:
Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

End of Project Description for Project 279 Intersection of Brookwood Ln and Walden Ct

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

Client:	**Town of Addison**	**Date:**	**12/21/17**
Program:	**ADA Self-Evaluation and Transition Plan**	**Prepared By:**	**CMP**
KHA No.:	**063543021**	**Checked By:**	**EPE**

Corridor :	**Brookwood Ln**	**GPS ID:**	**280**
Project Name:	**Intersection of Brookwood Ln and Princeton Ct**		
Town:	**Addison**		

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	$ 10.00	$ -
TxDOT 529-6002	CONC CURB (TY II)	0	LF	$ 15.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	0	SY	$ 45.00	$ -
TxDOT 531	CURB RAMPS	6	EA	$ 1,500.00	$ 9,000.00
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	$ 50.00	$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	15	SY	$ 9.00	$ 135.00
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	$ 2.80	$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	216	LF	$ 8.50	$ 1,836.00
---	REPAVE ROADWAY	2	LS	$ 5,000.00	$ 10,000.00
---	FIX PONDING	1	LS	$ 2,000.00	$ 2,000.00
---	FIX CURB RAMP TRANSITION	2	LS	$ 2,000.00	$ 4,000.00
---	MEDIAN NOSE MODIFICATION	0	LS	$ 5,000.00	$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	$ 500.00	$ -
---	FIX CURB RAMP COUNTER SLOPE	0	LS	$ 2,000.00	$ -

Basis for Cost Projection

- ☑ No Design Completed
- ❑ Preliminary Design
- ❑ Final Design

Subtotal:		$ 26,971.00
Engineering: (% +/-)	20%	$ 5,514.50
Contingency: (% +/-)	20%	$ 5,514.50
Estimated Project Cost:		**$ 38,000.00**

Project Location

Field Observations

Intersection Issues	Crosswalk N	Crosswalk E	Crosswalk S	Crosswalk W	Possible Solutions
Path of travel pavement condition	N/A	Good	Dangerous	Dangerous	Repave roadway and install crosswalk pavement markings
Path of travel running slope is greater than 5%	N/A			X	
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		
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	Install crosswalk pavement markings
Crosswalk striping condition	N/A	None	None	None	

Curb Ramp Issues	Curb Ramp ID ('z' or 'i' in ramp label indicates no existing ramp) 1z	2z	3A	4A	Possible Solutions
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					Remove and replace curb ramp
Flare cross slope is greater than 10%			X	X	
Curb ramp running slope is greater than 8.3%			X	X	
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%			X	X	
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"					
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25") in curb ramp/landing/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			X	X	Install landing area
Landing area is less than 5' x 5' or slopes greater than 2%					
Curb ramp transition onto roadway is greater than 0.25"			X	X	Fix curb ramp transition
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
Ponding occurs at base of curb ramp				X	Fix ponding

Comment: Existing sidewalk, curb ramp, and/or striping configurations permit pedestrians to cross the major street. An Engineering study is needed to confirm crossing should be accomm

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:
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End of Project Description for Project 280 Intersection of Brookwood Ln and Princeton Ct

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

Client:	**Town of Addison**	**Date:**	**12/21/17**
Program:	**ADA Self-Evaluation and Transition Plan**	**Prepared By:**	**CMP**
KHA No.:	**063543021**	**Checked By:**	**EPE**

Corridor :	**Brookwood Ln**	**GPS ID:**	**281**
Project Name:	**Intersection of Brookwood Ln and Dove Ct**		
Town:	**Addison**		

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	$ 10.00	$ -
TxDOT 529-6002	CONC CURB (TY II)	0	LF	$ 15.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	0	SY	$ 45.00	$ -
TxDOT 531	CURB RAMPS	5	EA	$ 1,500.00	$ 7,500.00
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	$ 50.00	$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	15	SY	$ 9.00	$ 135.00
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	$ 2.80	$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	262	LF	$ 8.50	$ 2,227.00
---	REPAVE ROADWAY	3	LS	$ 5,000.00	$ 15,000.00
---	FIX PONDING	0	LS	$ 2,000.00	$ -
---	FIX CURB RAMP TRANSITION	2	LS	$ 2,000.00	$ 4,000.00
---	MEDIAN NOSE MODIFICATION	0	LS	$ 5,000.00	$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	$ 500.00	$ -
---	FIX CURB RAMP COUNTER SLOPE	2	LS	$ 2,000.00	$ 4,000.00

Basis for Cost Projection

- ☑ No Design Completed
- ❑ Preliminary Design
- ❑ Final Design

Subtotal:		$ 32,862.00
Engineering: (% +/-)	20%	$ 7,069.00
Contingency: (% +/-)	20%	$ 7,069.00
Estimated Project Cost:		**$ 47,000.00**

Project Location

Field Observations

Intersection Issues	Crosswalk N	Crosswalk E	Crosswalk S	Crosswalk W	Possible Solutions
Path of travel pavement condition	Good	Poor	N/A	Poor	Repave roadway and install crosswalk pavement markings
Path of travel running slope is greater than 5%			N/A		
Path of travel cross slope is greater than 2% for stop control approaches	X	N/A	N/A	N/A	
Path of travel cross slope is greater than 5% for free-flow approaches	N/A		N/A		
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	Install crosswalk pavement markings
Crosswalk striping condition	None	None	N/A	None	

Curb Ramp Issues	Curb Ramp ID ('z' or 'i' in ramp label indicates no existing ramp) 1A	2A	3z	4z	Possible Solutions
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					Remove and replace curb ramp
Flare cross slope is greater than 10%		X			
Curb ramp running slope is greater than 8.3%	X	X			
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%	X	X			
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"					
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25") in curb ramp/landing/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	X	X			Install landing area
Landing area is less than 5' x 5' or slopes greater than 2%					
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					

Comment: Existing sidewalk, curb ramp, and/or striping configurations permit pedestrians to cross the major street. An Engineering study is needed to confirm crossing should be accomm

Ramp 1A

Ramp 2A

Corner 3 No Ramp (3*z*)

Corner 4 No Ramp (4*z*)

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End of Project Description for Project 281 Intersection of Brookwood Ln and Dove Ct

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

Client:	**Town of Addison**	**Date:**	**12/21/17**
Program:	**ADA Self-Evaluation and Transition Plan**	**Prepared By:**	**CMP**
KHA No.:	**063543021**	**Checked By:**	**EPE**

Corridor :	**Brookwood Ln**	**GPS ID:**	**282**
Project Name:	**Intersection of Brookwood Ln and Whitman Ct**		
Town:	**Addison**		

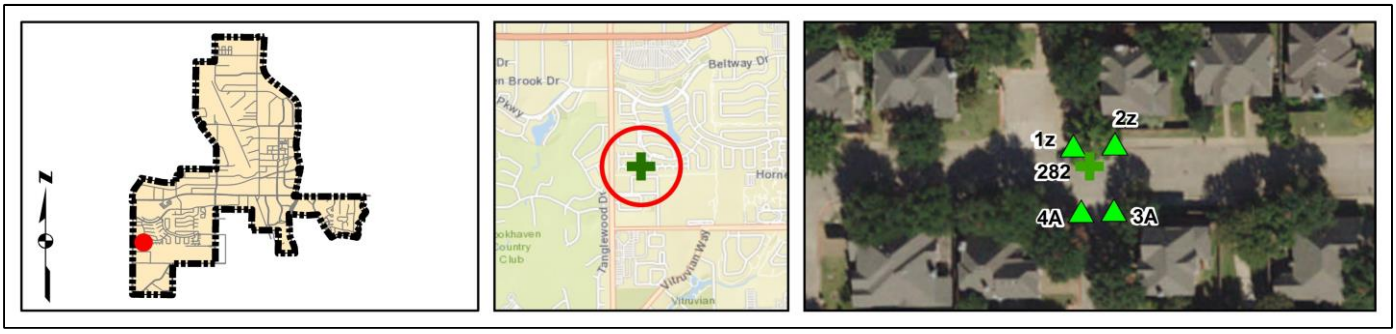
Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	$ 10.00	$ -
TxDOT 529-6002	CONC CURB (TY II)	0	LF	$ 15.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	0	SY	$ 45.00	$ -
TxDOT 531	CURB RAMPS	5	EA	$ 1,500.00	$ 7,500.00
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	$ 50.00	$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	15	SY	$ 9.00	$ 135.00
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	$ 2.80	$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	232	LF	$ 8.50	$ 1,972.00
---	REPAVE ROADWAY	2	LS	$ 5,000.00	$ 10,000.00
---	FIX PONDING	1	LS	$ 2,000.00	$ 2,000.00
---	FIX CURB RAMP TRANSITION	1	LS	$ 2,000.00	$ 2,000.00
---	MEDIAN NOSE MODIFICATION	0	LS	$ 5,000.00	$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	$ 500.00	$ -
---	FIX CURB RAMP COUNTER SLOPE	1	LS	$ 2,000.00	$ 2,000.00

Basis for Cost Projection

- ☑ No Design Completed
- ❑ Preliminary Design
- ❑ Final Design

Subtotal:		$ 25,607.00
Engineering: (% +/-)	20%	$ 5,196.50
Contingency: (% +/-)	20%	$ 5,196.50
Estimated Project Cost:		**$ 36,000.00**

Project Location



Field Observations

Intersection Issues	Crosswalk N	Crosswalk E	Crosswalk S	Crosswalk W	Possible Solutions
Path of travel pavement condition	N/A	Good	Dangerous	Good	Repave roadway and install crosswalk pavement markings
Path of travel running slope is greater than 5%	N/A			X	
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		
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	Install crosswalk pavement markings
Crosswalk striping condition	N/A	None	None	None	

Curb Ramp Issues	Curb Ramp ID ('z' or 'i' in ramp label indicates no existing ramp) 1z	2z	3A	4A	Possible Solutions
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					Remove and replace curb ramp
Flare cross slope is greater than 10%			X		
Curb ramp running slope is greater than 8.3%			X	X	
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%					
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"			X	X	
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25") in curb ramp/landing/flares			X		
Temporary obstruction (>0.25") in curb ramp/landing/flares					
No textured surface at base of curb ramp			X	X	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			X	X	Install landing area
Landing area is less than 5' x 5' or slopes greater than 2%					
Curb ramp transition onto roadway is greater than 0.25"				X	Fix curb ramp transition
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%				X	Fix curb ramp counter slope
Ponding occurs at base of curb ramp				X	Fix ponding

Comment: Existing sidewalk, curb ramp, and/or striping configurations permit pedestrians to cross the major street. An Engineering study is needed to confirm crossing should be accomm

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

End of Project Description for Project 282 Intersection of Brookwood Ln and Whitman Ct

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

Client:	**Town of Addison**	**Date:**	**12/21/17**
Program:	**ADA Self-Evaluation and Transition Plan**	**Prepared By:**	**CMP**
KHA No.:	**063543021**	**Checked By:**	**EPE**

Corridor :	**Brookwood Ln**	**GPS ID:**	**284**
Project Name:	**Intersection of Brookwood Ln and Hawthorne Ct**		
Town:	**Addison**		

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	$ 10.00	$ -
TxDOT 529-6002	CONC CURB (TY II)	0	LF	$ 15.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	0	SY	$ 45.00	$ -
TxDOT 531	CURB RAMPS	5	EA	$ 1,500.00	$ 7,500.00
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	$ 50.00	$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	15	SY	$ 9.00	$ 135.00
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	$ 2.80	$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	206	LF	$ 8.50	$ 1,751.00
---	REPAVE ROADWAY	1	LS	$ 5,000.00	$ 5,000.00
---	FIX PONDING	0	LS	$ 2,000.00	$ -
---	FIX CURB RAMP TRANSITION	2	LS	$ 2,000.00	$ 4,000.00
---	MEDIAN NOSE MODIFICATION	0	LS	$ 5,000.00	$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	$ 500.00	$ -
---	FIX CURB RAMP COUNTER SLOPE	0	LS	$ 2,000.00	$ -

Basis for Cost Projection

- ☑ No Design Completed
- ❑ Preliminary Design
- ❑ Final Design

Subtotal:		$ 18,386.00
Engineering: (% +/-)	20%	$ 3,807.00
Contingency: (% +/-)	20%	$ 3,807.00
Estimated Project Cost:		**$ 26,000.00**

Project Location

Field Observations

Intersection Issues	Crosswalk N	E	S	W	Possible Solutions
Path of travel pavement condition	Good	Good	N/A	Good	
Path of travel running slope is greater than 5%			N/A		
Path of travel cross slope is greater than 2% for stop control approaches	X	N/A	N/A	N/A	Repave roadway and install crosswalk pavement markings
Path of travel cross slope is greater than 5% for free-flow approaches	N/A		N/A		
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	Install crosswalk pavement markings
Crosswalk striping condition	None	None	N/A	None	

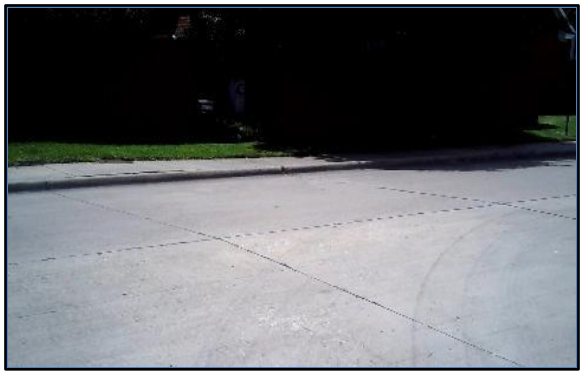
Curb Ramp Issues	Curb Ramp ID ('z' or 'i' in ramp label indicates no existing ramp) 1A	2A	3z	4z	Possible Solutions
Curb ramp does not exist and is needed				X	Install curb ramp; if median improvement, see shapefile
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curbed side is not 90° or has traversable adjacent surface					Remove and replace curb ramp
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%	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	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	X	X			Install landing area
Landing area is less than 5' x 5' or slopes greater than 2%					
Curb ramp transition onto roadway is greater than 0.25"	X	X			Fix curb ramp transition
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
Ponding occurs at base of curb ramp					

Comment: Existing sidewalk, curb ramp, and/or striping configurations permit pedestrians to cross the major street. An Engineering study is needed to confirm crossing should be accomm

Ramp 1A

Ramp 2A

Corner 3 No Ramp (3*z*)



Corner 4 No Ramp (4*z*)

Opinion of Probable Construction Cost Disclaimer:
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Project Location Map Sources:
Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

End of Project Description for Project 284 Intersection of Brookwood Ln and Hawthorne Ct

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

Client:	**Town of Addison**	**Date:**	**12/21/17**
Program:	**ADA Self-Evaluation and Transition Plan**	**Prepared By:**	**CMP**
KHA No.:	**063543021**	**Checked By:**	**EPE**

Corridor :	**Brookwood Ln**	**GPS ID:**	**285**
Project Name:	**Intersection of Brookwood Ln and Blueberry Ct**		
Town:	**Addison**		

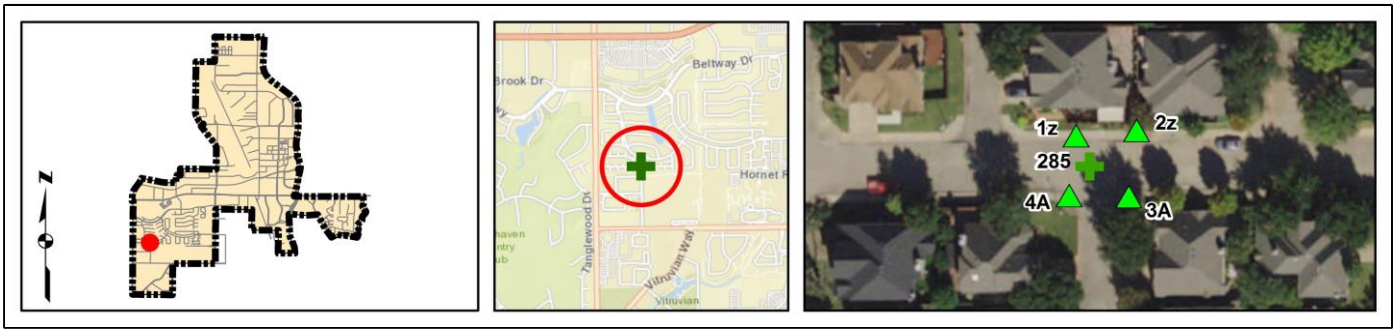
Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	$ 10.00	$ -
TxDOT 529-6002	CONC CURB (TY II)	0	LF	$ 15.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	0	SY	$ 45.00	$ -
TxDOT 531	CURB RAMPS	6	EA	$ 1,500.00	$ 9,000.00
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	$ 50.00	$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	15	SY	$ 9.00	$ 135.00
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	$ 2.80	$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	204	LF	$ 8.50	$ 1,734.00
---	REPAVE ROADWAY	2	LS	$ 5,000.00	$ 10,000.00
---	FIX PONDING	1	LS	$ 2,000.00	$ 2,000.00
---	FIX CURB RAMP TRANSITION	2	LS	$ 2,000.00	$ 4,000.00
---	MEDIAN NOSE MODIFICATION	0	LS	$ 5,000.00	$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	$ 500.00	$ -
---	FIX CURB RAMP COUNTER SLOPE	0	LS	$ 2,000.00	$ -

Basis for Cost Projection

- ☑ No Design Completed
- ❑ Preliminary Design
- ❑ Final Design

Subtotal:		$ 26,869.00
Engineering: (% +/-)	20%	$ 5,565.50
Contingency: (% +/-)	20%	$ 5,565.50
Estimated Project Cost:		**$ 38,000.00**

Project Location



Field Observations

Intersection Issues	Crosswalk N	Crosswalk E	Crosswalk S	Crosswalk W	Possible Solutions
Path of travel pavement condition	N/A	Good	Dangerous	Dangerous	Repave roadway and install crosswalk pavement markings
Path of travel running slope is greater than 5%	N/A				
Path of travel cross slope is greater than 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		
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	Install crosswalk pavement markings
Crosswalk striping condition	N/A	None	None	None	

Curb Ramp Issues	Curb Ramp ID ('z' or 'i' in ramp label indicates no existing ramp) 1z	2z	3A	4A	Possible Solutions
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					Remove and replace curb ramp
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%			X	X	
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"				X	
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25") in curb ramp/landing/flares			X	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			X	X	Install landing area
Landing area is less than 5' x 5' or slopes greater than 2%					
Curb ramp transition onto roadway is greater than 0.25"			X	X	Fix curb ramp transition
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
Ponding occurs at base of curb ramp				X	Fix ponding

Comment: Existing sidewalk, curb ramp, and/or striping configurations permit pedestrians to cross the major street. An Engineering study is needed to confirm crossing should be accomm

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

End of Project Description for Project 285 Intersection of Brookwood Ln and Blueberry Ct

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

Client:	**Town of Addison**	**Date:**	**12/21/17**
Program:	**ADA Self-Evaluation and Transition Plan**	**Prepared By:**	**CMP**
KHA No.:	**063543021**	**Checked By:**	**EPE**

Corridor :	**Brookwood Ln**	**GPS ID:**	**286**
Project Name:	**Intersection of Brookwood Ln and Hemmingway Ct**		
Town:	**Addison**		

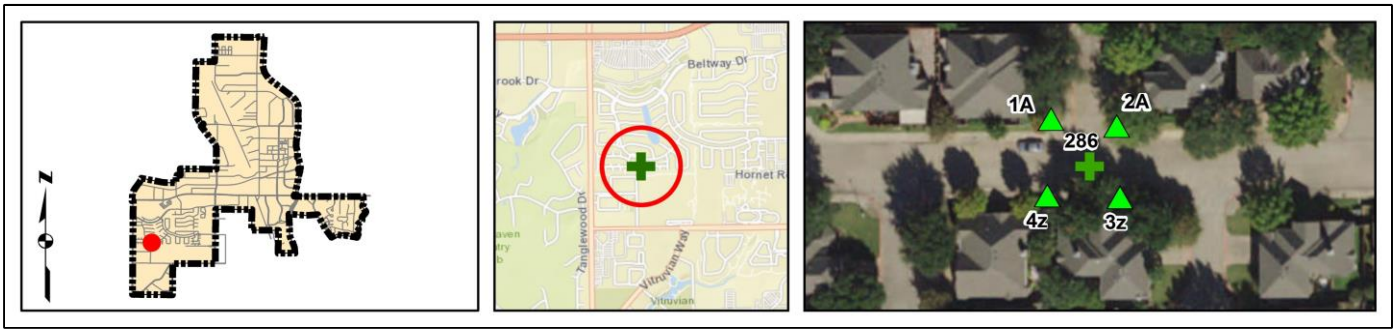
Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	$ 10.00	$ -
TxDOT 529-6002	CONC CURB (TY II)	0	LF	$ 15.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	0	SY	$ 45.00	$ -
TxDOT 531	CURB RAMPS	6	EA	$ 1,500.00	$ 9,000.00
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	$ 50.00	$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	15	SY	$ 9.00	$ 135.00
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	$ 2.80	$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	205	LF	$ 8.50	$ 1,742.50
---	REPAVE ROADWAY	1	LS	$ 5,000.00	$ 5,000.00
---	FIX PONDING	0	LS	$ 2,000.00	$ -
---	FIX CURB RAMP TRANSITION	2	LS	$ 2,000.00	$ 4,000.00
---	MEDIAN NOSE MODIFICATION	0	LS	$ 5,000.00	$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	$ 500.00	$ -
---	FIX CURB RAMP COUNTER SLOPE	0	LS	$ 2,000.00	$ -

Basis for Cost Projection

- ☑ No Design Completed
- ❑ Preliminary Design
- ❑ Final Design

Subtotal:		$ 19,877.50
Engineering: (% +/-)	20%	$ 4,061.25
Contingency: (% +/-)	20%	$ 4,061.25
Estimated Project Cost:		**$ 28,000.00**

Project Location



Field Observations

Intersection Issues	Crosswalk N	Crosswalk E	Crosswalk S	Crosswalk W	Possible Solutions
Path of travel pavement condition	Good	Good	N/A	Good	
Path of travel running slope is greater than 5%			N/A		
Path of travel cross slope is greater than 2% for stop control approaches	X	N/A	N/A	N/A	Repave roadway and install crosswalk pavement markings
Path of travel cross slope is greater than 5% for free-flow approaches	N/A		N/A		
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	Install crosswalk pavement markings
Crosswalk striping condition	None	None	N/A	None	

Curb Ramp Issues	Curb Ramp ID ('z' or 'i' in ramp label indicates no existing ramp) 1A	2A	3z	4z	Possible Solutions
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					Remove and replace curb ramp
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	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	X	X			Install landing area
Landing area is less than 5' x 5' or slopes greater than 2%					
Curb ramp transition onto roadway is greater than 0.25"	X	X			Fix curb ramp transition
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
Ponding occurs at base of curb ramp					

Comment: Existing sidewalk, curb ramp, and/or striping configurations permit pedestrians to cross the major street. An Engineering study is needed to confirm crossing should be accomm

Ramp 1A

Ramp 2A

Corner 3 No Ramp (3*z*)

Corner 4 No Ramp (4*z*)

Opinion of Probable Construction Cost Disclaimer:
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Project Location Map Sources:
Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

End of Project Description for Project 286 Intersection of Brookwood Ln and Hemmingway Ct

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

Client:	**Town of Addison**	**Date: 12/21/17**
Program:	**ADA Self-Evaluation and Transition Plan**	**Prepared By: CMP**
KHA No.:	**063543021**	**Checked By: EPE**

Corridor :	**Brookwood Ln**	**GPS ID: 287**
Project Name:	**Intersection of Brookwood Ln and Parker Ct**	
Town:	**Addison**	

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	$ 10.00	$ -
TxDOT 529-6002	CONC CURB (TY II)	0	LF	$ 15.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	0	SY	$ 45.00	$ -
TxDOT 531	CURB RAMPS	4	EA	$ 1,500.00	$ 6,000.00
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	10	SF	$ 50.00	$ 500.00
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	8	SY	$ 9.00	$ 72.00
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	$ 2.80	$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	206	LF	$ 8.50	$ 1,751.00
---	REPAVE ROADWAY	0	LS	$ 5,000.00	$ -
---	FIX PONDING	0	LS	$ 2,000.00	$ -
---	FIX CURB RAMP TRANSITION	2	LS	$ 2,000.00	$ 4,000.00
---	MEDIAN NOSE MODIFICATION	0	LS	$ 5,000.00	$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	$ 500.00	$ -
---	FIX CURB RAMP COUNTER SLOPE	0	LS	$ 2,000.00	$ -

Basis for Cost Projection

- ☑ No Design Completed
- ❑ Preliminary Design
- ❑ Final Design

Subtotal:		$ 12,323.00
Engineering: (% +/-)	20%	$ 2,838.50
Contingency: (% +/-)	20%	$ 2,838.50
Estimated Project Cost:		**$ 18,000.00**

Project Location

Field Observations

Intersection Issues	Crosswalk N	Crosswalk E	Crosswalk S	Crosswalk W	Possible Solutions
Path of travel pavement condition	N/A	Good	Good	Good	
Path of travel running slope is greater than 5%	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		
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	Install crosswalk pavement markings
Crosswalk striping condition	N/A	None	None	None	

Curb Ramp Issues	Curb Ramp ID ('z' or 'i' in ramp label indicates no existing ramp) 1z	2z	3A	4A	Possible Solutions
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%				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%					Remove and replace curb ramp
Curb ramp cross slope is greater than 2%				X	
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"				X	
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25") in curb ramp/landing/flares					
Temporary obstruction (>0.25") in curb ramp/landing/flares					
No textured surface at base of curb ramp			X	X	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			X	X	Install landing area
Landing area is less than 5' x 5' or slopes greater than 2%					
Curb ramp transition onto roadway is greater than 0.25"			X	X	Fix curb ramp transition
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
Ponding occurs at base of curb ramp					

Comment: Existing sidewalk, curb ramp, and/or striping configurations permit pedestrians to cross the major street. An Engineering study is needed to confirm crossing should be accomm

Corner 1 No Ramp (1z)

Corner 2 No Ramp (2z)

Ramp 3A

Ramp 4A

Opinion of Probable Construction Cost Disclaimer:
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End of Project Description for Project 287 Intersection of Brookwood Ln and Parker Ct

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

Client:	**Town of Addison**	**Date:**	**12/21/17**
Program:	**ADA Self-Evaluation and Transition Plan**	**Prepared By:**	**CMP**
KHA No.:	**063543021**	**Checked By:**	**EPE**

Corridor :	**Brookwood Ln**	**GPS ID:**	**288**
Project Name:	**Intersection of Brookwood Ln and Cambridge Ct**		
Town:	**Addison**		

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	$ 10.00	$ -
TxDOT 529-6002	CONC CURB (TY II)	0	LF	$ 15.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	0	SY	$ 45.00	$ -
TxDOT 531	CURB RAMPS	5	EA	$ 1,500.00	$ 7,500.00
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	$ 50.00	$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	15	SY	$ 9.00	$ 135.00
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	$ 2.80	$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	238	LF	$ 8.50	$ 2,023.00
---	REPAVE ROADWAY	0	LS	$ 5,000.00	$ -
---	FIX PONDING	0	LS	$ 2,000.00	$ -
---	FIX CURB RAMP TRANSITION	1	LS	$ 2,000.00	$ 2,000.00
---	MEDIAN NOSE MODIFICATION	0	LS	$ 5,000.00	$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	$ 500.00	$ -
---	FIX CURB RAMP COUNTER SLOPE	0	LS	$ 2,000.00	$ -

Basis for Cost Projection

- ☑ No Design Completed
- ❑ Preliminary Design
- ❑ Final Design

Subtotal:		$ 11,658.00
Engineering: (% +/-)	20%	$ 2,671.00
Contingency: (% +/-)	20%	$ 2,671.00
Estimated Project Cost:		**$ 17,000.00**

Project Location

Field Observations

Intersection Issues	Crosswalk N	E	S	W	Possible Solutions
Path of travel pavement condition	Good	Good	N/A	Good	
Path of travel running slope is greater than 5%			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		
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	Install crosswalk pavement markings
Crosswalk striping condition	None	None	N/A	None	

Curb Ramp Issues	Curb Ramp ID ('z' or 'i' in ramp label indicates no existing ramp) 1A	2A	3z	4z	Possible Solutions
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%	X				Remove and replace curb ramp
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	X			
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25") in curb ramp/landing/flares					
Temporary obstruction (>0.25") in curb ramp/landing/flares					
No textured surface at base of curb ramp	X	X			For intersection, 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	X	X			Install landing area
Landing area is less than 5' x 5' or slopes greater than 2%					
Curb ramp transition onto roadway is greater than 0.25"	X				Fix curb ramp transition
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
Ponding occurs at base of curb ramp					

Comment: Existing sidewalk, curb ramp, and/or striping configurations permit pedestrians to cross the major street. An Engineering study is needed to confirm crossing should be accomm

Ramp 1A

Ramp 2A

Corner 3 No Ramp (3*z*)

Corner 4 No Ramp (4*z*)

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End of Project Description for Project 288 Intersection of Brookwood Ln and Cambridge Ct

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

Client:	**Town of Addison**	**Date:**	**12/21/17**
Program:	**ADA Self-Evaluation and Transition Plan**	**Prepared By:**	**CMP**
KHA No.:	**063543021**	**Checked By:**	**EPE**

Corridor :	**Brookwood Ln**	**GPS ID:**	**289**
Project Name:	**Intersection of Brookwood Ln and Evergreen Ct**		
Town:	**Addison**		

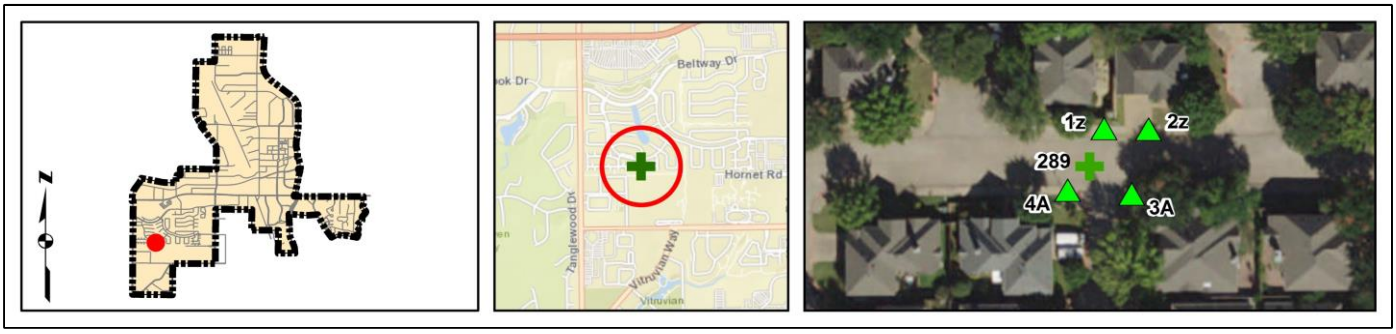
Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	$ 10.00	$ -
TxDOT 529-6002	CONC CURB (TY II)	0	LF	$ 15.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	0	SY	$ 45.00	$ -
TxDOT 531	CURB RAMPS	4	EA	$ 1,500.00	$ 6,000.00
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	10	SF	$ 50.00	$ 500.00
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	8	SY	$ 9.00	$ 72.00
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	$ 2.80	$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	203	LF	$ 8.50	$ 1,725.50
---	REPAVE ROADWAY	1	LS	$ 5,000.00	$ 5,000.00
---	FIX PONDING	0	LS	$ 2,000.00	$ -
---	FIX CURB RAMP TRANSITION	2	LS	$ 2,000.00	$ 4,000.00
---	MEDIAN NOSE MODIFICATION	0	LS	$ 5,000.00	$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	$ 500.00	$ -
---	FIX CURB RAMP COUNTER SLOPE	1	LS	$ 2,000.00	$ 2,000.00

Basis for Cost Projection

- ☑ No Design Completed
- ❑ Preliminary Design
- ❑ Final Design

Subtotal:		$ 19,297.50
Engineering: (% +/-)	20%	$ 4,351.25
Contingency: (% +/-)	20%	$ 4,351.25
Estimated Project Cost:		**$ 28,000.00**

Project Location



Field Observations

Intersection Issues	Crosswalk N	Crosswalk E	Crosswalk S	Crosswalk W	Possible Solutions
Path of travel pavement condition	N/A	Good	Poor	Good	Repave roadway and install crosswalk pavement markings
Path of travel running slope is greater than 5%	N/A				
Path of travel cross slope is greater than 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		
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	Install crosswalk pavement markings
Crosswalk striping condition	N/A	None	None	None	

Curb Ramp Issues	Curb Ramp ID ('z' or 'i' in ramp label indicates no existing ramp) 1z	2z	3A	4A	Possible Solutions
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					Remove and replace curb ramp
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	
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			X	X	Install landing area
Landing area is less than 5' x 5' or slopes greater than 2%					
Curb ramp transition onto roadway is greater than 0.25"			X	X	Fix curb ramp transition
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%			X		Fix curb ramp counter slope
Ponding occurs at base of curb ramp					

Comment: Existing sidewalk, curb ramp, and/or striping configurations permit pedestrians to cross the major street. An Engineering study is needed to confirm crossing should be accomm

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: 5**
Project Description for Unsignalized Intersection

Client:	**Town of Addison**	**Date:**	**12/21/17**
Program:	**ADA Self-Evaluation and Transition Plan**	**Prepared By:**	**CMP**
KHA No.:	**063543021**	**Checked By:**	**EPE**

Corridor :	**Brookwood Ln**	**GPS ID:**	**290**
Project Name:	**Intersection of Brookwood Ln and Dartmouth Ct**		
Town:	**Addison**		

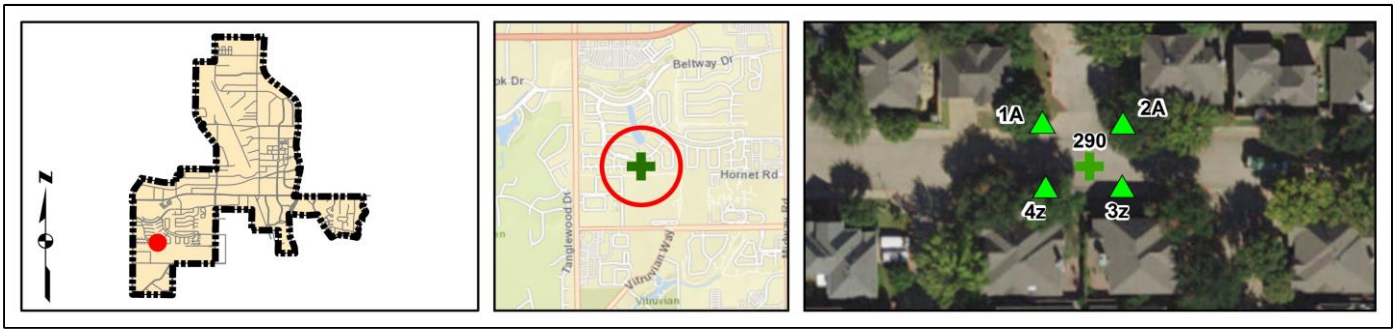
Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	$ 10.00	$ -
TxDOT 529-6002	CONC CURB (TY II)	0	LF	$ 15.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	0	SY	$ 45.00	$ -
TxDOT 531	CURB RAMPS	6	EA	$ 1,500.00	$ 9,000.00
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	$ 50.00	$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	15	SY	$ 9.00	$ 135.00
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	$ 2.80	$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	206	LF	$ 8.50	$ 1,751.00
---	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 COUNTER SLOPE	1	LS	$ 2,000.00	$ 2,000.00

Basis for Cost Projection

- ☑ No Design Completed
- ❑ Preliminary Design
- ❑ Final Design

Subtotal:		$	21,886.00
Engineering: (% +/-)	20%	$	4,557.00
Contingency: (% +/-)	20%	$	4,557.00
Estimated Project Cost:		**$**	**31,000.00**

Project Location



Field Observations

Intersection Issues	Crosswalk N	E	S	W	Possible Solutions
Path of travel pavement condition	Good	Good	N/A	Good	
Path of travel running slope is greater than 5%			N/A		
Path of travel cross slope is greater than 2% for stop control approaches	X	N/A	N/A	N/A	Repave roadway and install crosswalk pavement markings
Path of travel cross slope is greater than 5% for free-flow approaches	N/A		N/A		
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	Install crosswalk pavement markings
Crosswalk striping condition	None	None	N/A	None	

Curb Ramp Issues	Curb Ramp ID ('z' or 'i' in ramp label indicates no existing ramp) 1A	2A	3z	4z	Possible Solutions
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%	X				
Curb ramp running slope is greater than 8.3%	X	X			
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					Remove and replace curb ramp
Curb ramp cross slope is greater than 2%	X				
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"	X	X			
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25") in curb ramp/landing/flares	X				
Temporary obstruction (>0.25") in curb ramp/landing/flares					
No textured surface at base of curb ramp	X	X			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	X	X			Install landing area
Landing area is less than 5' x 5' or slopes greater than 2%					
Curb ramp transition onto roadway is greater than 0.25"		X			Fix curb ramp transition
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%		X			Fix curb ramp counter slope
Ponding occurs at base of curb ramp		X			Fix ponding

Comment: Existing sidewalk, curb ramp, and/or striping configurations permit pedestrians to cross the major street. An Engineering study is needed to confirm crossing should be accomm

Ramp 1A

Ramp 2A

Corner 3 No Ramp (3*z*)

Corner 4 No Ramp (4*z*)

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End of Project Description for Project 290 Intersection of Brookwood Ln and Dartmouth Ct

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

Client:	**Town of Addison**	**Date: 12/21/17**
Program:	**ADA Self-Evaluation and Transition Plan**	**Prepared By: CMP**
KHA No.:	**063543021**	**Checked By: EPE**

Corridor :	**Brookwood Ln**	**GPS ID: 291**
Project Name:	**Intersection of Brookwood Ln and Camelot Ct**	
Town:	**Addison**	

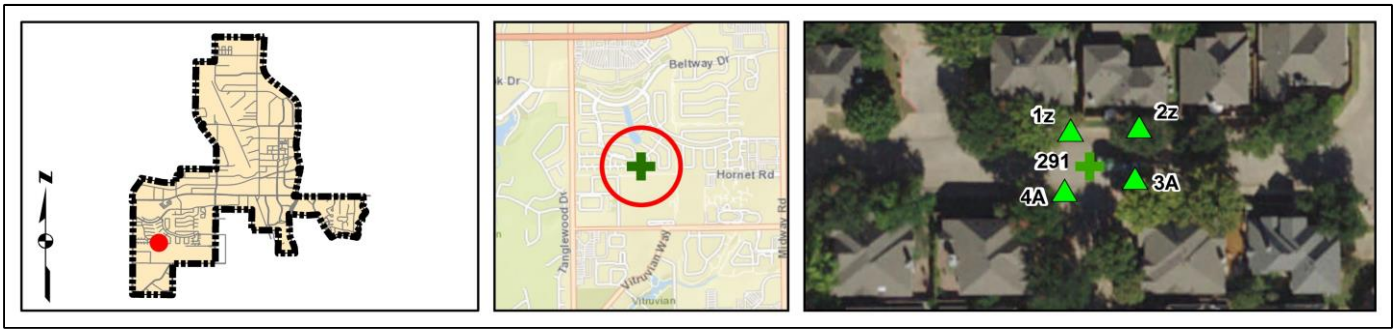
Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	$ 10.00	$ -
TxDOT 529-6002	CONC CURB (TY II)	0	LF	$ 15.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	0	SY	$ 45.00	$ -
TxDOT 531	CURB RAMPS	4	EA	$ 1,500.00	$ 6,000.00
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	10	SF	$ 50.00	$ 500.00
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	8	SY	$ 9.00	$ 72.00
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	$ 2.80	$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	205	LF	$ 8.50	$ 1,742.50
---	REPAVE ROADWAY	2	LS	$ 5,000.00	$ 10,000.00
---	FIX PONDING	0	LS	$ 2,000.00	$ -
---	FIX CURB RAMP TRANSITION	2	LS	$ 2,000.00	$ 4,000.00
---	MEDIAN NOSE MODIFICATION	0	LS	$ 5,000.00	$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	$ 500.00	$ -
---	FIX CURB RAMP COUNTER SLOPE	0	LS	$ 2,000.00	$ -

Basis for Cost Projection

- ☑ No Design Completed
- ❑ Preliminary Design
- ❑ Final Design

Subtotal:		$ 22,314.50
Engineering: (% +/-)	20%	$ 4,842.75
Contingency: (% +/-)	20%	$ 4,842.75
Estimated Project Cost:		**$ 32,000.00**

Project Location



Field Observations

Intersection Issues	Crosswalk N	Crosswalk E	Crosswalk S	Crosswalk W	Possible Solutions
Path of travel pavement condition	N/A	Good	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 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		
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	Install crosswalk pavement markings
Crosswalk striping condition	N/A	None	None	None	

Curb Ramp Issues	Curb Ramp ID ('z' or 'i' in ramp label indicates no existing ramp) 1z	2z	3A	4A	Possible Solutions
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					Remove and replace curb ramp
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%					
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			X	X	Install landing area
Landing area is less than 5' x 5' or slopes greater than 2%					
Curb ramp transition onto roadway is greater than 0.25"			X	X	Fix curb ramp transition
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
Ponding occurs at base of curb ramp					

Comment: Existing sidewalk, curb ramp, and/or striping configurations permit pedestrians to cross the major street. An Engineering study is needed to confirm crossing should be accomm

Corner 1 No Ramp (1z)

Corner 2 No Ramp (2z)

Ramp 3A

Ramp 4A

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End of Project Description for Project 291 Intersection of Brookwood Ln and Camelot Ct

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

Client:	**Town of Addison**	**Date:**	**12/21/17**
Program:	**ADA Self-Evaluation and Transition Plan**	**Prepared By:**	**CMP**
KHA No.:	**063543021**	**Checked By:**	**EPE**

Corridor :	**Brookwood Ln**	**GPS ID:**	**292**
Project Name:	**Intersection of Brookwood Ln and Aspen Ct**		
Town:	**Addison**		

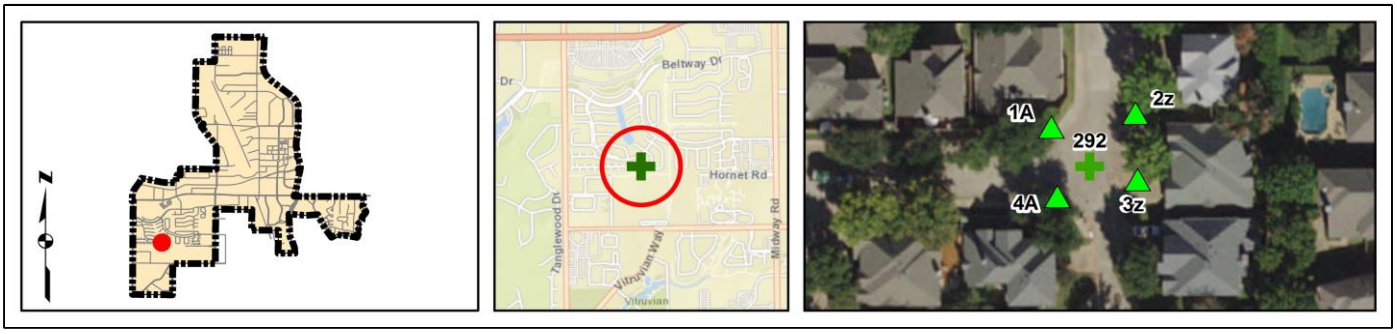
Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	$ 10.00	$ -
TxDOT 529-6002	CONC CURB (TY II)	0	LF	$ 15.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	6	SY	$ 45.00	$ 270.00
TxDOT 531	CURB RAMPS	5	EA	$ 1,500.00	$ 7,500.00
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	$ 50.00	$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	21	SY	$ 9.00	$ 189.00
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	$ 2.80	$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	243	LF	$ 8.50	$ 2,065.50
---	REPAVE ROADWAY	0	LS	$ 5,000.00	$ -
---	FIX PONDING	0	LS	$ 2,000.00	$ -
---	FIX CURB RAMP TRANSITION	2	LS	$ 2,000.00	$ 4,000.00
---	MEDIAN NOSE MODIFICATION	0	LS	$ 5,000.00	$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	$ 500.00	$ -
---	FIX CURB RAMP COUNTER SLOPE	0	LS	$ 2,000.00	$ -

Basis for Cost Projection

- ☑ No Design Completed
- ❑ Preliminary Design
- ❑ Final Design

Subtotal:		$ 14,024.50
Engineering: (% +/-)	20%	$ 2,987.75
Contingency: (% +/-)	20%	$ 2,987.75
Estimated Project Cost:		**$ 20,000.00**

Project Location



Field Observations

Intersection Issues	Crosswalk N	E	S	W	Possible Solutions
Path of travel pavement condition	Good	N/A	Good	Good	
Path of travel running slope is greater than 5%		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	
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	Install crosswalk pavement markings
Crosswalk striping condition	None	N/A	None	None	

Curb Ramp Issues	Curb Ramp ID ('z' or 'i' in ramp label indicates no existing ramp) 1A	2z	3z	4A	Possible Solutions
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%	X			X	
Curb ramp running slope is greater than 8.3%	X			X	
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					Remove and replace curb ramp
Curb ramp cross slope is greater than 2%					
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"	X				
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	X			X	Install landing area
Landing area is less than 5' x 5' or slopes greater than 2%					
Curb ramp transition onto roadway is greater than 0.25"	X			X	Fix curb ramp transition
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
Ponding occurs at base of curb ramp					

Comment: Existing sidewalk, curb ramp, and/or striping configurations permit pedestrians to cross the major street. An Engineering study is needed to confirm crossing should be accomm

Ramp 1A

Corner 2 No Ramp (2z)

Corner 3 No Ramp (3z)

Ramp 4A

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End of Project Description for Project 292 Intersection of Brookwood Ln and Aspen Ct

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

Client:	**Town of Addison**	**Date:**	**12/21/17**
Program:	**ADA Self-Evaluation and Transition Plan**	**Prepared By:**	**CMP**
KHA No.:	**063543021**	**Checked By:**	**EPE**

Corridor :	**Spring Valley Rd**	**GPS ID:**	**293**
Project Name:	**Intersection of Spring Valley Rd and driveway (Lat. 32.9399; Long. -96.8552)**		
Town:	**Addison**		

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	$ 10.00	$ -
TxDOT 529-6002	CONC CURB (TY II)	0	LF	$ 15.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	0	SY	$ 45.00	$ -
TxDOT 531	CURB RAMPS	4	EA	$ 1,500.00	$ 6,000.00
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	$ 50.00	$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	18	SY	$ 9.00	$ 162.00
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	$ 2.80	$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	0	LF	$ 8.50	$ -
---	REPAVE ROADWAY	0	LS	$ 5,000.00	$ -
---	FIX PONDING	0	LS	$ 2,000.00	$ -
---	FIX CURB RAMP TRANSITION	2	LS	$ 2,000.00	$ 4,000.00
---	MEDIAN NOSE MODIFICATION	0	LS	$ 5,000.00	$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	$ 500.00	$ -
---	FIX CURB RAMP COUNTER SLOPE	0	LS	$ 2,000.00	$ -

Basis for Cost Projection

- ☑ No Design Completed
- ❑ Preliminary Design
- ❑ Final Design

Subtotal:		$ 10,162.00
Engineering: (% +/-)	20%	$ 2,419.00
Contingency: (% +/-)	20%	$ 2,419.00
Estimated Project Cost:		**$ 15,000.00**

Project Location

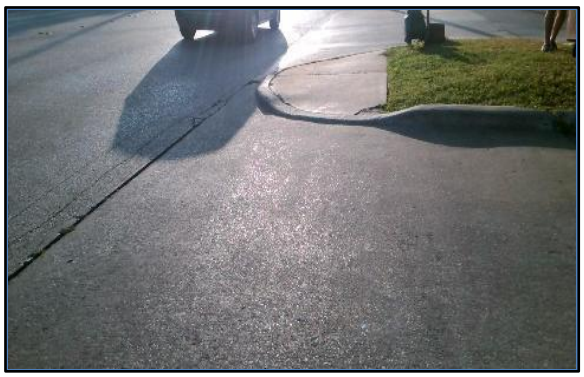
Field Observations

Intersection Issues	Crosswalk N	E	S	W	Possible Solutions
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' or 'i' in ramp label indicates no existing ramp) 1z	2A	3A	4z		Possible Solutions
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						Remove and replace curb ramp
Flare cross slope is greater than 10%		X	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%		X	X			
Cut-thru ramp cross slope is greater than 2%						
Curb ramp width is less than 48"		X				
Cut-thru ramp width is less than 60"						
Permanent obstruction (>0.25") in curb ramp/landing/flares		X	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	X			Fix curb ramp transition
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%						
Ponding occurs at base of curb ramp						

Corner 1 No Ramp (1z)

Ramp 2A



Ramp 3A

Corner 4 No Ramp (4z)

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End of Project Description for Project 293 Intersection of Spring Valley Rd and driveway (Lat. 32.9399; Long. -96.8552)

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

Client:	**Town of Addison**	**Date:**	**12/21/17**
Program:	**ADA Self-Evaluation and Transition Plan**	**Prepared By:**	**CMP**
KHA No.:	**063543021**	**Checked By:**	**EPE**

Corridor :	**Spring Valley Rd**	**GPS ID:**	**294**
Project Name:	**Intersection of Spring Valley Rd and driveway (Lat. 32.9399; Long. -96.8550)**		
Town:	**Addison**		

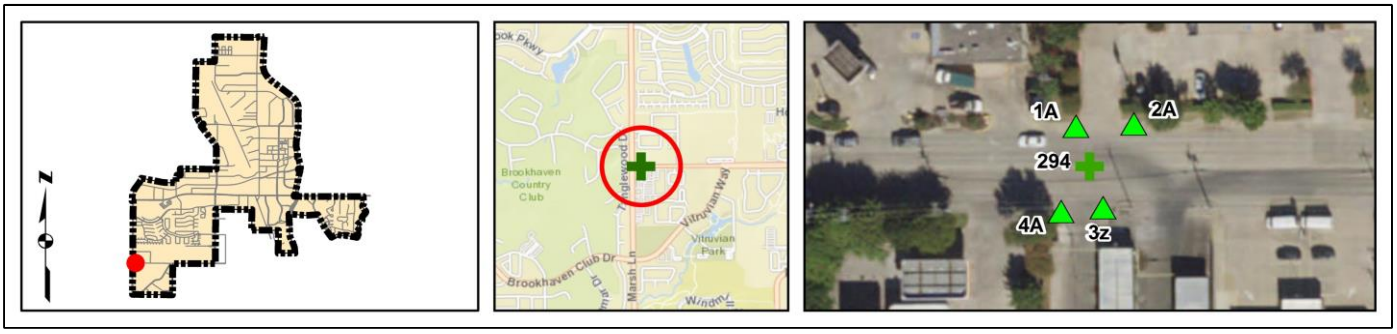
Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	$ 10.00	$ -
TxDOT 529-6002	CONC CURB (TY II)	0	LF	$ 15.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	0	SY	$ 45.00	$ -
TxDOT 531	CURB RAMPS	4	EA	$ 1,500.00	$ 6,000.00
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	$ 50.00	$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	31	SY	$ 9.00	$ 279.00
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	$ 2.80	$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	0	LF	$ 8.50	$ -
---	REPAVE ROADWAY	0	LS	$ 5,000.00	$ -
---	FIX PONDING	0	LS	$ 2,000.00	$ -
---	FIX CURB RAMP TRANSITION	3	LS	$ 2,000.00	$ 6,000.00
---	MEDIAN NOSE MODIFICATION	0	LS	$ 5,000.00	$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	$ 500.00	$ -
---	FIX CURB RAMP COUNTER SLOPE	0	LS	$ 2,000.00	$ -

Basis for Cost Projection

- ☑ No Design Completed
- ❑ Preliminary Design
- ❑ Final Design

Subtotal:		$ 12,279.00
Engineering: (% +/-)	20%	$ 2,860.50
Contingency: (% +/-)	20%	$ 2,860.50
Estimated Project Cost:		**$ 18,000.00**

Project Location



Field Observations

Intersection Issues	Crosswalk N	Crosswalk E	Crosswalk S	Crosswalk W	Possible Solutions
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' or 'i' in ramp label indicates no existing ramp) 1A	2A	3z	4A	Possible Solutions
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	X				Remove and replace curb ramp
Flare cross slope is greater than 10%					
Curb ramp running slope is greater than 8.3%	X	X			
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%		X		X	
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"	X	X			
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25") in curb ramp/landing/flares	X			X	
Temporary obstruction (>0.25") in curb ramp/landing/flares					
No textured surface at base of curb ramp	X	X		X	For intersection, commercial driveway, and park ramps, install color truncated domes
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%	X	X		X	Remove and replace landing area
Curb ramp transition onto roadway is greater than 0.25"	X	X		X	Fix curb ramp transition
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
Ponding occurs at base of curb ramp					

Kimley-Horn and Associates, Inc.	Intersection of Spring Valley Rd and driveway (Lat. 32.9399; Long. -96.8550)
Photographs	GPS ID: 294

Ramp 1A

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

End of Project Description for Project 294 Intersection of Spring Valley Rd and driveway (Lat. 32.9399; Long. -96.8550)

Kimley-Horn and Associates, Inc. **Priority: 6**
Project Description for Unsignalized Intersection

Client:	**Town of Addison**	**Date:**	**12/21/17**
Program:	**ADA Self-Evaluation and Transition Plan**	**Prepared By:**	**CMP**
KHA No.:	**063543021**	**Checked By:**	**EPE**

Corridor :	**Spring Valley Rd**	**GPS ID:**	**295**
Project Name:	**Intersection of Spring Valley Rd and driveway (Lat. 32.9399; Long. -96.8549)**		
Town:	**Addison**		

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	$ 10.00	$ -
TxDOT 529-6002	CONC CURB (TY II)	0	LF	$ 15.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	0	SY	$ 45.00	$ -
TxDOT 531	CURB RAMPS	1	EA	$ 1,500.00	$ 1,500.00
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	$ 50.00	$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	0	SY	$ 9.00	$ -
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	$ 2.80	$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	0	LF	$ 8.50	$ -
---	REPAVE ROADWAY	0	LS	$ 5,000.00	$ -
---	FIX PONDING	0	LS	$ 2,000.00	$ -
---	FIX CURB RAMP TRANSITION	0	LS	$ 2,000.00	$ -
---	MEDIAN NOSE MODIFICATION	0	LS	$ 5,000.00	$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	$ 500.00	$ -
---	FIX CURB RAMP COUNTER SLOPE	0	LS	$ 2,000.00	$ -

Basis for Cost Projection

- ☑ No Design Completed
- ❑ Preliminary Design
- ❑ Final Design

Subtotal:		$ 1,500.00
Engineering: (% +/-)	20%	$ 750.00
Contingency: (% +/-)	20%	$ 750.00
Estimated Project Cost:		**$ 3,000.00**

Project Location

Field Observations

Intersection Issues	Crosswalk N	E	S	W	Possible Solutions
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' or 'i' in ramp label indicates no existing ramp) 3z	4z		Possible Solutions
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				
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 3 No Ramp (3*z*)

Corner 4 No Ramp (4*z*)

Opinion of Probable Construction Cost Disclaimer:
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Project Location Map Sources:
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End of Project Description for Project 295 Intersection of Spring Valley Rd and driveway (Lat. 32.9399; Long. -96.8549)

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

Client:	**Town of Addison**	**Date:**	**12/21/17**
Program:	**ADA Self-Evaluation and Transition Plan**	**Prepared By:**	**CMP**
KHA No.:	**063543021**	**Checked By:**	**EPE**

Corridor :	**Spring Valley Rd**	**GPS ID:**	**297**
Project Name:	**Intersection of Spring Valley Rd and driveway (Lat. 32.9399; Long. -96.8545)**		
Town:	**Addison**		

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	$ 10.00	$ -
TxDOT 529-6002	CONC CURB (TY II)	0	LF	$ 15.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	0	SY	$ 45.00	$ -
TxDOT 531	CURB RAMPS	4	EA	$ 1,500.00	$ 6,000.00
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	$ 50.00	$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	18	SY	$ 9.00	$ 162.00
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	$ 2.80	$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	0	LF	$ 8.50	$ -
---	REPAVE ROADWAY	0	LS	$ 5,000.00	$ -
---	FIX PONDING	0	LS	$ 2,000.00	$ -
---	FIX CURB RAMP TRANSITION	0	LS	$ 2,000.00	$ -
---	MEDIAN NOSE MODIFICATION	0	LS	$ 5,000.00	$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	$ 500.00	$ -
---	FIX CURB RAMP COUNTER SLOPE	0	LS	$ 2,000.00	$ -

Basis for Cost Projection
- ☑ No Design Completed
- ❑ Preliminary Design
- ❑ Final Design

Subtotal:		$ 6,162.00
Engineering: (% +/-)	20%	$ 1,419.00
Contingency: (% +/-)	20%	$ 1,419.00
Estimated Project Cost:		**$ 9,000.00**

Project Location

Field Observations

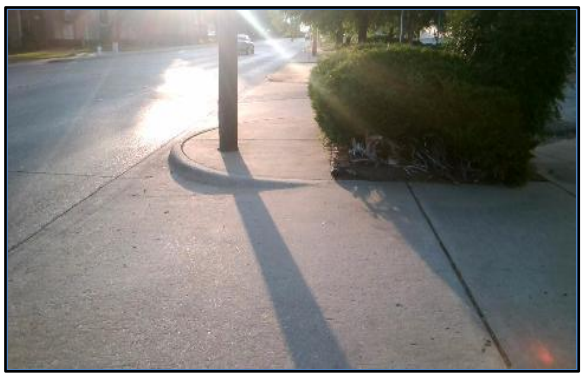
Intersection Issues	Crosswalk N	Crosswalk E	Crosswalk S	Crosswalk W	Possible Solutions
Path of travel pavement condition					All driveway path of travel issues and possible solutions provided in driveway shapefile (TRPEDDRV)
Path of travel running slope is greater than 5%					
Path of travel cross slope 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' or 'i' in ramp label indicates no existing ramp) 1A	2A	3z	4z		Possible Solutions
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						Remove and replace curb ramp
Flare cross slope is greater than 10%						
Curb ramp running slope is greater than 8.3%	X	X				
Blended transition running slope is greater than 5%						
Cut-thru ramp running slope is greater than 5%						
Curb ramp cross slope is greater than 2%	X	X				
Cut-thru ramp cross slope is greater than 2%						
Curb ramp width is less than 48"						
Cut-thru ramp width is less than 60"						
Permanent obstruction (>0.25") in curb ramp/landing/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%	X					Remove and replace landing area
Curb ramp transition onto roadway is greater than 0.25"						
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%						
Ponding occurs at base of curb ramp						

Kimley-Horn and Associates, Inc.	Intersection of Spring Valley Rd and driveway (Lat. 32.9399; Long. -96.8545)
Photographs	GPS ID: 297

Ramp 1A

Ramp 2A



Corner 3 No Ramp (3*z*)

Corner 4 No Ramp (4*z*)

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Project Location Map Sources:
Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

End of Project Description for Project 297 Intersection of Spring Valley Rd and driveway (Lat. 32.9399; Long. -96.8545)

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

Client:	**Town of Addison**	**Date:**	**12/21/17**
Program:	**ADA Self-Evaluation and Transition Plan**	**Prepared By:**	**CMP**
KHA No.:	**063543021**	**Checked By:**	**EPE**

Corridor :	**Spring Valley Rd**	**GPS ID:**	**298**
Project Name:	**Intersection of Spring Valley Rd and driveway (Lat. 32.9399; Long. -96.8543)**		
Town:	**Addison**		

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	$ 10.00	$ -
TxDOT 529-6002	CONC CURB (TY II)	0	LF	$ 15.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	0	SY	$ 45.00	$ -
TxDOT 531	CURB RAMPS	4	EA	$ 1,500.00	$ 6,000.00
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	$ 50.00	$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	45	SY	$ 9.00	$ 405.00
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	$ 2.80	$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	0	LF	$ 8.50	$ -
---	REPAVE ROADWAY	0	LS	$ 5,000.00	$ -
---	FIX PONDING	0	LS	$ 2,000.00	$ -
---	FIX CURB RAMP TRANSITION	2	LS	$ 2,000.00	$ 4,000.00
---	MEDIAN NOSE MODIFICATION	0	LS	$ 5,000.00	$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	$ 500.00	$ -
---	FIX CURB RAMP COUNTER SLOPE	0	LS	$ 2,000.00	$ -

Basis for Cost Projection

- ☑ No Design Completed
- ❑ Preliminary Design
- ❑ Final Design

Subtotal:		$ 10,405.00
Engineering: (% +/-)	20%	$ 2,297.50
Contingency: (% +/-)	20%	$ 2,297.50
Estimated Project Cost:		**$ 15,000.00**

Project Location

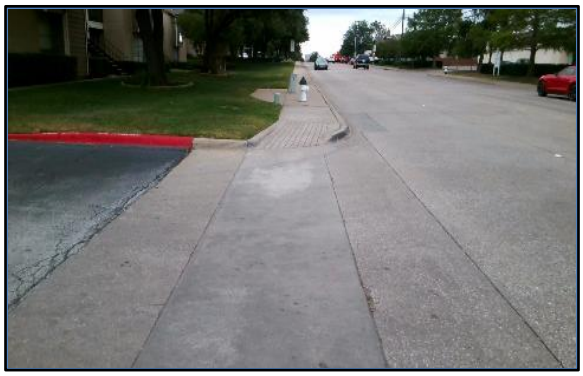
Field Observations

Intersection Issues	Crosswalk N	E	S	W	Possible Solutions
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' or 'i' in ramp label indicates no existing ramp) 1A	2A	3A	4A	Possible Solutions
Curb ramp does not exist and is needed					
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curbed side is not 90° or has traversable adjacent surface	X	X			Remove and replace curb ramp
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		X	X	
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"	X	X	X		
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25") in curb ramp/landing/flares	X		X	X	
Temporary obstruction (>0.25") in curb ramp/landing/flares					
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%	X	X	X	X	Remove and replace landing area
Curb ramp transition onto roadway is greater than 0.25"			X	X	Fix curb ramp transition
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
Ponding occurs at base of curb ramp					

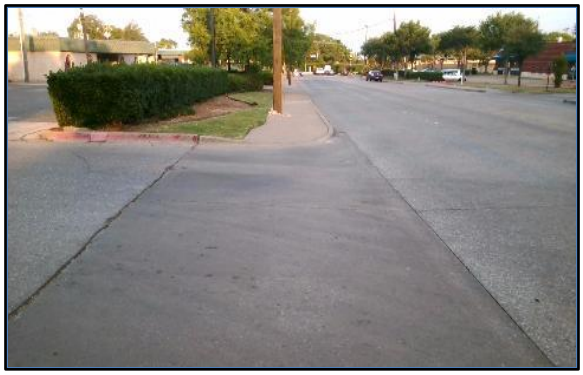
Kimley-Horn and Associates, Inc.	Intersection of Spring Valley Rd and driveway (Lat. 32.9399; Long. -96.8543)
Photographs	GPS ID: 298

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

End of Project Description for Project 298 Intersection of Spring Valley Rd and driveway (Lat. 32.9399; Long. -96.8543)

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

Client:	**Town of Addison**	**Date:**	**12/21/17**
Program:	**ADA Self-Evaluation and Transition Plan**	**Prepared By:**	**CMP**
KHA No.:	**063543021**	**Checked By:**	**EPE**

Corridor :	**Spring Valley Rd**	**GPS ID:**	**299**
Project Name:	**Intersection of Spring Valley Rd and driveway (Lat. 32.9399; Long. -96.8533)**		
Town:	**Addison**		

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	$ 10.00	$ -
TxDOT 529-6002	CONC CURB (TY II)	0	LF	$ 15.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	0	SY	$ 45.00	$ -
TxDOT 531	CURB RAMPS	2	EA	$ 1,500.00	$ 3,000.00
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	$ 50.00	$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	21	SY	$ 9.00	$ 189.00
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	$ 2.80	$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	0	LF	$ 8.50	$ -
---	REPAVE ROADWAY	0	LS	$ 5,000.00	$ -
---	FIX PONDING	0	LS	$ 2,000.00	$ -
---	FIX CURB RAMP TRANSITION	0	LS	$ 2,000.00	$ -
---	MEDIAN NOSE MODIFICATION	0	LS	$ 5,000.00	$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	$ 500.00	$ -
---	FIX CURB RAMP COUNTER SLOPE	0	LS	$ 2,000.00	$ -

Basis for Cost Projection

- ☑ No Design Completed
- ❑ Preliminary Design
- ❑ Final Design

Subtotal:		$ 3,189.00
Engineering: (% +/-)	20%	$ 905.50
Contingency: (% +/-)	20%	$ 905.50
Estimated Project Cost:		**$ 5,000.00**

Project Location

Field Observations

Intersection Issues	Crosswalk N	E	S	W	Possible Solutions
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' or 'i' in ramp label indicates no existing ramp) 1A	2A	Possible Solutions
Curb ramp does not exist and is needed			
Curb ramp does not land in crosswalk			
No 4' x 4' clear space at base of curb ramp			
Curbed side is not 90° or has traversable adjacent surface		X	Remove and replace curb ramp
Flare cross slope is greater than 10%			
Curb ramp running slope is greater than 8.3%	X	X	
Blended transition running slope is greater than 5%			
Cut-thru ramp running slope is greater than 5%			
Curb ramp cross slope is greater than 2%	X	X	
Cut-thru ramp cross slope is greater than 2%			
Curb ramp width is less than 48"	X	X	
Cut-thru ramp width is less than 60"			
Permanent obstruction (>0.25") in curb ramp/landing/flares			
Temporary obstruction (>0.25") in curb ramp/landing/flares			
No textured surface at base of curb ramp	X	X	For intersection, 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	X	Remove and replace landing area
Curb ramp transition onto roadway is greater than 0.25"			
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%			
Ponding occurs at base of curb ramp			

Kimley-Horn and Associates, Inc.	Intersection of Spring Valley Rd and driveway (Lat. 32.9399; Long. -96.8533)
Photographs	GPS ID: 299

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

End of Project Description for Project 299 Intersection of Spring Valley Rd and driveway (Lat. 32.9399; Long. -96.8533)

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

Client:	**Town of Addison**	**Date:**	**12/21/17**
Program:	**ADA Self-Evaluation and Transition Plan**	**Prepared By:**	**CMP**
KHA No.:	**063543021**	**Checked By:**	**EPE**

Corridor :	**Spring Valley Rd**	**GPS ID:**	**300**
Project Name:	**Intersection of Spring Valley Rd and driveway (Lat. 32.9399; Long. -96.8531)**		
Town:	**Addison**		

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	$ 10.00	$ -
TxDOT 529-6002	CONC CURB (TY II)	0	LF	$ 15.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	0	SY	$ 45.00	$ -
TxDOT 531	CURB RAMPS	4	EA	$ 1,500.00	$ 6,000.00
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	$ 50.00	$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	39	SY	$ 9.00	$ 351.00
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	$ 2.80	$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	0	LF	$ 8.50	$ -
---	REPAVE ROADWAY	0	LS	$ 5,000.00	$ -
---	FIX PONDING	0	LS	$ 2,000.00	$ -
---	FIX CURB RAMP TRANSITION	2	LS	$ 2,000.00	$ 4,000.00
---	MEDIAN NOSE MODIFICATION	0	LS	$ 5,000.00	$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	$ 500.00	$ -
---	FIX CURB RAMP COUNTER SLOPE	0	LS	$ 2,000.00	$ -

Basis for Cost Projection
- ☑ No Design Completed
- ❑ Preliminary Design
- ❑ Final Design

Subtotal:		$	10,351.00
Engineering: (% +/-)	20%	$	2,324.50
Contingency: (% +/-)	20%	$	2,324.50
Estimated Project Cost:		**$**	**15,000.00**

Project Location

Field Observations

Intersection Issues	Crosswalk N	E	S	W	Possible Solutions
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' or 'i' in ramp label indicates no existing ramp) 1A	2A	3A	4A	Possible Solutions
Curb ramp does not exist and is needed					
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curbed side is not 90° or has traversable adjacent surface	X	X			Remove and replace curb ramp
Flare cross slope is greater than 10%					
Curb ramp running slope is greater than 8.3%	X	X	X		
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%	X	X	X	X	
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"	X	X		X	
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25") in curb ramp/landing/flares				X	
Temporary obstruction (>0.25") in curb ramp/landing/flares					
No textured surface at base of curb ramp	X	X	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%	X	X		X	Remove and replace landing area
Curb ramp transition onto roadway is greater than 0.25"			X	X	Fix curb ramp transition
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
Ponding occurs at base of curb ramp					

Kimley-Horn and Associates, Inc.	Intersection of Spring Valley Rd and driveway (Lat. 32.9399; Long. -96.8531)
Photographs	GPS ID: 300

Ramp 1A

Ramp 2A

Ramp 3A

Ramp 4A

Opinion of Probable Construction Cost Disclaimer:
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Project Location Map Sources:
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End of Project Description for Project 300 Intersection of Spring Valley Rd and driveway (Lat. 32.9399; Long. -96.8531)

Kimley-Horn and Associates, Inc. **Priority: 2**
Project Description for Unsignalized Intersection

Client:	**Town of Addison**	**Date: 12/21/17**
Program:	**ADA Self-Evaluation and Transition Plan**	**Prepared By: CMP**
KHA No.:	**063543021**	**Checked By: EPE**

Corridor :	**Spring Valley Rd**	**GPS ID: 301**
Project Name:	**Intersection of Spring Valley Rd and driveway (Lat. 32.9399; Long. -96.8523)**	
Town:	**Addison**	

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	$ 10.00	$ -
TxDOT 529-6002	CONC CURB (TY II)	0	LF	$ 15.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	0	SY	$ 45.00	$ -
TxDOT 531	CURB RAMPS	3	EA	$ 1,500.00	$ 4,500.00
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	$ 50.00	$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	18	SY	$ 9.00	$ 162.00
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	$ 2.80	$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	0	LF	$ 8.50	$ -
---	REPAVE ROADWAY	0	LS	$ 5,000.00	$ -
---	FIX PONDING	0	LS	$ 2,000.00	$ -
---	FIX CURB RAMP TRANSITION	1	LS	$ 2,000.00	$ 2,000.00
---	MEDIAN NOSE MODIFICATION	0	LS	$ 5,000.00	$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	$ 500.00	$ -
---	FIX CURB RAMP COUNTER SLOPE	0	LS	$ 2,000.00	$ -

Basis for Cost Projection

- ☑ No Design Completed
- ❑ Preliminary Design
- ❑ Final Design

Subtotal:		$ 6,662.00
Engineering: (% +/-)	20%	$ 1,669.00
Contingency: (% +/-)	20%	$ 1,669.00
Estimated Project Cost:		**$ 10,000.00**

Project Location

Field Observations

Intersection Issues	Crosswalk N	Crosswalk E	Crosswalk S	Crosswalk W	Possible Solutions
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' or 'i' in ramp label indicates no existing ramp) 1A	2z	3A	4A	Possible Solutions
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					Remove and replace curb ramp
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					
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		Remove and replace landing area
Curb ramp transition onto roadway is greater than 0.25"				X	Fix curb ramp transition
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
Ponding occurs at base of curb ramp					

Ramp 1A

Corner 2 No Ramp (2z)

Ramp 3A

Ramp 4A

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End of Project Description for Project 301 Intersection of Spring Valley Rd and driveway (Lat. 32.9399; Long. -96.8523)

Kimley-Horn and Associates, Inc. **Priority: 13**
Project Description for Unsignalized Intersection

Client:	**Town of Addison**	**Date:**	**12/21/17**
Program:	**ADA Self-Evaluation and Transition Plan**	**Prepared By:**	**CMP**
KHA No.:	**063543021**	**Checked By:**	**EPE**

Corridor :	**Spring Valley Rd**	**GPS ID:**	**302**
Project Name:	**Intersection of Spring Valley Rd and Woodway Dr**		
Town:	**Addison**		

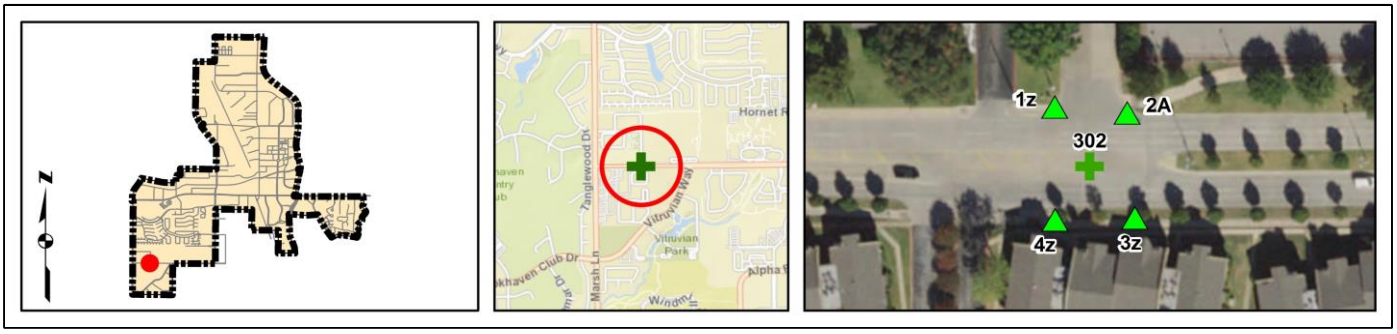
Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	$ 10.00	$ -
TxDOT 529-6002	CONC CURB (TY II)	0	LF	$ 15.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	0	SY	$ 45.00	$ -
TxDOT 531	CURB RAMPS	0	EA	$ 1,500.00	$ -
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	$ 50.00	$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	0	SY	$ 9.00	$ -
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	$ 2.80	$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	97	LF	$ 8.50	$ 824.50
---	REPAVE ROADWAY	1	LS	$ 5,000.00	$ 5,000.00
---	FIX PONDING	0	LS	$ 2,000.00	$ -
---	FIX CURB RAMP TRANSITION	0	LS	$ 2,000.00	$ -
---	MEDIAN NOSE MODIFICATION	0	LS	$ 5,000.00	$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	$ 500.00	$ -
---	FIX CURB RAMP COUNTER SLOPE	0	LS	$ 2,000.00	$ -

Basis for Cost Projection

- ☑ No Design Completed
- ❑ Preliminary Design
- ❑ Final Design

Subtotal:		$ 5,824.50
Engineering: (% +/-)	20%	$ 1,587.75
Contingency: (% +/-)	20%	$ 1,587.75
Estimated Project Cost:		**$ 9,000.00**

Project Location



Field Observations

Intersection Issues	Crosswalk N	Crosswalk E	Crosswalk S	Crosswalk W	Possible Solutions
Path of travel pavement condition	Good	N/A	N/A	N/A	
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	X	N/A	N/A	N/A	Repave roadway and install crosswalk pavement markings
Path of travel cross slope is greater than 5% for free-flow approaches	N/A	N/A	N/A	N/A	
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	Install crosswalk pavement markings
Crosswalk striping condition	None	N/A	N/A	N/A	

Curb Ramp Issues	Curb Ramp ID ('z' or 'i' in ramp label indicates no existing ramp) 1z	2A	3z	4z		Possible Solutions
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						

Corner 1 No Ramp (1z)

Ramp 2A

Corner 3 No Ramp (3z)

Corner 4 No Ramp (4z)

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End of Project Description for Project 302 Intersection of Spring Valley Rd and Woodway Dr

Kimley-Horn and Associates, Inc. **Priority: 2**
Project Description for Unsignalized Intersection

Client:	**Town of Addison**	**Date:**	**12/21/17**
Program:	**ADA Self-Evaluation and Transition Plan**	**Prepared By:**	**CMP**
KHA No.:	**063543021**	**Checked By:**	**EPE**

Corridor :	**Spring Valley Rd**	**GPS ID:**	**303**
Project Name:	**Intersection of Spring Valley Rd and driveway (Lat. 32.9398; Long. -96.8511)**		
Town:	**Addison**		

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	$ 10.00	$ -
TxDOT 529-6002	CONC CURB (TY II)	0	LF	$ 15.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	4	SY	$ 45.00	$ 180.00
TxDOT 531	CURB RAMPS	1	EA	$ 1,500.00	$ 1,500.00
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	$ 50.00	$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	14	SY	$ 9.00	$ 126.00
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	$ 2.80	$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	0	LF	$ 8.50	$ -
---	REPAVE ROADWAY	0	LS	$ 5,000.00	$ -
---	FIX PONDING	0	LS	$ 2,000.00	$ -
---	FIX CURB RAMP TRANSITION	1	LS	$ 2,000.00	$ 2,000.00
---	MEDIAN NOSE MODIFICATION	0	LS	$ 5,000.00	$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	$ 500.00	$ -
---	FIX CURB RAMP COUNTER SLOPE	0	LS	$ 2,000.00	$ -

Basis for Cost Projection

- ☑ No Design Completed
- ❑ Preliminary Design
- ❑ Final Design

Subtotal:		$ 3,806.00
Engineering: (% +/-)	20%	$ 1,097.00
Contingency: (% +/-)	20%	$ 1,097.00
Estimated Project Cost:		**$ 6,000.00**

Project Location

Field Observations

Intersection Issues	Crosswalk N	E	S	W	Possible Solutions
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' or 'i' in ramp label indicates no existing ramp) 3A	4A	Possible Solutions
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%		X	Remove and replace curb ramp
Cut-thru ramp cross slope is greater than 2%			
Curb ramp width is less than 48"			
Cut-thru ramp width is less than 60"			
Permanent obstruction (>0.25") in curb ramp/landing/flares			
Temporary obstruction (>0.25") in curb ramp/landing/flares			
No textured surface at base of curb ramp			
No color contrast at base of curb ramp			
Landing area does not exist and is needed			
Landing area is less than 5' x 5' or slopes greater than 2%	X	X	Remove and replace landing area
Curb ramp transition onto roadway is greater than 0.25"	X		Fix curb ramp transition
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%			
Ponding occurs at base of curb ramp			

Kimley-Horn and Associates, Inc.	Intersection of Spring Valley Rd and driveway (Lat. 32.9398; Long. -96.8511)
Photographs	GPS ID: 303

Ramp 3A

Ramp 4A

Opinion of Probable Construction Cost Disclaimer:
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End of Project Description for Project 303 Intersection of Spring Valley Rd and driveway (Lat. 32.9398; Long. -96.8511)

Kimley-Horn and Associates, Inc. **Priority: 2**
Project Description for Unsignalized Intersection

Client:	**Town of Addison**	**Date:**	**12/21/17**
Program:	**ADA Self-Evaluation and Transition Plan**	**Prepared By:**	**CMP**
KHA No.:	**063543021**	**Checked By:**	**EPE**

Corridor :	**Spring Valley Rd**	**GPS ID:**	**304**
Project Name:	**Intersection of Spring Valley Rd and driveway (Lat. 32.9399; Long. -96.8502)**		
Town:	**Addison**		

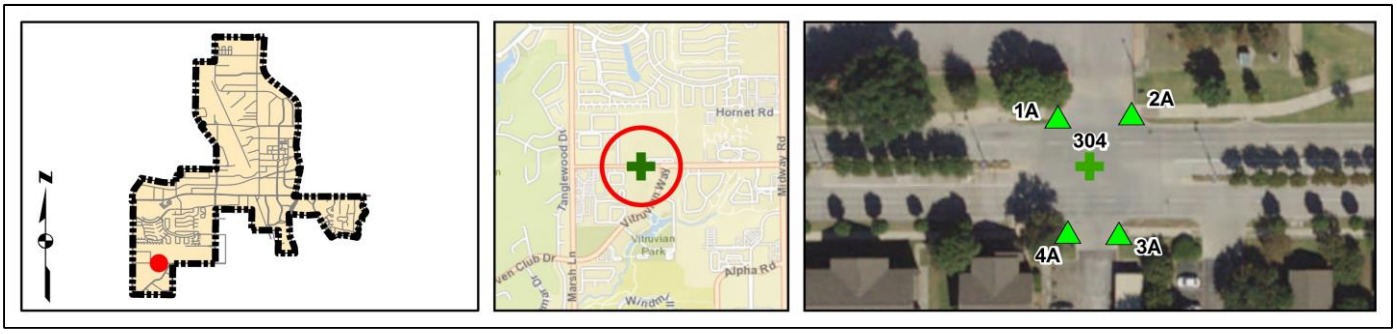
Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	$ 10.00	$ -
TxDOT 529-6002	CONC CURB (TY II)	0	LF	$ 15.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	0	SY	$ 45.00	$ -
TxDOT 531	CURB RAMPS	0	EA	$ 1,500.00	$ -
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	$ 50.00	$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	0	SY	$ 9.00	$ -
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	$ 2.80	$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	0	LF	$ 8.50	$ -
---	REPAVE ROADWAY	0	LS	$ 5,000.00	$ -
---	FIX PONDING	0	LS	$ 2,000.00	$ -
---	FIX CURB RAMP TRANSITION	2	LS	$ 2,000.00	$ 4,000.00
---	MEDIAN NOSE MODIFICATION	0	LS	$ 5,000.00	$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	$ 500.00	$ -
---	FIX CURB RAMP COUNTER SLOPE	0	LS	$ 2,000.00	$ -

Basis for Cost Projection

- ☑ No Design Completed
- ❑ Preliminary Design
- ❑ Final Design

Subtotal:		$ 4,000.00
Engineering: (% +/-)	20%	$ 1,000.00
Contingency: (% +/-)	20%	$ 1,000.00
Estimated Project Cost:		**$ 6,000.00**

Project Location



Field Observations

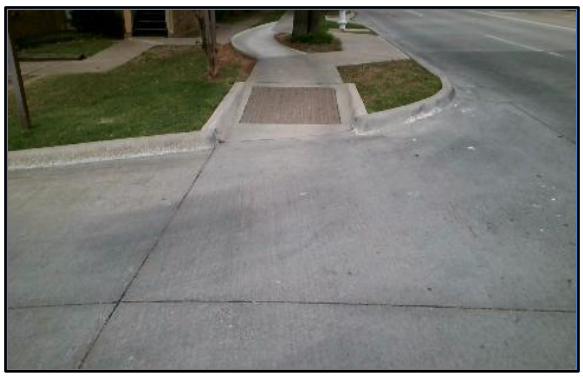
Intersection Issues	Crosswalk N	E	S	W	Possible Solutions
Path of travel pavement condition					All driveway path of travel issues and possible solutions provided in driveway shapefile (TRPEDDRV)
Path of travel running slope is greater than 5%					
Path of travel cross slope is greater than 2% for stop 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' or 'i' in ramp label indicates no existing ramp) 1A	2A	3A	4A		Possible Solutions
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"			X	X		Fix curb ramp transition
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%						
Ponding occurs at base of curb ramp						

Ramp 1A

Ramp 2A

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

End of Project Description for Project 304 Intersection of Spring Valley Rd and driveway (Lat. 32.9399; Long. -96.8502)

Kimley-Horn and Associates, Inc. **Priority: 9**
Project Description for Unsignalized Intersection

Client:	**Town of Addison**	**Date:**	**12/21/17**
Program:	**ADA Self-Evaluation and Transition Plan**	**Prepared By:**	**CMP**
KHA No.:	**063543021**	**Checked By:**	**EPE**

Corridor :	**Spring Valley Rd**	**GPS ID:**	**305**
Project Name:	**Intersection of Spring Valley Rd and driveway (Lat. 32.9398; Long. -96.8500)**		
Town:	**Addison**		

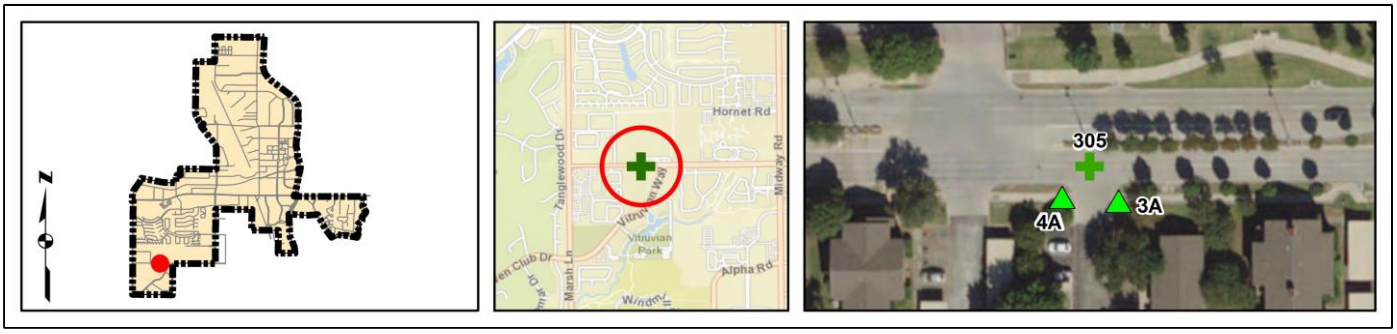
Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	$ 10.00	$ -
TxDOT 529-6002	CONC CURB (TY II)	0	LF	$ 15.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	6	SY	$ 45.00	$ 270.00
TxDOT 531	CURB RAMPS	0	EA	$ 1,500.00	$ -
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	$ 50.00	$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	5	SY	$ 9.00	$ 45.00
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	$ 2.80	$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	0	LF	$ 8.50	$ -
---	REPAVE ROADWAY	0	LS	$ 5,000.00	$ -
---	FIX PONDING	0	LS	$ 2,000.00	$ -
---	FIX CURB RAMP TRANSITION	0	LS	$ 2,000.00	$ -
---	MEDIAN NOSE MODIFICATION	0	LS	$ 5,000.00	$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	$ 500.00	$ -
---	FIX CURB RAMP COUNTER SLOPE	0	LS	$ 2,000.00	$ -

Basis for Cost Projection

- ☑ No Design Completed
- ❑ Preliminary Design
- ❑ Final Design

Subtotal:		$ 315.00
Engineering: (% +/-)	20%	$ 342.50
Contingency: (% +/-)	20%	$ 342.50
Estimated Project Cost:		**$ 1,000.00**

Project Location



Field Observations

Intersection Issues	Crosswalk N	E	S	W	Possible Solutions
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' or 'i' in ramp label indicates no existing ramp) 3A	4A		Possible Solutions
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%	X	X		Remove and replace landing area
Curb ramp transition onto roadway is greater than 0.25"				
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%				
Ponding occurs at base of curb ramp				

Kimley-Horn and Associates, Inc.	Intersection of Spring Valley Rd and driveway (Lat. 32.9398; Long. -96.8500)
Photographs	GPS ID: 305

Ramp 3A

Ramp 4A

Opinion of Probable Construction Cost Disclaimer:
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Project Location Map Sources:
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End of Project Description for Project 305 Intersection of Spring Valley Rd and driveway (Lat. 32.9398; Long. -96.8500)

Kimley-Horn and Associates, Inc. **Priority: 2**
Project Description for Unsignalized Intersection

Client:	**Town of Addison**	**Date:**	**12/21/17**
Program:	**ADA Self-Evaluation and Transition Plan**	**Prepared By:**	**CMP**
KHA No.:	**063543021**	**Checked By:**	**EPE**

Corridor :	**Spring Valley Rd**	**GPS ID:**	**306**
Project Name:	**Intersection of Spring Valley Rd and driveway (Lat. 32.9398; Long. -96.8494)**		
Town:	**Addison**		

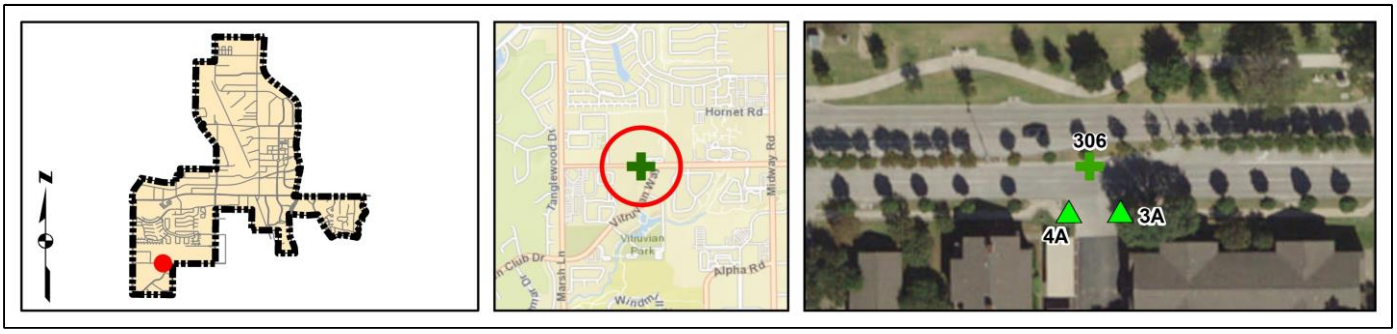
Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	$ 10.00	$ -
TxDOT 529-6002	CONC CURB (TY II)	0	LF	$ 15.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	3	SY	$ 45.00	$ 135.00
TxDOT 531	CURB RAMPS	0	EA	$ 1,500.00	$ -
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	$ 50.00	$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	3	SY	$ 9.00	$ 27.00
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	$ 2.80	$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	0	LF	$ 8.50	$ -
---	REPAVE ROADWAY	0	LS	$ 5,000.00	$ -
---	FIX PONDING	0	LS	$ 2,000.00	$ -
---	FIX CURB RAMP TRANSITION	1	LS	$ 2,000.00	$ 2,000.00
---	MEDIAN NOSE MODIFICATION	0	LS	$ 5,000.00	$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	$ 500.00	$ -
---	FIX CURB RAMP COUNTER SLOPE	0	LS	$ 2,000.00	$ -

Basis for Cost Projection

- ☑ No Design Completed
- ❑ Preliminary Design
- ❑ Final Design

Subtotal:		$ 2,162.00
Engineering: (% +/-)	20%	$ 919.00
Contingency: (% +/-)	20%	$ 919.00
Estimated Project Cost:		**$ 4,000.00**

Project Location



Field Observations

Intersection Issues	Crosswalk N	Crosswalk E	Crosswalk S	Crosswalk W	Possible Solutions
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' or 'i' in ramp label indicates no existing ramp) 3A	4A		Possible Solutions
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%		X		Remove and replace landing area
Curb ramp transition onto roadway is greater than 0.25"	X			Fix curb ramp transition
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%				
Ponding occurs at base of curb ramp				

Kimley-Horn and Associates, Inc.	Intersection of Spring Valley Rd and driveway (Lat. 32.9398; Long. -96.8494)
Photographs	GPS ID: 306

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

End of Project Description for Project 306 Intersection of Spring Valley Rd and driveway (Lat. 32.9398; Long. -96.8494)

Kimley-Horn and Associates, Inc. **Priority: 2**
Project Description for Unsignalized Intersection

Client:	**Town of Addison**		**Date: 12/21/17**
Program:	**ADA Self-Evaluation and Transition Plan**		**Prepared By: CMP**
KHA No.:	**063543021**		**Checked By: EPE**

Corridor :	**Brookwood Ln**	**GPS ID: 90019**
Project Name:	**Intersection of Brookwood Ln and midblock ramp (Lat. 32.9442; Long. -96.8530)**	
Town:	**Addison**	

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	$ 10.00	$ -
TxDOT 529-6002	CONC CURB (TY II)	0	LF	$ 15.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	0	SY	$ 45.00	$ -
TxDOT 531	CURB RAMPS	3	EA	$ 1,500.00	$ 4,500.00
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	$ 50.00	$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	8	SY	$ 9.00	$ 72.00
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	$ 2.80	$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	42	LF	$ 8.50	$ 357.00
---	REPAVE ROADWAY	1	LS	$ 5,000.00	$ 5,000.00
---	FIX PONDING	0	LS	$ 2,000.00	$ -
---	FIX CURB RAMP TRANSITION	1	LS	$ 2,000.00	$ 2,000.00
---	MEDIAN NOSE MODIFICATION	0	LS	$ 5,000.00	$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	$ 500.00	$ -
---	FIX CURB RAMP COUNTER SLOPE	0	LS	$ 2,000.00	$ -

Basis for Cost Projection

- ☑ No Design Completed
- ❑ Preliminary Design
- ❑ Final Design

Subtotal:		$ 11,929.00
Engineering: (% +/-)	20%	$ 2,535.50
Contingency: (% +/-)	20%	$ 2,535.50
Estimated Project Cost:		**$ 17,000.00**

Project Location

Field Observations

Intersection Issues	Crosswalk N	Crosswalk E	Crosswalk S	Crosswalk W	Possible Solutions
Path of travel pavement condition	N/A	N/A	N/A	Dangerous	Repave roadway and install crosswalk pavement markings
Path of travel running slope is greater than 5%	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	N/A	N/A	N/A	None	

Curb Ramp Issues	Curb Ramp ID ('z' or 'i' in ramp label indicates no existing ramp) 1z	2z	3z	4A	Possible Solutions
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%				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%					Remove and replace curb ramp
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	For intersection, commercial driveway, and park ramps, install
No color contrast at base of curb ramp				X	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"				X	Fix curb ramp transition
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
Ponding occurs at base of curb ramp					

Comment: Existing sidewalk, curb ramp, and/or striping configurations permit pedestrians to cross the major street. An Engineering study is needed to confirm crossing should be accomm

Kimley-Horn and Associates, Inc.	Intersection of Brookwood Ln and midblock ramp (Lat. 32.9442; Long. -96.8530)
Photographs	GPS ID: 90019

Corner 1 No Ramp (1z)

Corner 2 No Ramp (2z)

Corner 3 No Ramp (3z)

Ramp 4A

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End of Project Description for Project 90019 Intersection of Brookwood Ln and midblock ramp (Lat. 32.9442; Long. -96.8530)

Kimley-Horn and Associates, Inc. **Priority: 2**
Project Description for Unsignalized Intersection

Client:	**Town of Addison**	**Date: 12/21/17**
Program:	**ADA Self-Evaluation and Transition Plan**	**Prepared By: CMP**
KHA No.:	**063543021**	**Checked By: EPE**

Corridor :	**Les Lacs Park**	**GPS ID: 90020**
Project Name:	**Intersection of Les Lacs Park and parking lot (Lat. 32.9508; Long. -96.8491)**	
Town:	**Addison**	

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	$ 10.00	$ -
TxDOT 529-6002	CONC CURB (TY II)	0	LF	$ 15.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	0	SY	$ 45.00	$ -
TxDOT 531	CURB RAMPS	2	EA	$ 1,500.00	$ 3,000.00
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	$ 50.00	$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	15	SY	$ 9.00	$ 135.00
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	$ 2.80	$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	0	LF	$ 8.50	$ -
---	REPAVE ROADWAY	0	LS	$ 5,000.00	$ -
---	FIX PONDING	0	LS	$ 2,000.00	$ -
---	FIX CURB RAMP TRANSITION	2	LS	$ 2,000.00	$ 4,000.00
---	MEDIAN NOSE MODIFICATION	0	LS	$ 5,000.00	$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	$ 500.00	$ -
---	FIX CURB RAMP COUNTER SLOPE	0	LS	$ 2,000.00	$ -

Basis for Cost Projection

- ☑ No Design Completed
- ❑ Preliminary Design
- ❑ Final Design

Subtotal:		$ 7,135.00
Engineering: (% +/-)	20%	$ 1,432.50
Contingency: (% +/-)	20%	$ 1,432.50
Estimated Project Cost:		**$ 10,000.00**

Project Location

Field Observations

Intersection Issues	Crosswalk N	E	S	W	Possible Solutions
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' or 'i' in ramp label indicates no existing ramp) 1H	2H	Possible Solutions
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	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 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	X	X	Install landing area
Landing area is less than 5' x 5' or slopes greater than 2%			
Curb ramp transition onto roadway is greater than 0.25"	X	X	Fix curb ramp transition
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%			
Ponding occurs at base of curb ramp			

Kimley-Horn and Associates, Inc.	Intersection of Les Lacs Park and parking lot (Lat. 32.9508; Long. -96.8491)
Photographs	GPS ID: 90020

Ramp 1H

Ramp 2H

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End of Project Description for Project 90020 Intersection of Les Lacs Park and parking lot (Lat. 32.9508; Long. -96.8491)

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

Client:	**Town of Addison**	**Date:**	**12/21/17**
Program:	**ADA Self-Evaluation and Transition Plan**	**Prepared By:**	**CMP**
KHA No.:	**063543021**	**Checked By:**	**EPE**

Corridor :	**Spring Valley Rd**	**GPS ID:**	**90028**
Project Name:	**Intersection of Spring Valley Rd and driveway (Lat. 32.9399; Long. -96.8544)**		
Town:	**Addison**		

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	$ 10.00	$ -
TxDOT 529-6002	CONC CURB (TY II)	0	LF	$ 15.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	0	SY	$ 45.00	$ -
TxDOT 531	CURB RAMPS	2	EA	$ 1,500.00	$ 3,000.00
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	$ 50.00	$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	11	SY	$ 9.00	$ 99.00
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	$ 2.80	$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	0	LF	$ 8.50	$ -
---	REPAVE ROADWAY	0	LS	$ 5,000.00	$ -
---	FIX PONDING	0	LS	$ 2,000.00	$ -
---	FIX CURB RAMP TRANSITION	1	LS	$ 2,000.00	$ 2,000.00
---	MEDIAN NOSE MODIFICATION	0	LS	$ 5,000.00	$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	$ 500.00	$ -
---	FIX CURB RAMP COUNTER SLOPE	0	LS	$ 2,000.00	$ -

Basis for Cost Projection

- ☑ No Design Completed
- ❑ Preliminary Design
- ❑ Final Design

Subtotal:		$ 5,099.00
Engineering: (% +/-)	20%	$ 1,450.50
Contingency: (% +/-)	20%	$ 1,450.50
Estimated Project Cost:		**$ 8,000.00**

Project Location

Field Observations

Intersection Issues	Crosswalk N	E	S	W	Possible Solutions
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' or 'i' in ramp label indicates no existing ramp) 3A	4z	Possible Solutions
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			Remove and replace curb ramp
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		
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		For intersection, commercial driveway, and park ramps, install color truncated domes
No color contrast at base of curb ramp	X		
Landing area does not exist and is needed			
Landing area is less than 5' x 5' or slopes greater than 2%	X		Remove and replace landing area
Curb ramp transition onto roadway is greater than 0.25"	X		Fix curb ramp transition
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%			
Ponding occurs at base of curb ramp			

Ramp 3A

Corner 4 No Ramp (4z)

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Project Location Map Sources:
Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

End of Project Description for Project 90028 Intersection of Spring Valley Rd and driveway (Lat. 32.9399; Long. -96.8544)

Kimley-Horn and Associates, Inc. **Priority: 6**
Project Description for Unsignalized Intersection

Client:	**Town of Addison**	**Date:**	**12/21/17**
Program:	**ADA Self-Evaluation and Transition Plan**	**Prepared By:**	**CMP**
KHA No.:	**063543021**	**Checked By:**	**EPE**

Corridor :	**Spring Valley Rd**	**GPS ID:**	**90029**
Project Name:	**Intersection of Spring Valley Rd and driveway (Lat. 32.9399; Long. -96.8547)**		
Town:	**Addison**		

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	$ 10.00	$ -
TxDOT 529-6002	CONC CURB (TY II)	0	LF	$ 15.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	0	SY	$ 45.00	$ -
TxDOT 531	CURB RAMPS	2	EA	$ 1,500.00	$ 3,000.00
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	$ 50.00	$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	0	SY	$ 9.00	$ -
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	$ 2.80	$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	0	LF	$ 8.50	$ -
---	REPAVE ROADWAY	0	LS	$ 5,000.00	$ -
---	FIX PONDING	0	LS	$ 2,000.00	$ -
---	FIX CURB RAMP TRANSITION	0	LS	$ 2,000.00	$ -
---	MEDIAN NOSE MODIFICATION	0	LS	$ 5,000.00	$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	$ 500.00	$ -
---	FIX CURB RAMP COUNTER SLOPE	0	LS	$ 2,000.00	$ -

Basis for Cost Projection
- ☑ No Design Completed
- ❑ Preliminary Design
- ❑ Final Design

Subtotal:		$	3,000.00
Engineering: (% +/-)	20%	$	1,000.00
Contingency: (% +/-)	20%	$	1,000.00
Estimated Project Cost:		**$**	**5,000.00**

Project Location

Field Observations

Intersection Issues	Crosswalk N	E	S	W	Possible Solutions
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' or 'i' in ramp label indicates no existing ramp) 3z	4z		Possible Solutions
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 3 No Ramp (3*z*)

Corner 4 No Ramp (4*z*)

Opinion of Probable Construction Cost Disclaimer:
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Project Location Map Sources:
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Kimley-Horn and Associates, Inc. **Priority: 5**
Project Description for Unsignalized Intersection

Client:	**Town of Addison**	**Date:**	**12/21/17**
Program:	**ADA Self-Evaluation and Transition Plan**	**Prepared By:**	**CMP**
KHA No.:	**063543021**	**Checked By:**	**EPE**

Corridor :	**Spring Valley Rd**	**GPS ID:**	**90030**
Project Name:	**Intersection of Spring Valley Rd and driveway (Lat. 32.9399; Long. -96.8537)**		
Town:	**Addison**		

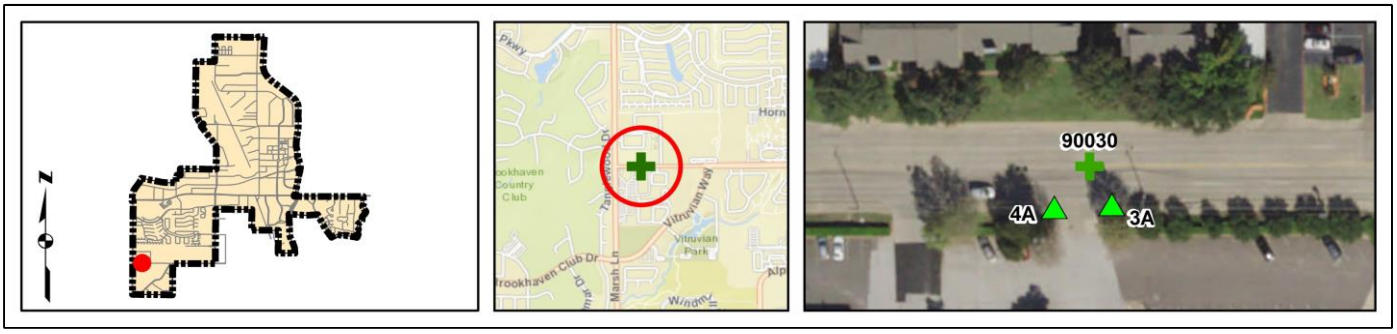
Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	$ 10.00	$ -
TxDOT 529-6002	CONC CURB (TY II)	0	LF	$ 15.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	0	SY	$ 45.00	$ -
TxDOT 531	CURB RAMPS	2	EA	$ 1,500.00	$ 3,000.00
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	$ 50.00	$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	22	SY	$ 9.00	$ 198.00
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	$ 2.80	$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	0	LF	$ 8.50	$ -
---	REPAVE ROADWAY	0	LS	$ 5,000.00	$ -
---	FIX PONDING	0	LS	$ 2,000.00	$ -
---	FIX CURB RAMP TRANSITION	2	LS	$ 2,000.00	$ 4,000.00
---	MEDIAN NOSE MODIFICATION	0	LS	$ 5,000.00	$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	$ 500.00	$ -
---	FIX CURB RAMP COUNTER SLOPE	0	LS	$ 2,000.00	$ -

Basis for Cost Projection

- ☑ No Design Completed
- ❑ Preliminary Design
- ❑ Final Design

Subtotal:		$ 7,198.00
Engineering: (% +/-)	20%	$ 1,901.00
Contingency: (% +/-)	20%	$ 1,901.00
Estimated Project Cost:		**$ 11,000.00**

Project Location



Field Observations

Intersection Issues	Crosswalk N	E	S	W	Possible Solutions
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' or 'i' in ramp label indicates no existing ramp) 3A	4A	Possible Solutions
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			Remove and replace curb ramp
Flare cross slope is greater than 10%	X	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%	X	X	
Cut-thru ramp cross slope is greater than 2%			
Curb ramp width is less than 48"			
Cut-thru ramp width is less than 60"			
Permanent obstruction (>0.25") in curb ramp/landing/flares		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	X	Remove and replace landing area
Curb ramp transition onto roadway is greater than 0.25"	X	X	Fix curb ramp transition
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%			
Ponding occurs at base of curb ramp			

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

End of Project Description for Project 90030 Intersection of Spring Valley Rd and driveway (Lat. 32.9399; Long. -96.8537)

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

Client:	**Town of Addison**	**Date:**	**12/21/17**
Program:	**ADA Self-Evaluation and Transition Plan**	**Prepared By:**	**CMP**
KHA No.:	**063543021**	**Checked By:**	**EPE**

Corridor :	**Beau Park Ln**	**GPS ID:**	**90031**
Project Name:	**Intersection of Beau Park Ln and Woodshadow Ln**		
Town:	**Addison**		

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	$ 10.00	$ -
TxDOT 529-6002	CONC CURB (TY II)	0	LF	$ 15.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	12	SY	$ 45.00	$ 540.00
TxDOT 531	CURB RAMPS	6	EA	$ 1,500.00	$ 9,000.00
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	$ 50.00	$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	24	SY	$ 9.00	$ 216.00
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	$ 2.80	$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	237	LF	$ 8.50	$ 2,014.50
---	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 COUNTER SLOPE	0	LS	$ 2,000.00	$ -

Basis for Cost Projection

- ☑ No Design Completed
- ❑ Preliminary Design
- ❑ Final Design

Subtotal:		$ 20,770.50
Engineering: (% +/-)	20%	$ 4,614.75
Contingency: (% +/-)	20%	$ 4,614.75
Estimated Project Cost:		**$ 30,000.00**

Project Location

Field Observations

Intersection Issues	Crosswalk N	Crosswalk E	Crosswalk S	Crosswalk W	Possible Solutions
Path of travel pavement condition	Good	N/A	Good	Good	
Path of travel running slope is greater than 5%		N/A			
Path of travel cross slope is greater than 2% for stop control approaches	N/A	N/A	N/A	X	Repave roadway and install crosswalk pavement markings
Path of travel cross slope is greater than 5% for free-flow approaches		N/A		N/A	
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	Install crosswalk pavement markings
Crosswalk striping condition	None	N/A	None	None	

Curb Ramp Issues	Curb Ramp ID ('z' or 'i' in ramp label indicates no existing ramp) 1A	2z	3z	4A	Possible Solutions
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					Remove and replace curb ramp
Flare cross slope is greater than 10%				X	
Curb ramp running slope is greater than 8.3%	X			X	
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%					
Cut-thru ramp cross slope is greater than 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	X			X	Install landing area
Landing area is less than 5' x 5' or slopes greater than 2%					
Curb ramp transition onto roadway is greater than 0.25"				X	Fix curb ramp transition
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
Ponding occurs at base of curb ramp				X	Fix ponding

Comment: Existing sidewalk, curb ramp, and/or striping configurations permit pedestrians to cross the major street. An Engineering study is needed to confirm crossing should be accomm

Ramp 1A

Corner 2 No Ramp (2z)

Corner 3 No Ramp (3z)

Ramp 4A

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Project Location Map Sources:
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DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

End of Project Description for Project 90031 Intersection of Beau Park Ln and Woodshadow Ln

Kimley-Horn and Associates, Inc. **Priority: 6**
Project Description for Unsignalized Intersection

Client:	**Town of Addison**	**Date:**	**12/21/17**
Program:	**ADA Self-Evaluation and Transition Plan**	**Prepared By:**	**CMP**
KHA No.:	**063543021**	**Checked By:**	**EPE**

Corridor :	**Beau Park Ln**	**GPS ID:**	**90032**
Project Name:	**Intersection of Beau Park Ln and driveway (Lat. 32.9444; Long. -96.8527)**		
Town:	**Addison**		

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	$ 10.00	$ -
TxDOT 529-6002	CONC CURB (TY II)	0	LF	$ 15.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	0	SY	$ 45.00	$ -
TxDOT 531	CURB RAMPS	2	EA	$ 1,500.00	$ 3,000.00
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	$ 50.00	$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	0	SY	$ 9.00	$ -
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	$ 2.80	$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	0	LF	$ 8.50	$ -
---	REPAVE ROADWAY	0	LS	$ 5,000.00	$ -
---	FIX PONDING	0	LS	$ 2,000.00	$ -
---	FIX CURB RAMP TRANSITION	0	LS	$ 2,000.00	$ -
---	MEDIAN NOSE MODIFICATION	0	LS	$ 5,000.00	$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	$ 500.00	$ -
---	FIX CURB RAMP COUNTER SLOPE	0	LS	$ 2,000.00	$ -

Basis for Cost Projection
- ☑ No Design Completed
- ❑ Preliminary Design
- ❑ Final Design

Subtotal:		$ 3,000.00
Engineering: (% +/-)	20%	$ 1,000.00
Contingency: (% +/-)	20%	$ 1,000.00
Estimated Project Cost:		**$ 5,000.00**

Project Location

Field Observations

Intersection Issues	Crosswalk N	E	S	W	Possible Solutions
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' or 'i' in ramp label indicates no existing ramp) 1z	4z		Possible Solutions
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				

Kimley-Horn and Associates, Inc.	Intersection of Beau Park Ln and driveway (Lat. 32.9444; Long. -96.8527)
Photographs	GPS ID: 90032

Corner 1 No Ramp (1*z*)

Corner 4 No Ramp (4*z*)

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Project Location Map Sources:
Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

End of Project Description for Project 90032 Intersection of Beau Park Ln and driveway (Lat. 32.9444; Long. -96.8527)

Kimley-Horn and Associates, Inc. **Priority: 6**
Project Description for Unsignalized Intersection

Client:	**Town of Addison**	**Date:**	**12/21/17**
Program:	**ADA Self-Evaluation and Transition Plan**	**Prepared By:**	**CMP**
KHA No.:	**063543021**	**Checked By:**	**EPE**

Corridor :	**Beau Park Ln**	**GPS ID:**	**90033**
Project Name:	**Intersection of Beau Park Ln and driveway (Lat. 32.9443; Long. -96.8527)**		
Town:	**Addison**		

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	$ 10.00	$ -
TxDOT 529-6002	CONC CURB (TY II)	0	LF	$ 15.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	0	SY	$ 45.00	$ -
TxDOT 531	CURB RAMPS	2	EA	$ 1,500.00	$ 3,000.00
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	$ 50.00	$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	0	SY	$ 9.00	$ -
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	$ 2.80	$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	0	LF	$ 8.50	$ -
---	REPAVE ROADWAY	0	LS	$ 5,000.00	$ -
---	FIX PONDING	0	LS	$ 2,000.00	$ -
---	FIX CURB RAMP TRANSITION	0	LS	$ 2,000.00	$ -
---	MEDIAN NOSE MODIFICATION	0	LS	$ 5,000.00	$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	$ 500.00	$ -
---	FIX CURB RAMP COUNTER SLOPE	0	LS	$ 2,000.00	$ -

Basis for Cost Projection
- ☑ No Design Completed
- ❑ Preliminary Design
- ❑ Final Design

Subtotal:		$ 3,000.00
Engineering: (% +/-)	20%	$ 1,000.00
Contingency: (% +/-)	20%	$ 1,000.00
Estimated Project Cost:		**$ 5,000.00**

Project Location

Field Observations

Intersection Issues	Crosswalk N	E	S	W	Possible Solutions
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' or 'i' in ramp label indicates no existing ramp) 1z	4z		Possible Solutions
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				

Kimley-Horn and Associates, Inc.	Intersection of Beau Park Ln and driveway (Lat. 32.9443; Long. -96.8527)
Photographs	GPS ID: 90033

Corner 1 No Ramp (1*z*)

Corner 4 No Ramp (4*z*)

Opinion of Probable Construction Cost Disclaimer:
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End of Project Description for Project 90033 Intersection of Beau Park Ln and driveway (Lat. 32.9443; Long. -96.8527)

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

Client:	**Town of Addison**	**Date:**	**12/21/17**
Program:	**ADA Self-Evaluation and Transition Plan**	**Prepared By:**	**CMP**
KHA No.:	**063543021**	**Checked By:**	**EPE**

Corridor :	**Brookwood Ln**	**GPS ID:**	**90035**
Project Name:	**Intersection of Brookwood Ln and Greenleaf Ct**		
Town:	**Addison**		

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	$ 10.00	$ -
TxDOT 529-6002	CONC CURB (TY II)	0	LF	$ 15.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	6	SY	$ 45.00	$ 270.00
TxDOT 531	CURB RAMPS	6	EA	$ 1,500.00	$ 9,000.00
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	10	SF	$ 50.00	$ 500.00
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	28	SY	$ 9.00	$ 252.00
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	$ 2.80	$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	346	LF	$ 8.50	$ 2,941.00
---	REPAVE ROADWAY	1	LS	$ 5,000.00	$ 5,000.00
---	FIX PONDING	0	LS	$ 2,000.00	$ -
---	FIX CURB RAMP TRANSITION	3	LS	$ 2,000.00	$ 6,000.00
---	MEDIAN NOSE MODIFICATION	0	LS	$ 5,000.00	$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	$ 500.00	$ -
---	FIX CURB RAMP COUNTER SLOPE	1	LS	$ 2,000.00	$ 2,000.00

Basis for Cost Projection

- ☑ No Design Completed
- ❑ Preliminary Design
- ❑ Final Design

Subtotal:		$ 25,963.00
Engineering: (% +/-)	20%	$ 5,518.50
Contingency: (% +/-)	20%	$ 5,518.50
Estimated Project Cost:		**$ 37,000.00**

Project Location

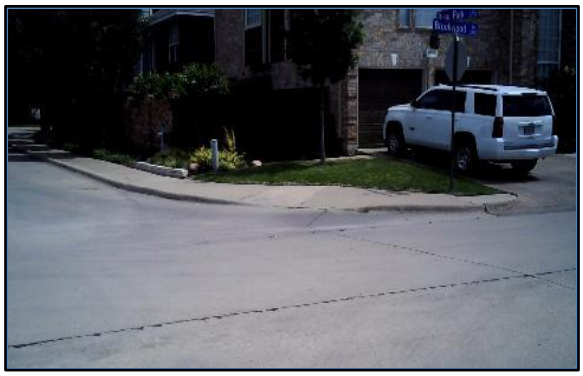
Field Observations

Intersection Issues	Crosswalk N	Crosswalk E	Crosswalk S	Crosswalk W	Possible Solutions
Path of travel pavement condition	Poor	Good	Good	Good	Repave roadway and install crosswalk pavement markings
Path of travel running slope is greater than 5%					
Path of travel cross slope is greater than 2% for stop control approaches		N/A		N/A	
Path of travel cross slope is greater than 5% for free-flow approaches	N/A		N/A		
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	Install crosswalk pavement markings
Crosswalk striping condition	None	None	None	None	

Curb Ramp Issues	Curb Ramp ID ('z' or 'i' in ramp label indicates no existing ramp) 1A	2A	3A	4A	Possible Solutions
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					Remove and replace curb ramp
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%	X				
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"		X	X		
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25") in curb ramp/landing/flares		X			
Temporary obstruction (>0.25") in curb ramp/landing/flares					
No textured surface at base of curb ramp	X	X	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	X	X	X	X	Install landing area
Landing area is less than 5' x 5' or slopes greater than 2%					
Curb ramp transition onto roadway is greater than 0.25"	X	X		X	Fix curb ramp transition
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%			X		Fix curb ramp counter slope
Ponding occurs at base of curb ramp					

Comment: Existing sidewalk, curb ramp, and/or striping configurations permit pedestrians to cross the major street. An Engineering study is needed to confirm crossing should be accomm

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

End of Project Description for Project 90035 Intersection of Brookwood Ln and Greenleaf Ct

Kimley-Horn and Associates, Inc. **Priority: 6**
Project Description for Unsignalized Intersection

Client:	**Town of Addison**		**Date: 12/21/17**
Program:	**ADA Self-Evaluation and Transition Plan**		**Prepared By: CMP**
KHA No.:	**063543021**		**Checked By: EPE**

Corridor :	**Brookwood Ln**	**GPS ID: 90036**
Project Name:	**Intersection of Brookwood Ln and driveway (Lat. 32.9442; Long. -96.8525)**	
Town:	**Addison**	

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	$ 10.00	$ -
TxDOT 529-6002	CONC CURB (TY II)	0	LF	$ 15.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	0	SY	$ 45.00	$ -
TxDOT 531	CURB RAMPS	2	EA	$ 1,500.00	$ 3,000.00
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	$ 50.00	$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	0	SY	$ 9.00	$ -
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	$ 2.80	$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	0	LF	$ 8.50	$ -
---	REPAVE ROADWAY	0	LS	$ 5,000.00	$ -
---	FIX PONDING	0	LS	$ 2,000.00	$ -
---	FIX CURB RAMP TRANSITION	0	LS	$ 2,000.00	$ -
---	MEDIAN NOSE MODIFICATION	0	LS	$ 5,000.00	$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	$ 500.00	$ -
---	FIX CURB RAMP COUNTER SLOPE	0	LS	$ 2,000.00	$ -

Basis for Cost Projection
- ☑ No Design Completed
- ❑ Preliminary Design
- ❑ Final Design

Subtotal:		$ 3,000.00
Engineering: (% +/-)	20%	$ 1,000.00
Contingency: (% +/-)	20%	$ 1,000.00
Estimated Project Cost:		**$ 5,000.00**

Project Location

Field Observations

Intersection Issues	Crosswalk N	E	S	W	Possible Solutions
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' or 'i' in ramp label indicates no existing ramp) 1z	2z		Possible Solutions
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 (1*z*)

Corner 2 No Ramp (2*z*)

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: 6**
Project Description for Unsignalized Intersection

Client:	**Town of Addison**	**Date:**	**12/21/17**
Program:	**ADA Self-Evaluation and Transition Plan**	**Prepared By:**	**CMP**
KHA No.:	**063543021**	**Checked By:**	**EPE**

Corridor :	**Brookwood Ln**	**GPS ID:**	**90037**
Project Name:	**Intersection of Brookwood Ln and driveway (Lat. 32.9442; Long. -96.8513)**		
Town:	**Addison**		

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	$ 10.00	$ -
TxDOT 529-6002	CONC CURB (TY II)	0	LF	$ 15.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	0	SY	$ 45.00	$ -
TxDOT 531	CURB RAMPS	2	EA	$ 1,500.00	$ 3,000.00
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	$ 50.00	$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	0	SY	$ 9.00	$ -
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	$ 2.80	$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	0	LF	$ 8.50	$ -
---	REPAVE ROADWAY	0	LS	$ 5,000.00	$ -
---	FIX PONDING	0	LS	$ 2,000.00	$ -
---	FIX CURB RAMP TRANSITION	0	LS	$ 2,000.00	$ -
---	MEDIAN NOSE MODIFICATION	0	LS	$ 5,000.00	$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	$ 500.00	$ -
---	FIX CURB RAMP COUNTER SLOPE	0	LS	$ 2,000.00	$ -

Basis for Cost Projection
- ☑ No Design Completed
- ❑ Preliminary Design
- ❑ Final Design

Subtotal:		$ 3,000.00
Engineering: (% +/-)	20%	$ 1,000.00
Contingency: (% +/-)	20%	$ 1,000.00
Estimated Project Cost:		**$ 5,000.00**

Project Location

Field Observations

Intersection Issues	Crosswalk N	E	S	W	Possible Solutions
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' or 'i' in ramp label indicates no existing ramp) 1z	2z		Possible Solutions
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 (1*z*)

Corner 2 No Ramp (2*z*)

Opinion of Probable Construction Cost Disclaimer:
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Project Location Map Sources:
Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

End of Project Description for Project 90037 Intersection of Brookwood Ln and driveway (Lat. 32.9442; Long. -96.8513)

Kimley-Horn and Associates, Inc. **Priority: 6**
Project Description for Unsignalized Intersection

Client:	**Town of Addison**	**Date:**	**12/21/17**
Program:	**ADA Self-Evaluation and Transition Plan**	**Prepared By:**	**CMP**
KHA No.:	**063543021**	**Checked By:**	**EPE**

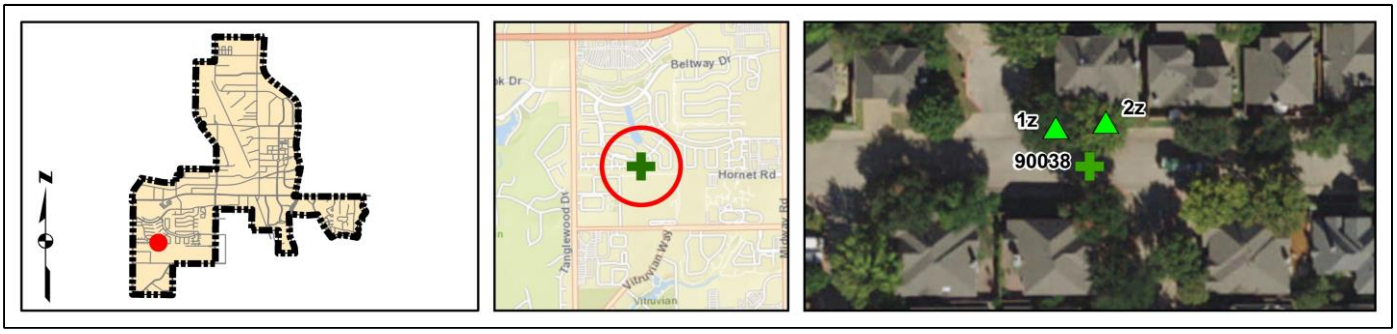
Corridor :	**Brookwood Ln**	**GPS ID:**	**90038**
Project Name:	**Intersection of Brookwood Ln and driveway (Lat. 32.9442; Long. -96.8503)**		
Town:	**Addison**		

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	$ 10.00	$ -
TxDOT 529-6002	CONC CURB (TY II)	0	LF	$ 15.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	0	SY	$ 45.00	$ -
TxDOT 531	CURB RAMPS	2	EA	$ 1,500.00	$ 3,000.00
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	$ 50.00	$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	0	SY	$ 9.00	$ -
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	$ 2.80	$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	0	LF	$ 8.50	$ -
---	REPAVE ROADWAY	0	LS	$ 5,000.00	$ -
---	FIX PONDING	0	LS	$ 2,000.00	$ -
---	FIX CURB RAMP TRANSITION	0	LS	$ 2,000.00	$ -
---	MEDIAN NOSE MODIFICATION	0	LS	$ 5,000.00	$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	$ 500.00	$ -
---	FIX CURB RAMP COUNTER SLOPE	0	LS	$ 2,000.00	$ -

Basis for Cost Projection
- ☑ No Design Completed
- ❑ Preliminary Design
- ❑ Final Design

Subtotal:		$ 3,000.00
Engineering: (% +/-)	20%	$ 1,000.00
Contingency: (% +/-)	20%	$ 1,000.00
Estimated Project Cost:		**$ 5,000.00**

Project Location



Field Observations

Intersection Issues	Crosswalk N	E	S	W	Possible Solutions
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' or 'i' in ramp label indicates no existing ramp) 1z	2z		Possible Solutions
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				

Kimley-Horn and Associates, Inc.	Intersection of Brookwood Ln and driveway (Lat. 32.9442; Long. -96.8503)
Photographs	GPS ID: 90038

Corner 1 No Ramp (1*z*)

Corner 2 No Ramp (2*z*)

Opinion of Probable Construction Cost Disclaimer:
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Project Location Map Sources:
Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

End of Project Description for Project 90038 Intersection of Brookwood Ln and driveway (Lat. 32.9442; Long. -96.8503)

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

Client:	**Town of Addison**	**Date: 12/21/17**
Program:	**ADA Self-Evaluation and Transition Plan**	**Prepared By: CMP**
KHA No.:	**063543021**	**Checked By: EPE**

Corridor :	**Brookwood Ln**	**GPS ID: 90039**
Project Name:	**Intersection of Brookwood Ln and Emerald Ct**	
Town:	**Addison**	

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	$ 10.00	$ -
TxDOT 529-6002	CONC CURB (TY II)	0	LF	$ 15.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	0	SY	$ 45.00	$ -
TxDOT 531	CURB RAMPS	4	EA	$ 1,500.00	$ 6,000.00
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	10	SF	$ 50.00	$ 500.00
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	8	SY	$ 9.00	$ 72.00
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	$ 2.80	$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	206	LF	$ 8.50	$ 1,751.00
---	REPAVE ROADWAY	1	LS	$ 5,000.00	$ 5,000.00
---	FIX PONDING	0	LS	$ 2,000.00	$ -
---	FIX CURB RAMP TRANSITION	2	LS	$ 2,000.00	$ 4,000.00
---	MEDIAN NOSE MODIFICATION	0	LS	$ 5,000.00	$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	$ 500.00	$ -
---	FIX CURB RAMP COUNTER SLOPE	0	LS	$ 2,000.00	$ -

Basis for Cost Projection

- ☑ No Design Completed
- ❑ Preliminary Design
- ❑ Final Design

Subtotal:		$ 17,323.00
Engineering: (% +/-)	20%	$ 3,838.50
Contingency: (% +/-)	20%	$ 3,838.50
Estimated Project Cost:		**$ 25,000.00**

Project Location

Field Observations

Intersection Issues	Crosswalk N	Crosswalk E	Crosswalk S	Crosswalk W	Possible Solutions
Path of travel pavement condition	Good	N/A	Good	Good	
Path of travel running slope is greater than 5%		N/A			
Path of travel cross slope is greater than 2% for stop control approaches	N/A	N/A	N/A	X	Repave roadway and install crosswalk pavement markings
Path of travel cross slope is greater than 5% for free-flow approaches		N/A		N/A	
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	Install crosswalk pavement markings
Crosswalk striping condition	None	N/A	None	None	

Curb Ramp Issues	Curb Ramp ID ('z' or 'i' in ramp label indicates no existing ramp) 1A	2z	3z	4A	Possible Solutions
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					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%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%				X	
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"				X	
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25") in curb ramp/landing/flares					
Temporary obstruction (>0.25") in curb ramp/landing/flares					
No textured surface at base of curb ramp	X			X	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	X			X	Install landing area
Landing area is less than 5' x 5' or slopes greater than 2%					
Curb ramp transition onto roadway is greater than 0.25"	X			X	Fix curb ramp transition
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
Ponding occurs at base of curb ramp					

Comment: Existing sidewalk, curb ramp, and/or striping configurations permit pedestrians to cross the major street. An Engineering study is needed to confirm crossing should be accomm

Ramp 1A

Corner 2 No Ramp (2z)

Corner 3 No Ramp (3z)

Ramp 4A

Opinion of Probable Construction Cost Disclaimer:
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Project Location Map Sources:
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End of Project Description for Project 90039 Intersection of Brookwood Ln and Emerald Ct

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

Client:	**Town of Addison**	**Date: 12/21/17**
Program:	**ADA Self-Evaluation and Transition Plan**	**Prepared By: CMP**
KHA No.:	**063543021**	**Checked By: EPE**

Corridor :	**Brookwood Ln**	**GPS ID: 90040**
Project Name:	**Intersection of Brookwood Ln and driveway (Lat. 32.9443; Long. -96.8496)**	
Town:	**Addison**	

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	$ 10.00	$ -
TxDOT 529-6002	CONC CURB (TY II)	0	LF	$ 15.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	0	SY	$ 45.00	$ -
TxDOT 531	CURB RAMPS	2	EA	$ 1,500.00	$ 3,000.00
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	$ 50.00	$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	0	SY	$ 9.00	$ -
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	$ 2.80	$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	0	LF	$ 8.50	$ -
---	REPAVE ROADWAY	0	LS	$ 5,000.00	$ -
---	FIX PONDING	0	LS	$ 2,000.00	$ -
---	FIX CURB RAMP TRANSITION	0	LS	$ 2,000.00	$ -
---	MEDIAN NOSE MODIFICATION	0	LS	$ 5,000.00	$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	$ 500.00	$ -
---	FIX CURB RAMP COUNTER SLOPE	0	LS	$ 2,000.00	$ -

Basis for Cost Projection
- ☑ No Design Completed
- ❑ Preliminary Design
- ❑ Final Design

Subtotal:		$ 3,000.00
Engineering: (% +/-)	20%	$ 1,000.00
Contingency: (% +/-)	20%	$ 1,000.00
Estimated Project Cost:		**$ 5,000.00**

Project Location

Field Observations

Intersection Issues	Crosswalk N	E	S	W	Possible Solutions
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' or 'i' in ramp label indicates no existing ramp) 2z	3z		Possible Solutions
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 2 No Ramp (2*z*)

Corner 3 No Ramp (3*z*)

Opinion of Probable Construction Cost Disclaimer:
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Project Location Map Sources:
Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

End of Project Description for Project 90040 Intersection of Brookwood Ln and driveway (Lat. 32.9443; Long. -96.8496)

Kimley-Horn and Associates, Inc. **Priority: 6**
Project Description for Unsignalized Intersection

Client:	**Town of Addison**	**Date:**	**12/21/17**
Program:	**ADA Self-Evaluation and Transition Plan**	**Prepared By:**	**CMP**
KHA No.:	**063543021**	**Checked By:**	**EPE**

Corridor :	**Brookwood Ln**	**GPS ID:**	**90041**
Project Name:	**Intersection of Brookwood Ln and driveway (Lat. 32.9446; Long. -96.8496)**		
Town:	**Addison**		

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	$ 10.00	$ -
TxDOT 529-6002	CONC CURB (TY II)	0	LF	$ 15.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	0	SY	$ 45.00	$ -
TxDOT 531	CURB RAMPS	2	EA	$ 1,500.00	$ 3,000.00
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	$ 50.00	$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	0	SY	$ 9.00	$ -
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	$ 2.80	$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	0	LF	$ 8.50	$ -
---	REPAVE ROADWAY	0	LS	$ 5,000.00	$ -
---	FIX PONDING	0	LS	$ 2,000.00	$ -
---	FIX CURB RAMP TRANSITION	0	LS	$ 2,000.00	$ -
---	MEDIAN NOSE MODIFICATION	0	LS	$ 5,000.00	$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	$ 500.00	$ -
---	FIX CURB RAMP COUNTER SLOPE	0	LS	$ 2,000.00	$ -

Basis for Cost Projection
- ☑ No Design Completed
- ❑ Preliminary Design
- ❑ Final Design

Subtotal:		$ 3,000.00
Engineering: (% +/-)	20%	$ 1,000.00
Contingency: (% +/-)	20%	$ 1,000.00
Estimated Project Cost:		**$ 5,000.00**

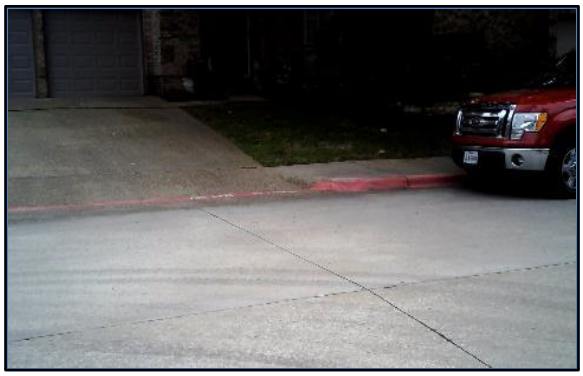
Project Location

Field Observations

Intersection Issues	Crosswalk N	E	S	W	Possible Solutions
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' or 'i' in ramp label indicates no existing ramp) 2z	3z		Possible Solutions
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 2 No Ramp (2*z*)



Corner 3 No Ramp (3*z*)

Opinion of Probable Construction Cost Disclaimer:
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Project Location Map Sources:
Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

End of Project Description for Project 90041 Intersection of Brookwood Ln and driveway (Lat. 32.9446; Long. -96.8496)

Kimley-Horn and Associates, Inc. **Priority: 6**
Project Description for Unsignalized Intersection

Client:	**Town of Addison**	**Date:**	**12/21/17**
Program:	**ADA Self-Evaluation and Transition Plan**	**Prepared By:**	**CMP**
KHA No.:	**063543021**	**Checked By:**	**EPE**

Corridor :	**Brookwood Ln**	**GPS ID:**	**90042**
Project Name:	**Intersection of Brookwood Ln and driveway (Lat. 32.9447; Long. -96.8496)**		
Town:	**Addison**		

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	$ 10.00	$ -
TxDOT 529-6002	CONC CURB (TY II)	0	LF	$ 15.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	0	SY	$ 45.00	$ -
TxDOT 531	CURB RAMPS	2	EA	$ 1,500.00	$ 3,000.00
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	$ 50.00	$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	0	SY	$ 9.00	$ -
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	$ 2.80	$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	0	LF	$ 8.50	$ -
---	REPAVE ROADWAY	0	LS	$ 5,000.00	$ -
---	FIX PONDING	0	LS	$ 2,000.00	$ -
---	FIX CURB RAMP TRANSITION	0	LS	$ 2,000.00	$ -
---	MEDIAN NOSE MODIFICATION	0	LS	$ 5,000.00	$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	$ 500.00	$ -
---	FIX CURB RAMP COUNTER SLOPE	0	LS	$ 2,000.00	$ -

Basis for Cost Projection
- ☑ No Design Completed
- ❑ Preliminary Design
- ❑ Final Design

Subtotal:		$ 3,000.00
Engineering: (% +/-)	20%	$ 1,000.00
Contingency: (% +/-)	20%	$ 1,000.00
Estimated Project Cost:		**$ 5,000.00**

Project Location

Field Observations

Intersection Issues	Crosswalk N	E	S	W	Possible Solutions
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' or 'i' in ramp label indicates no existing ramp) 2z	3z		Possible Solutions
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 2 No Ramp (2*z*)

Corner 3 No Ramp (3*z*)

Opinion of Probable Construction Cost Disclaimer:
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Project Location Map Sources:
Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

End of Project Description for Project 90042 Intersection of Brookwood Ln and driveway (Lat. 32.9447; Long. -96.8496)

Kimley-Horn and Associates, Inc. **Priority: 6**
Project Description for Unsignalized Intersection

Client:	**Town of Addison**	**Date:**	**12/21/17**
Program:	**ADA Self-Evaluation and Transition Plan**	**Prepared By:**	**CMP**
KHA No.:	**063543021**	**Checked By:**	**EPE**

Corridor :	**Brookwood Ln**	**GPS ID:**	**90043**
Project Name:	**Intersection of Brookwood Ln and driveway (Lat. 32.9442; Long. -96.8537)**		
Town:	**Addison**		

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	$ 10.00	$ -
TxDOT 529-6002	CONC CURB (TY II)	0	LF	$ 15.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	0	SY	$ 45.00	$ -
TxDOT 531	CURB RAMPS	2	EA	$ 1,500.00	$ 3,000.00
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	$ 50.00	$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	0	SY	$ 9.00	$ -
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	$ 2.80	$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	0	LF	$ 8.50	$ -
---	REPAVE ROADWAY	0	LS	$ 5,000.00	$ -
---	FIX PONDING	0	LS	$ 2,000.00	$ -
---	FIX CURB RAMP TRANSITION	0	LS	$ 2,000.00	$ -
---	MEDIAN NOSE MODIFICATION	0	LS	$ 5,000.00	$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	$ 500.00	$ -
---	FIX CURB RAMP COUNTER SLOPE	0	LS	$ 2,000.00	$ -

Basis for Cost Projection

- ☑ No Design Completed
- ❑ Preliminary Design
- ❑ Final Design

Subtotal:		$ 3,000.00
Engineering: (% +/-)	20%	$ 1,000.00
Contingency: (% +/-)	20%	$ 1,000.00
Estimated Project Cost:		**$ 5,000.00**

Project Location

Field Observations

Intersection Issues	Crosswalk N	E	S	W	Possible Solutions
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' or 'i' in ramp label indicates no existing ramp) 1z	2z		Possible Solutions
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 (1*z*)

Corner 2 No Ramp (2*z*)

Opinion of Probable Construction Cost Disclaimer:
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Project Location Map Sources:
Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013,
DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

End of Project Description for Project 90043 Intersection of Brookwood Ln and driveway (Lat. 32.9442; Long. -96.8537)

Kimley-Horn and Associates, Inc. **Priority: 6**
Project Description for Unsignalized Intersection

Client:	**Town of Addison**		**Date: 12/21/17**
Program:	**ADA Self-Evaluation and Transition Plan**		**Prepared By: CMP**
KHA No.:	**063543021**		**Checked By: EPE**

Corridor :	**Brookwood Ln**	**GPS ID: 90044**
Project Name:	**Intersection of Brookwood Ln and driveway (Lat. 32.9442; Long. -96.8543)**	
Town:	**Addison**	

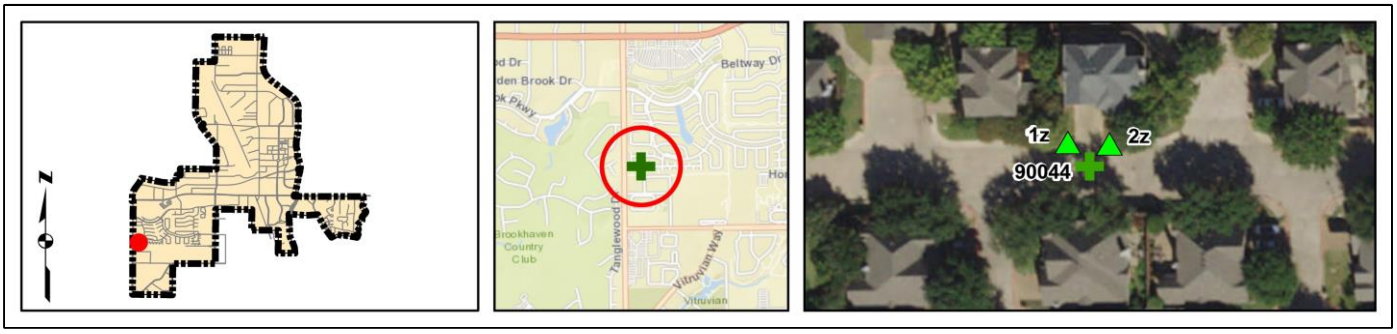
Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	$ 10.00	$ -
TxDOT 529-6002	CONC CURB (TY II)	0	LF	$ 15.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	0	SY	$ 45.00	$ -
TxDOT 531	CURB RAMPS	2	EA	$ 1,500.00	$ 3,000.00
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	$ 50.00	$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	0	SY	$ 9.00	$ -
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	$ 2.80	$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	0	LF	$ 8.50	$ -
---	REPAVE ROADWAY	0	LS	$ 5,000.00	$ -
---	FIX PONDING	0	LS	$ 2,000.00	$ -
---	FIX CURB RAMP TRANSITION	0	LS	$ 2,000.00	$ -
---	MEDIAN NOSE MODIFICATION	0	LS	$ 5,000.00	$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	$ 500.00	$ -
---	FIX CURB RAMP COUNTER SLOPE	0	LS	$ 2,000.00	$ -

Basis for Cost Projection

- ☑ No Design Completed
- ❑ Preliminary Design
- ❑ Final Design

Subtotal:		$ 3,000.00
Engineering: (% +/-)	20%	$ 1,000.00
Contingency: (% +/-)	20%	$ 1,000.00
Estimated Project Cost:		**$ 5,000.00**

Project Location



Field Observations

Intersection Issues	Crosswalk N	E	S	W	Possible Solutions
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' or 'i' in ramp label indicates no existing ramp) 1z	2z		Possible Solutions
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 (1*z*)

Corner 2 No Ramp (2*z*)

Opinion of Probable Construction Cost Disclaimer:
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Project Location Map Sources:
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End of Project Description for Project 90044 Intersection of Brookwood Ln and driveway (Lat. 32.9442; Long. -96.8543)

Kimley-Horn and Associates, Inc. **Priority: 6**
Project Description for Unsignalized Intersection

Client:	**Town of Addison**	**Date:**	**12/21/17**
Program:	**ADA Self-Evaluation and Transition Plan**	**Prepared By:**	**CMP**
KHA No.:	**063543021**	**Checked By:**	**EPE**

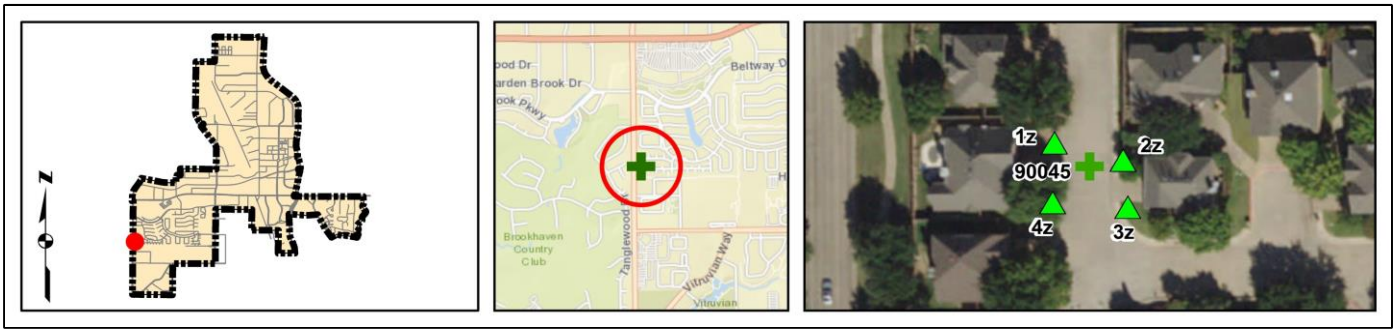
Corridor :	**Woodshadow Ln**	**GPS ID:**	**90045**
Project Name:	**Intersection of Woodshadow Ln and driveway (Lat. 32.9443; Long. -96.8551)**		
Town:	**Addison**		

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	$ 10.00	$ -
TxDOT 529-6002	CONC CURB (TY II)	0	LF	$ 15.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	0	SY	$ 45.00	$ -
TxDOT 531	CURB RAMPS	4	EA	$ 1,500.00	$ 6,000.00
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	$ 50.00	$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	0	SY	$ 9.00	$ -
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	$ 2.80	$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	0	LF	$ 8.50	$ -
---	REPAVE ROADWAY	0	LS	$ 5,000.00	$ -
---	FIX PONDING	0	LS	$ 2,000.00	$ -
---	FIX CURB RAMP TRANSITION	0	LS	$ 2,000.00	$ -
---	MEDIAN NOSE MODIFICATION	0	LS	$ 5,000.00	$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	$ 500.00	$ -
---	FIX CURB RAMP COUNTER SLOPE	0	LS	$ 2,000.00	$ -

Basis for Cost Projection
- ☑ No Design Completed
- ❑ Preliminary Design
- ❑ Final Design

Subtotal:		$ 6,000.00
Engineering: (% +/-)	20%	$ 1,500.00
Contingency: (% +/-)	20%	$ 1,500.00
Estimated Project Cost:		**$ 9,000.00**

Project Location



Field Observations

Intersection Issues	Crosswalk N	E	S	W	Possible Solutions
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' or 'i' in ramp label indicates no existing ramp) 1z	2z	3z	4z		Possible Solutions
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						
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 (1*z*)

Corner 2 No Ramp (2*z*)

Corner 3 No Ramp (3*z*)

Corner 4 No Ramp (4*z*)

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: 6**
Project Description for Unsignalized Intersection

Client:	**Town of Addison**	**Date:**	**12/21/17**
Program:	**ADA Self-Evaluation and Transition Plan**	**Prepared By:**	**CMP**
KHA No.:	**063543021**	**Checked By:**	**EPE**

Corridor :	**Woodshadow Ln**	**GPS ID:**	**90046**
Project Name:	**Intersection of Woodshadow Ln and driveway (Lat. 32.9446; Long. -96.8552)**		
Town:	**Addison**		

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	$ 10.00	$ -
TxDOT 529-6002	CONC CURB (TY II)	0	LF	$ 15.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	0	SY	$ 45.00	$ -
TxDOT 531	CURB RAMPS	2	EA	$ 1,500.00	$ 3,000.00
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	$ 50.00	$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	0	SY	$ 9.00	$ -
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	$ 2.80	$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	0	LF	$ 8.50	$ -
---	REPAVE ROADWAY	0	LS	$ 5,000.00	$ -
---	FIX PONDING	0	LS	$ 2,000.00	$ -
---	FIX CURB RAMP TRANSITION	0	LS	$ 2,000.00	$ -
---	MEDIAN NOSE MODIFICATION	0	LS	$ 5,000.00	$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	$ 500.00	$ -
---	FIX CURB RAMP COUNTER SLOPE	0	LS	$ 2,000.00	$ -

Basis for Cost Projection
- ☑ No Design Completed
- ❑ Preliminary Design
- ❑ Final Design

Subtotal:		$ 3,000.00
Engineering: (% +/-)	20%	$ 1,000.00
Contingency: (% +/-)	20%	$ 1,000.00
Estimated Project Cost:		**$ 5,000.00**

Project Location

Field Observations

Intersection Issues	Crosswalk N	E	S	W	Possible Solutions
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' or 'i' in ramp label indicates no existing ramp) 1z	4z		Possible Solutions
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				

Kimley-Horn and Associates, Inc.	Intersection of Woodshadow Ln and driveway (Lat. 32.9446; Long. -96.8552)
Photographs	GPS ID: 90046

Corner 1 No Ramp (1*z*)

Corner 4 No Ramp (4*z*)

Opinion of Probable Construction Cost Disclaimer:
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Project Location Map Sources:
Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

End of Project Description for Project 90046 Intersection of Woodshadow Ln and driveway (Lat. 32.9446; Long. -96.8552)

Kimley-Horn and Associates, Inc. **Priority: 6**
Project Description for Unsignalized Intersection

Client:	**Town of Addison**	**Date:**	**12/21/17**
Program:	**ADA Self-Evaluation and Transition Plan**	**Prepared By:**	**CMP**
KHA No.:	**063543021**	**Checked By:**	**EPE**

Corridor :	**Woodshadow Ln**	**GPS ID:**	**90047**
Project Name:	**Intersection of Woodshadow Ln and driveway (Lat. 32.9447; Long. -96.8551)**		
Town:	**Addison**		

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	$ 10.00	$ -
TxDOT 529-6002	CONC CURB (TY II)	0	LF	$ 15.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	0	SY	$ 45.00	$ -
TxDOT 531	CURB RAMPS	2	EA	$ 1,500.00	$ 3,000.00
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	$ 50.00	$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	0	SY	$ 9.00	$ -
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	$ 2.80	$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	0	LF	$ 8.50	$ -
---	REPAVE ROADWAY	0	LS	$ 5,000.00	$ -
---	FIX PONDING	0	LS	$ 2,000.00	$ -
---	FIX CURB RAMP TRANSITION	0	LS	$ 2,000.00	$ -
---	MEDIAN NOSE MODIFICATION	0	LS	$ 5,000.00	$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	$ 500.00	$ -
---	FIX CURB RAMP COUNTER SLOPE	0	LS	$ 2,000.00	$ -

Basis for Cost Projection
- ☑ No Design Completed
- ❑ Preliminary Design
- ❑ Final Design

Subtotal:		$ 3,000.00
Engineering: (% +/-)	20%	$ 1,000.00
Contingency: (% +/-)	20%	$ 1,000.00
Estimated Project Cost:		**$ 5,000.00**

Project Location

Field Observations

Intersection Issues	Crosswalk N	E	S	W	Possible Solutions
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' or 'i' in ramp label indicates no existing ramp) 1z	4z		Possible Solutions
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 (1*z*)

Corner 4 No Ramp (4*z*)

Opinion of Probable Construction Cost Disclaimer:
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Project Location Map Sources:
Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

End of Project Description for Project 90047 Intersection of Woodshadow Ln and driveway (Lat. 32.9447; Long. -96.8551)

Kimley-Horn and Associates, Inc. **Priority: 6**
Project Description for Unsignalized Intersection

Client:	**Town of Addison**	**Date:**	**12/21/17**
Program:	**ADA Self-Evaluation and Transition Plan**	**Prepared By:**	**CMP**
KHA No.:	**063543021**	**Checked By:**	**EPE**

Corridor :	**Woodshadow Ln**	**GPS ID:**	**90048**
Project Name:	**Intersection of Woodshadow Ln and driveway (Lat. 32.9449; Long. -96.8549)**		
Town:	**Addison**		

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	$ 10.00	$ -
TxDOT 529-6002	CONC CURB (TY II)	0	LF	$ 15.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	0	SY	$ 45.00	$ -
TxDOT 531	CURB RAMPS	2	EA	$ 1,500.00	$ 3,000.00
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	$ 50.00	$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	0	SY	$ 9.00	$ -
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	$ 2.80	$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	0	LF	$ 8.50	$ -
---	REPAVE ROADWAY	0	LS	$ 5,000.00	$ -
---	FIX PONDING	0	LS	$ 2,000.00	$ -
---	FIX CURB RAMP TRANSITION	0	LS	$ 2,000.00	$ -
---	MEDIAN NOSE MODIFICATION	0	LS	$ 5,000.00	$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	$ 500.00	$ -
---	FIX CURB RAMP COUNTER SLOPE	0	LS	$ 2,000.00	$ -

Basis for Cost Projection
- ☑ No Design Completed
- ❑ Preliminary Design
- ❑ Final Design

Subtotal:		$ 3,000.00
Engineering: (% +/-)	20%	$ 1,000.00
Contingency: (% +/-)	20%	$ 1,000.00
Estimated Project Cost:		**$ 5,000.00**

Project Location

Field Observations

Intersection Issues	Crosswalk N	E	S	W	Possible Solutions
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' or 'i' in ramp label indicates no existing ramp) 3z	4z		Possible Solutions
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 3 No Ramp (3*z*)

Corner 4 No Ramp (4*z*)

Opinion of Probable Construction Cost Disclaimer:
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Project Location Map Sources:
Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

End of Project Description for Project 90048 Intersection of Woodshadow Ln and driveway (Lat. 32.9449; Long. -96.8549)

Kimley-Horn and Associates, Inc. **Priority: 6**
Project Description for Unsignalized Intersection

Client:	**Town of Addison**	**Date:**	**12/21/17**
Program:	**ADA Self-Evaluation and Transition Plan**	**Prepared By:**	**CMP**
KHA No.:	**063543021**	**Checked By:**	**EPE**

Corridor :	**Woodshadow Ln**	**GPS ID:**	**90049**
Project Name:	**Intersection of Woodshadow Ln and driveway (Lat. 32.9449; Long. -96.8548)**		
Town:	**Addison**		

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	$ 10.00	$ -
TxDOT 529-6002	CONC CURB (TY II)	0	LF	$ 15.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	0	SY	$ 45.00	$ -
TxDOT 531	CURB RAMPS	4	EA	$ 1,500.00	$ 6,000.00
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	$ 50.00	$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	0	SY	$ 9.00	$ -
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	$ 2.80	$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	0	LF	$ 8.50	$ -
---	REPAVE ROADWAY	0	LS	$ 5,000.00	$ -
---	FIX PONDING	0	LS	$ 2,000.00	$ -
---	FIX CURB RAMP TRANSITION	0	LS	$ 2,000.00	$ -
---	MEDIAN NOSE MODIFICATION	0	LS	$ 5,000.00	$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	$ 500.00	$ -
---	FIX CURB RAMP COUNTER SLOPE	0	LS	$ 2,000.00	$ -

Basis for Cost Projection
- ☑ No Design Completed
- ❑ Preliminary Design
- ❑ Final Design

Subtotal:		$ 6,000.00
Engineering: (% +/-)	20%	$ 1,500.00
Contingency: (% +/-)	20%	$ 1,500.00
Estimated Project Cost:		**$ 9,000.00**

Project Location

Field Observations

Intersection Issues	Crosswalk N	E	S	W	Possible Solutions
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' or 'i' in ramp label indicates no existing ramp) 1z	2z	3z	4z		Possible Solutions
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						
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						

Kimley-Horn and Associates, Inc.	Intersection of Woodshadow Ln and driveway (Lat. 32.9449; Long. -96.8548)
Photographs	GPS ID: 90049

Corner 1 No Ramp (1*z*)

Corner 2 No Ramp (2*z*)

Corner 3 No Ramp (3*z*)

Corner 4 No Ramp (4*z*)

Opinion of Probable Construction Cost Disclaimer:
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Project Location Map Sources:
Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

End of Project Description for Project 90049 Intersection of Woodshadow Ln and driveway (Lat. 32.9449; Long. -96.8548)

Kimley-Horn and Associates, Inc. **Priority: 6**
Project Description for Unsignalized Intersection

Client:	**Town of Addison**	**Date:**	**12/21/17**
Program:	**ADA Self-Evaluation and Transition Plan**	**Prepared By:**	**CMP**
KHA No.:	**063543021**	**Checked By:**	**EPE**

Corridor :	**Woodshadow Ln**	**GPS ID:**	**90050**
Project Name:	**Intersection of Woodshadow Ln and driveway (Lat. 32.9449; Long. -96.8543)**		
Town:	**Addison**		

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	$ 10.00	$ -
TxDOT 529-6002	CONC CURB (TY II)	0	LF	$ 15.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	0	SY	$ 45.00	$ -
TxDOT 531	CURB RAMPS	2	EA	$ 1,500.00	$ 3,000.00
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	$ 50.00	$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	0	SY	$ 9.00	$ -
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	$ 2.80	$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	0	LF	$ 8.50	$ -
---	REPAVE ROADWAY	0	LS	$ 5,000.00	$ -
---	FIX PONDING	0	LS	$ 2,000.00	$ -
---	FIX CURB RAMP TRANSITION	0	LS	$ 2,000.00	$ -
---	MEDIAN NOSE MODIFICATION	0	LS	$ 5,000.00	$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	$ 500.00	$ -
---	FIX CURB RAMP COUNTER SLOPE	0	LS	$ 2,000.00	$ -

Basis for Cost Projection
- ☑ No Design Completed
- ❑ Preliminary Design
- ❑ Final Design

Subtotal:		$ 3,000.00
Engineering: (% +/-)	20%	$ 1,000.00
Contingency: (% +/-)	20%	$ 1,000.00
Estimated Project Cost:		**$ 5,000.00**

Project Location

Field Observations

Intersection Issues	Crosswalk N	E	S	W	Possible Solutions
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' or 'i' in ramp label indicates no existing ramp) 3z	4z		Possible Solutions
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 3 No Ramp (3*z*)

Corner 4 No Ramp (4*z*)

Opinion of Probable Construction Cost Disclaimer:
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Project Location Map Sources:
Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

End of Project Description for Project 90050 Intersection of Woodshadow Ln and driveway (Lat. 32.9449; Long. -96.8543)

Kimley-Horn and Associates, Inc. **Priority: 6**
Project Description for Unsignalized Intersection

Client:	**Town of Addison**	**Date:**	**12/21/17**
Program:	**ADA Self-Evaluation and Transition Plan**	**Prepared By:**	**CMP**
KHA No.:	**063543021**	**Checked By:**	**EPE**

Corridor :	**Woodshadow Ln**	**GPS ID:**	**90051**
Project Name:	**Intersection of Woodshadow Ln and driveway (Lat. 32.9449; Long. -96.8541)**		
Town:	**Addison**		

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	$ 10.00	$ -
TxDOT 529-6002	CONC CURB (TY II)	0	LF	$ 15.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	0	SY	$ 45.00	$ -
TxDOT 531	CURB RAMPS	2	EA	$ 1,500.00	$ 3,000.00
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	$ 50.00	$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	0	SY	$ 9.00	$ -
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	$ 2.80	$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	0	LF	$ 8.50	$ -
---	REPAVE ROADWAY	0	LS	$ 5,000.00	$ -
---	FIX PONDING	0	LS	$ 2,000.00	$ -
---	FIX CURB RAMP TRANSITION	0	LS	$ 2,000.00	$ -
---	MEDIAN NOSE MODIFICATION	0	LS	$ 5,000.00	$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	$ 500.00	$ -
---	FIX CURB RAMP COUNTER SLOPE	0	LS	$ 2,000.00	$ -

Basis for Cost Projection
- ☑ No Design Completed
- ❑ Preliminary Design
- ❑ Final Design

Subtotal:		$ 3,000.00
Engineering: (% +/-)	20%	$ 1,000.00
Contingency: (% +/-)	20%	$ 1,000.00
Estimated Project Cost:		**$ 5,000.00**

Project Location

Field Observations

Intersection Issues	Crosswalk N	E	S	W	Possible Solutions
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' or 'i' in ramp label indicates no existing ramp) 3z	4z		Possible Solutions
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 3 No Ramp (3*z*)

Corner 4 No Ramp (4*z*)

Opinion of Probable Construction Cost Disclaimer:
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Project Location Map Sources:
Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

End of Project Description for Project 90051 Intersection of Woodshadow Ln and driveway (Lat. 32.9449; Long. -96.8541)

Kimley-Horn and Associates, Inc. **Priority: 6**
Project Description for Unsignalized Intersection

Client:	**Town of Addison**	**Date:**	**12/21/17**
Program:	**ADA Self-Evaluation and Transition Plan**	**Prepared By:**	**CMP**
KHA No.:	**063543021**	**Checked By:**	**EPE**

Corridor :	**Woodshadow Ln**	**GPS ID:**	**90052**
Project Name:	**Intersection of Woodshadow Ln and driveway (Lat. 32.9447; Long. -96.8529)**		
Town:	**Addison**		

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	$ 10.00	$ -
TxDOT 529-6002	CONC CURB (TY II)	0	LF	$ 15.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	0	SY	$ 45.00	$ -
TxDOT 531	CURB RAMPS	4	EA	$ 1,500.00	$ 6,000.00
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	$ 50.00	$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	0	SY	$ 9.00	$ -
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	$ 2.80	$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	0	LF	$ 8.50	$ -
---	REPAVE ROADWAY	0	LS	$ 5,000.00	$ -
---	FIX PONDING	0	LS	$ 2,000.00	$ -
---	FIX CURB RAMP TRANSITION	0	LS	$ 2,000.00	$ -
---	MEDIAN NOSE MODIFICATION	0	LS	$ 5,000.00	$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	$ 500.00	$ -
---	FIX CURB RAMP COUNTER SLOPE	0	LS	$ 2,000.00	$ -

Basis for Cost Projection
- ☑ No Design Completed
- ❑ Preliminary Design
- ❑ Final Design

Subtotal:		$ 6,000.00
Engineering: (% +/-)	20%	$ 1,500.00
Contingency: (% +/-)	20%	$ 1,500.00
Estimated Project Cost:		**$ 9,000.00**

Project Location

Field Observations

Intersection Issues	Crosswalk N	E	S	W	Possible Solutions
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' or 'i' in ramp label indicates no existing ramp) 1z	2z	3z	4z		Possible Solutions
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						
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 (1*z*)

Corner 2 No Ramp (2*z*)

Corner 3 No Ramp (3*z*)

Corner 4 No Ramp (4*z*)

Opinion of Probable Construction Cost Disclaimer:
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Project Location Map Sources:
Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

End of Project Description for Project 90052 Intersection of Woodshadow Ln and driveway (Lat. 32.9447; Long. -96.8529)

Kimley-Horn and Associates, Inc. **Priority: 6**
Project Description for Unsignalized Intersection

Client:	**Town of Addison**	**Date:**	**12/21/17**
Program:	**ADA Self-Evaluation and Transition Plan**	**Prepared By:**	**CMP**
KHA No.:	**063543021**	**Checked By:**	**EPE**

Corridor :	**Woodshadow Ln**	**GPS ID:**	**90053**
Project Name:	**Intersection of Woodshadow Ln and driveway (Lat. 32.9448; Long. -96.8531)**		
Town:	**Addison**		

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	$ 10.00	$ -
TxDOT 529-6002	CONC CURB (TY II)	0	LF	$ 15.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	0	SY	$ 45.00	$ -
TxDOT 531	CURB RAMPS	4	EA	$ 1,500.00	$ 6,000.00
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	$ 50.00	$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	0	SY	$ 9.00	$ -
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	$ 2.80	$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	0	LF	$ 8.50	$ -
---	REPAVE ROADWAY	0	LS	$ 5,000.00	$ -
---	FIX PONDING	0	LS	$ 2,000.00	$ -
---	FIX CURB RAMP TRANSITION	0	LS	$ 2,000.00	$ -
---	MEDIAN NOSE MODIFICATION	0	LS	$ 5,000.00	$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	$ 500.00	$ -
---	FIX CURB RAMP COUNTER SLOPE	0	LS	$ 2,000.00	$ -

Basis for Cost Projection
- ☑ No Design Completed
- ❑ Preliminary Design
- ❑ Final Design

Subtotal:		$ 6,000.00
Engineering: (% +/-)	20%	$ 1,500.00
Contingency: (% +/-)	20%	$ 1,500.00
Estimated Project Cost:		**$ 9,000.00**

Project Location

Field Observations

Intersection Issues	Crosswalk N	E	S	W	Possible Solutions
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' or 'i' in ramp label indicates no existing ramp) 1z	2z	3z	4z		Possible Solutions
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						
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 (1*z*)

Corner 2 No Ramp (2*z*)

Corner 3 No Ramp (3*z*)

Corner 4 No Ramp (4*z*)

Opinion of Probable Construction Cost Disclaimer:
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Project Location Map Sources:
Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

End of Project Description for Project 90053 Intersection of Woodshadow Ln and driveway (Lat. 32.9448; Long. -96.8531)

Kimley-Horn and Associates, Inc. **Priority: 6**
Project Description for Unsignalized Intersection

Client:	**Town of Addison**	**Date:**	**12/21/17**
Program:	**ADA Self-Evaluation and Transition Plan**	**Prepared By:**	**CMP**
KHA No.:	**063543021**	**Checked By:**	**EPE**

Corridor :	**Woodshadow Ln**	**GPS ID:**	**90054**
Project Name:	**Intersection of Woodshadow Ln and driveway (Lat. 32.9448; Long. -96.8532)**		
Town:	**Addison**		

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	$ 10.00	$ -
TxDOT 529-6002	CONC CURB (TY II)	0	LF	$ 15.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	0	SY	$ 45.00	$ -
TxDOT 531	CURB RAMPS	2	EA	$ 1,500.00	$ 3,000.00
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	$ 50.00	$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	0	SY	$ 9.00	$ -
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	$ 2.80	$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	0	LF	$ 8.50	$ -
---	REPAVE ROADWAY	0	LS	$ 5,000.00	$ -
---	FIX PONDING	0	LS	$ 2,000.00	$ -
---	FIX CURB RAMP TRANSITION	0	LS	$ 2,000.00	$ -
---	MEDIAN NOSE MODIFICATION	0	LS	$ 5,000.00	$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	$ 500.00	$ -
---	FIX CURB RAMP COUNTER SLOPE	0	LS	$ 2,000.00	$ -

Basis for Cost Projection
- ☑ No Design Completed
- ❑ Preliminary Design
- ❑ Final Design

Subtotal:		$ 3,000.00
Engineering: (% +/-)	20%	$ 1,000.00
Contingency: (% +/-)	20%	$ 1,000.00
Estimated Project Cost:		**$ 5,000.00**

Project Location

Field Observations

Intersection Issues	Crosswalk N	E	S	W	Possible Solutions
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' or 'i' in ramp label indicates no existing ramp) 1z	2z		Possible Solutions
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 (1*z*)

Corner 2 No Ramp (2*z*)

Opinion of Probable Construction Cost Disclaimer:
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Project Location Map Sources:
Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

End of Project Description for Project 90054 Intersection of Woodshadow Ln and driveway (Lat. 32.9448; Long. -96.8532)

Kimley-Horn and Associates, Inc. **Priority: 6**
Project Description for Unsignalized Intersection

Client:	**Town of Addison**	**Date: 12/21/17**
Program:	**ADA Self-Evaluation and Transition Plan**	**Prepared By: CMP**
KHA No.:	**063543021**	**Checked By: EPE**

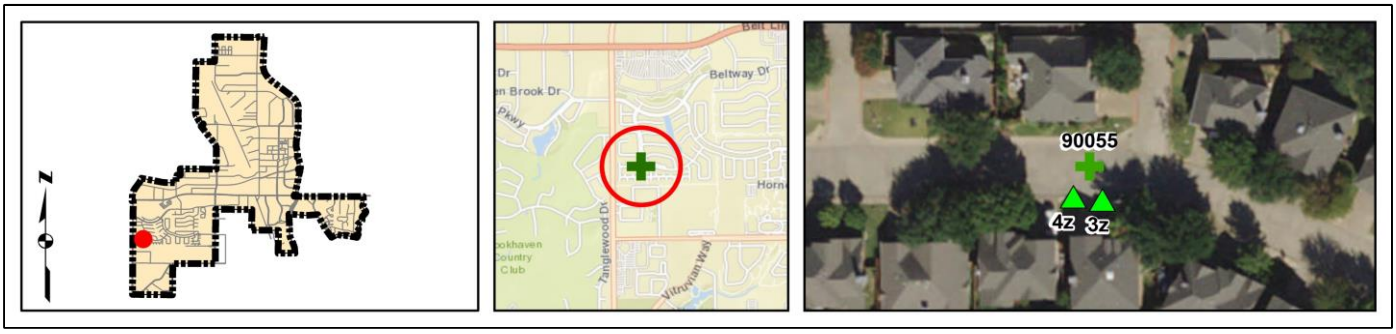
Corridor :	**Woodshadow Ln**	**GPS ID: 90055**
Project Name:	**Intersection of Woodshadow Ln and driveway (Lat. 32.9449; Long. -96.8535)**	
Town:	**Addison**	

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	$ 10.00	$ -
TxDOT 529-6002	CONC CURB (TY II)	0	LF	$ 15.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	0	SY	$ 45.00	$ -
TxDOT 531	CURB RAMPS	2	EA	$ 1,500.00	$ 3,000.00
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	$ 50.00	$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	0	SY	$ 9.00	$ -
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	$ 2.80	$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	0	LF	$ 8.50	$ -
---	REPAVE ROADWAY	0	LS	$ 5,000.00	$ -
---	FIX PONDING	0	LS	$ 2,000.00	$ -
---	FIX CURB RAMP TRANSITION	0	LS	$ 2,000.00	$ -
---	MEDIAN NOSE MODIFICATION	0	LS	$ 5,000.00	$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	$ 500.00	$ -
---	FIX CURB RAMP COUNTER SLOPE	0	LS	$ 2,000.00	$ -

Basis for Cost Projection
- ☑ No Design Completed
- ❑ Preliminary Design
- ❑ Final Design

Subtotal:		$ 3,000.00
Engineering: (% +/-)	20%	$ 1,000.00
Contingency: (% +/-)	20%	$ 1,000.00
Estimated Project Cost:		**$ 5,000.00**

Project Location



Field Observations

Intersection Issues	Crosswalk N	E	S	W	Possible Solutions
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' or 'i' in ramp label indicates no existing ramp) 3z	4z		Possible Solutions
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 3 No Ramp (3*z*)

Corner 4 No Ramp (4*z*)

Opinion of Probable Construction Cost Disclaimer:
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End of Project Description for Project 90055 Intersection of Woodshadow Ln and driveway (Lat. 32.9449; Long. -96.8535)

Kimley-Horn and Associates, Inc. **Priority: 6**
Project Description for Unsignalized Intersection

Client:	**Town of Addison**	**Date:**	**12/21/17**
Program:	**ADA Self-Evaluation and Transition Plan**	**Prepared By:**	**CMP**
KHA No.:	**063543021**	**Checked By:**	**EPE**

Corridor :	**Woodshadow Ln**	**GPS ID:**	**90056**
Project Name:	**Intersection of Woodshadow Ln and driveway (Lat. 32.9449; Long. -96.8536)**		
Town:	**Addison**		

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	$ 10.00	$ -
TxDOT 529-6002	CONC CURB (TY II)	0	LF	$ 15.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	0	SY	$ 45.00	$ -
TxDOT 531	CURB RAMPS	2	EA	$ 1,500.00	$ 3,000.00
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	$ 50.00	$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	0	SY	$ 9.00	$ -
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	$ 2.80	$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	0	LF	$ 8.50	$ -
---	REPAVE ROADWAY	0	LS	$ 5,000.00	$ -
---	FIX PONDING	0	LS	$ 2,000.00	$ -
---	FIX CURB RAMP TRANSITION	0	LS	$ 2,000.00	$ -
---	MEDIAN NOSE MODIFICATION	0	LS	$ 5,000.00	$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	$ 500.00	$ -
---	FIX CURB RAMP COUNTER SLOPE	0	LS	$ 2,000.00	$ -

Basis for Cost Projection
- ☑ No Design Completed
- ❑ Preliminary Design
- ❑ Final Design

Subtotal:		$ 3,000.00
Engineering: (% +/-)	20%	$ 1,000.00
Contingency: (% +/-)	20%	$ 1,000.00
Estimated Project Cost:		**$ 5,000.00**

Project Location

Field Observations

Intersection Issues	Crosswalk N	E	S	W	Possible Solutions
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' or 'i' in ramp label indicates no existing ramp) 3z	4z		Possible Solutions
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 3 No Ramp (3*z*)

Corner 4 No Ramp (4*z*)

Opinion of Probable Construction Cost Disclaimer:
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Project Location Map Sources:
Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

End of Project Description for Project 90056 Intersection of Woodshadow Ln and driveway (Lat. 32.9449; Long. -96.8536)

Kimley-Horn and Associates, Inc. **Priority: 6**
Project Description for Unsignalized Intersection

Client:	**Town of Addison**	**Date:**	**12/21/17**
Program:	**ADA Self-Evaluation and Transition Plan**	**Prepared By:**	**CMP**
KHA No.:	**063543021**	**Checked By:**	**EPE**

Corridor :	**Woodshadow Ln**	**GPS ID:**	**90057**
Project Name:	**Intersection of Woodshadow Ln and driveway (Lat. 32.9449; Long. -96.8538)**		
Town:	**Addison**		

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	$ 10.00	$ -
TxDOT 529-6002	CONC CURB (TY II)	0	LF	$ 15.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	0	SY	$ 45.00	$ -
TxDOT 531	CURB RAMPS	2	EA	$ 1,500.00	$ 3,000.00
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	$ 50.00	$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	0	SY	$ 9.00	$ -
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	$ 2.80	$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	0	LF	$ 8.50	$ -
---	REPAVE ROADWAY	0	LS	$ 5,000.00	$ -
---	FIX PONDING	0	LS	$ 2,000.00	$ -
---	FIX CURB RAMP TRANSITION	0	LS	$ 2,000.00	$ -
---	MEDIAN NOSE MODIFICATION	0	LS	$ 5,000.00	$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	$ 500.00	$ -
---	FIX CURB RAMP COUNTER SLOPE	0	LS	$ 2,000.00	$ -

Basis for Cost Projection
- ☑ No Design Completed
- ❑ Preliminary Design
- ❑ Final Design

Subtotal:		$ 3,000.00
Engineering: (% +/-)	20%	$ 1,000.00
Contingency: (% +/-)	20%	$ 1,000.00
Estimated Project Cost:		**$ 5,000.00**

Project Location

Field Observations

Intersection Issues	Crosswalk N	E	S	W	Possible Solutions
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' or 'i' in ramp label indicates no existing ramp) 3z	4z		Possible Solutions
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 3 No Ramp (3*z*)

Corner 4 No Ramp (4*z*)

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: 6**
Project Description for Unsignalized Intersection

Client:	**Town of Addison**	**Date:**	**12/21/17**
Program:	**ADA Self-Evaluation and Transition Plan**	**Prepared By:**	**CMP**
KHA No.:	**063543021**	**Checked By:**	**EPE**

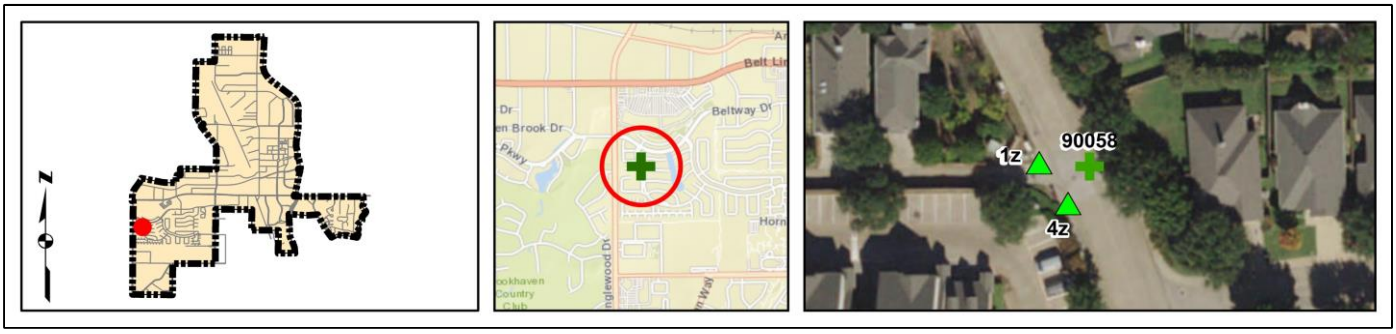
Corridor :	**Les Lacs Ave**	**GPS ID:**	**90058**
Project Name:	**Intersection of Les Lacs Ave and driveway (Lat. 32.9474; Long. -96.8536)**		
Town:	**Addison**		

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	$ 10.00	$ -
TxDOT 529-6002	CONC CURB (TY II)	0	LF	$ 15.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	0	SY	$ 45.00	$ -
TxDOT 531	CURB RAMPS	2	EA	$ 1,500.00	$ 3,000.00
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	$ 50.00	$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	0	SY	$ 9.00	$ -
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	$ 2.80	$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	0	LF	$ 8.50	$ -
---	REPAVE ROADWAY	0	LS	$ 5,000.00	$ -
---	FIX PONDING	0	LS	$ 2,000.00	$ -
---	FIX CURB RAMP TRANSITION	0	LS	$ 2,000.00	$ -
---	MEDIAN NOSE MODIFICATION	0	LS	$ 5,000.00	$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	$ 500.00	$ -
---	FIX CURB RAMP COUNTER SLOPE	0	LS	$ 2,000.00	$ -

Basis for Cost Projection
- ☑ No Design Completed
- ❑ Preliminary Design
- ❑ Final Design

Subtotal:		$ 3,000.00
Engineering: (% +/-)	20%	$ 1,000.00
Contingency: (% +/-)	20%	$ 1,000.00
Estimated Project Cost:		**$ 5,000.00**

Project Location



Field Observations

Intersection Issues	Crosswalk N	E	S	W	Possible Solutions
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' or 'i' in ramp label indicates no existing ramp) 1z	4z		Possible Solutions
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 (1*z*)

Corner 4 No Ramp (4*z*)

Opinion of Probable Construction Cost Disclaimer:
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Project Location Map Sources:
Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

End of Project Description for Project 90058 Intersection of Les Lacs Ave and driveway (Lat. 32.9474; Long. -96.8536)

Kimley-Horn and Associates, Inc. **Priority: 9**
Project Description for Unsignalized Intersection

Client:	**Town of Addison**	**Date:**	**12/21/17**
Program:	**ADA Self-Evaluation and Transition Plan**	**Prepared By:**	**CMP**
KHA No.:	**063543021**	**Checked By:**	**EPE**

Corridor :	**Beltway Dr**	**GPS ID:**	**90059**
Project Name:	**Intersection of Beltway Dr and fire station parking driveway (Lat. 32.9510; Long. -96.8483)**		
Town:	**Addison**		

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	$ 10.00	$ -
TxDOT 529-6002	CONC CURB (TY II)	0	LF	$ 15.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	0	SY	$ 45.00	$ -
TxDOT 531	CURB RAMPS	1	EA	$ 1,500.00	$ 1,500.00
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	$ 50.00	$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	8	SY	$ 9.00	$ 72.00
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	$ 2.80	$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	0	LF	$ 8.50	$ -
---	REPAVE ROADWAY	0	LS	$ 5,000.00	$ -
---	FIX PONDING	1	LS	$ 2,000.00	$ 2,000.00
---	FIX CURB RAMP TRANSITION	0	LS	$ 2,000.00	$ -
---	MEDIAN NOSE MODIFICATION	0	LS	$ 5,000.00	$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	$ 500.00	$ -
---	FIX CURB RAMP COUNTER SLOPE	1	LS	$ 2,000.00	$ 2,000.00

Basis for Cost Projection

- ☑ No Design Completed
- ❑ Preliminary Design
- ❑ Final Design

Subtotal:		$ 5,572.00
Engineering: (% +/-)	20%	$ 1,214.00
Contingency: (% +/-)	20%	$ 1,214.00
Estimated Project Cost:		**$ 8,000.00**

Project Location

Field Observations

Intersection Issues	Crosswalk N	E	S	W	Possible Solutions
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' or 'i' in ramp label indicates no existing ramp) 3z	4A	Possible Solutions
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			Remove and replace curb ramp
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			
Temporary obstruction (>0.25") in curb ramp/landing/flares			
No textured surface at base of curb ramp			
No color contrast at base of curb ramp			
Landing area does not exist and is needed			
Landing area is less than 5' x 5' or slopes greater than 2%			
Curb ramp transition onto roadway is greater than 0.25"			
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%		X	Fix curb ramp counter slope
Ponding occurs at base of curb ramp		X	Fix ponding

Corner 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

End of Project Description for Project 90059 Intersection of Beltway Dr and fire station parking driveway (Lat. 32.9510; Long. -96.8483)

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

Client:	**Town of Addison**	**Date:**	**12/21/17**
Program:	**ADA Self-Evaluation and Transition Plan**	**Prepared By:**	**CMP**
KHA No.:	**063543021**	**Checked By:**	**EPE**

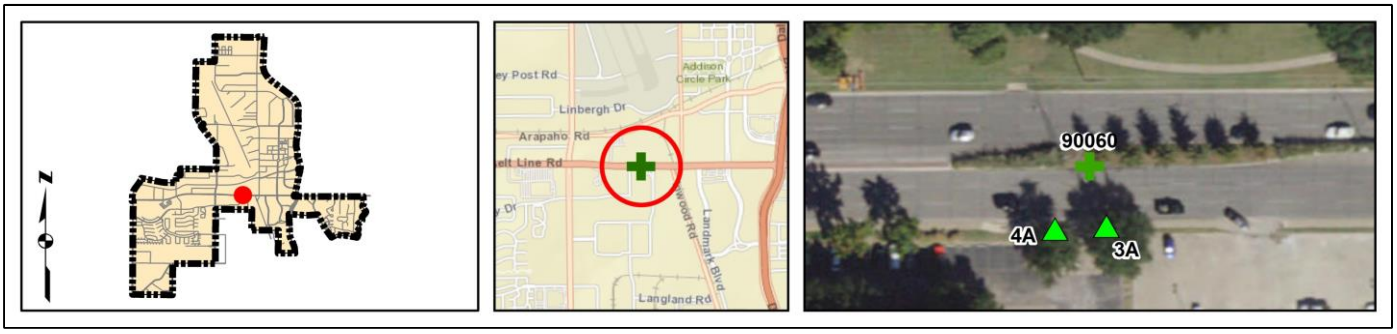
Corridor :	**Belt Line Rd**	**GPS ID:**	**90060**
Project Name:	**Intersection of Belt Line Rd and driveway (Lat. 32.9541; Long. -96.8330)**		
Town:	**Addison**		

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	$ 10.00	$ -
TxDOT 529-6002	CONC CURB (TY II)	0	LF	$ 15.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	0	SY	$ 45.00	$ -
TxDOT 531	CURB RAMPS	2	EA	$ 1,500.00	$ 3,000.00
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	$ 50.00	$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	21	SY	$ 9.00	$ 189.00
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	$ 2.80	$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	0	LF	$ 8.50	$ -
---	REPAVE ROADWAY	0	LS	$ 5,000.00	$ -
---	FIX PONDING	0	LS	$ 2,000.00	$ -
---	FIX CURB RAMP TRANSITION	1	LS	$ 2,000.00	$ 2,000.00
---	MEDIAN NOSE MODIFICATION	0	LS	$ 5,000.00	$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	$ 500.00	$ -
---	FIX CURB RAMP COUNTER SLOPE	0	LS	$ 2,000.00	$ -

Basis for Cost Projection
- ☑ No Design Completed
- ❑ Preliminary Design
- ❑ Final Design

Subtotal:		$ 5,189.00
Engineering: (% +/-)	20%	$ 1,405.50
Contingency: (% +/-)	20%	$ 1,405.50
Estimated Project Cost:		**$ 8,000.00**

Project Location



Field Observations

Intersection Issues	Crosswalk N	E	S	W	Possible Solutions
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' or 'i' in ramp label indicates no existing ramp) 3A	4A	Possible Solutions
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			Remove and replace curb ramp
Flare cross slope is greater than 10%	X	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%			
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%	X	X	Remove and replace landing area
Curb ramp transition onto roadway is greater than 0.25"	X		Fix curb ramp transition
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%			
Ponding occurs at base of curb ramp			

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

End of Project Description for Project 90060 Intersection of Belt Line Rd and driveway (Lat. 32.9541; Long. -96.8330)

Kimley-Horn and Associates, Inc. **Priority: 2**
Project Description for Unsignalized Intersection

Client:	**Town of Addison**	**Date:**	**12/21/17**
Program:	**ADA Self-Evaluation and Transition Plan**	**Prepared By:**	**CMP**
KHA No.:	**063543021**	**Checked By:**	**EPE**

Corridor :	**Quorum Dr**	**GPS ID:**	**90061**
Project Name:	**Intersection of Quorum Dr and midblock crossing (Lat. 32.9508; Long. -96.8251)**		
Town:	**Addison**		

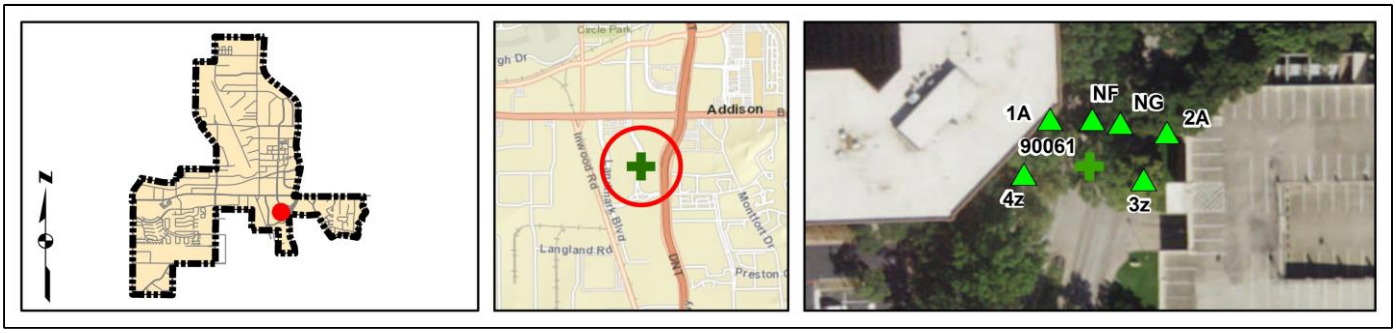
Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	$ 10.00	$ -
TxDOT 529-6002	CONC CURB (TY II)	0	LF	$ 15.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	3	SY	$ 45.00	$ 135.00
TxDOT 531	CURB RAMPS	3	EA	$ 1,500.00	$ 4,500.00
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	$ 50.00	$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	55	SY	$ 9.00	$ 495.00
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	$ 2.80	$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	94	LF	$ 8.50	$ 799.00
---	REPAVE ROADWAY	1	LS	$ 5,000.00	$ 5,000.00
---	FIX PONDING	0	LS	$ 2,000.00	$ -
---	FIX CURB RAMP TRANSITION	0	LS	$ 2,000.00	$ -
---	MEDIAN NOSE MODIFICATION	0	LS	$ 5,000.00	$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	$ 500.00	$ -
---	FIX CURB RAMP COUNTER SLOPE	0	LS	$ 2,000.00	$ -

Basis for Cost Projection

- ☑ No Design Completed
- ❑ Preliminary Design
- ❑ Final Design

Subtotal:		$ 10,929.00
Engineering: (% +/-)	20%	$ 2,535.50
Contingency: (% +/-)	20%	$ 2,535.50
Estimated Project Cost:		**$ 16,000.00**

Project Location



Field Observations

Intersection Issues	Crosswalk N	Crosswalk E	Crosswalk S	Crosswalk W	Possible Solutions
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	
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	
Crosswalk striping condition	Good	N/A	N/A	N/A	

Curb Ramp Issues	Curb Ramp ID ('z' or 'i' in ramp label indicates no existing ramp) NF	NG	1A	2A	3z	4z	Possible Solutions
Curb ramp does not exist and is needed	X	X					Remove 2 Type A ramps & Install cut-thru
Curb ramp does not land in crosswalk							
No 4' x 4' clear space at base of curb ramp							
Curbed side is not 90° or has traversable adjacent surface							Remove and replace curb ramp
Flare cross slope is greater than 10%							
Curb ramp running slope is greater than 8.3%							
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	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							
No color contrast at base of curb ramp							
Landing area does not exist and is needed							
Landing area is less than 5' x 5' or slopes greater than 2%	X	X	X	X			Remove and replace landing area
Curb ramp transition onto roadway is greater than 0.25"							
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%							
Ponding occurs at base of curb ramp							

Ramp North F

Ramp North G

Ramp 1A

Ramp 2A

Corner 3 No Ramp (3*z*)

Corner 4 No Ramp (4*z*)

Opinion of Probable Construction Cost Disclaimer:
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Project Location Map Sources:
Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

End of Project Description for Project 90061 Intersection of Quorum Dr and midblock crossing (Lat. 32.9508; Long. -96.8251)

Kimley-Horn and Associates, Inc. **Priority: 2**
Project Description for Unsignalized Intersection

Client:	**Town of Addison**	**Date:**	**12/21/17**
Program:	**ADA Self-Evaluation and Transition Plan**	**Prepared By:**	**CMP**
KHA No.:	**063543021**	**Checked By:**	**EPE**

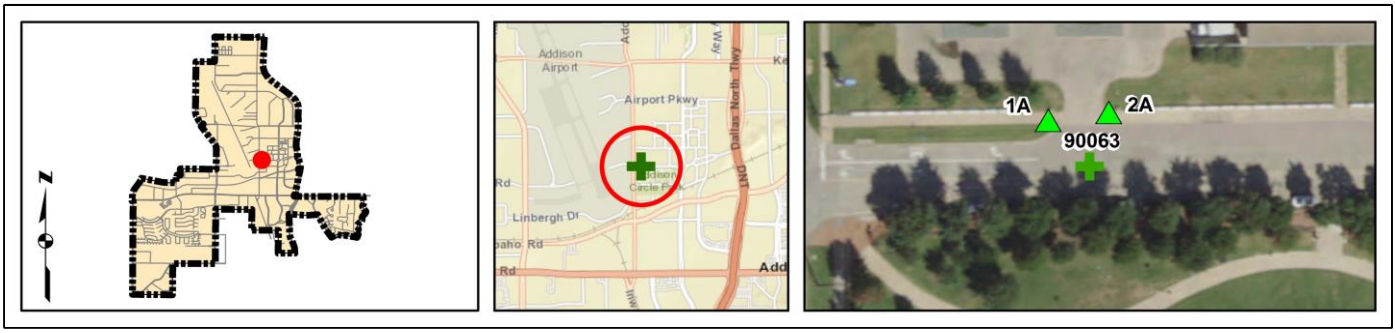
Corridor :	**Addison Cir**	**GPS ID:**	**90063**
Project Name:	**Intersection of Addison Cir and driveway (Lat. 32.9614; Long. -96.8292)**		
Town:	**Addison**		

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	$ 10.00	$ -
TxDOT 529-6002	CONC CURB (TY II)	0	LF	$ 15.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	0	SY	$ 45.00	$ -
TxDOT 531	CURB RAMPS	2	EA	$ 1,500.00	$ 3,000.00
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	$ 50.00	$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	19	SY	$ 9.00	$ 171.00
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	$ 2.80	$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	0	LF	$ 8.50	$ -
---	REPAVE ROADWAY	0	LS	$ 5,000.00	$ -
---	FIX PONDING	1	LS	$ 2,000.00	$ 2,000.00
---	FIX CURB RAMP TRANSITION	2	LS	$ 2,000.00	$ 4,000.00
---	MEDIAN NOSE MODIFICATION	0	LS	$ 5,000.00	$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	$ 500.00	$ -
---	FIX CURB RAMP COUNTER SLOPE	0	LS	$ 2,000.00	$ -

Basis for Cost Projection
- ☑ No Design Completed
- ❑ Preliminary Design
- ❑ Final Design

Subtotal:		$ 9,171.00
Engineering: (% +/-)	20%	$ 1,914.50
Contingency: (% +/-)	20%	$ 1,914.50
Estimated Project Cost:		**$ 13,000.00**

Project Location



Field Observations

Intersection Issues	Crosswalk N	E	S	W	Possible Solutions
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' or 'i' in ramp label indicates no existing ramp) 1A	2A	Possible Solutions
Curb ramp does not exist and is needed			
Curb ramp does not land in crosswalk			
No 4' x 4' clear space at base of curb ramp			
Curbed side is not 90° or has traversable adjacent surface			
Flare cross slope is greater than 10%	X	X	Remove and replace curb ramp
Curb ramp running slope is greater than 8.3%	X	X	
Blended transition running slope is greater than 5%			
Cut-thru ramp running slope is greater than 5%			
Curb ramp cross slope is greater than 2%	X	X	
Cut-thru ramp cross slope is greater than 2%			
Curb ramp width is less than 48"			
Cut-thru ramp width is less than 60"			
Permanent obstruction (>0.25") in curb ramp/landing/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%	X		Remove and replace landing area
Curb ramp transition onto roadway is greater than 0.25"	X	X	Fix curb ramp transition
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%			
Ponding occurs at base of curb ramp		X	Fix ponding

Kimley-Horn and Associates, Inc.	Intersection of Addison Cir and driveway (Lat. 32.9614; Long. -96.8292)
Photographs	GPS ID: 90063

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

End of Project Description for Project 90063 Intersection of Addison Cir and driveway (Lat. 32.9614; Long. -96.8292)

Kimley-Horn and Associates, Inc. **Priority: 2**
Project Description for Unsignalized Intersection

Client:	**Town of Addison**	**Date: 12/21/17**
Program:	**ADA Self-Evaluation and Transition Plan**	**Prepared By: CMP**
KHA No.:	**063543021**	**Checked By: EPE**

Corridor :	**Addison Cir**	**GPS ID: 90064**
Project Name:	**Intersection of Addison Cir and Circle Dr (Lat. 32.9615; Long. -96.8283)**	
Town:	**Addison**	

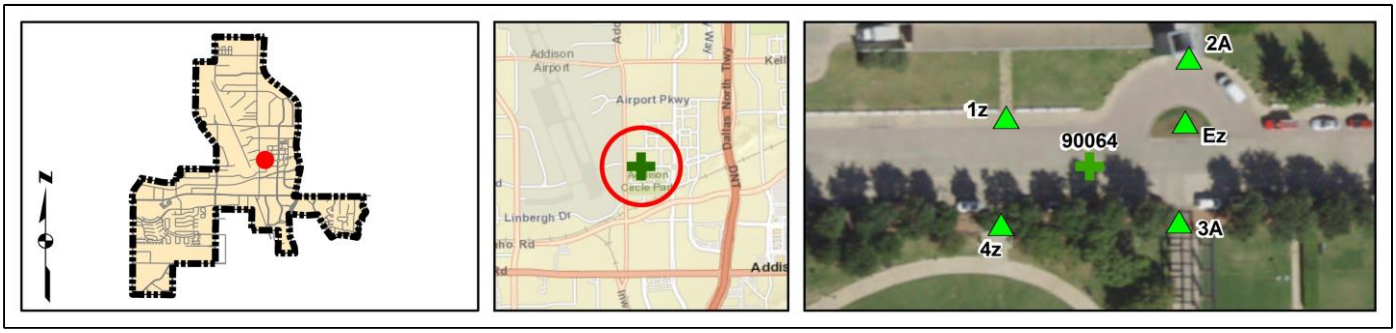
Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	$ 10.00	$ -
TxDOT 529-6002	CONC CURB (TY II)	0	LF	$ 15.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	0	SY	$ 45.00	$ -
TxDOT 531	CURB RAMPS	6	EA	$ 1,500.00	$ 9,000.00
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	$ 50.00	$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	27	SY	$ 9.00	$ 243.00
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	$ 2.80	$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	248	LF	$ 8.50	$ 2,108.00
---	REPAVE ROADWAY	2	LS	$ 5,000.00	$ 10,000.00
---	FIX PONDING	1	LS	$ 2,000.00	$ 2,000.00
---	FIX CURB RAMP TRANSITION	0	LS	$ 2,000.00	$ -
---	MEDIAN NOSE MODIFICATION	0	LS	$ 5,000.00	$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	$ 500.00	$ -
---	FIX CURB RAMP COUNTER SLOPE	0	LS	$ 2,000.00	$ -

Basis for Cost Projection

- ☑ No Design Completed
- ❑ Preliminary Design
- ❑ Final Design

Subtotal:		$ 23,351.00
Engineering: (% +/-)	20%	$ 4,824.50
Contingency: (% +/-)	20%	$ 4,824.50
Estimated Project Cost:		**$ 33,000.00**

Project Location



Field Observations

Intersection Issues	Crosswalk N	Crosswalk E	Crosswalk S	Crosswalk W	Possible Solutions
Path of travel pavement condition	N/A	Poor	N/A	Poor	Repave roadway and install crosswalk pavement markings
Path of travel running slope is greater than 5%	N/A	X	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		
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	Install crosswalk pavement markings
Crosswalk striping condition	N/A	None	N/A	None	

Curb Ramp Issues	Curb Ramp ID ('z' or 'i' in ramp label indicates no existing ramp) Ez	1z	2A	3A	4z		Possible Solutions
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							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%							
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			For intersection, commercial driveway, and park ramps, install color truncated domes
No color contrast at base of curb ramp			X				
Landing area does not exist and is needed							
Landing area is less than 5' x 5' or slopes greater than 2%			X	X			Remove and replace landing area
Curb ramp transition onto roadway is greater than 0.25"							
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%							
Ponding occurs at base of curb ramp				X			Fix ponding

Comment: Existing sidewalk, curb ramp, and/or striping configurations permit pedestrians to cross the major street. An Engineering study is needed to confirm crossing should be accomm

East Median No Ramp (E*z*)

Corner 1 No Ramp (1*z*)

Ramp 2A

Ramp 3A

Corner 4 No Ramp (4*z*)

Opinion of Probable Construction Cost Disclaimer:
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Project Location Map Sources:
Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Kimley-Horn and Associates, Inc. **Priority: 2**
Project Description for Unsignalized Intersection

Client:	**Town of Addison**		**Date: 12/21/17**
Program:	**ADA Self-Evaluation and Transition Plan**		**Prepared By: CMP**
KHA No.:	**063543021**		**Checked By: EPE**

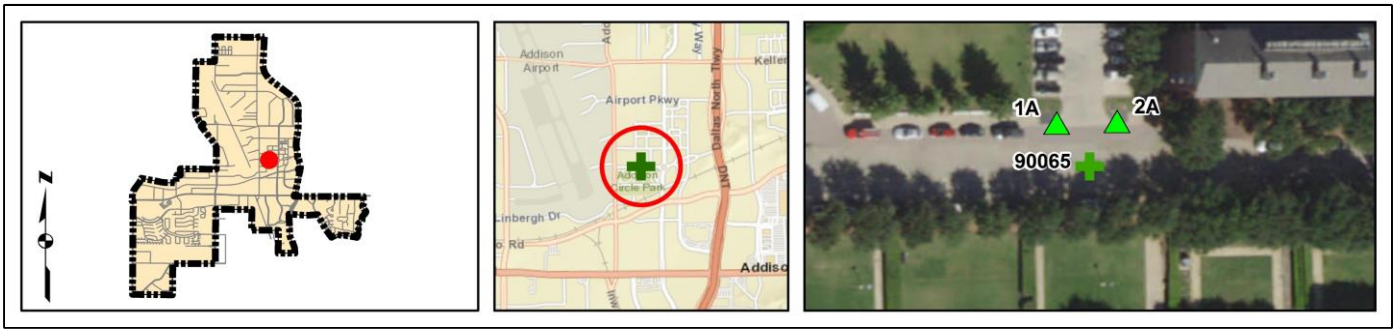
Corridor :	**Addison Cir**	**GPS ID: 90065**
Project Name:	**Intersection of Addison Cir and driveway (Lat. 32.9614; Long. -96.8276)**	
Town:	**Addison**	

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	$ 10.00	$ -
TxDOT 529-6002	CONC CURB (TY II)	0	LF	$ 15.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	0	SY	$ 45.00	$ -
TxDOT 531	CURB RAMPS	2	EA	$ 1,500.00	$ 3,000.00
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	$ 50.00	$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	15	SY	$ 9.00	$ 135.00
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	$ 2.80	$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	0	LF	$ 8.50	$ -
---	REPAVE ROADWAY	0	LS	$ 5,000.00	$ -
---	FIX PONDING	0	LS	$ 2,000.00	$ -
---	FIX CURB RAMP TRANSITION	1	LS	$ 2,000.00	$ 2,000.00
---	MEDIAN NOSE MODIFICATION	0	LS	$ 5,000.00	$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	$ 500.00	$ -
---	FIX CURB RAMP COUNTER SLOPE	0	LS	$ 2,000.00	$ -

Basis for Cost Projection
- ☑ No Design Completed
- ❑ Preliminary Design
- ❑ Final Design

Subtotal:		$ 5,135.00
Engineering: (% +/-)	20%	$ 1,432.50
Contingency: (% +/-)	20%	$ 1,432.50
Estimated Project Cost:		**$ 8,000.00**

Project Location



Field Observations

Intersection Issues	Crosswalk N	Crosswalk E	Crosswalk S	Crosswalk W	Possible Solutions
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' or 'i' in ramp label indicates no existing ramp) 1A	2A	Possible Solutions
Curb ramp does not exist and is needed			
Curb ramp does not land in crosswalk			
No 4' x 4' clear space at base of curb ramp			
Curbed side is not 90° or has traversable adjacent surface	X	X	
Flare cross slope is greater than 10%			
Curb ramp running slope is greater than 8.3%			
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			
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
No color contrast at base of curb ramp			
Landing area does not exist and is needed			
Landing area is less than 5' x 5' or slopes greater than 2%			
Curb ramp transition onto roadway is greater than 0.25"	X		Fix curb ramp transition
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%			
Ponding occurs at base of curb ramp			

Ramp 1A

Ramp 2A

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End of Project Description for Project 90065 Intersection of Addison Cir and driveway (Lat. 32.9614; Long. -96.8276)

Kimley-Horn and Associates, Inc. **Priority: 2**
Project Description for Unsignalized Intersection

Client:	**Town of Addison**	**Date:**	**12/21/17**
Program:	**ADA Self-Evaluation and Transition Plan**	**Prepared By:**	**CMP**
KHA No.:	**063543021**	**Checked By:**	**EPE**

Corridor :	**Addison Cir**	**GPS ID:**	**90066**
Project Name:	**Intersection of Addison Cir and Witt Pl**		
Town:	**Addison**		

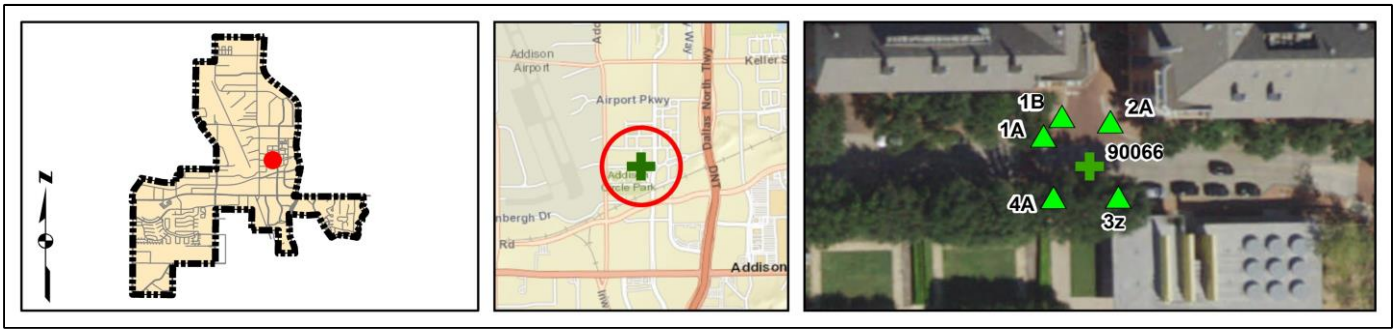
Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	$ 10.00	$ -
TxDOT 529-6002	CONC CURB (TY II)	0	LF	$ 15.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	20	SY	$ 45.00	$ 900.00
TxDOT 531	CURB RAMPS	5	EA	$ 1,500.00	$ 7,500.00
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	10	SF	$ 50.00	$ 500.00
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	36	SY	$ 9.00	$ 324.00
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	$ 2.80	$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	146	LF	$ 8.50	$ 1,241.00
---	REPAVE ROADWAY	1	LS	$ 5,000.00	$ 5,000.00
---	FIX PONDING	0	LS	$ 2,000.00	$ -
---	FIX CURB RAMP TRANSITION	1	LS	$ 2,000.00	$ 2,000.00
---	MEDIAN NOSE MODIFICATION	0	LS	$ 5,000.00	$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	$ 500.00	$ -
---	FIX CURB RAMP COUNTER SLOPE	0	LS	$ 2,000.00	$ -

Basis for Cost Projection

- ☑ No Design Completed
- ❑ Preliminary Design
- ❑ Final Design

Subtotal:		$ 17,465.00
Engineering: (% +/-)	20%	$ 3,767.50
Contingency: (% +/-)	20%	$ 3,767.50
Estimated Project Cost:		**$ 25,000.00**

Project Location



Field Observations

Intersection Issues	Crosswalk N	Crosswalk E	Crosswalk S	Crosswalk W	Possible Solutions
Path of travel pavement condition	Good	Good	N/A	Good	
Path of travel running slope is greater than 5%	X		N/A		Repave roadway and install crosswalk pavement markings
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		
Crosswalk width is less than 6'	N/A	N/A	N/A		Install crosswalk pavement markings
Crosswalk striping condition	None	None	N/A	Good	

Curb Ramp Issues	Curb Ramp ID ('z' or 'i' in ramp label indicates no existing ramp) 1A	1B	2A	3z	4A		Possible Solutions
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%	X	X					
Blended transition running slope is greater than 5%							
Cut-thru ramp running slope is greater than 5%							
Curb ramp cross slope is greater than 2%	X						Remove and replace curb ramp
Cut-thru ramp cross slope is greater than 2%							
Curb ramp width is less than 48"	X	X	X				
Cut-thru ramp width is less than 60"							
Permanent obstruction (>0.25") in curb ramp/landing/flares			X				
Temporary obstruction (>0.25") in curb ramp/landing/flares							
No textured surface at base of curb ramp	X	X	X		X		For intersection, commercial driveway, and park ramps, install
No color contrast at base of curb ramp							
Landing area does not exist and is needed							
Landing area is less than 5' x 5' or slopes greater than 2%					X		Remove and replace landing area
Curb ramp transition onto roadway is greater than 0.25"					X		Fix curb ramp transition
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%							
Ponding occurs at base of curb ramp							

Comment: Existing sidewalk, curb ramp, and/or striping configurations permit pedestrians to cross the major street. An Engineering study is needed to confirm crossing should be accomm

Ramp 1A

Ramp 1B

Ramp 2A

Corner 3 No Ramp (3z)

Ramp 4A

Opinion of Probable Construction Cost Disclaimer:
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End of Project Description for Project 90066 Intersection of Addison Cir and Witt Pl

Kimley-Horn and Associates, Inc. **Priority: 2**
Project Description for Unsignalized Intersection

Client:	**Town of Addison**	**Date:**	**12/21/17**
Program:	**ADA Self-Evaluation and Transition Plan**	**Prepared By:**	**CMP**
KHA No.:	**063543021**	**Checked By:**	**EPE**

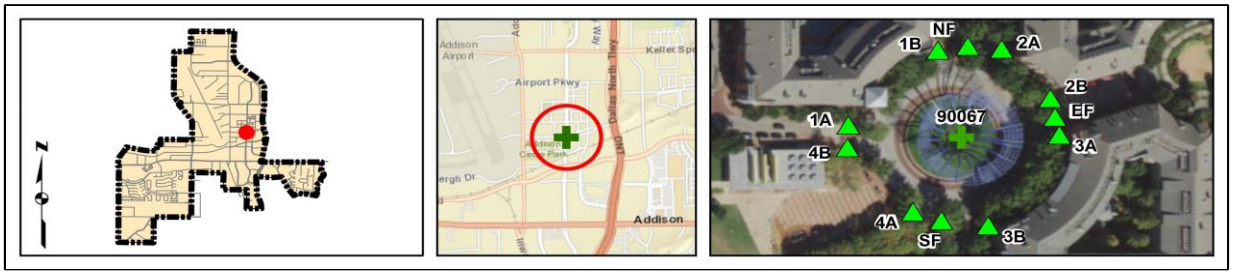
Corridor :	**Addison Cir**	**GPS ID:**	**90067**
Project Name:	**Intersection of Addison Cir and Quorum dr**		
Town:	**Addison**		

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	$ 10.00	$ -
TxDOT 529-6002	CONC CURB (TY II)	0	LF	$ 15.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	35	SY	$ 45.00	$ 1,575.00
TxDOT 531	CURB RAMPS	8	EA	$ 1,500.00	$ 12,000.00
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	30	SF	$ 50.00	$ 1,500.00
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	102	SY	$ 9.00	$ 918.00
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	$ 2.80	$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	208	LF	$ 8.50	$ 1,768.00
---	REPAVE ROADWAY	2	LS	$ 5,000.00	$ 10,000.00
---	FIX PONDING	0	LS	$ 2,000.00	$ -
---	FIX CURB RAMP TRANSITION	0	LS	$ 2,000.00	$ -
---	MEDIAN NOSE MODIFICATION	0	LS	$ 5,000.00	$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	$ 500.00	$ -
---	FIX CURB RAMP COUNTER SLOPE	1	LS	$ 2,000.00	$ 2,000.00

Basis for Cost Projection
- ☑ No Design Completed
- ❑ Preliminary Design
- ❑ Final Design

Subtotal:		$	29,761.00
Engineering: (% +/-)	20%	$	6,119.50
Contingency: (% +/-)	20%	$	6,119.50
Estimated Project Cost:		**$**	**42,000.00**

Project Location



Field Observations

Intersection Issues	Crosswalk N	E	S	W	Possible Solutions
Path of travel pavement condition	Good	Good	Good	Good	
Path of travel running slope is greater than 5%			X		Repave roadway and install crosswalk pavement markings
Path of travel cross slope is greater than 2% for stop control approaches	N/A	X	N/A		
Path of travel cross slope is greater than 5% for free-flow approaches		N/A		N/A	
Crosswalk width is less than 6'					
Crosswalk striping condition	Good	Good	Good	Good	

Curb Ramp Issues	Curb Ramp ID ('z' or 'i' in ramp label indicates no existing ramp) NF	EF	SF	1A	1B	2A	2B	3A	3B	4A	4B	Possible Solutions
Curb ramp does not exist and is needed		X	X									Remove and replace cut-thru 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%			X		X		X	X			X	
Blended transition running slope is greater than 5%												
Cut-thru ramp running slope is greater than 5%			X									
Curb ramp cross slope is greater than 2%										X	X	Remove and replace curb ramp
Cut-thru ramp cross slope is greater than 2%		X										
Curb ramp width is less than 48"					X	X						
Cut-thru ramp width is less than 60"												
Permanent obstruction (>0.25") in curb ramp/landing/flares							X					
Temporary obstruction (>0.25") in curb ramp/landing/flares												
No textured surface at base of curb ramp	X	X	X	X		X	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									
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	X	X	Remove and replace landing area
Curb ramp transition onto roadway is greater than 0.25"												
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%			X									Fix curb ramp counter slope
Ponding occurs at base of curb ramp												

Comment: Existing sidewalk, curb ramp, and/or striping configurations permit pedestrians to cross the major street. An Engineering study is needed to confirm crossing should be accommodated at this location and the current crossing treatment is appropriate.

Ramp North F

Ramp East F

Ramp South F

Ramp 1A

Ramp 1B

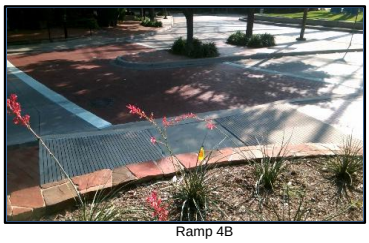
Ramp 2A

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 Unsignalized Intersection

Client:	**Town of Addison**	**Date:**	**12/21/17**
Program:	**ADA Self-Evaluation and Transition Plan**	**Prepared By:**	**CMP**
KHA No.:	**063543021**	**Checked By:**	**EPE**

Corridor :	**Quorum Dr**	**GPS ID:**	**90068**
Project Name:	**Intersection of Quorum Dr and ramp (Lat. 32.9619; Long. -96.8258)**		
Town:	**Addison**		

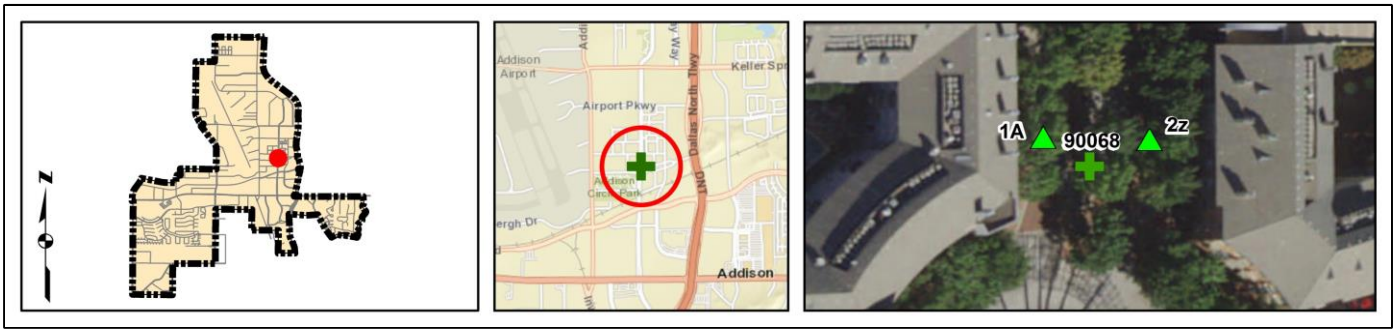
Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	$ 10.00	$ -
TxDOT 529-6002	CONC CURB (TY II)	0	LF	$ 15.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	0	SY	$ 45.00	$ -
TxDOT 531	CURB RAMPS	1	EA	$ 1,500.00	$ 1,500.00
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	$ 50.00	$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	11	SY	$ 9.00	$ 99.00
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	$ 2.80	$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	0	LF	$ 8.50	$ -
---	REPAVE ROADWAY	0	LS	$ 5,000.00	$ -
---	FIX PONDING	0	LS	$ 2,000.00	$ -
---	FIX CURB RAMP TRANSITION	0	LS	$ 2,000.00	$ -
---	MEDIAN NOSE MODIFICATION	0	LS	$ 5,000.00	$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	$ 500.00	$ -
---	FIX CURB RAMP COUNTER SLOPE	0	LS	$ 2,000.00	$ -

Basis for Cost Projection

- ☑ No Design Completed
- ❑ Preliminary Design
- ❑ Final Design

Subtotal:		$ 1,599.00
Engineering: (% +/-)	20%	$ 700.50
Contingency: (% +/-)	20%	$ 700.50
Estimated Project Cost:		**$ 3,000.00**

Project Location



Field Observations

Intersection Issues	Crosswalk N	E	S	W	Possible Solutions
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' or 'i' in ramp label indicates no existing ramp) 1A	2z		Possible Solutions
Curb ramp does not exist and is needed				
Curb ramp does not land in crosswalk				
No 4' x 4' clear space at base of curb ramp				
Curbed side is not 90° or has traversable adjacent surface	X			
Flare cross slope is greater than 10%				
Curb ramp running slope is greater than 8.3%				
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"	X			
Cut-thru ramp width is less than 60"				
Permanent obstruction (>0.25") in curb ramp/landing/flares				
Temporary obstruction (>0.25") in curb ramp/landing/flares				
No textured surface at base of curb ramp	X			For intersection, commercial driveway, and park ramps, install
No color contrast at base of curb ramp				
Landing area does not exist and is needed				
Landing area is less than 5' x 5' or slopes greater than 2%	X			Remove and replace landing area
Curb ramp transition onto roadway is greater than 0.25"				
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%				
Ponding occurs at base of curb ramp				

Kimley-Horn and Associates, Inc.	Intersection of Quorum Dr and ramp (Lat. 32.9619; Long. -96.8258)
Photographs	GPS ID: 90068

Ramp 1A

Corner 2 No Ramp (2z)

Opinion of Probable Construction Cost Disclaimer:
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Project Location Map Sources:
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End of Project Description for Project 90068 Intersection of Quorum Dr and ramp (Lat. 32.9619; Long. -96.8258)

Kimley-Horn and Associates, Inc. **Priority: 2**
Project Description for Unsignalized Intersection

Client:	**Town of Addison**	**Date:**	**12/21/17**
Program:	**ADA Self-Evaluation and Transition Plan**	**Prepared By:**	**CMP**
KHA No.:	**063543021**	**Checked By:**	**EPE**

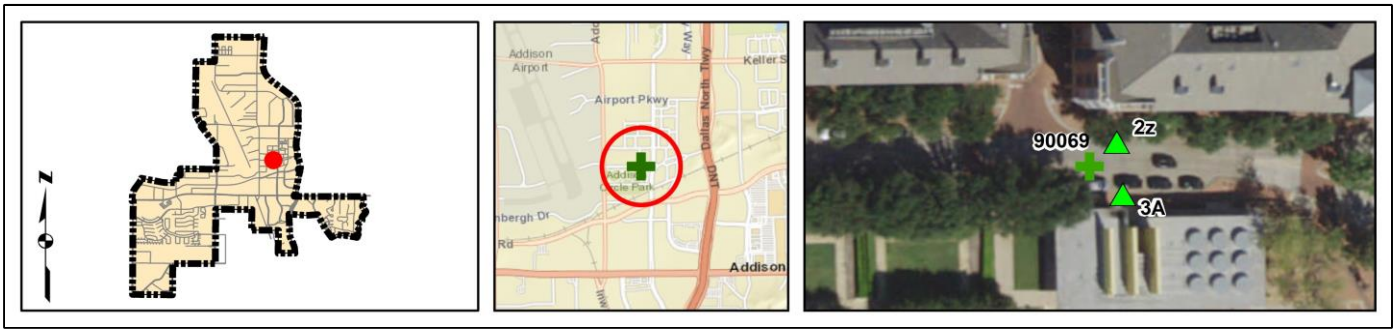
Corridor :	**Addison Cir**	**GPS ID:**	**90069**
Project Name:	**Intersection of Addison Cir and ramp (Lat. 32.9614; Long. -96.8267)**		
Town:	**Addison**		

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	$ 10.00	$ -
TxDOT 529-6002	CONC CURB (TY II)	0	LF	$ 15.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	3	SY	$ 45.00	$ 135.00
TxDOT 531	CURB RAMPS	0	EA	$ 1,500.00	$ -
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	10	SF	$ 50.00	$ 500.00
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	3	SY	$ 9.00	$ 27.00
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	$ 2.80	$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	0	LF	$ 8.50	$ -
---	REPAVE ROADWAY	0	LS	$ 5,000.00	$ -
---	FIX PONDING	1	LS	$ 2,000.00	$ 2,000.00
---	FIX CURB RAMP TRANSITION	0	LS	$ 2,000.00	$ -
---	MEDIAN NOSE MODIFICATION	0	LS	$ 5,000.00	$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	$ 500.00	$ -
---	FIX CURB RAMP COUNTER SLOPE	0	LS	$ 2,000.00	$ -

Basis for Cost Projection
- ☑ No Design Completed
- ❑ Preliminary Design
- ❑ Final Design

Subtotal:		$ 2,662.00
Engineering: (% +/-)	20%	$ 669.00
Contingency: (% +/-)	20%	$ 669.00
Estimated Project Cost:		**$ 4,000.00**

Project Location



Field Observations

Intersection Issues	Crosswalk N	E	S	W	Possible Solutions
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' or 'i' in ramp label indicates no existing ramp) 2z	3A	Possible Solutions
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	For intersection, commercial driveway, and park ramps, install color truncated domes
No color contrast at base of curb ramp		X	
Landing area does not exist and is needed			
Landing area is less than 5' x 5' or slopes greater than 2%		X	Remove and replace landing area
Curb ramp transition onto roadway is greater than 0.25"			
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%			
Ponding occurs at base of curb ramp		X	Fix ponding

Corner 2 No Ramp (2z)

Ramp 3A

Opinion of Probable Construction Cost Disclaimer:
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Project Location Map Sources:
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End of Project Description for Project 90069 Intersection of Addison Cir and ramp (Lat. 32.9614; Long. -96.8267)

Kimley-Horn and Associates, Inc. **Priority: 2**
Project Description for Unsignalized Intersection

Client:	**Town of Addison**	**Date:**	**12/21/17**
Program:	**ADA Self-Evaluation and Transition Plan**	**Prepared By:**	**CMP**
KHA No.:	**063543021**	**Checked By:**	**EPE**

Corridor :	**Quorum Dr**	**GPS ID:**	**90070**
Project Name:	**Intersection of Quorum Dr and ramp (Lat. 32.9625; Long. -96.8258)**		
Town:	**Addison**		

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	$ 10.00	$ -
TxDOT 529-6002	CONC CURB (TY II)	0	LF	$ 15.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	0	SY	$ 45.00	$ -
TxDOT 531	CURB RAMPS	2	EA	$ 1,500.00	$ 3,000.00
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	$ 50.00	$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	18	SY	$ 9.00	$ 162.00
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	$ 2.80	$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	0	LF	$ 8.50	$ -
---	REPAVE ROADWAY	0	LS	$ 5,000.00	$ -
---	FIX PONDING	1	LS	$ 2,000.00	$ 2,000.00
---	FIX CURB RAMP TRANSITION	1	LS	$ 2,000.00	$ 2,000.00
---	MEDIAN NOSE MODIFICATION	0	LS	$ 5,000.00	$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	$ 500.00	$ -
---	FIX CURB RAMP COUNTER SLOPE	0	LS	$ 2,000.00	$ -

Basis for Cost Projection
- ☑ No Design Completed
- ❑ Preliminary Design
- ❑ Final Design

Subtotal:		$ 7,162.00
Engineering: (% +/-)	20%	$ 1,919.00
Contingency: (% +/-)	20%	$ 1,919.00
Estimated Project Cost:		**$ 11,000.00**

Project Location

Field Observations

Intersection Issues	Crosswalk N	Crosswalk E	Crosswalk S	Crosswalk W	Possible Solutions
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' or 'i' in ramp label indicates no existing ramp) 2A	3A	Possible Solutions
Curb ramp does not exist and is needed			
Curb ramp does not land in crosswalk			
No 4' x 4' clear space at base of curb ramp			
Curbed side is not 90° or has traversable adjacent surface	X		Remove and replace curb ramp
Flare cross slope is greater than 10%			
Curb ramp running slope is greater than 8.3%	X	X	
Blended transition running slope is greater than 5%			
Cut-thru ramp running slope is greater than 5%			
Curb ramp cross slope is greater than 2%			
Cut-thru ramp cross slope is greater than 2%			
Curb ramp width is less than 48"	X		
Cut-thru ramp width is less than 60"			
Permanent obstruction (>0.25") in curb ramp/landing/flares		X	
Temporary obstruction (>0.25") in curb ramp/landing/flares			
No textured surface at base of curb ramp	X	X	For intersection, commercial driveway, and park ramps, install color truncated domes
No color contrast at base of curb ramp		X	
Landing area does not exist and is needed			
Landing area is less than 5' x 5' or slopes greater than 2%		X	Remove and replace landing area
Curb ramp transition onto roadway is greater than 0.25"		X	Fix curb ramp transition
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%			
Ponding occurs at base of curb ramp		X	Fix ponding

Kimley-Horn and Associates, Inc.	Intersection of Quorum Dr and ramp (Lat. 32.9625; Long. -96.8258)
Photographs	GPS ID: 90070

Ramp 2A

Ramp 3A

Opinion of Probable Construction Cost Disclaimer:
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Project Location Map Sources:
Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

End of Project Description for Project 90070 Intersection of Quorum Dr and ramp (Lat. 32.9625; Long. -96.8258)

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

Client:	**Town of Addison**	**Date: 12/21/17**
Program:	**ADA Self-Evaluation and Transition Plan**	**Prepared By: CMP**
KHA No.:	**063543021**	**Checked By: EPE**

Corridor :	**Quorum Dr**	**GPS ID: 90071**
Project Name:	**Intersection of Quorum Dr and driveway (Lat. 32.9650; Long. -96.8257)**	
Town:	**Addison**	

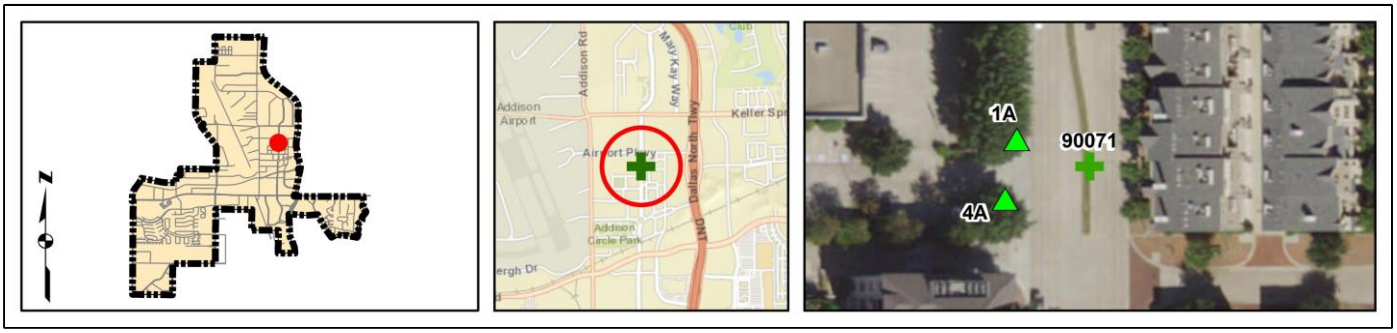
Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	$ 10.00	$ -
TxDOT 529-6002	CONC CURB (TY II)	0	LF	$ 15.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	0	SY	$ 45.00	$ -
TxDOT 531	CURB RAMPS	2	EA	$ 1,500.00	$ 3,000.00
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	$ 50.00	$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	20	SY	$ 9.00	$ 180.00
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	$ 2.80	$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	0	LF	$ 8.50	$ -
---	REPAVE ROADWAY	0	LS	$ 5,000.00	$ -
---	FIX PONDING	0	LS	$ 2,000.00	$ -
---	FIX CURB RAMP TRANSITION	0	LS	$ 2,000.00	$ -
---	MEDIAN NOSE MODIFICATION	0	LS	$ 5,000.00	$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	$ 500.00	$ -
---	FIX CURB RAMP COUNTER SLOPE	0	LS	$ 2,000.00	$ -

Basis for Cost Projection

- ☑ No Design Completed
- ❑ Preliminary Design
- ❑ Final Design

Subtotal:		$ 3,180.00
Engineering: (% +/-)	20%	$ 910.00
Contingency: (% +/-)	20%	$ 910.00
Estimated Project Cost:		**$ 5,000.00**

Project Location



Field Observations

Intersection Issues	Crosswalk N	E	S	W	Possible Solutions
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' or 'i' in ramp label indicates no existing ramp) 1A	4A	Possible Solutions
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			Remove and replace curb ramp
Flare cross slope is greater than 10%	X	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%	X	X	
Cut-thru ramp cross slope is greater than 2%			
Curb ramp width is less than 48"			
Cut-thru ramp width is less than 60"			
Permanent obstruction (>0.25") in curb ramp/landing/flares			
Temporary obstruction (>0.25") in curb ramp/landing/flares			
No textured surface at base of curb ramp	X		For intersection, commercial driveway, and park ramps, install color truncated domes
No color contrast at base of curb ramp	X		
Landing area does not exist and is needed			
Landing area is less than 5' x 5' or slopes greater than 2%	X	X	Remove and replace landing area
Curb ramp transition onto roadway is greater than 0.25"			
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%			
Ponding occurs at base of curb ramp			

Kimley-Horn and Associates, Inc.	Intersection of Quorum Dr and driveway (Lat. 32.9650; Long. -96.8257)
Photographs	GPS ID: 90071

Ramp 1A

Ramp 4A

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

End of Project Description for Project 90071 Intersection of Quorum Dr and driveway (Lat. 32.9650; Long. -96.8257)

Kimley-Horn and Associates, Inc. **Priority: 2**
Project Description for Unsignalized Intersection

Client:	**Town of Addison**	**Date:**	**12/21/17**
Program:	**ADA Self-Evaluation and Transition Plan**	**Prepared By:**	**CMP**
KHA No.:	**063543021**	**Checked By:**	**EPE**

Corridor :	**Quorum Dr**	**GPS ID:**	**90072**
Project Name:	**Intersection of Quorum Dr and ramp (Lat. 32.9633; Long. -96.8258)**		
Town:	**Addison**		

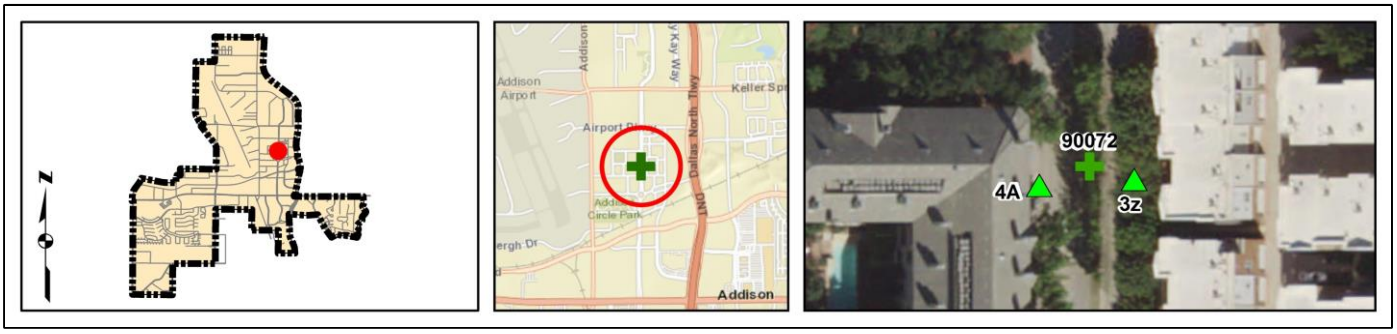
Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	$ 10.00	$ -
TxDOT 529-6002	CONC CURB (TY II)	0	LF	$ 15.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	0	SY	$ 45.00	$ -
TxDOT 531	CURB RAMPS	1	EA	$ 1,500.00	$ 1,500.00
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	$ 50.00	$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	8	SY	$ 9.00	$ 72.00
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	$ 2.80	$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	0	LF	$ 8.50	$ -
---	REPAVE ROADWAY	0	LS	$ 5,000.00	$ -
---	FIX PONDING	0	LS	$ 2,000.00	$ -
---	FIX CURB RAMP TRANSITION	0	LS	$ 2,000.00	$ -
---	MEDIAN NOSE MODIFICATION	0	LS	$ 5,000.00	$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	$ 500.00	$ -
---	FIX CURB RAMP COUNTER SLOPE	0	LS	$ 2,000.00	$ -

Basis for Cost Projection

- ☑ No Design Completed
- ❑ Preliminary Design
- ❑ Final Design

Subtotal:		$ 1,572.00
Engineering: (% +/-)	20%	$ 714.00
Contingency: (% +/-)	20%	$ 714.00
Estimated Project Cost:		**$ 3,000.00**

Project Location



Field Observations

Intersection Issues	Crosswalk N	E	S	W	Possible Solutions
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' or 'i' in ramp label indicates no existing ramp) 3z	4A	Possible Solutions
Curb ramp does not exist and is needed			
Curb ramp does not land in crosswalk			
No 4' x 4' clear space at base of curb ramp			
Curbed side is not 90° or has traversable adjacent surface		X	Remove and replace curb ramp
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"		X	
Cut-thru ramp width is less than 60"			
Permanent obstruction (>0.25") in curb ramp/landing/flares			
Temporary obstruction (>0.25") in curb ramp/landing/flares			
No textured surface at base of curb ramp		X	For intersection, commercial driveway, and park ramps, install
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			

Kimley-Horn and Associates, Inc.	Intersection of Quorum Dr and ramp (Lat. 32.9633; Long. -96.8258)
Photographs	GPS ID: 90072

Corner 3 No Ramp (3z)

Ramp 4A

Opinion of Probable Construction Cost Disclaimer:
The Engineer has no control over the cost of labor, materials, equipment, or over the Contractor's methods of determining prices or over competitive bidding or market conditions. Opinions of probable costs provided herein are based on the information known to Engineer at this time and represent only the Engineer's judgment as a design professional familiar with the construction industry. The Engineer cannot and does not guarantee that proposals, bids, or actual construction costs will not vary from its opinions of probable costs.

Project Location Map Sources:
Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013,
DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

End of Project Description for Project 90072 Intersection of Quorum Dr and ramp (Lat. 32.9633; Long. -96.8258)

Kimley-Horn and Associates, Inc. **Priority: 2**
Project Description for Unsignalized Intersection

Client:	**Town of Addison**	**Date:**	**12/21/17**
Program:	**ADA Self-Evaluation and Transition Plan**	**Prepared By:**	**CMP**
KHA No.:	**063543021**	**Checked By:**	**EPE**

Corridor :	**Morris Ave**	**GPS ID:**	**90073**
Project Name:	**Intersection of Morris Ave and driveway (Lat. 32.9627; Long. -96.8242)**		
Town:	**Addison**		

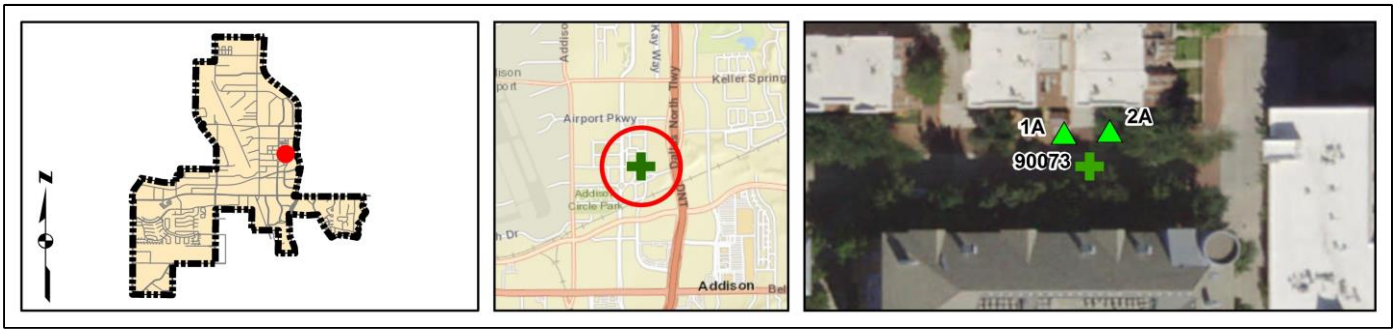
Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	$ 10.00	$ -
TxDOT 529-6002	CONC CURB (TY II)	0	LF	$ 15.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	3	SY	$ 45.00	$ 135.00
TxDOT 531	CURB RAMPS	1	EA	$ 1,500.00	$ 1,500.00
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	$ 50.00	$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	11	SY	$ 9.00	$ 99.00
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	$ 2.80	$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	0	LF	$ 8.50	$ -
---	REPAVE ROADWAY	0	LS	$ 5,000.00	$ -
---	FIX PONDING	1	LS	$ 2,000.00	$ 2,000.00
---	FIX CURB RAMP TRANSITION	2	LS	$ 2,000.00	$ 4,000.00
---	MEDIAN NOSE MODIFICATION	0	LS	$ 5,000.00	$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	$ 500.00	$ -
---	FIX CURB RAMP COUNTER SLOPE	1	LS	$ 2,000.00	$ 2,000.00

Basis for Cost Projection

- ☑ No Design Completed
- ❑ Preliminary Design
- ❑ Final Design

Subtotal:		$ 9,734.00
Engineering: (% +/-)	20%	$ 2,133.00
Contingency: (% +/-)	20%	$ 2,133.00
Estimated Project Cost:		**$ 14,000.00**

Project Location



Field Observations

Intersection Issues	Crosswalk N	E	S	W	Possible Solutions
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' or 'i' in ramp label indicates no existing ramp) 1A	2A	Possible Solutions
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			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%			
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	X	For intersection, commercial driveway, and park ramps, install color truncated domes
No color contrast at base of curb ramp	X		
Landing area does not exist and is needed			
Landing area is less than 5' x 5' or slopes greater than 2%	X		Remove and replace landing area
Curb ramp transition onto roadway is greater than 0.25"	X	X	Fix curb ramp transition
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%	X		Fix curb ramp counter slope
Ponding occurs at base of curb ramp	X		Fix ponding

Kimley-Horn and Associates, Inc.	Intersection of Morris Ave and driveway (Lat. 32.9627; Long. -96.8242)
Photographs	GPS ID: 90073

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

End of Project Description for Project 90073 Intersection of Morris Ave and driveway (Lat. 32.9627; Long. -96.8242)

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

Client:	**Town of Addison**	**Date:**	**12/21/17**
Program:	**ADA Self-Evaluation and Transition Plan**	**Prepared By:**	**CMP**
KHA No.:	**063543021**	**Checked By:**	**EPE**

Corridor :	**Morris Ave**	**GPS ID:**	**90074**
Project Name:	**Intersection of Morris Ave and Seabolt Pl**		
Town:	**Addison**		

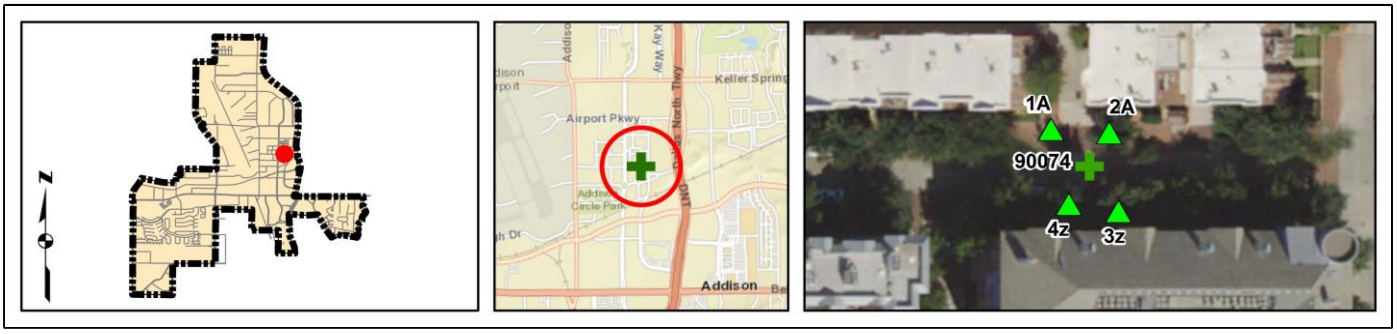
Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	$ 10.00	$ -
TxDOT 529-6002	CONC CURB (TY II)	0	LF	$ 15.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	3	SY	$ 45.00	$ 135.00
TxDOT 531	CURB RAMPS	5	EA	$ 1,500.00	$ 7,500.00
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	10	SF	$ 50.00	$ 500.00
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	13	SY	$ 9.00	$ 117.00
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	$ 2.80	$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	200	LF	$ 8.50	$ 1,700.00
---	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 COUNTER SLOPE	0	LS	$ 2,000.00	$ -

Basis for Cost Projection

- ☑ No Design Completed
- ❑ Preliminary Design
- ❑ Final Design

Subtotal:		$ 9,952.00
Engineering: (% +/-)	20%	$ 2,024.00
Contingency: (% +/-)	20%	$ 2,024.00
Estimated Project Cost:		**$ 14,000.00**

Project Location



Field Observations

Intersection Issues	Crosswalk N	Crosswalk E	Crosswalk S	Crosswalk W	Possible Solutions
Path of travel pavement condition	Good	Good	N/A	Good	
Path of travel running slope is greater than 5%			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		
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	Install crosswalk pavement markings
Crosswalk striping condition	None	None	N/A	None	

Curb Ramp Issues	Curb Ramp ID ('z' or 'i' in ramp label indicates no existing ramp) 1A	2A	3z	4z	Possible Solutions
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%		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
No color contrast at base of curb ramp					
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%	X	X			Remove and replace landing area
Curb ramp transition onto roadway is greater than 0.25"					
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
Ponding occurs at base of curb ramp					

Comment: Existing sidewalk, curb ramp, and/or striping configurations permit pedestrians to cross the major street. An Engineering study is needed to confirm crossing should be accomm

Ramp 1A

Ramp 2A

Corner 3 No Ramp (3*z*)

Corner 4 No Ramp (4*z*)

Opinion of Probable Construction Cost Disclaimer:
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Project Location Map Sources:
Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

End of Project Description for Project 90074 Intersection of Morris Ave and Seabolt Pl

Kimley-Horn and Associates, Inc. **Priority: 2**
Project Description for Unsignalized Intersection

Client:	**Town of Addison**	**Date:**	**12/21/17**
Program:	**ADA Self-Evaluation and Transition Plan**	**Prepared By:**	**CMP**
KHA No.:	**063543021**	**Checked By:**	**EPE**

Corridor :	**Morris Ave**	**GPS ID:**	**90075**
Project Name:	**Intersection of Morris Ave and driveway (Lat. 32.9627; Long. -96.8254)**		
Town:	**Addison**		

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	$ 10.00	$ -
TxDOT 529-6002	CONC CURB (TY II)	0	LF	$ 15.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	3	SY	$ 45.00	$ 135.00
TxDOT 531	CURB RAMPS	3	EA	$ 1,500.00	$ 4,500.00
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	$ 50.00	$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	23	SY	$ 9.00	$ 207.00
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	$ 2.80	$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	0	LF	$ 8.50	$ -
---	REPAVE ROADWAY	0	LS	$ 5,000.00	$ -
---	FIX PONDING	1	LS	$ 2,000.00	$ 2,000.00
---	FIX CURB RAMP TRANSITION	1	LS	$ 2,000.00	$ 2,000.00
---	MEDIAN NOSE MODIFICATION	0	LS	$ 5,000.00	$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	$ 500.00	$ -
---	FIX CURB RAMP COUNTER SLOPE	2	LS	$ 2,000.00	$ 4,000.00

Basis for Cost Projection
- ☑ No Design Completed
- ❑ Preliminary Design
- ❑ Final Design

Subtotal:		$ 12,842.00
Engineering: (% +/-)	20%	$ 2,579.00
Contingency: (% +/-)	20%	$ 2,579.00
Estimated Project Cost:		**$ 18,000.00**

Project Location

Field Observations

Intersection Issues	Crosswalk N	E	S	W	Possible Solutions
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' or 'i' in ramp label indicates no existing ramp) 1A	2A	3z	4A	Possible Solutions
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					Remove and replace curb ramp
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	
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"				X	
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25") in curb ramp/landing/flares				X	
Temporary obstruction (>0.25") in curb ramp/landing/flares					
No textured surface at base of curb ramp	X	X		X	For intersection, commercial driveway, and park ramps, install color truncated domes
No color contrast at base of curb ramp		X			
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%	X	X		X	Remove and replace landing area
Curb ramp transition onto roadway is greater than 0.25"				X	Fix curb ramp transition
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%		X		X	Fix curb ramp counter slope
Ponding occurs at base of curb ramp	X				Fix ponding

Ramp 1A

Ramp 2A

Corner 3 No Ramp (3z)

Ramp 4A

Opinion of Probable Construction Cost Disclaimer:
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Project Location Map Sources:
Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

End of Project Description for Project 90075 Intersection of Morris Ave and driveway (Lat. 32.9627; Long. -96.8254)

Kimley-Horn and Associates, Inc. **Priority: 2**
Project Description for Unsignalized Intersection

Client:	**Town of Addison**	**Date:**	**12/21/17**
Program:	**ADA Self-Evaluation and Transition Plan**	**Prepared By:**	**CMP**
KHA No.:	**063543021**	**Checked By:**	**EPE**

Corridor :	**Morris Ave**	**GPS ID:**	**90076**
Project Name:	**Intersection of Morris Ave and ramp (Lat. 32.9627; Long. -96.8275)**		
Town:	**Addison**		

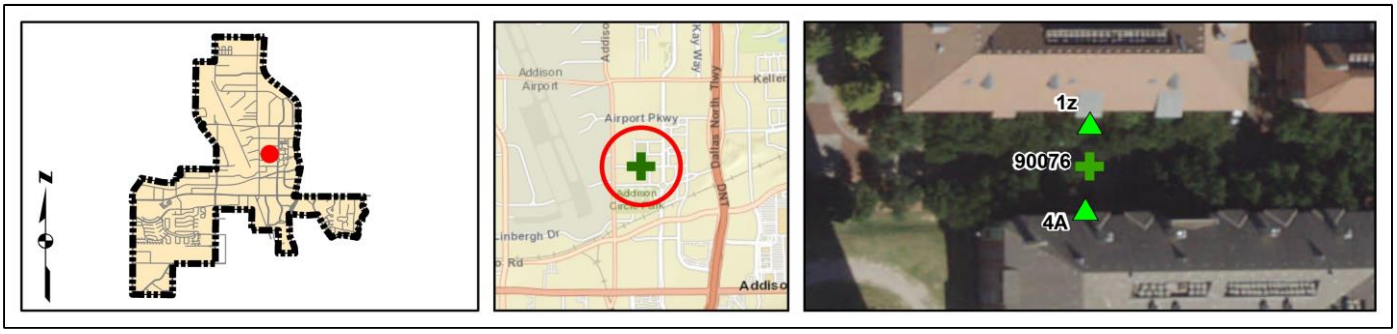
Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	$ 10.00	$ -
TxDOT 529-6002	CONC CURB (TY II)	0	LF	$ 15.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	0	SY	$ 45.00	$ -
TxDOT 531	CURB RAMPS	1	EA	$ 1,500.00	$ 1,500.00
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	$ 50.00	$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	11	SY	$ 9.00	$ 99.00
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	$ 2.80	$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	0	LF	$ 8.50	$ -
---	REPAVE ROADWAY	0	LS	$ 5,000.00	$ -
---	FIX PONDING	0	LS	$ 2,000.00	$ -
---	FIX CURB RAMP TRANSITION	0	LS	$ 2,000.00	$ -
---	MEDIAN NOSE MODIFICATION	0	LS	$ 5,000.00	$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	$ 500.00	$ -
---	FIX CURB RAMP COUNTER SLOPE	1	LS	$ 2,000.00	$ 2,000.00

Basis for Cost Projection

- ☑ No Design Completed
- ❑ Preliminary Design
- ❑ Final Design

Subtotal:		$ 3,599.00
Engineering: (% +/-)	20%	$ 1,200.50
Contingency: (% +/-)	20%	$ 1,200.50
Estimated Project Cost:		**$ 6,000.00**

Project Location



Field Observations

Intersection Issues	Crosswalk N	E	S	W	Possible Solutions
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' or 'i' in ramp label indicates no existing ramp) 1z	4A	Possible Solutions
Curb ramp does not exist and is needed			
Curb ramp does not land in crosswalk			
No 4' x 4' clear space at base of curb ramp			
Curbed side is not 90° or has traversable adjacent surface		X	Remove and replace curb ramp
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	For intersection, commercial driveway, and park ramps, install
No color contrast at base of curb ramp			
Landing area does not exist and is needed			
Landing area is less than 5' x 5' or slopes greater than 2%		X	Remove and replace landing area
Curb ramp transition onto roadway is greater than 0.25"			
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%		X	Fix curb ramp counter slope
Ponding occurs at base of curb ramp			

Corner 1 No Ramp (1z)

Ramp 4A

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DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

End of Project Description for Project 90076 Intersection of Morris Ave and ramp (Lat. 32.9627; Long. -96.8275)

Kimley-Horn and Associates, Inc. **Priority: 2**
Project Description for Unsignalized Intersection

Client:	**Town of Addison**	**Date:**	**12/21/17**
Program:	**ADA Self-Evaluation and Transition Plan**	**Prepared By:**	**CMP**
KHA No.:	**063543021**	**Checked By:**	**EPE**

Corridor :	**Morris Ave**	**GPS ID:**	**90077**
Project Name:	**Intersection of Morris Ave and Witt Pl**		
Town:	**Addison**		

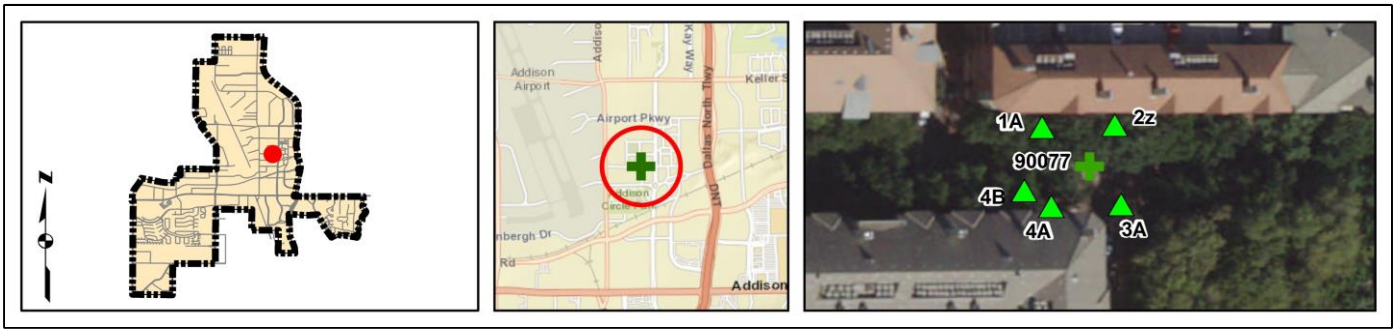
Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	$ 10.00	$ -
TxDOT 529-6002	CONC CURB (TY II)	0	LF	$ 15.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	3	SY	$ 45.00	$ 135.00
TxDOT 531	CURB RAMPS	4	EA	$ 1,500.00	$ 6,000.00
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	10	SF	$ 50.00	$ 500.00
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	25	SY	$ 9.00	$ 225.00
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	$ 2.80	$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	132	LF	$ 8.50	$ 1,122.00
---	REPAVE ROADWAY	0	LS	$ 5,000.00	$ -
---	FIX PONDING	0	LS	$ 2,000.00	$ -
---	FIX CURB RAMP TRANSITION	1	LS	$ 2,000.00	$ 2,000.00
---	MEDIAN NOSE MODIFICATION	0	LS	$ 5,000.00	$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	$ 500.00	$ -
---	FIX CURB RAMP COUNTER SLOPE	0	LS	$ 2,000.00	$ -

Basis for Cost Projection

- ☑ No Design Completed
- ❑ Preliminary Design
- ❑ Final Design

Subtotal:		$ 9,982.00
Engineering: (% +/-)	20%	$ 2,009.00
Contingency: (% +/-)	20%	$ 2,009.00
Estimated Project Cost:		**$ 14,000.00**

Project Location



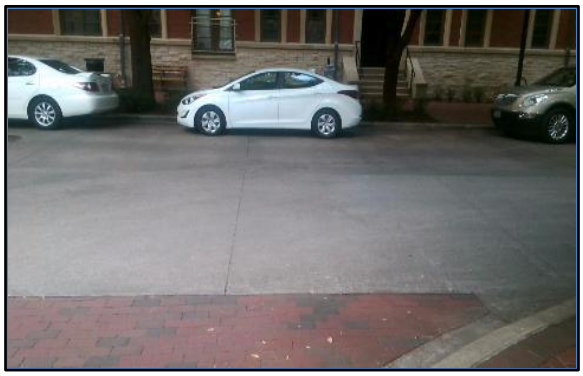
Field Observations

Intersection Issues	Crosswalk N	Crosswalk E	Crosswalk S	Crosswalk W	Possible Solutions
Path of travel pavement condition	N/A	Good	Good	Good	
Path of travel running slope is greater than 5%	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		
Crosswalk width is less than 6'	N/A	N/A	N/A		Install crosswalk pavement markings
Crosswalk striping condition	N/A	None	None	Good	

Curb Ramp Issues	Curb Ramp ID ('z' or 'i' in ramp label indicates no existing ramp) 1A	2z	3A	4A	4B		Possible Solutions
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%							Remove and replace curb ramp
Curb ramp cross slope is greater than 2%							
Cut-thru ramp cross slope is greater than 2%							
Curb ramp width is less than 48"	X			X			
Cut-thru ramp width is less than 60"							
Permanent obstruction (>0.25") in curb ramp/landing/flares	X				X		
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
No color contrast at base of curb ramp							
Landing area does not exist and is needed							
Landing area is less than 5' x 5' or slopes greater than 2%			X				Remove and replace landing area
Curb ramp transition onto roadway is greater than 0.25"	X						Fix curb ramp transition
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%							
Ponding occurs at base of curb ramp							

Comment: Existing sidewalk, curb ramp, and/or striping configurations permit pedestrians to cross the major street. An Engineering study is needed to confirm crossing should be accomm

Ramp 1A



Corner 2 No Ramp (2z)

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

End of Project Description for Project 90077 Intersection of Morris Ave and Witt Pl

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

Client:	**Town of Addison**	**Date: 12/21/17**
Program:	**ADA Self-Evaluation and Transition Plan**	**Prepared By: CMP**
KHA No.:	**063543021**	**Checked By: EPE**

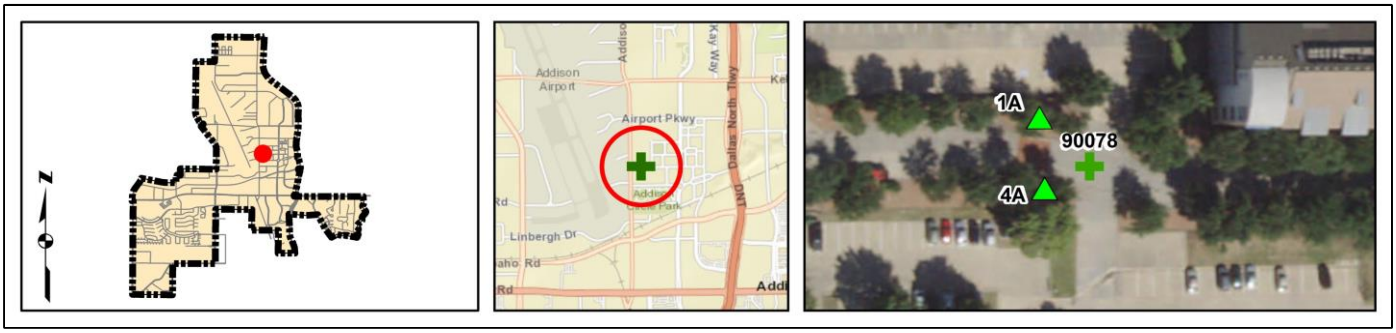
Corridor :	**Morris Ave**	**GPS ID: 90078**
Project Name:	**Intersection of Morris Ave and driveway (Lat. 32.9627; Long. -96.8289)**	
Town:	**Addison**	

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	$ 10.00	$ -
TxDOT 529-6002	CONC CURB (TY II)	0	LF	$ 15.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	6	SY	$ 45.00	$ 270.00
TxDOT 531	CURB RAMPS	0	EA	$ 1,500.00	$ -
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	$ 50.00	$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	6	SY	$ 9.00	$ 54.00
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	$ 2.80	$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	0	LF	$ 8.50	$ -
---	REPAVE ROADWAY	0	LS	$ 5,000.00	$ -
---	FIX PONDING	1	LS	$ 2,000.00	$ 2,000.00
---	FIX CURB RAMP TRANSITION	1	LS	$ 2,000.00	$ 2,000.00
---	MEDIAN NOSE MODIFICATION	0	LS	$ 5,000.00	$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	$ 500.00	$ -
---	FIX CURB RAMP COUNTER SLOPE	0	LS	$ 2,000.00	$ -

Basis for Cost Projection
- ☑ No Design Completed
- ❑ Preliminary Design
- ❑ Final Design

Subtotal:		$ 4,324.00
Engineering: (% +/-)	20%	$ 1,338.00
Contingency: (% +/-)	20%	$ 1,338.00
Estimated Project Cost:		**$ 7,000.00**

Project Location



Field Observations

Intersection Issues	Crosswalk N	E	S	W	Possible Solutions
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' or 'i' in ramp label indicates no existing ramp) 1A	4A		Possible Solutions
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%	X	X		Remove and replace landing area
Curb ramp transition onto roadway is greater than 0.25"	X			Fix curb ramp transition
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%				
Ponding occurs at base of curb ramp		X		Fix ponding

Kimley-Horn and Associates, Inc.	Intersection of Morris Ave and driveway (Lat. 32.9627; Long. -96.8289)
Photographs	GPS ID: 90078

Ramp 1A

Ramp 4A

Opinion of Probable Construction Cost Disclaimer:
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Project Location Map Sources:
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End of Project Description for Project 90078 Intersection of Morris Ave and driveway (Lat. 32.9627; Long. -96.8289)

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

Client:	**Town of Addison**		**Date: 12/21/17**
Program:	**ADA Self-Evaluation and Transition Plan**		**Prepared By: CMP**
KHA No.:	**063543021**		**Checked By: EPE**

Corridor :	**Airport Pkwy**	**GPS ID: 90079**
Project Name:	**Intersection of Airport Pkwy and driveway (Lat. 32.9659; Long. -96.8241)**	
Town:	**Addison**	

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	$ 10.00	$ -
TxDOT 529-6002	CONC CURB (TY II)	0	LF	$ 15.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	0	SY	$ 45.00	$ -
TxDOT 531	CURB RAMPS	2	EA	$ 1,500.00	$ 3,000.00
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	$ 50.00	$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	21	SY	$ 9.00	$ 189.00
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	$ 2.80	$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	0	LF	$ 8.50	$ -
---	REPAVE ROADWAY	0	LS	$ 5,000.00	$ -
---	FIX PONDING	0	LS	$ 2,000.00	$ -
---	FIX CURB RAMP TRANSITION	2	LS	$ 2,000.00	$ 4,000.00
---	MEDIAN NOSE MODIFICATION	0	LS	$ 5,000.00	$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	$ 500.00	$ -
---	FIX CURB RAMP COUNTER SLOPE	0	LS	$ 2,000.00	$ -

Basis for Cost Projection

- ☑ No Design Completed
- ❑ Preliminary Design
- ❑ Final Design

Subtotal:		$ 7,189.00
Engineering: (% +/-)	20%	$ 1,905.50
Contingency: (% +/-)	20%	$ 1,905.50
Estimated Project Cost:		**$ 11,000.00**

Project Location

Field Observations

Intersection Issues	Crosswalk N	E	S	W	Possible Solutions
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' or 'i' in ramp label indicates no existing ramp) 1A	2A	Possible Solutions
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			Remove and replace curb ramp
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			
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
No color contrast at base of curb ramp			
Landing area does not exist and is needed			
Landing area is less than 5' x 5' or slopes greater than 2%	X	X	Remove and replace landing area
Curb ramp transition onto roadway is greater than 0.25"	X	X	Fix curb ramp transition
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%			
Ponding occurs at base of curb ramp			

Kimley-Horn and Associates, Inc.	Intersection of Airport Pkwy and driveway (Lat. 32.9659; Long. -96.8241)
Photographs	GPS ID: 90079

Ramp 1A

Ramp 2A

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Project Location Map Sources:
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End of Project Description for Project 90079 Intersection of Airport Pkwy and driveway (Lat. 32.9659; Long. -96.8241)

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

Client:	**Town of Addison**	**Date:**	**12/21/17**
Program:	**ADA Self-Evaluation and Transition Plan**	**Prepared By:**	**CMP**
KHA No.:	**063543021**	**Checked By:**	**EPE**

Corridor :	**Keller Springs Rd**	**GPS ID:**	**90081**
Project Name:	**Intersection of Keller Springs Rd and Ledgemont Ln**		
Town:	**Addison**		

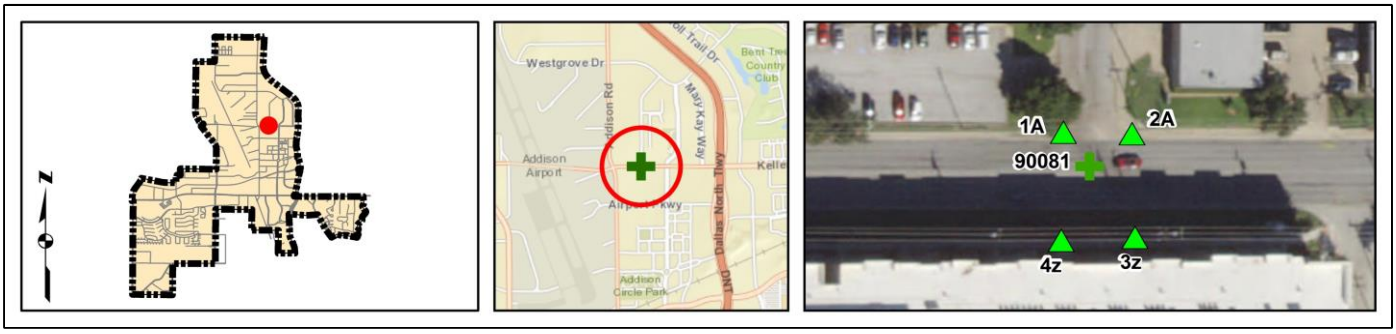
Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	$ 10.00	$ -
TxDOT 529-6002	CONC CURB (TY II)	0	LF	$ 15.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	6	SY	$ 45.00	$ 270.00
TxDOT 531	CURB RAMPS	5	EA	$ 1,500.00	$ 7,500.00
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	$ 50.00	$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	26	SY	$ 9.00	$ 234.00
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	$ 2.80	$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	306	LF	$ 8.50	$ 2,601.00
---	REPAVE ROADWAY	1	LS	$ 5,000.00	$ 5,000.00
---	FIX PONDING	1	LS	$ 2,000.00	$ 2,000.00
---	FIX CURB RAMP TRANSITION	0	LS	$ 2,000.00	$ -
---	MEDIAN NOSE MODIFICATION	0	LS	$ 5,000.00	$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	$ 500.00	$ -
---	FIX CURB RAMP COUNTER SLOPE	0	LS	$ 2,000.00	$ -

Basis for Cost Projection

- ☑ No Design Completed
- ❑ Preliminary Design
- ❑ Final Design

Subtotal:		$ 17,605.00
Engineering: (% +/-)	20%	$ 3,697.50
Contingency: (% +/-)	20%	$ 3,697.50
Estimated Project Cost:		**$ 25,000.00**

Project Location



Field Observations

Intersection Issues	Crosswalk N	Crosswalk E	Crosswalk S	Crosswalk W	Possible Solutions
Path of travel pavement condition	Good	Good	N/A	Dangerous	Repave roadway and install crosswalk pavement markings
Path of travel running slope is greater than 5%			N/A		
Path of travel cross slope is greater than 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		
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	Install crosswalk pavement markings
Crosswalk striping condition	None	None	N/A	None	

Curb Ramp Issues	Curb Ramp ID ('z' or 'i' in ramp label indicates no existing ramp) 1A	2A	3z	4z	Possible Solutions
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				Remove and replace crosswalk pavement markings
Curbed side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%	X	X			Remove and replace curb ramp
Curb ramp running slope is greater than 8.3%		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			
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	X			Remove and replace landing area
Curb ramp transition onto roadway is greater than 0.25"					
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
Ponding occurs at base of curb ramp	X				Fix ponding

Comment: Existing sidewalk, curb ramp, and/or striping configurations permit pedestrians to cross the major street. An Engineering study is needed to confirm crossing should be accomm

Ramp 1A

Ramp 2A

Corner 3 No Ramp (3*z*)

Corner 4 No Ramp (4*z*)

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End of Project Description for Project 90081 Intersection of Keller Springs Rd and Ledgemont Ln

Kimley-Horn and Associates, Inc. **Priority: 2**
Project Description for Unsignalized Intersection

Client:	**Town of Addison**	**Date:**	**12/21/17**
Program:	**ADA Self-Evaluation and Transition Plan**	**Prepared By:**	**CMP**
KHA No.:	**063543021**	**Checked By:**	**EPE**

Corridor :	**Spectrum Dr**	**GPS ID:**	**90082**
Project Name:	**Intersection of Spectrum Dr and driveway (Lat. 32.9582; Long. -96.8247)**		
Town:	**Addison**		

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	$ 10.00	$ -
TxDOT 529-6002	CONC CURB (TY II)	0	LF	$ 15.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	0	SY	$ 45.00	$ -
TxDOT 531	CURB RAMPS	2	EA	$ 1,500.00	$ 3,000.00
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	$ 50.00	$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	18	SY	$ 9.00	$ 162.00
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	$ 2.80	$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	0	LF	$ 8.50	$ -
---	REPAVE ROADWAY	0	LS	$ 5,000.00	$ -
---	FIX PONDING	1	LS	$ 2,000.00	$ 2,000.00
---	FIX CURB RAMP TRANSITION	0	LS	$ 2,000.00	$ -
---	MEDIAN NOSE MODIFICATION	0	LS	$ 5,000.00	$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	$ 500.00	$ -
---	FIX CURB RAMP COUNTER SLOPE	0	LS	$ 2,000.00	$ -

Basis for Cost Projection
- ☑ No Design Completed
- ❑ Preliminary Design
- ❑ Final Design

Subtotal:		$ 5,162.00
Engineering: (% +/-)	20%	$ 1,419.00
Contingency: (% +/-)	20%	$ 1,419.00
Estimated Project Cost:		**$ 8,000.00**

Project Location

Field Observations

Intersection Issues	Crosswalk N	E	S	W	Possible Solutions
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' or 'i' in ramp label indicates no existing ramp) 1A	4A	Possible Solutions
Curb ramp does not exist and is needed			
Curb ramp does not land in crosswalk			
No 4' x 4' clear space at base of curb ramp			
Curbed side is not 90° or has traversable adjacent surface	X	X	
Flare cross slope is greater than 10%			
Curb ramp running slope is greater than 8.3%		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 2%			
Curb ramp width is less than 48"	X		
Cut-thru ramp width is less than 60"			
Permanent obstruction (>0.25") in curb ramp/landing/flares	X		
Temporary obstruction (>0.25") in curb ramp/landing/flares			
No textured surface at base of curb ramp	X	X	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"			
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

Kimley-Horn and Associates, Inc.	Intersection of Spectrum Dr and driveway (Lat. 32.9582; Long. -96.8247)
Photographs	GPS ID: 90082

Ramp 1A

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

End of Project Description for Project 90082 Intersection of Spectrum Dr and driveway (Lat. 32.9582; Long. -96.8247)

Kimley-Horn and Associates, Inc. **Priority: 6**
Project Description for Unsignalized Intersection

Client:	**Town of Addison**	**Date:**	**12/21/17**
Program:	**ADA Self-Evaluation and Transition Plan**	**Prepared By:**	**CMP**
KHA No.:	**063543021**	**Checked By:**	**EPE**

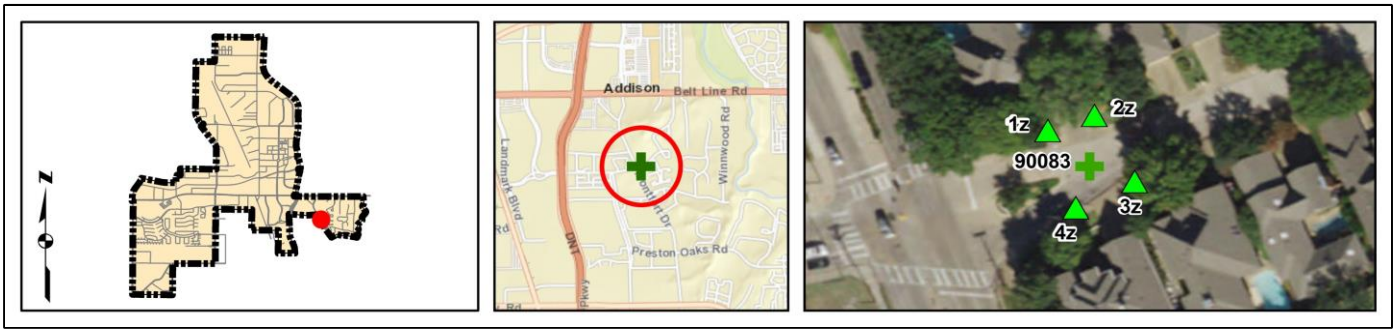
Corridor :	**Paladium Dr**	**GPS ID:**	**90083**
Project Name:	**Intersection of Paladium Dr and driveway (Lat. 32.9490; Long. -96.8170)**		
Town:	**Addison**		

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	$ 10.00	$ -
TxDOT 529-6002	CONC CURB (TY II)	0	LF	$ 15.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	0	SY	$ 45.00	$ -
TxDOT 531	CURB RAMPS	4	EA	$ 1,500.00	$ 6,000.00
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	$ 50.00	$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	0	SY	$ 9.00	$ -
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	$ 2.80	$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	0	LF	$ 8.50	$ -
---	REPAVE ROADWAY	0	LS	$ 5,000.00	$ -
---	FIX PONDING	0	LS	$ 2,000.00	$ -
---	FIX CURB RAMP TRANSITION	0	LS	$ 2,000.00	$ -
---	MEDIAN NOSE MODIFICATION	0	LS	$ 5,000.00	$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	$ 500.00	$ -
---	FIX CURB RAMP COUNTER SLOPE	0	LS	$ 2,000.00	$ -

Basis for Cost Projection
- ☑ No Design Completed
- ❑ Preliminary Design
- ❑ Final Design

Subtotal:		$ 6,000.00
Engineering: (% +/-)	20%	$ 1,500.00
Contingency: (% +/-)	20%	$ 1,500.00
Estimated Project Cost:		**$ 9,000.00**

Project Location



Field Observations

Intersection Issues	Crosswalk N	E	S	W	Possible Solutions
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' or 'i' in ramp label indicates no existing ramp) 1z	2z	3z	4z		Possible Solutions
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						
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						

Kimley-Horn and Associates, Inc.	Intersection of Paladium Dr and driveway (Lat. 32.9490; Long. -96.8170)
Photographs	GPS ID: 90083

Corner 1 No Ramp (1*z*)

Corner 2 No Ramp (2*z*)

Corner 3 No Ramp (3*z*)

Corner 4 No Ramp (4*z*)

Opinion of Probable Construction Cost Disclaimer:
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End of Project Description for Project 90083 Intersection of Paladium Dr and driveway (Lat. 32.9490; Long. -96.8170)

Kimley-Horn and Associates, Inc. **Priority: 6**
Project Description for Unsignalized Intersection

Client:	**Town of Addison**	**Date: 12/21/17**
Program:	**ADA Self-Evaluation and Transition Plan**	**Prepared By: CMP**
KHA No.:	**063543021**	**Checked By: EPE**

Corridor :	**Paladium Dr**	**GPS ID: 90084**
Project Name:	**Intersection of Paladium Dr and driveway (Lat. 32.9491; Long. -96.8168)**	
Town:	**Addison**	

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	$ 10.00	$ -
TxDOT 529-6002	CONC CURB (TY II)	0	LF	$ 15.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	0	SY	$ 45.00	$ -
TxDOT 531	CURB RAMPS	4	EA	$ 1,500.00	$ 6,000.00
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	$ 50.00	$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	0	SY	$ 9.00	$ -
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	$ 2.80	$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	0	LF	$ 8.50	$ -
---	REPAVE ROADWAY	0	LS	$ 5,000.00	$ -
---	FIX PONDING	0	LS	$ 2,000.00	$ -
---	FIX CURB RAMP TRANSITION	0	LS	$ 2,000.00	$ -
---	MEDIAN NOSE MODIFICATION	0	LS	$ 5,000.00	$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	$ 500.00	$ -
---	FIX CURB RAMP COUNTER SLOPE	0	LS	$ 2,000.00	$ -

Basis for Cost Projection
- ☑ No Design Completed
- ❑ Preliminary Design
- ❑ Final Design

Subtotal:		$ 6,000.00
Engineering: (% +/-)	20%	$ 1,500.00
Contingency: (% +/-)	20%	$ 1,500.00
Estimated Project Cost:		**$ 9,000.00**

Project Location

Field Observations

Intersection Issues	Crosswalk N	E	S	W	Possible Solutions
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' or 'i' in ramp label indicates no existing ramp) 1z	2z	3z	4z		Possible Solutions
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						
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 (1*z*)

Corner 2 No Ramp (2*z*)

Corner 3 No Ramp (3*z*)

Corner 4 No Ramp (4*z*)

Opinion of Probable Construction Cost Disclaimer:
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Project Location Map Sources:
Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

End of Project Description for Project 90084 Intersection of Paladium Dr and driveway (Lat. 32.9491; Long. -96.8168)

Kimley-Horn and Associates, Inc. **Priority: 6**
Project Description for Unsignalized Intersection

Client:	**Town of Addison**	**Date:**	**12/21/17**
Program:	**ADA Self-Evaluation and Transition Plan**	**Prepared By:**	**CMP**
KHA No.:	**063543021**	**Checked By:**	**EPE**

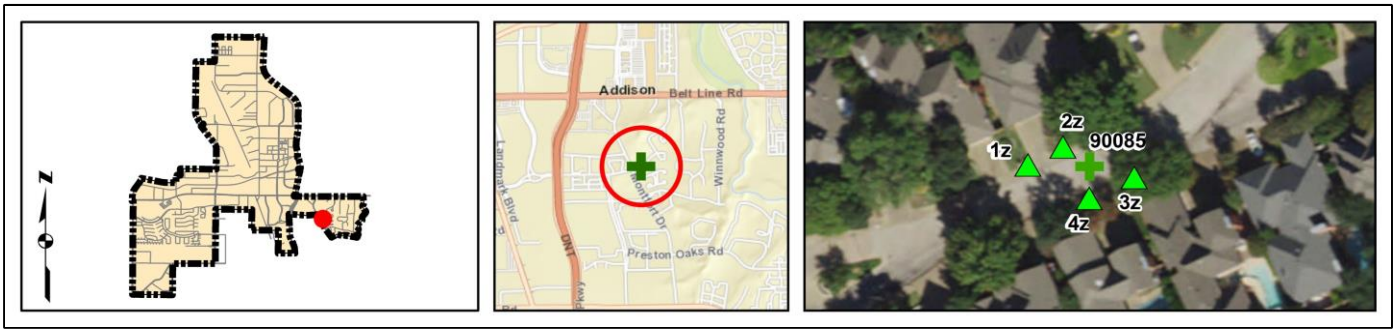
Corridor :	**Paladium Dr**	**GPS ID:**	**90085**
Project Name:	**Intersection of Paladium Dr and driveway (Lat. 32.9491; Long. -96.8166)**		
Town:	**Addison**		

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	$ 10.00	$ -
TxDOT 529-6002	CONC CURB (TY II)	0	LF	$ 15.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	0	SY	$ 45.00	$ -
TxDOT 531	CURB RAMPS	4	EA	$ 1,500.00	$ 6,000.00
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	$ 50.00	$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	0	SY	$ 9.00	$ -
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	$ 2.80	$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	0	LF	$ 8.50	$ -
---	REPAVE ROADWAY	0	LS	$ 5,000.00	$ -
---	FIX PONDING	0	LS	$ 2,000.00	$ -
---	FIX CURB RAMP TRANSITION	0	LS	$ 2,000.00	$ -
---	MEDIAN NOSE MODIFICATION	0	LS	$ 5,000.00	$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	$ 500.00	$ -
---	FIX CURB RAMP COUNTER SLOPE	0	LS	$ 2,000.00	$ -

Basis for Cost Projection
- ☑ No Design Completed
- ❑ Preliminary Design
- ❑ Final Design

Subtotal:		$ 6,000.00
Engineering: (% +/-)	20%	$ 1,500.00
Contingency: (% +/-)	20%	$ 1,500.00
Estimated Project Cost:		**$ 9,000.00**

Project Location



Field Observations

Intersection Issues	Crosswalk N	E	S	W	Possible Solutions
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' or 'i' in ramp label indicates no existing ramp) 1z	2z	3z	4z		Possible Solutions
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						
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						

Kimley-Horn and Associates, Inc.	Intersection of Paladium Dr and driveway (Lat. 32.9491; Long. -96.8166)
Photographs	GPS ID: 90085

Corner 1 No Ramp (1*z*)

Corner 2 No Ramp (2*z*)

Corner 3 No Ramp (3*z*)

Corner 4 No Ramp (4*z*)

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Project Location Map Sources:
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End of Project Description for Project 90085 Intersection of Paladium Dr and driveway (Lat. 32.9491; Long. -96.8166)

Kimley-Horn and Associates, Inc. **Priority: 6**
Project Description for Unsignalized Intersection

Client:	**Town of Addison**	**Date: 12/21/17**
Program:	**ADA Self-Evaluation and Transition Plan**	**Prepared By: CMP**
KHA No.:	**063543021**	**Checked By: EPE**

Corridor :	**Paladium Dr**	**GPS ID: 90086**
Project Name:	**Intersection of Paladium Dr and driveway (Lat. 32.9492; Long. -96.8164)**	
Town:	**Addison**	

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	$ 10.00	$ -
TxDOT 529-6002	CONC CURB (TY II)	0	LF	$ 15.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	0	SY	$ 45.00	$ -
TxDOT 531	CURB RAMPS	4	EA	$ 1,500.00	$ 6,000.00
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	$ 50.00	$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	0	SY	$ 9.00	$ -
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	$ 2.80	$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	0	LF	$ 8.50	$ -
---	REPAVE ROADWAY	0	LS	$ 5,000.00	$ -
---	FIX PONDING	0	LS	$ 2,000.00	$ -
---	FIX CURB RAMP TRANSITION	0	LS	$ 2,000.00	$ -
---	MEDIAN NOSE MODIFICATION	0	LS	$ 5,000.00	$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	$ 500.00	$ -
---	FIX CURB RAMP COUNTER SLOPE	0	LS	$ 2,000.00	$ -

Basis for Cost Projection
- ☑ No Design Completed
- ❑ Preliminary Design
- ❑ Final Design

Subtotal:		$ 6,000.00
Engineering: (% +/-)	20%	$ 1,500.00
Contingency: (% +/-)	20%	$ 1,500.00
Estimated Project Cost:		**$ 9,000.00**

Project Location

Field Observations

Intersection Issues	Crosswalk N	E	S	W	Possible Solutions
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' or 'i' in ramp label indicates no existing ramp) 1z	2z	3z	4z		Possible Solutions
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						
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						

Kimley-Horn and Associates, Inc.	Intersection of Paladium Dr and driveway (Lat. 32.9492; Long. -96.8164)
Photographs	GPS ID: 90086

Corner 1 No Ramp (1*z*)

Corner 2 No Ramp (2*z*)

Corner 3 No Ramp (3*z*)

Corner 4 No Ramp (4*z*)

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End of Project Description for Project 90086 Intersection of Paladium Dr and driveway (Lat. 32.9492; Long. -96.8164)

Kimley-Horn and Associates, Inc. **Priority: 6**
Project Description for Unsignalized Intersection

Client:	**Town of Addison**	**Date: 12/21/17**
Program:	**ADA Self-Evaluation and Transition Plan**	**Prepared By: CMP**
KHA No.:	**063543021**	**Checked By: EPE**

Corridor :	**Paladium Dr**	**GPS ID: 90087**
Project Name:	**Intersection of Paladium Dr and driveway (Lat. 32.9493; Long. -96.8163)**	
Town:	**Addison**	

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	$ 10.00	$ -
TxDOT 529-6002	CONC CURB (TY II)	0	LF	$ 15.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	0	SY	$ 45.00	$ -
TxDOT 531	CURB RAMPS	2	EA	$ 1,500.00	$ 3,000.00
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	$ 50.00	$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	0	SY	$ 9.00	$ -
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	$ 2.80	$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	0	LF	$ 8.50	$ -
---	REPAVE ROADWAY	0	LS	$ 5,000.00	$ -
---	FIX PONDING	0	LS	$ 2,000.00	$ -
---	FIX CURB RAMP TRANSITION	0	LS	$ 2,000.00	$ -
---	MEDIAN NOSE MODIFICATION	0	LS	$ 5,000.00	$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	$ 500.00	$ -
---	FIX CURB RAMP COUNTER SLOPE	0	LS	$ 2,000.00	$ -

Basis for Cost Projection
- ☑ No Design Completed
- ❑ Preliminary Design
- ❑ Final Design

Subtotal:		$ 3,000.00
Engineering: (% +/-)	20%	$ 1,000.00
Contingency: (% +/-)	20%	$ 1,000.00
Estimated Project Cost:		**$ 5,000.00**

Project Location

Field Observations

Intersection Issues	Crosswalk N	E	S	W	Possible Solutions
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' or 'i' in ramp label indicates no existing ramp) 3z	4z		Possible Solutions
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				

Kimley-Horn and Associates, Inc.	Intersection of Paladium Dr and driveway (Lat. 32.9493; Long. -96.8163)
Photographs	GPS ID: 90087

Corner 3 No Ramp (3*z*)

Corner 4 No Ramp (4*z*)

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

End of Project Description for Project 90087 Intersection of Paladium Dr and driveway (Lat. 32.9493; Long. -96.8163)

Kimley-Horn and Associates, Inc. **Priority: 6**
Project Description for Unsignalized Intersection

Client:	**Town of Addison**	**Date:**	**12/21/17**
Program:	**ADA Self-Evaluation and Transition Plan**	**Prepared By:**	**CMP**
KHA No.:	**063543021**	**Checked By:**	**EPE**

Corridor :	**Paladium Dr**	**GPS ID:**	**90088**
Project Name:	**Intersection of Paladium Dr and driveway (Lat. 32.9494; Long. -96.8161)**		
Town:	**Addison**		

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	$ 10.00	$ -
TxDOT 529-6002	CONC CURB (TY II)	0	LF	$ 15.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	0	SY	$ 45.00	$ -
TxDOT 531	CURB RAMPS	2	EA	$ 1,500.00	$ 3,000.00
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	$ 50.00	$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	0	SY	$ 9.00	$ -
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	$ 2.80	$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	0	LF	$ 8.50	$ -
---	REPAVE ROADWAY	0	LS	$ 5,000.00	$ -
---	FIX PONDING	0	LS	$ 2,000.00	$ -
---	FIX CURB RAMP TRANSITION	0	LS	$ 2,000.00	$ -
---	MEDIAN NOSE MODIFICATION	0	LS	$ 5,000.00	$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	$ 500.00	$ -
---	FIX CURB RAMP COUNTER SLOPE	0	LS	$ 2,000.00	$ -

Basis for Cost Projection
- ☑ No Design Completed
- ❑ Preliminary Design
- ❑ Final Design

Subtotal:		$ 3,000.00
Engineering: (% +/-)	20%	$ 1,000.00
Contingency: (% +/-)	20%	$ 1,000.00
Estimated Project Cost:		**$ 5,000.00**

Project Location

Field Observations

Intersection Issues	Crosswalk N	E	S	W	Possible Solutions
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' or 'i' in ramp label indicates no existing ramp) 1z	2z		Possible Solutions
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				

Kimley-Horn and Associates, Inc.	Intersection of Paladium Dr and driveway (Lat. 32.9494; Long. -96.8161)
Photographs	GPS ID: 90088

Corner 1 No Ramp (1*z*)

Corner 2 No Ramp (2*z*)

Opinion of Probable Construction Cost Disclaimer:
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Project Location Map Sources:
Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

End of Project Description for Project 90088 Intersection of Paladium Dr and driveway (Lat. 32.9494; Long. -96.8161)

Kimley-Horn and Associates, Inc. **Priority: 6**
Project Description for Unsignalized Intersection

Client:	**Town of Addison**	**Date:**	**12/21/17**
Program:	**ADA Self-Evaluation and Transition Plan**	**Prepared By:**	**CMP**
KHA No.:	**063543021**	**Checked By:**	**EPE**

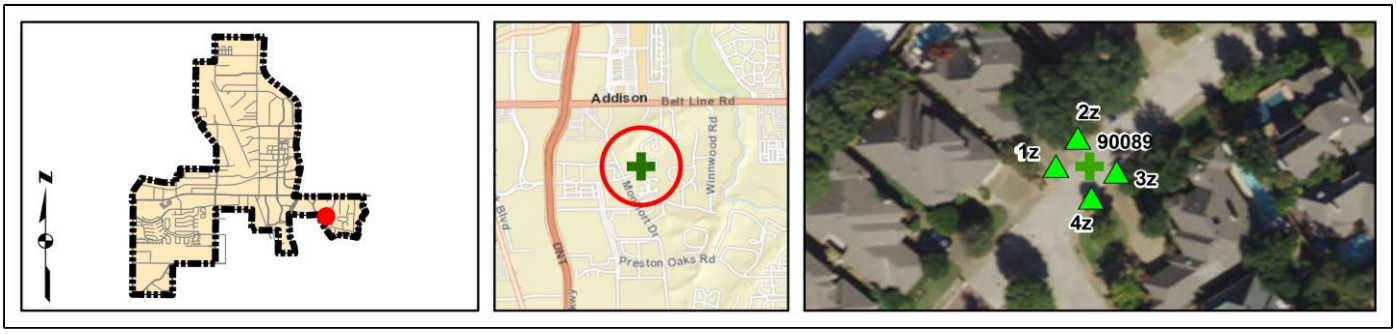
Corridor :	**Paladium Dr**	**GPS ID:**	**90089**
Project Name:	**Intersection of Paladium Dr and driveway (Lat. 32.9496; Long. -96.8160)**		
Town:	**Addison**		

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	$ 10.00	$ -
TxDOT 529-6002	CONC CURB (TY II)	0	LF	$ 15.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	0	SY	$ 45.00	$ -
TxDOT 531	CURB RAMPS	4	EA	$ 1,500.00	$ 6,000.00
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	$ 50.00	$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	0	SY	$ 9.00	$ -
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	$ 2.80	$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	0	LF	$ 8.50	$ -
---	REPAVE ROADWAY	0	LS	$ 5,000.00	$ -
---	FIX PONDING	0	LS	$ 2,000.00	$ -
---	FIX CURB RAMP TRANSITION	0	LS	$ 2,000.00	$ -
---	MEDIAN NOSE MODIFICATION	0	LS	$ 5,000.00	$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	$ 500.00	$ -
---	FIX CURB RAMP COUNTER SLOPE	0	LS	$ 2,000.00	$ -

Basis for Cost Projection
- ☑ No Design Completed
- ❑ Preliminary Design
- ❑ Final Design

Subtotal:		$ 6,000.00
Engineering: (% +/-)	20%	$ 1,500.00
Contingency: (% +/-)	20%	$ 1,500.00
Estimated Project Cost:		**$ 9,000.00**

Project Location



Field Observations

Intersection Issues	Crosswalk N	E	S	W	Possible Solutions
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' or 'i' in ramp label indicates no existing ramp) 1z	2z	3z	4z		Possible Solutions
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						
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						

Kimley-Horn and Associates, Inc.	Intersection of Paladium Dr and driveway (Lat. 32.9496; Long. -96.8160)
Photographs	GPS ID: 90089

Corner 1 No Ramp (1*z*)

Corner 2 No Ramp (2*z*)

Corner 3 No Ramp (3*z*)

Corner 4 No Ramp (4*z*)

Opinion of Probable Construction Cost Disclaimer:
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Project Location Map Sources:
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End of Project Description for Project 90089 Intersection of Paladium Dr and driveway (Lat. 32.9496; Long. -96.8160)

Kimley-Horn and Associates, Inc. **Priority: 6**
Project Description for Unsignalized Intersection

Client:	**Town of Addison**	**Date:**	**12/21/17**
Program:	**ADA Self-Evaluation and Transition Plan**	**Prepared By:**	**CMP**
KHA No.:	**063543021**	**Checked By:**	**EPE**

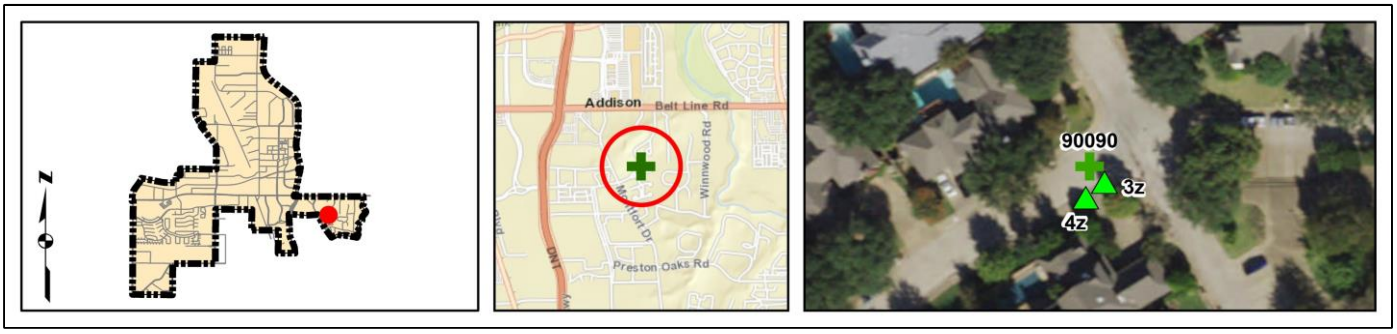
Corridor :	**Paladium Dr**	**GPS ID:**	**90090**
Project Name:	**Intersection of Paladium Dr and driveway (Lat. 32.9500; Long. -96.8155)**		
Town:	**Addison**		

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	$ 10.00	$ -
TxDOT 529-6002	CONC CURB (TY II)	0	LF	$ 15.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	0	SY	$ 45.00	$ -
TxDOT 531	CURB RAMPS	2	EA	$ 1,500.00	$ 3,000.00
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	$ 50.00	$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	0	SY	$ 9.00	$ -
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	$ 2.80	$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	0	LF	$ 8.50	$ -
---	REPAVE ROADWAY	0	LS	$ 5,000.00	$ -
---	FIX PONDING	0	LS	$ 2,000.00	$ -
---	FIX CURB RAMP TRANSITION	0	LS	$ 2,000.00	$ -
---	MEDIAN NOSE MODIFICATION	0	LS	$ 5,000.00	$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	$ 500.00	$ -
---	FIX CURB RAMP COUNTER SLOPE	0	LS	$ 2,000.00	$ -

Basis for Cost Projection
- ☑ No Design Completed
- ❑ Preliminary Design
- ❑ Final Design

Subtotal:		$ 3,000.00
Engineering: (% +/-)	20%	$ 1,000.00
Contingency: (% +/-)	20%	$ 1,000.00
Estimated Project Cost:		**$ 5,000.00**

Project Location



Field Observations

Intersection Issues	Crosswalk N	E	S	W	Possible Solutions
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' or 'i' in ramp label indicates no existing ramp) 3z	4z		Possible Solutions
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				
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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 3 No Ramp (3*z*)

Corner 4 No Ramp (4*z*)

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End of Project Description for Project 90090 Intersection of Paladium Dr and driveway (Lat. 32.9500; Long. -96.8155)

Kimley-Horn and Associates, Inc. **Priority: 6**
Project Description for Unsignalized Intersection

Client:	**Town of Addison**	**Date:**	**12/21/17**
Program:	**ADA Self-Evaluation and Transition Plan**	**Prepared By:**	**CMP**
KHA No.:	**063543021**	**Checked By:**	**EPE**

Corridor :	**Paladium Dr**	**GPS ID:**	**90091**
Project Name:	**Intersection of Paladium Dr and driveway (Lat. 32.9498; Long. -96.8158)**		
Town:	**Addison**		

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	$ 10.00	$ -
TxDOT 529-6002	CONC CURB (TY II)	0	LF	$ 15.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	0	SY	$ 45.00	$ -
TxDOT 531	CURB RAMPS	2	EA	$ 1,500.00	$ 3,000.00
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	$ 50.00	$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	0	SY	$ 9.00	$ -
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	$ 2.80	$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	0	LF	$ 8.50	$ -
---	REPAVE ROADWAY	0	LS	$ 5,000.00	$ -
---	FIX PONDING	0	LS	$ 2,000.00	$ -
---	FIX CURB RAMP TRANSITION	0	LS	$ 2,000.00	$ -
---	MEDIAN NOSE MODIFICATION	0	LS	$ 5,000.00	$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	$ 500.00	$ -
---	FIX CURB RAMP COUNTER SLOPE	0	LS	$ 2,000.00	$ -

Basis for Cost Projection
- ☑ No Design Completed
- ❑ Preliminary Design
- ❑ Final Design

Subtotal:		$ 3,000.00
Engineering: (% +/-)	20%	$ 1,000.00
Contingency: (% +/-)	20%	$ 1,000.00
Estimated Project Cost:		**$ 5,000.00**

Project Location

Field Observations

Intersection Issues	Crosswalk N	E	S	W	Possible Solutions
Path of travel pavement condition					All driveway path of travel issues and possible solutions provided in driveway shapefile (TRPEDDRV)
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Crosswalk width is less than 6'					
Crosswalk striping condition					

Curb Ramp Issues	Curb Ramp ID ('z' or 'i' in ramp label indicates no existing ramp) 1z	2z		Possible Solutions
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				
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Permanent obstruction (>0.25") in curb ramp/landing/flares				
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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 (1*z*)

Corner 2 No Ramp (2*z*)

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End of Project Description for Project 90091 Intersection of Paladium Dr and driveway (Lat. 32.9498; Long. -96.8158)

Kimley-Horn and Associates, Inc. **Priority: 6**
Project Description for Unsignalized Intersection

Client:	**Town of Addison**	**Date: 12/21/17**
Program:	**ADA Self-Evaluation and Transition Plan**	**Prepared By: CMP**
KHA No.:	**063543021**	**Checked By: EPE**

Corridor :	**Paladium Dr**	**GPS ID: 90092**
Project Name:	**Intersection of Paladium Dr and driveway (Lat. 32.9499; Long. -96.8157)**	
Town:	**Addison**	

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	$ 10.00	$ -
TxDOT 529-6002	CONC CURB (TY II)	0	LF	$ 15.00	$ -
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---	REMOVE TEMPORARY OBSTRUCTION	0	LS	$ 500.00	$ -
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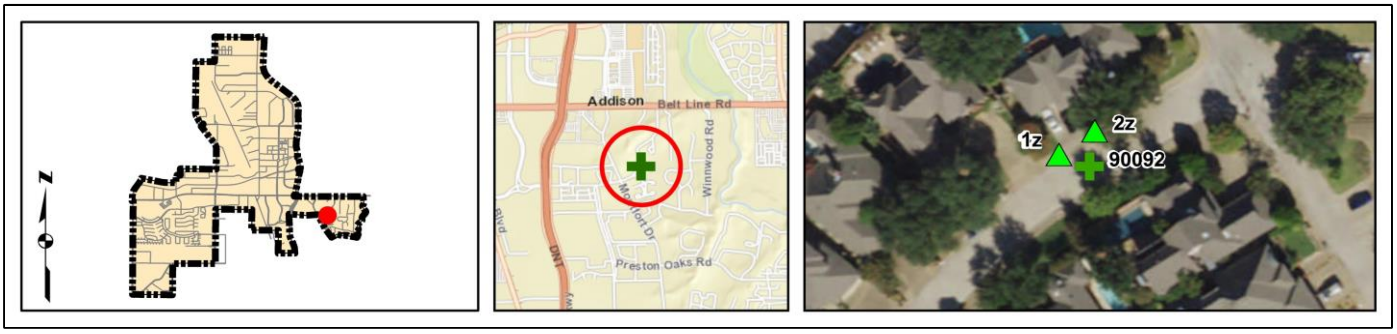
Basis for Cost Projection
- ☑ No Design Completed
- ❑ Preliminary Design
- ❑ Final Design

Subtotal:		$ 3,000.00
Engineering: (% +/-)	20%	$ 1,000.00
Contingency: (% +/-)	20%	$ 1,000.00
Estimated Project Cost:		**$ 5,000.00**

Project Location



Field Observations

Intersection Issues	Crosswalk N	E	S	W	Possible Solutions
Path of travel pavement condition	All driveway path of travel issues and possible solutions provided in driveway shapefile (TRPEDDRV)				
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Cut-thru ramp width is less than 60"				
Permanent obstruction (>0.25") in curb ramp/landing/flares				
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No textured surface at base of curb ramp				
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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 (1*z*)

Corner 2 No Ramp (2*z*)

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End of Project Description for Project 90092 Intersection of Paladium Dr and driveway (Lat. 32.9499; Long. -96.8157)

Kimley-Horn and Associates, Inc. **Priority: 6**
Project Description for Unsignalized Intersection

Client:	**Town of Addison**	**Date:**	**12/21/17**
Program:	**ADA Self-Evaluation and Transition Plan**	**Prepared By:**	**CMP**
KHA No.:	**063543021**	**Checked By:**	**EPE**

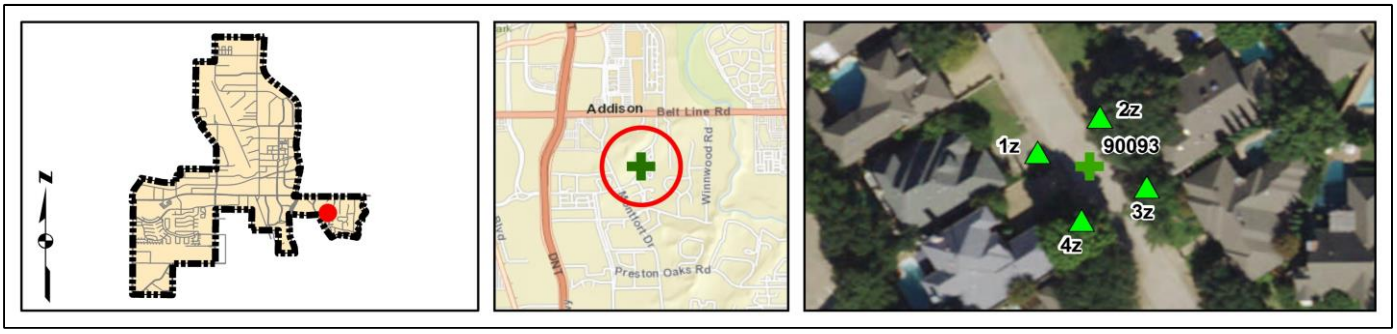
Corridor :	**Oaks N Dr**	**GPS ID:**	**90093**
Project Name:	**Intersection of Oaks N Dr and driveway (Lat. 32.9504; Long. -96.8156)**		
Town:	**Addison**		

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	$ 10.00	$ -
TxDOT 529-6002	CONC CURB (TY II)	0	LF	$ 15.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	0	SY	$ 45.00	$ -
TxDOT 531	CURB RAMPS	4	EA	$ 1,500.00	$ 6,000.00
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	$ 50.00	$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	0	SY	$ 9.00	$ -
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	$ 2.80	$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	0	LF	$ 8.50	$ -
---	REPAVE ROADWAY	0	LS	$ 5,000.00	$ -
---	FIX PONDING	0	LS	$ 2,000.00	$ -
---	FIX CURB RAMP TRANSITION	0	LS	$ 2,000.00	$ -
---	MEDIAN NOSE MODIFICATION	0	LS	$ 5,000.00	$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	$ 500.00	$ -
---	FIX CURB RAMP COUNTER SLOPE	0	LS	$ 2,000.00	$ -

Basis for Cost Projection
- ☑ No Design Completed
- ❑ Preliminary Design
- ❑ Final Design

Subtotal:		$ 6,000.00
Engineering: (% +/-)	20%	$ 1,500.00
Contingency: (% +/-)	20%	$ 1,500.00
Estimated Project Cost:		**$ 9,000.00**

Project Location



Field Observations

Intersection Issues	Crosswalk N	E	S	W	Possible Solutions
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' or 'i' in ramp label indicates no existing ramp) 1z	2z	3z	4z		Possible Solutions
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						
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 (1*z*)

Corner 2 No Ramp (2*z*)

Corner 3 No Ramp (3*z*)

Corner 4 No Ramp (4*z*)

Opinion of Probable Construction Cost Disclaimer:
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Project Location Map Sources:
Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

End of Project Description for Project 90093 Intersection of Oaks N Dr and driveway (Lat. 32.9504; Long. -96.8156)

Kimley-Horn and Associates, Inc. **Priority: 6**
Project Description for Unsignalized Intersection

Client:	**Town of Addison**	**Date:**	**12/21/17**
Program:	**ADA Self-Evaluation and Transition Plan**	**Prepared By:**	**CMP**
KHA No.:	**063543021**	**Checked By:**	**EPE**

Corridor :	**Oaks N Dr**	**GPS ID:**	**90094**
Project Name:	**Intersection of Oaks N Dr and driveway (Lat. 32.9501; Long. -96.8154)**		
Town:	**Addison**		

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	$ 10.00	$ -
TxDOT 529-6002	CONC CURB (TY II)	0	LF	$ 15.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	0	SY	$ 45.00	$ -
TxDOT 531	CURB RAMPS	2	EA	$ 1,500.00	$ 3,000.00
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	$ 50.00	$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	0	SY	$ 9.00	$ -
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	$ 2.80	$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	0	LF	$ 8.50	$ -
---	REPAVE ROADWAY	0	LS	$ 5,000.00	$ -
---	FIX PONDING	0	LS	$ 2,000.00	$ -
---	FIX CURB RAMP TRANSITION	0	LS	$ 2,000.00	$ -
---	MEDIAN NOSE MODIFICATION	0	LS	$ 5,000.00	$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	$ 500.00	$ -
---	FIX CURB RAMP COUNTER SLOPE	0	LS	$ 2,000.00	$ -

Basis for Cost Projection
- ☑ No Design Completed
- ❑ Preliminary Design
- ❑ Final Design

Subtotal:		$ 3,000.00
Engineering: (% +/-)	20%	$ 1,000.00
Contingency: (% +/-)	20%	$ 1,000.00
Estimated Project Cost:		**$ 5,000.00**

Project Location

Field Observations

Intersection Issues	Crosswalk N	E	S	W	Possible Solutions
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' or 'i' in ramp label indicates no existing ramp) 2z	3z		Possible Solutions
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 2 No Ramp (2*z*)

Corner 3 No Ramp (3*z*)

Opinion of Probable Construction Cost Disclaimer:
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Project Location Map Sources:
Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

End of Project Description for Project 90094 Intersection of Oaks N Dr and driveway (Lat. 32.9501; Long. -96.8154)

Kimley-Horn and Associates, Inc. **Priority: 6**
Project Description for Unsignalized Intersection

Client:	**Town of Addison**	**Date:**	**12/21/17**
Program:	**ADA Self-Evaluation and Transition Plan**	**Prepared By:**	**CMP**
KHA No.:	**063543021**	**Checked By:**	**EPE**

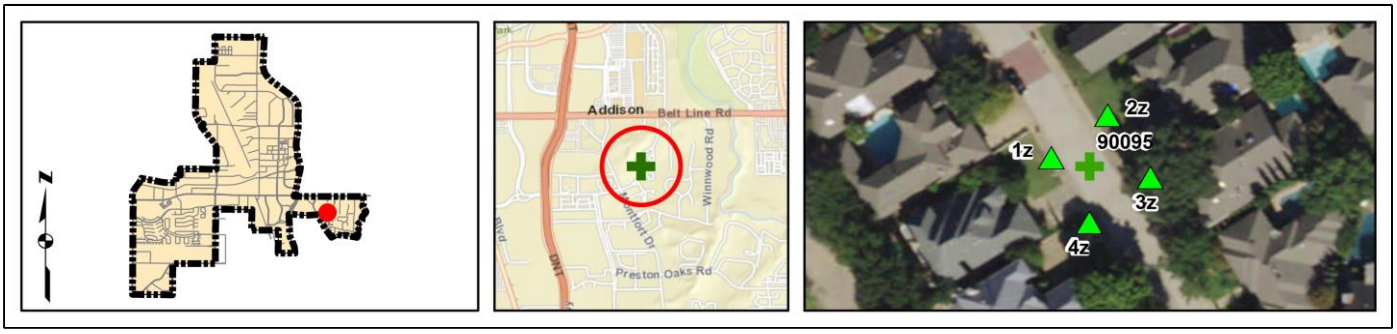
Corridor :	**Oaks N Dr**	**GPS ID:**	**90095**
Project Name:	**Intersection of Oaks N Dr and driveway (Lat. 32.9505; Long. -96.8157)**		
Town:	**Addison**		

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	$ 10.00	$ -
TxDOT 529-6002	CONC CURB (TY II)	0	LF	$ 15.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	0	SY	$ 45.00	$ -
TxDOT 531	CURB RAMPS	4	EA	$ 1,500.00	$ 6,000.00
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	$ 50.00	$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	0	SY	$ 9.00	$ -
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	$ 2.80	$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	0	LF	$ 8.50	$ -
---	REPAVE ROADWAY	0	LS	$ 5,000.00	$ -
---	FIX PONDING	0	LS	$ 2,000.00	$ -
---	FIX CURB RAMP TRANSITION	0	LS	$ 2,000.00	$ -
---	MEDIAN NOSE MODIFICATION	0	LS	$ 5,000.00	$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	$ 500.00	$ -
---	FIX CURB RAMP COUNTER SLOPE	0	LS	$ 2,000.00	$ -

Basis for Cost Projection
- ☑ No Design Completed
- ❑ Preliminary Design
- ❑ Final Design

Subtotal:		$ 6,000.00
Engineering: (% +/-)	20%	$ 1,500.00
Contingency: (% +/-)	20%	$ 1,500.00
Estimated Project Cost:		**$ 9,000.00**

Project Location



Field Observations

Intersection Issues	Crosswalk N	E	S	W	Possible Solutions
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' or 'i' in ramp label indicates no existing ramp) 1z	2z	3z	4z		Possible Solutions
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						
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 (1*z*)

Corner 2 No Ramp (2*z*)

Corner 3 No Ramp (3*z*)

Corner 4 No Ramp (4*z*)

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: 6**
Project Description for Unsignalized Intersection

Client:	**Town of Addison**	**Date:**	**12/21/17**
Program:	**ADA Self-Evaluation and Transition Plan**	**Prepared By:**	**CMP**
KHA No.:	**063543021**	**Checked By:**	**EPE**

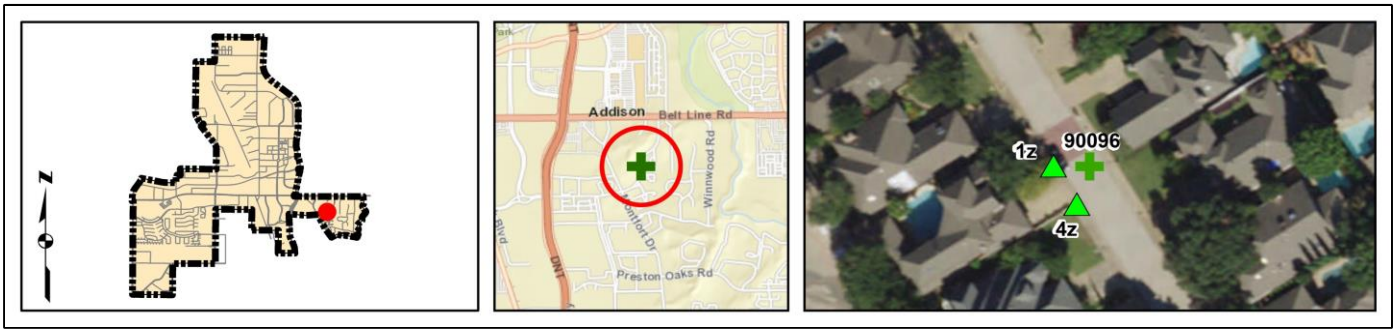
Corridor :	**Oaks N Dr**	**GPS ID:**	**90096**
Project Name:	**Intersection of Oaks N Dr and driveway (Lat. 32.9506; Long. -96.8157)**		
Town:	**Addison**		

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	$ 10.00	$ -
TxDOT 529-6002	CONC CURB (TY II)	0	LF	$ 15.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	0	SY	$ 45.00	$ -
TxDOT 531	CURB RAMPS	2	EA	$ 1,500.00	$ 3,000.00
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	$ 50.00	$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	0	SY	$ 9.00	$ -
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	$ 2.80	$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	0	LF	$ 8.50	$ -
---	REPAVE ROADWAY	0	LS	$ 5,000.00	$ -
---	FIX PONDING	0	LS	$ 2,000.00	$ -
---	FIX CURB RAMP TRANSITION	0	LS	$ 2,000.00	$ -
---	MEDIAN NOSE MODIFICATION	0	LS	$ 5,000.00	$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	$ 500.00	$ -
---	FIX CURB RAMP COUNTER SLOPE	0	LS	$ 2,000.00	$ -

Basis for Cost Projection
- ☑ No Design Completed
- ❑ Preliminary Design
- ❑ Final Design

Subtotal:		$ 3,000.00
Engineering: (% +/-)	20%	$ 1,000.00
Contingency: (% +/-)	20%	$ 1,000.00
Estimated Project Cost:		**$ 5,000.00**

Project Location



Field Observations

Intersection Issues	Crosswalk N	E	S	W	Possible Solutions
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' or 'i' in ramp label indicates no existing ramp) 1z	4z		Possible Solutions
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				

Kimley-Horn and Associates, Inc.	Intersection of Oaks N Dr and driveway (Lat. 32.9506; Long. -96.8157)
Photographs	GPS ID: 90096

Corner 1 No Ramp (1*z*)

Corner 4 No Ramp (4*z*)

Opinion of Probable Construction Cost Disclaimer:
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Project Location Map Sources:
Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

End of Project Description for Project 90096 Intersection of Oaks N Dr and driveway (Lat. 32.9506; Long. -96.8157)

Kimley-Horn and Associates, Inc. **Priority: 6**
Project Description for Unsignalized Intersection

Client:	**Town of Addison**	**Date:**	**12/21/17**
Program:	**ADA Self-Evaluation and Transition Plan**	**Prepared By:**	**CMP**
KHA No.:	**063543021**	**Checked By:**	**EPE**

Corridor :	**Oaks N Dr**	**GPS ID:**	**90097**
Project Name:	**Intersection of Oaks N Dr and driveway (Lat. 32.9507; Long. -96.8158)**		
Town:	**Addison**		

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	$ 10.00	$ -
TxDOT 529-6002	CONC CURB (TY II)	0	LF	$ 15.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	0	SY	$ 45.00	$ -
TxDOT 531	CURB RAMPS	4	EA	$ 1,500.00	$ 6,000.00
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	$ 50.00	$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	0	SY	$ 9.00	$ -
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	$ 2.80	$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	0	LF	$ 8.50	$ -
---	REPAVE ROADWAY	0	LS	$ 5,000.00	$ -
---	FIX PONDING	0	LS	$ 2,000.00	$ -
---	FIX CURB RAMP TRANSITION	0	LS	$ 2,000.00	$ -
---	MEDIAN NOSE MODIFICATION	0	LS	$ 5,000.00	$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	$ 500.00	$ -
---	FIX CURB RAMP COUNTER SLOPE	0	LS	$ 2,000.00	$ -

Basis for Cost Projection
- ☑ No Design Completed
- ❑ Preliminary Design
- ❑ Final Design

Subtotal:		$ 6,000.00
Engineering: (% +/-)	20%	$ 1,500.00
Contingency: (% +/-)	20%	$ 1,500.00
Estimated Project Cost:		**$ 9,000.00**

Project Location

Field Observations

Intersection Issues	Crosswalk N	E	S	W	Possible Solutions
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' or 'i' in ramp label indicates no existing ramp) 1z	2z	3z	4z		Possible Solutions
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						
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 (1*z*)

Corner 2 No Ramp (2*z*)

Corner 3 No Ramp (3*z*)

Corner 4 No Ramp (4*z*)

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Project Location Map Sources:
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End of Project Description for Project 90097 Intersection of Oaks N Dr and driveway (Lat. 32.9507; Long. -96.8158)

Kimley-Horn and Associates, Inc. **Priority: 6**
Project Description for Unsignalized Intersection

Client:	**Town of Addison**	**Date:**	**12/21/17**
Program:	**ADA Self-Evaluation and Transition Plan**	**Prepared By:**	**CMP**
KHA No.:	**063543021**	**Checked By:**	**EPE**

Corridor :	**Oaks N Dr**	**GPS ID:**	**90098**
Project Name:	**Intersection of Oaks N Dr and driveway (Lat. 32.9509; Long. -96.8160)**		
Town:	**Addison**		

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	$ 10.00	$ -
TxDOT 529-6002	CONC CURB (TY II)	0	LF	$ 15.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	0	SY	$ 45.00	$ -
TxDOT 531	CURB RAMPS	4	EA	$ 1,500.00	$ 6,000.00
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	$ 50.00	$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	0	SY	$ 9.00	$ -
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	$ 2.80	$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	0	LF	$ 8.50	$ -
---	REPAVE ROADWAY	0	LS	$ 5,000.00	$ -
---	FIX PONDING	0	LS	$ 2,000.00	$ -
---	FIX CURB RAMP TRANSITION	0	LS	$ 2,000.00	$ -
---	MEDIAN NOSE MODIFICATION	0	LS	$ 5,000.00	$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	$ 500.00	$ -
---	FIX CURB RAMP COUNTER SLOPE	0	LS	$ 2,000.00	$ -

Basis for Cost Projection
- ☑ No Design Completed
- ❑ Preliminary Design
- ❑ Final Design

Subtotal:		$ 6,000.00
Engineering: (% +/-)	20%	$ 1,500.00
Contingency: (% +/-)	20%	$ 1,500.00
Estimated Project Cost:		**$ 9,000.00**

Project Location

Field Observations

Intersection Issues	Crosswalk N	E	S	W	Possible Solutions
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' or 'i' in ramp label indicates no existing ramp) 1z	2z	3z	4z		Possible Solutions
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						
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 (1*z*)

Corner 2 No Ramp (2*z*)

Corner 3 No Ramp (3*z*)

Corner 4 No Ramp (4*z*)

Opinion of Probable Construction Cost Disclaimer:
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Project Location Map Sources:
Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

End of Project Description for Project 90098 Intersection of Oaks N Dr and driveway (Lat. 32.9509; Long. -96.8160)

Kimley-Horn and Associates, Inc. **Priority: 6**
Project Description for Unsignalized Intersection

Client:	**Town of Addison**	**Date:**	**12/21/17**
Program:	**ADA Self-Evaluation and Transition Plan**	**Prepared By:**	**CMP**
KHA No.:	**063543021**	**Checked By:**	**EPE**

Corridor :	**Oaks N Dr**	**GPS ID:**	**90099**
Project Name:	**Intersection of Oaks N Dr and driveway (Lat. 32.9508; Long. -96.8159)**		
Town:	**Addison**		

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	$ 10.00	$ -
TxDOT 529-6002	CONC CURB (TY II)	0	LF	$ 15.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	0	SY	$ 45.00	$ -
TxDOT 531	CURB RAMPS	2	EA	$ 1,500.00	$ 3,000.00
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	$ 50.00	$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	0	SY	$ 9.00	$ -
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	$ 2.80	$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	0	LF	$ 8.50	$ -
---	REPAVE ROADWAY	0	LS	$ 5,000.00	$ -
---	FIX PONDING	0	LS	$ 2,000.00	$ -
---	FIX CURB RAMP TRANSITION	0	LS	$ 2,000.00	$ -
---	MEDIAN NOSE MODIFICATION	0	LS	$ 5,000.00	$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	$ 500.00	$ -
---	FIX CURB RAMP COUNTER SLOPE	0	LS	$ 2,000.00	$ -

Basis for Cost Projection
- ☑ No Design Completed
- ❑ Preliminary Design
- ❑ Final Design

Subtotal:		$ 3,000.00
Engineering: (% +/-)	20%	$ 1,000.00
Contingency: (% +/-)	20%	$ 1,000.00
Estimated Project Cost:		**$ 5,000.00**

Project Location

Field Observations

Intersection Issues	Crosswalk N	E	S	W	Possible Solutions
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' or 'i' in ramp label indicates no existing ramp) 2z	3z		Possible Solutions
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 2 No Ramp (2*z*)

Corner 3 No Ramp (3*z*)

Opinion of Probable Construction Cost Disclaimer:
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Project Location Map Sources:
Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

End of Project Description for Project 90099 Intersection of Oaks N Dr and driveway (Lat. 32.9508; Long. -96.8159)

Kimley-Horn and Associates, Inc. **Priority: 6**
Project Description for Unsignalized Intersection

Client:	**Town of Addison**	**Date: 12/21/17**
Program:	**ADA Self-Evaluation and Transition Plan**	**Prepared By: CMP**
KHA No.:	**063543021**	**Checked By: EPE**

Corridor :	**Oaks N Dr**	**GPS ID: 90100**
Project Name:	**Intersection of Oaks N Dr and driveway (Lat. 32.9510; Long. -96.8160)**	
Town:	**Addison**	

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	$ 10.00	$ -
TxDOT 529-6002	CONC CURB (TY II)	0	LF	$ 15.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	0	SY	$ 45.00	$ -
TxDOT 531	CURB RAMPS	2	EA	$ 1,500.00	$ 3,000.00
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	$ 50.00	$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	0	SY	$ 9.00	$ -
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	$ 2.80	$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	0	LF	$ 8.50	$ -
---	REPAVE ROADWAY	0	LS	$ 5,000.00	$ -
---	FIX PONDING	0	LS	$ 2,000.00	$ -
---	FIX CURB RAMP TRANSITION	0	LS	$ 2,000.00	$ -
---	MEDIAN NOSE MODIFICATION	0	LS	$ 5,000.00	$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	$ 500.00	$ -
---	FIX CURB RAMP COUNTER SLOPE	0	LS	$ 2,000.00	$ -

Basis for Cost Projection

- ☑ No Design Completed
- ❑ Preliminary Design
- ❑ Final Design

Subtotal:		$ 3,000.00
Engineering: (% +/-)	20%	$ 1,000.00
Contingency: (% +/-)	20%	$ 1,000.00
Estimated Project Cost:		**$ 5,000.00**

Project Location

Field Observations

Intersection Issues	Crosswalk N	E	S	W	Possible Solutions
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' or 'i' in ramp label indicates no existing ramp) 1z	4z		Possible Solutions
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 (1*z*)

Corner 4 No Ramp (4*z*)

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: 6**
Project Description for Unsignalized Intersection

Client:	**Town of Addison**	**Date: 12/21/17**
Program:	**ADA Self-Evaluation and Transition Plan**	**Prepared By: CMP**
KHA No.:	**063543021**	**Checked By: EPE**

Corridor :	**Oaks N Dr**	**GPS ID: 90101**
Project Name:	**Intersection of Oaks N Dr and driveway (Lat. 32.9512; Long. -96.8158)**	
Town:	**Addison**	

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	$ 10.00	$ -
TxDOT 529-6002	CONC CURB (TY II)	0	LF	$ 15.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	0	SY	$ 45.00	$ -
TxDOT 531	CURB RAMPS	2	EA	$ 1,500.00	$ 3,000.00
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	$ 50.00	$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	0	SY	$ 9.00	$ -
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	$ 2.80	$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	0	LF	$ 8.50	$ -
---	REPAVE ROADWAY	0	LS	$ 5,000.00	$ -
---	FIX PONDING	0	LS	$ 2,000.00	$ -
---	FIX CURB RAMP TRANSITION	0	LS	$ 2,000.00	$ -
---	MEDIAN NOSE MODIFICATION	0	LS	$ 5,000.00	$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	$ 500.00	$ -
---	FIX CURB RAMP COUNTER SLOPE	0	LS	$ 2,000.00	$ -

Basis for Cost Projection

- ☑ No Design Completed
- ❑ Preliminary Design
- ❑ Final Design

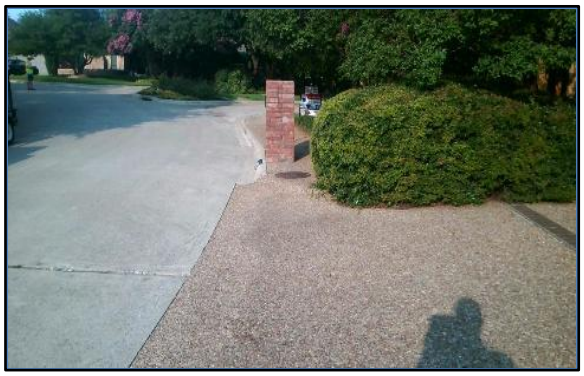
Subtotal:		$ 3,000.00
Engineering: (% +/-)	20%	$ 1,000.00
Contingency: (% +/-)	20%	$ 1,000.00
Estimated Project Cost:		**$ 5,000.00**

Project Location

Field Observations

Intersection Issues	Crosswalk N	E	S	W	Possible Solutions
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' or 'i' in ramp label indicates no existing ramp) 1z	2z		Possible Solutions
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 (1*z*)

Corner 2 No Ramp (2*z*)

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: 6**
Project Description for Unsignalized Intersection

Client:	**Town of Addison**	**Date: 12/21/17**
Program:	**ADA Self-Evaluation and Transition Plan**	**Prepared By: CMP**
KHA No.:	**063543021**	**Checked By: EPE**

Corridor :	**Oaks N Dr**	**GPS ID: 90102**
Project Name:	**Intersection of Oaks N Dr and driveway (Lat. 32.9513; Long. -96.8156)**	
Town:	**Addison**	

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	$ 10.00	$ -
TxDOT 529-6002	CONC CURB (TY II)	0	LF	$ 15.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	0	SY	$ 45.00	$ -
TxDOT 531	CURB RAMPS	4	EA	$ 1,500.00	$ 6,000.00
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	$ 50.00	$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	0	SY	$ 9.00	$ -
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	$ 2.80	$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	0	LF	$ 8.50	$ -
---	REPAVE ROADWAY	0	LS	$ 5,000.00	$ -
---	FIX PONDING	0	LS	$ 2,000.00	$ -
---	FIX CURB RAMP TRANSITION	0	LS	$ 2,000.00	$ -
---	MEDIAN NOSE MODIFICATION	0	LS	$ 5,000.00	$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	$ 500.00	$ -
---	FIX CURB RAMP COUNTER SLOPE	0	LS	$ 2,000.00	$ -

Basis for Cost Projection
- ☑ No Design Completed
- ❑ Preliminary Design
- ❑ Final Design

Subtotal:		$ 6,000.00
Engineering: (% +/-)	20%	$ 1,500.00
Contingency: (% +/-)	20%	$ 1,500.00
Estimated Project Cost:		**$ 9,000.00**

Project Location

Field Observations

Intersection Issues	Crosswalk N	E	S	W	Possible Solutions
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' or 'i' in ramp label indicates no existing ramp) 1z	2z	3z	4z		Possible Solutions
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						
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 (1*z*)

Corner 2 No Ramp (2*z*)

Corner 3 No Ramp (3*z*)

Corner 4 No Ramp (4*z*)

Opinion of Probable Construction Cost Disclaimer:
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Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Kimley-Horn and Associates, Inc. **Priority: 6**
Project Description for Unsignalized Intersection

Client:	**Town of Addison**	**Date: 12/21/17**
Program:	**ADA Self-Evaluation and Transition Plan**	**Prepared By: CMP**
KHA No.:	**063543021**	**Checked By: EPE**

Corridor :	**Oaks N Dr**	**GPS ID: 90103**
Project Name:	**Intersection of Oaks N Dr and driveway (Lat. 32.9511; Long. -96.8159)**	
Town:	**Addison**	

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	$ 10.00	$ -
TxDOT 529-6002	CONC CURB (TY II)	0	LF	$ 15.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	0	SY	$ 45.00	$ -
TxDOT 531	CURB RAMPS	2	EA	$ 1,500.00	$ 3,000.00
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	$ 50.00	$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	0	SY	$ 9.00	$ -
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	$ 2.80	$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	0	LF	$ 8.50	$ -
---	REPAVE ROADWAY	0	LS	$ 5,000.00	$ -
---	FIX PONDING	0	LS	$ 2,000.00	$ -
---	FIX CURB RAMP TRANSITION	0	LS	$ 2,000.00	$ -
---	MEDIAN NOSE MODIFICATION	0	LS	$ 5,000.00	$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	$ 500.00	$ -
---	FIX CURB RAMP COUNTER SLOPE	0	LS	$ 2,000.00	$ -

Basis for Cost Projection
- ☑ No Design Completed
- ❑ Preliminary Design
- ❑ Final Design

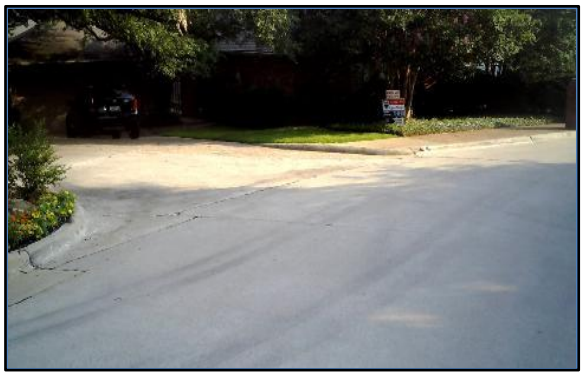
Subtotal:		$ 3,000.00
Engineering: (% +/-)	20%	$ 1,000.00
Contingency: (% +/-)	20%	$ 1,000.00
Estimated Project Cost:		**$ 5,000.00**

Project Location

Field Observations

Intersection Issues	Crosswalk N	E	S	W	Possible Solutions
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' or 'i' in ramp label indicates no existing ramp) 1z	4z		Possible Solutions
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 (1*z*)

Corner 4 No Ramp (4*z*)

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: 6**
Project Description for Unsignalized Intersection

Client:	**Town of Addison**	**Date: 12/21/17**
Program:	**ADA Self-Evaluation and Transition Plan**	**Prepared By: CMP**
KHA No.:	**063543021**	**Checked By: EPE**

Corridor :	**Oaks N Dr**	**GPS ID: 90104**
Project Name:	**Intersection of Oaks N Dr and driveway (Lat. 32.9514; Long. -96.8154)**	
Town:	**Addison**	

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	$ 10.00	$ -
TxDOT 529-6002	CONC CURB (TY II)	0	LF	$ 15.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	0	SY	$ 45.00	$ -
TxDOT 531	CURB RAMPS	4	EA	$ 1,500.00	$ 6,000.00
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	$ 50.00	$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	0	SY	$ 9.00	$ -
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	$ 2.80	$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	0	LF	$ 8.50	$ -
---	REPAVE ROADWAY	0	LS	$ 5,000.00	$ -
---	FIX PONDING	0	LS	$ 2,000.00	$ -
---	FIX CURB RAMP TRANSITION	0	LS	$ 2,000.00	$ -
---	MEDIAN NOSE MODIFICATION	0	LS	$ 5,000.00	$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	$ 500.00	$ -
---	FIX CURB RAMP COUNTER SLOPE	0	LS	$ 2,000.00	$ -

Basis for Cost Projection
- ☑ No Design Completed
- ❑ Preliminary Design
- ❑ Final Design

Subtotal:		$ 6,000.00
Engineering: (% +/-)	20%	$ 1,500.00
Contingency: (% +/-)	20%	$ 1,500.00
Estimated Project Cost:		**$ 9,000.00**

Project Location

Field Observations

Intersection Issues	Crosswalk N	E	S	W	Possible Solutions
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' or 'i' in ramp label indicates no existing ramp) 1z	2z	3z	4z		Possible Solutions
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						
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 (1*z*)

Corner 2 No Ramp (2*z*)

Corner 3 No Ramp (3*z*)

Corner 4 No Ramp (4*z*)

Opinion of Probable Construction Cost Disclaimer:
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Project Location Map Sources:
Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

End of Project Description for Project 90104 Intersection of Oaks N Dr and driveway (Lat. 32.9514; Long. -96.8154)

Kimley-Horn and Associates, Inc. **Priority: 6**
Project Description for Unsignalized Intersection

Client:	**Town of Addison**	**Date:**	**12/21/17**
Program:	**ADA Self-Evaluation and Transition Plan**	**Prepared By:**	**CMP**
KHA No.:	**063543021**	**Checked By:**	**EPE**

Corridor :	**Oaks N Dr**	**GPS ID:**	**90105**
Project Name:	**Intersection of Oaks N Dr and driveway (Lat. 32.9516; Long. -96.8151)**		
Town:	**Addison**		

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	$ 10.00	$ -
TxDOT 529-6002	CONC CURB (TY II)	0	LF	$ 15.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	0	SY	$ 45.00	$ -
TxDOT 531	CURB RAMPS	2	EA	$ 1,500.00	$ 3,000.00
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	$ 50.00	$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	0	SY	$ 9.00	$ -
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	$ 2.80	$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	0	LF	$ 8.50	$ -
---	REPAVE ROADWAY	0	LS	$ 5,000.00	$ -
---	FIX PONDING	0	LS	$ 2,000.00	$ -
---	FIX CURB RAMP TRANSITION	0	LS	$ 2,000.00	$ -
---	MEDIAN NOSE MODIFICATION	0	LS	$ 5,000.00	$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	$ 500.00	$ -
---	FIX CURB RAMP COUNTER SLOPE	0	LS	$ 2,000.00	$ -

Basis for Cost Projection
- ☑ No Design Completed
- ❑ Preliminary Design
- ❑ Final Design

Subtotal:		$ 3,000.00
Engineering: (% +/-)	20%	$ 1,000.00
Contingency: (% +/-)	20%	$ 1,000.00
Estimated Project Cost:		**$ 5,000.00**

Project Location

Field Observations

Intersection Issues	Crosswalk N	E	S	W	Possible Solutions
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' or 'i' in ramp label indicates no existing ramp) 1z	2z		Possible Solutions
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				

Kimley-Horn and Associates, Inc.	Intersection of Oaks N Dr and driveway (Lat. 32.9516; Long. -96.8151)
Photographs	GPS ID: 90105

Corner 1 No Ramp (1*z*)

Corner 2 No Ramp (2*z*)

Opinion of Probable Construction Cost Disclaimer:
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Project Location Map Sources:
Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013,
DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

End of Project Description for Project 90105 Intersection of Oaks N Dr and driveway (Lat. 32.9516; Long. -96.8151)

Kimley-Horn and Associates, Inc. **Priority: 6**
Project Description for Unsignalized Intersection

Client:	**Town of Addison**	**Date: 12/21/17**
Program:	**ADA Self-Evaluation and Transition Plan**	**Prepared By: CMP**
KHA No.:	**063543021**	**Checked By: EPE**

Corridor :	**Oaks N Dr**	**GPS ID: 90106**
Project Name:	**Intersection of Oaks N Dr and driveway (Lat. 32.9516; Long. -96.8150)**	
Town:	**Addison**	

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	$ 10.00	$ -
TxDOT 529-6002	CONC CURB (TY II)	0	LF	$ 15.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	0	SY	$ 45.00	$ -
TxDOT 531	CURB RAMPS	2	EA	$ 1,500.00	$ 3,000.00
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	$ 50.00	$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	0	SY	$ 9.00	$ -
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	$ 2.80	$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	0	LF	$ 8.50	$ -
---	REPAVE ROADWAY	0	LS	$ 5,000.00	$ -
---	FIX PONDING	0	LS	$ 2,000.00	$ -
---	FIX CURB RAMP TRANSITION	0	LS	$ 2,000.00	$ -
---	MEDIAN NOSE MODIFICATION	0	LS	$ 5,000.00	$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	$ 500.00	$ -
---	FIX CURB RAMP COUNTER SLOPE	0	LS	$ 2,000.00	$ -

Basis for Cost Projection
- ☑ No Design Completed
- ❑ Preliminary Design
- ❑ Final Design

Subtotal:		$ 3,000.00
Engineering: (% +/-)	20%	$ 1,000.00
Contingency: (% +/-)	20%	$ 1,000.00
Estimated Project Cost:		**$ 5,000.00**

Project Location

Field Observations

Intersection Issues	Crosswalk N	E	S	W	Possible Solutions
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' or 'i' in ramp label indicates no existing ramp) 1z	2z		Possible Solutions
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 (1*z*)

Corner 2 No Ramp (2*z*)

Opinion of Probable Construction Cost Disclaimer:
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Project Location Map Sources:
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End of Project Description for Project 90106 Intersection of Oaks N Dr and driveway (Lat. 32.9516; Long. -96.8150)

Kimley-Horn and Associates, Inc. **Priority: 6**
Project Description for Unsignalized Intersection

Client:	**Town of Addison**	**Date: 12/21/17**
Program:	**ADA Self-Evaluation and Transition Plan**	**Prepared By: CMP**
KHA No.:	**063543021**	**Checked By: EPE**

Corridor :	**Oaks N Dr**	**GPS ID: 90107**
Project Name:	**Intersection of Oaks N Dr and driveway (Lat. 32.9519; Long. -96.8146)**	
Town:	**Addison**	

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	$ 10.00	$ -
TxDOT 529-6002	CONC CURB (TY II)	0	LF	$ 15.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	0	SY	$ 45.00	$ -
TxDOT 531	CURB RAMPS	4	EA	$ 1,500.00	$ 6,000.00
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	$ 50.00	$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	0	SY	$ 9.00	$ -
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	$ 2.80	$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	0	LF	$ 8.50	$ -
---	REPAVE ROADWAY	0	LS	$ 5,000.00	$ -
---	FIX PONDING	0	LS	$ 2,000.00	$ -
---	FIX CURB RAMP TRANSITION	0	LS	$ 2,000.00	$ -
---	MEDIAN NOSE MODIFICATION	0	LS	$ 5,000.00	$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	$ 500.00	$ -
---	FIX CURB RAMP COUNTER SLOPE	0	LS	$ 2,000.00	$ -

Basis for Cost Projection
- ☑ No Design Completed
- ❑ Preliminary Design
- ❑ Final Design

Subtotal:		$ 6,000.00
Engineering: (% +/-)	20%	$ 1,500.00
Contingency: (% +/-)	20%	$ 1,500.00
Estimated Project Cost:		**$ 9,000.00**

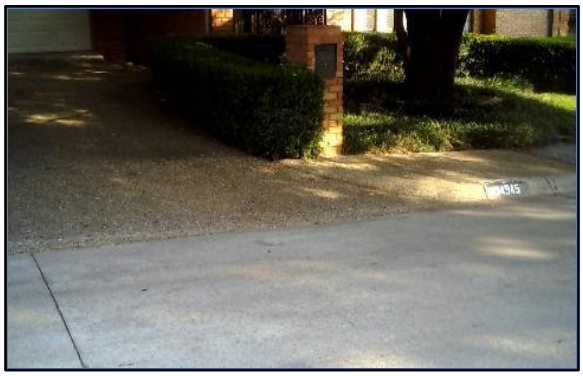
Project Location

Field Observations

Intersection Issues	Crosswalk N	E	S	W	Possible Solutions
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' or 'i' in ramp label indicates no existing ramp) 1z	2z	3z	4z		Possible Solutions
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						
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 (1*z*)



Corner 2 No Ramp (2*z*)

Corner 3 No Ramp (3*z*)

Corner 4 No Ramp (4*z*)

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End of Project Description for Project 90107 Intersection of Oaks N Dr and driveway (Lat. 32.9519; Long. -96.8146)

Kimley-Horn and Associates, Inc. **Priority: 6**
Project Description for Unsignalized Intersection

Client:	**Town of Addison**	**Date:**	**12/21/17**
Program:	**ADA Self-Evaluation and Transition Plan**	**Prepared By:**	**CMP**
KHA No.:	**063543021**	**Checked By:**	**EPE**

Corridor :	**Oaks N Dr**	**GPS ID:**	**90108**
Project Name:	**Intersection of Oaks N Dr and driveway (Lat. 32.9520; Long. -96.8145)**		
Town:	**Addison**		

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	$ 10.00	$ -
TxDOT 529-6002	CONC CURB (TY II)	0	LF	$ 15.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	0	SY	$ 45.00	$ -
TxDOT 531	CURB RAMPS	2	EA	$ 1,500.00	$ 3,000.00
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	$ 50.00	$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	0	SY	$ 9.00	$ -
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	$ 2.80	$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	0	LF	$ 8.50	$ -
---	REPAVE ROADWAY	0	LS	$ 5,000.00	$ -
---	FIX PONDING	0	LS	$ 2,000.00	$ -
---	FIX CURB RAMP TRANSITION	0	LS	$ 2,000.00	$ -
---	MEDIAN NOSE MODIFICATION	0	LS	$ 5,000.00	$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	$ 500.00	$ -
---	FIX CURB RAMP COUNTER SLOPE	0	LS	$ 2,000.00	$ -

Basis for Cost Projection
- ☑ No Design Completed
- ❑ Preliminary Design
- ❑ Final Design

Subtotal:		$ 3,000.00
Engineering: (% +/-)	20%	$ 1,000.00
Contingency: (% +/-)	20%	$ 1,000.00
Estimated Project Cost:		**$ 5,000.00**

Project Location

Field Observations

Intersection Issues	Crosswalk N	E	S	W	Possible Solutions
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' or 'i' in ramp label indicates no existing ramp) 1z	2z		Possible Solutions
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%				
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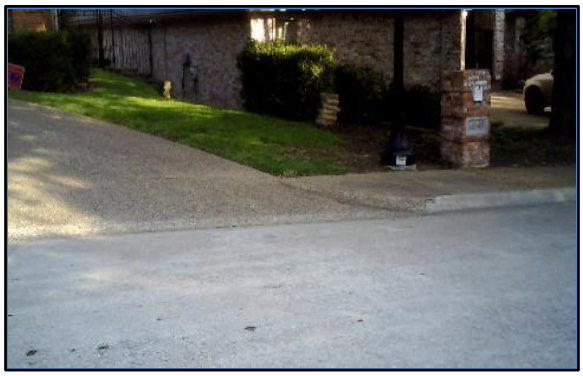
Blended transition running slope is greater than 5%				
Cut-thru ramp running slope is greater than 5%				
Curb ramp cross slope is greater than 2%				
Cut-thru ramp cross slope is greater than 2%				
Curb ramp width is less than 48"				
Cut-thru ramp width is less than 60"				
Permanent obstruction (>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				

Kimley-Horn and Associates, Inc.	Intersection of Oaks N Dr and driveway (Lat. 32.9520; Long. -96.8145)
Photographs	GPS ID: 90108

Corner 1 No Ramp (1*z*)



Corner 2 No Ramp (2*z*)

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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

End of Project Description for Project 90108 Intersection of Oaks N Dr and driveway (Lat. 32.9520; Long. -96.8145)

Kimley-Horn and Associates, Inc. **Priority: 6**
Project Description for Unsignalized Intersection

Client:	**Town of Addison**	**Date:**	**12/21/17**
Program:	**ADA Self-Evaluation and Transition Plan**	**Prepared By:**	**CMP**
KHA No.:	**063543021**	**Checked By:**	**EPE**

Corridor :	**Oaks N Dr**	**GPS ID:**	**90109**
Project Name:	**Intersection of Oaks N Dr and driveway (Lat. 32.9521; Long. -96.8145)**		
Town:	**Addison**		

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	$ 10.00	$ -
TxDOT 529-6002	CONC CURB (TY II)	0	LF	$ 15.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	0	SY	$ 45.00	$ -
TxDOT 531	CURB RAMPS	2	EA	$ 1,500.00	$ 3,000.00
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	$ 50.00	$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	0	SY	$ 9.00	$ -
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	$ 2.80	$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	0	LF	$ 8.50	$ -
---	REPAVE ROADWAY	0	LS	$ 5,000.00	$ -
---	FIX PONDING	0	LS	$ 2,000.00	$ -
---	FIX CURB RAMP TRANSITION	0	LS	$ 2,000.00	$ -
---	MEDIAN NOSE MODIFICATION	0	LS	$ 5,000.00	$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	$ 500.00	$ -
---	FIX CURB RAMP COUNTER SLOPE	0	LS	$ 2,000.00	$ -

Basis for Cost Projection
- ☑ No Design Completed
- ❑ Preliminary Design
- ❑ Final Design

Subtotal:		$ 3,000.00
Engineering: (% +/-)	20%	$ 1,000.00
Contingency: (% +/-)	20%	$ 1,000.00
Estimated Project Cost:		**$ 5,000.00**

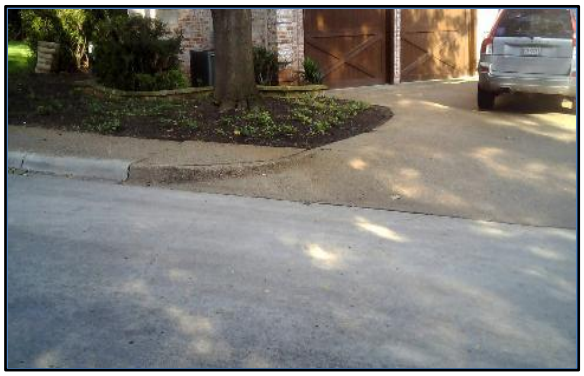
Project Location

Field Observations

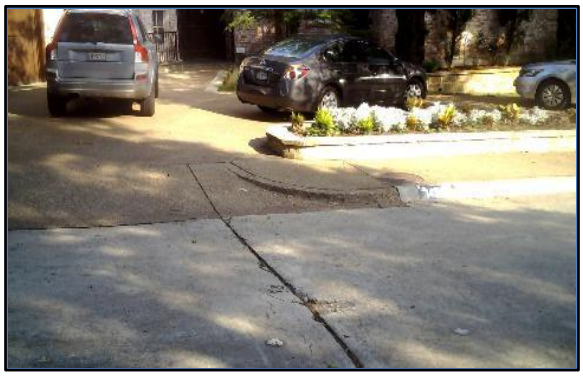
Intersection Issues	Crosswalk N	E	S	W	Possible Solutions
Path of travel pavement condition	All driveway path of travel issues and possible solutions provided in driveway shapefile (TRPEDDRV)				
Path of travel running slope is greater than 5%					
Path of travel cross slope is greater than 2% for stop 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' or 'i' in ramp label indicates no existing ramp) 1z	2z		Possible Solutions
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				

Kimley-Horn and Associates, Inc.	Intersection of Oaks N Dr and driveway (Lat. 32.9521; Long. -96.8145)
Photographs	GPS ID: 90109



Corner 1 No Ramp (1*z*)



Corner 2 No Ramp (2*z*)

Opinion of Probable Construction Cost Disclaimer:
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Project Location Map Sources:
Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

End of Project Description for Project 90109 Intersection of Oaks N Dr and driveway (Lat. 32.9521; Long. -96.8145)

Kimley-Horn and Associates, Inc. **Priority: 6**
Project Description for Unsignalized Intersection

Client:	**Town of Addison**	**Date:**	**12/21/17**
Program:	**ADA Self-Evaluation and Transition Plan**	**Prepared By:**	**CMP**
KHA No.:	**063543021**	**Checked By:**	**EPE**

Corridor :	**Oaks N Dr**	**GPS ID:**	**90110**
Project Name:	**Intersection of Oaks N Dr and driveway (Lat. 32.9522; Long. -96.8144)**		
Town:	**Addison**		

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	$ 10.00	$ -
TxDOT 529-6002	CONC CURB (TY II)	0	LF	$ 15.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	0	SY	$ 45.00	$ -
TxDOT 531	CURB RAMPS	2	EA	$ 1,500.00	$ 3,000.00
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	$ 50.00	$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	0	SY	$ 9.00	$ -
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	$ 2.80	$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	0	LF	$ 8.50	$ -
---	REPAVE ROADWAY	0	LS	$ 5,000.00	$ -
---	FIX PONDING	0	LS	$ 2,000.00	$ -
---	FIX CURB RAMP TRANSITION	0	LS	$ 2,000.00	$ -
---	MEDIAN NOSE MODIFICATION	0	LS	$ 5,000.00	$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	$ 500.00	$ -
---	FIX CURB RAMP COUNTER SLOPE	0	LS	$ 2,000.00	$ -

Basis for Cost Projection
- ☑ No Design Completed
- ❑ Preliminary Design
- ❑ Final Design

Subtotal:		$ 3,000.00
Engineering: (% +/-)	20%	$ 1,000.00
Contingency: (% +/-)	20%	$ 1,000.00
Estimated Project Cost:		**$ 5,000.00**

Project Location

Field Observations

Intersection Issues	Crosswalk N	E	S	W	Possible Solutions
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' or 'i' in ramp label indicates no existing ramp) 1z	4z		Possible Solutions
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 (1*z*)

Corner 4 No Ramp (4*z*)

Opinion of Probable Construction Cost Disclaimer:
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Project Location Map Sources:
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End of Project Description for Project 90110 Intersection of Oaks N Dr and driveway (Lat. 32.9522; Long. -96.8144)

Kimley-Horn and Associates, Inc. **Priority: 6**
Project Description for Unsignalized Intersection

Client:	**Town of Addison**	**Date:**	**12/21/17**
Program:	**ADA Self-Evaluation and Transition Plan**	**Prepared By:**	**CMP**
KHA No.:	**063543021**	**Checked By:**	**EPE**

Corridor :	**Oaks N Dr**	**GPS ID:**	**90112**
Project Name:	**Intersection of Oaks N Dr and driveway (Lat. 32.9524; Long. -96.8143)**		
Town:	**Addison**		

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	$ 10.00	$ -
TxDOT 529-6002	CONC CURB (TY II)	0	LF	$ 15.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	0	SY	$ 45.00	$ -
TxDOT 531	CURB RAMPS	1	EA	$ 1,500.00	$ 1,500.00
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	$ 50.00	$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	0	SY	$ 9.00	$ -
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	$ 2.80	$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	0	LF	$ 8.50	$ -
---	REPAVE ROADWAY	0	LS	$ 5,000.00	$ -
---	FIX PONDING	0	LS	$ 2,000.00	$ -
---	FIX CURB RAMP TRANSITION	0	LS	$ 2,000.00	$ -
---	MEDIAN NOSE MODIFICATION	0	LS	$ 5,000.00	$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	$ 500.00	$ -
---	FIX CURB RAMP COUNTER SLOPE	0	LS	$ 2,000.00	$ -

Basis for Cost Projection
- ☑ No Design Completed
- ❑ Preliminary Design
- ❑ Final Design

Subtotal:		$ 1,500.00
Engineering: (% +/-)	20%	$ 750.00
Contingency: (% +/-)	20%	$ 750.00
Estimated Project Cost:		**$ 3,000.00**

Project Location

Field Observations

Intersection Issues	Crosswalk N	E	S	W	Possible Solutions
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' or 'i' in ramp label indicates no existing ramp) 1z	4z	Possible Solutions
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			
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 (1*z*)

Corner 4 No Ramp (4*z*)

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Project Location Map Sources:
Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

End of Project Description for Project 90112 Intersection of Oaks N Dr and driveway (Lat. 32.9524; Long. -96.8143)

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

Client:	**Town of Addison**	**Date: 12/21/17**
Program:	**ADA Self-Evaluation and Transition Plan**	**Prepared By: CMP**
KHA No.:	**063543021**	**Checked By: EPE**

Corridor :	**Addison Rd**	**GPS ID: 90113**
Project Name:	**Intersection of Addison Rd and driveway (Lat. 32.9543; Long. -96.8298)**	
Town:	**Addison**	

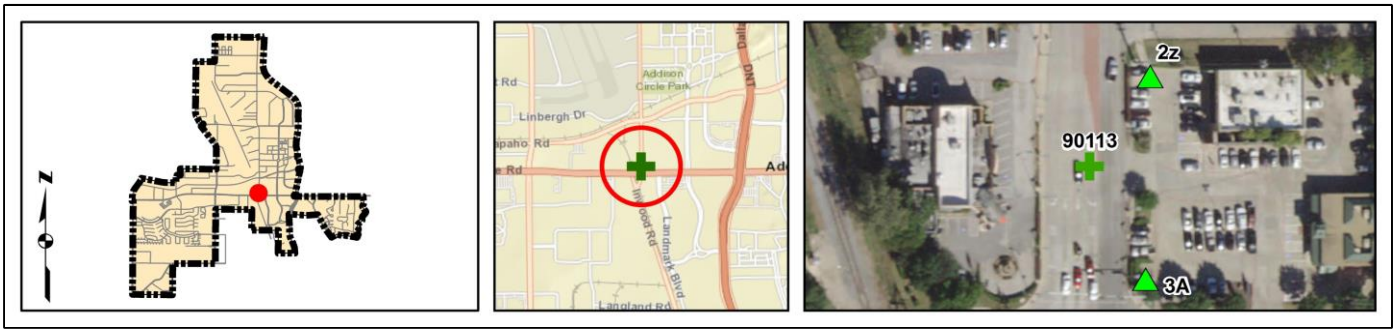
Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	$ 10.00	$ -
TxDOT 529-6002	CONC CURB (TY II)	0	LF	$ 15.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	0	SY	$ 45.00	$ -
TxDOT 531	CURB RAMPS	1	EA	$ 1,500.00	$ 1,500.00
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	$ 50.00	$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	10	SY	$ 9.00	$ 90.00
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	$ 2.80	$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	0	LF	$ 8.50	$ -
---	REPAVE ROADWAY	0	LS	$ 5,000.00	$ -
---	FIX PONDING	0	LS	$ 2,000.00	$ -
---	FIX CURB RAMP TRANSITION	0	LS	$ 2,000.00	$ -
---	MEDIAN NOSE MODIFICATION	0	LS	$ 5,000.00	$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	$ 500.00	$ -
---	FIX CURB RAMP COUNTER SLOPE	0	LS	$ 2,000.00	$ -

Basis for Cost Projection

- ☑ No Design Completed
- ❑ Preliminary Design
- ❑ Final Design

Subtotal:		$ 1,590.00
Engineering: (% +/-)	20%	$ 705.00
Contingency: (% +/-)	20%	$ 705.00
Estimated Project Cost:		**$ 3,000.00**

Project Location



Field Observations

Intersection Issues	Crosswalk N	E	S	W	Possible Solutions
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' or 'i' in ramp label indicates no existing ramp) 2z	3A	Possible Solutions
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	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 2%			
Curb ramp width is less than 48"			
Cut-thru ramp width is less than 60"			
Permanent obstruction (>0.25") in curb ramp/landing/flares			
Temporary obstruction (>0.25") in curb ramp/landing/flares			
No textured surface at base of curb ramp		X	For intersection, commercial driveway, and park ramps, install
No color contrast at base of curb ramp			
Landing area does not exist and is needed			
Landing area is less than 5' x 5' or slopes greater than 2%		X	Remove and replace landing area
Curb ramp transition onto roadway is greater than 0.25"			
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%			
Ponding occurs at base of curb ramp			

Corner 2 No Ramp (2z)

Ramp 3A

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Project Location Map Sources:
Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

End of Project Description for Project 90113 Intersection of Addison Rd and driveway (Lat. 32.9543; Long. -96.8298)

Kimley-Horn and Associates, Inc. **Priority: 2**
Project Description for Unsignalized Intersection

Client:	**Town of Addison**		**Date: 12/21/17**
Program:	**ADA Self-Evaluation and Transition Plan**		**Prepared By: CMP**
KHA No.:	**063543021**		**Checked By: EPE**

Corridor :	**Addison Cir**	**GPS ID: 90114**
Project Name:	**Intersection of Addison Cir and Lewis Pl**	
Town:	**Addison**	

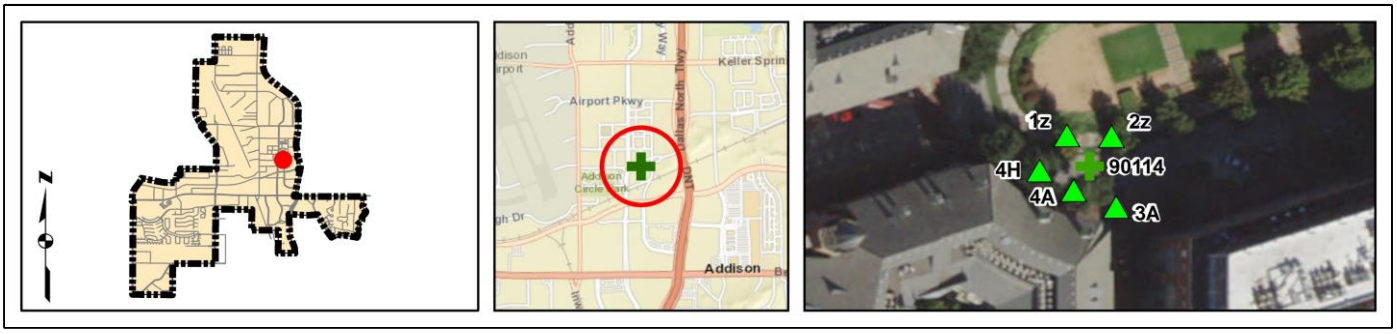
Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	$ 10.00	$ -
TxDOT 529-6002	CONC CURB (TY II)	0	LF	$ 15.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	6	SY	$ 45.00	$ 270.00
TxDOT 531	CURB RAMPS	6	EA	$ 1,500.00	$ 9,000.00
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	$ 50.00	$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	32	SY	$ 9.00	$ 288.00
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	$ 2.80	$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	154	LF	$ 8.50	$ 1,309.00
---	REPAVE ROADWAY	0	LS	$ 5,000.00	$ -
---	FIX PONDING	0	LS	$ 2,000.00	$ -
---	FIX CURB RAMP TRANSITION	1	LS	$ 2,000.00	$ 2,000.00
---	MEDIAN NOSE MODIFICATION	0	LS	$ 5,000.00	$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	$ 500.00	$ -
---	FIX CURB RAMP COUNTER SLOPE	0	LS	$ 2,000.00	$ -

Basis for Cost Projection

- ☑ No Design Completed
- ❑ Preliminary Design
- ❑ Final Design

Subtotal:		$ 12,867.00
Engineering: (% +/-)	20%	$ 3,066.50
Contingency: (% +/-)	20%	$ 3,066.50
Estimated Project Cost:		**$ 19,000.00**

Project Location



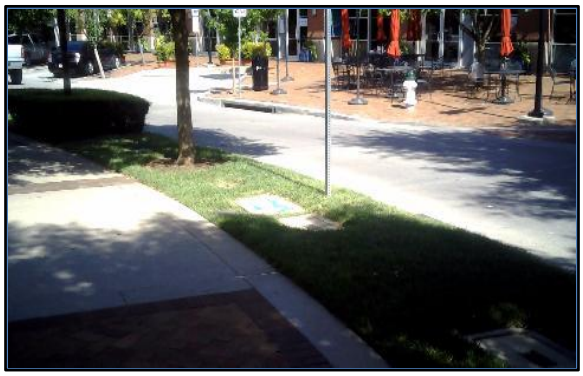
Field Observations

Intersection Issues	Crosswalk N	E	S	W	Possible Solutions
Path of travel pavement condition	N/A	Good	Good	Good	
Path of travel running slope is greater than 5%	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		
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	Install crosswalk pavement markings
Crosswalk striping condition	N/A	None	None	None	

Curb Ramp Issues	Curb Ramp ID ('z' or 'i' in ramp label indicates no existing ramp) 1z	2z	3A	4A	4H		Possible Solutions
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							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%							
Cut-thru ramp running slope is greater than 5%							
Curb ramp cross slope is greater than 2%			X	X			
Cut-thru ramp cross slope is greater than 2%							
Curb ramp width is less than 48"					X		
Cut-thru ramp width is less than 60"							
Permanent obstruction (>0.25") in curb ramp/landing/flares							
Temporary obstruction (>0.25") in curb ramp/landing/flares							
No textured surface at base of curb ramp			X	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	X			Remove and replace landing area
Curb ramp transition onto roadway is greater than 0.25"				X			Fix curb ramp transition
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%							
Ponding occurs at base of curb ramp							

Comment: Existing sidewalk, curb ramp, and/or striping configurations permit pedestrians to cross the major street. An Engineering study is needed to confirm crossing should be accomm

Corner 1 No Ramp (1z)



Corner 2 No Ramp (2z)

Ramp 3A

Ramp 4A

Ramp 4H

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Project Location Map Sources:
Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

End of Project Description for Project 90114 Intersection of Addison Cir and Lewis Pl

Kimley-Horn and Associates, Inc. **Priority: 2**
Project Description for Unsignalized Intersection

Client:	**Town of Addison**		**Date: 12/21/17**
Program:	**ADA Self-Evaluation and Transition Plan**		**Prepared By: CMP**
KHA No.:	**063543021**		**Checked By: EPE**

Corridor :	**Addison Rd**	**GPS ID: 90115**
Project Name:	**Intersection of Addison Rd and Festival Way**	
Town:	**Addison**	

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	$ 10.00	$ -
TxDOT 529-6002	CONC CURB (TY II)	0	LF	$ 15.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	0	SY	$ 45.00	$ -
TxDOT 531	CURB RAMPS	3	EA	$ 1,500.00	$ 4,500.00
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	$ 50.00	$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	8	SY	$ 9.00	$ 72.00
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	$ 2.80	$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	157	LF	$ 8.50	$ 1,334.50
---	REPAVE ROADWAY	1	LS	$ 5,000.00	$ 5,000.00
---	FIX PONDING	0	LS	$ 2,000.00	$ -
---	FIX CURB RAMP TRANSITION	1	LS	$ 2,000.00	$ 2,000.00
---	MEDIAN NOSE MODIFICATION	0	LS	$ 5,000.00	$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	$ 500.00	$ -
---	FIX CURB RAMP COUNTER SLOPE	0	LS	$ 2,000.00	$ -

Basis for Cost Projection

- ☑ No Design Completed
- ❑ Preliminary Design
- ❑ Final Design

Subtotal:		$ 12,906.50
Engineering: (% +/-)	20%	$ 3,046.75
Contingency: (% +/-)	20%	$ 3,046.75
Estimated Project Cost:		**$ 19,000.00**

Project Location

Field Observations

Intersection Issues	Crosswalk N	E	S	W	Possible Solutions
Path of travel pavement condition	Good	Good	N/A	N/A	
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	X	N/A	N/A	Repave roadway and install crosswalk pavement markings
Path of travel cross slope is greater than 5% for free-flow approaches		N/A	N/A	N/A	
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	Install crosswalk pavement markings
Crosswalk striping condition	None	None	N/A	N/A	

Curb Ramp Issues	Curb Ramp ID ('z' or 'i' in ramp label indicates no existing ramp) 1z	2A	3z	4z	Possible Solutions
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					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%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%		X			
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"					
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25") in curb ramp/landing/flares					
Temporary obstruction (>0.25") in curb ramp/landing/flares					
No textured surface at base of curb ramp		X			For intersection, commercial driveway, and park ramps, install
No color contrast at base of curb ramp					
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%					
Curb ramp transition onto roadway is greater than 0.25"		X			Fix curb ramp transition
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
Ponding occurs at base of curb ramp					

Comment: Existing sidewalk, curb ramp, and/or striping configurations permit pedestrians to cross the major street. An Engineering study is needed to confirm crossing should be accomm

Corner 1 No Ramp (1*z*)

Ramp 2A

Corner 3 No Ramp (3*z*)

Corner 4 No Ramp (4*z*)

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End of Project Description for Project 90115 Intersection of Addison Rd and Festival Way

Kimley-Horn and Associates, Inc. **Priority: 2**
Project Description for Unsignalized Intersection

Client:	**Town of Addison**	**Date: 12/21/17**
Program:	**ADA Self-Evaluation and Transition Plan**	**Prepared By: CMP**
KHA No.:	**063543021**	**Checked By: EPE**

Corridor :	**Addison Cir**	**GPS ID: 90116**
Project Name:	**Intersection of Addison Cir and Spectrum Dr (south)**	
Town:	**Addison**	

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	$ 10.00	$ -
TxDOT 529-6002	CONC CURB (TY II)	0	LF	$ 15.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	35	SY	$ 45.00	$ 1,575.00
TxDOT 531	CURB RAMPS	5	EA	$ 1,500.00	$ 7,500.00
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	30	SF	$ 50.00	$ 1,500.00
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	62	SY	$ 9.00	$ 558.00
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	$ 2.80	$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	290	LF	$ 8.50	$ 2,465.00
---	REPAVE ROADWAY	0	LS	$ 5,000.00	$ -
---	FIX PONDING	0	LS	$ 2,000.00	$ -
---	FIX CURB RAMP TRANSITION	2	LS	$ 2,000.00	$ 4,000.00
---	MEDIAN NOSE MODIFICATION	0	LS	$ 5,000.00	$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	$ 500.00	$ -
---	FIX CURB RAMP COUNTER SLOPE	0	LS	$ 2,000.00	$ -

Basis for Cost Projection

- ☑ No Design Completed
- ❑ Preliminary Design
- ❑ Final Design

Subtotal:		$ 17,598.00
Engineering: (% +/-)	20%	$ 3,701.00
Contingency: (% +/-)	20%	$ 3,701.00
Estimated Project Cost:		**$ 25,000.00**

Project Location

Field Observations

Intersection Issues	Crosswalk N	E	S	W	Possible Solutions
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 2% for stop control approaches		N/A		N/A	
Path of travel cross slope is greater than 5% for free-flow approaches	N/A		N/A		
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	Install crosswalk pavement markings
Crosswalk striping condition	None	None	None	None	

Curb Ramp Issues	Curb Ramp ID ('z' or 'i' in ramp label indicates no existing ramp) 1A	2A	3A	3B	4A	4B	Possible Solutions
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							Remove and replace curb ramp
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				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	X	X	X	X	X	For intersection, commercial driveway, and park ramps, install
No color contrast at base of curb ramp							
Landing area does not exist and is needed							
Landing area is less than 5' x 5' or slopes greater than 2%	X		X	X	X	X	Remove and replace landing area
Curb ramp transition onto roadway is greater than 0.25"			X		X		Fix curb ramp transition
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%							
Ponding occurs at base of curb ramp							

Comment: Existing sidewalk, curb ramp, and/or striping configurations permit pedestrians to cross the major street. An Engineering study is needed to confirm crossing should be accomm

Ramp 1A

Ramp 2A

Ramp 3A

Ramp 3B

Ramp 4A

Ramp 4B

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Project Location Map Sources:
Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

End of Project Description for Project 90116 Intersection of Addison Cir and Spectrum Dr (south)

Kimley-Horn and Associates, Inc. **Priority: 2**
Project Description for Unsignalized Intersection

Client:	**Town of Addison**		**Date: 12/21/17**
Program:	**ADA Self-Evaluation and Transition Plan**		**Prepared By: CMP**
KHA No.:	**063543021**		**Checked By: EPE**

Corridor :	**Addison Cir**	**GPS ID: 90117**
Project Name:	**Intersection of Addison Cir and Spectrum Dr (north)**	
Town:	**Addison**	

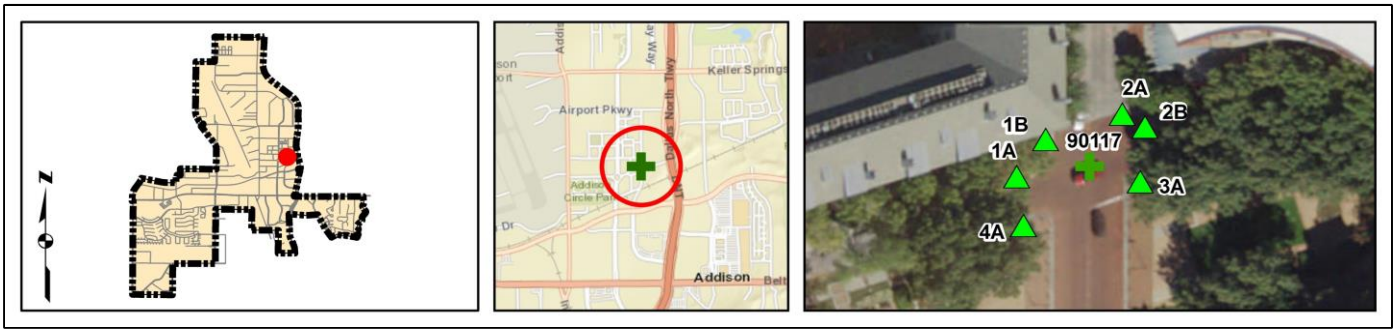
Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	$ 10.00	$ -
TxDOT 529-6002	CONC CURB (TY II)	0	LF	$ 15.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	31	SY	$ 45.00	$ 1,395.00
TxDOT 531	CURB RAMPS	4	EA	$ 1,500.00	$ 6,000.00
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	40	SF	$ 50.00	$ 2,000.00
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	49	SY	$ 9.00	$ 441.00
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	$ 2.80	$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	284	LF	$ 8.50	$ 2,414.00
---	REPAVE ROADWAY	2	LS	$ 5,000.00	$ 10,000.00
---	FIX PONDING	0	LS	$ 2,000.00	$ -
---	FIX CURB RAMP TRANSITION	5	LS	$ 2,000.00	$ 10,000.00
---	MEDIAN NOSE MODIFICATION	0	LS	$ 5,000.00	$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	$ 500.00	$ -
---	FIX CURB RAMP COUNTER SLOPE	0	LS	$ 2,000.00	$ -

Basis for Cost Projection

- ☑ No Design Completed
- ❑ Preliminary Design
- ❑ Final Design

Subtotal:		$ 32,250.00
Engineering: (% +/-)	20%	$ 6,875.00
Contingency: (% +/-)	20%	$ 6,875.00
Estimated Project Cost:		**$ 46,000.00**

Project Location



Field Observations

Intersection Issues	Crosswalk N	Crosswalk E	Crosswalk S	Crosswalk W	Possible Solutions
Path of travel pavement condition	Good	Good	Good	Dangerous	Repave roadway and install crosswalk pavement markings
Path of travel running slope is greater than 5%					
Path of travel cross slope is greater than 2% for stop control approaches	X	N/A		N/A	
Path of travel cross slope is greater than 5% for free-flow approaches	N/A		N/A		
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	Install crosswalk pavement markings
Crosswalk striping condition	None	None	None	None	

Curb Ramp Issues	Curb Ramp ID ('z' or 'i' in ramp label indicates no existing ramp) 1A	1B	2A	2B	3A	4A	Possible Solutions
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							Remove and replace curb ramp
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							
Temporary obstruction (>0.25") in curb ramp/landing/flares							
No textured surface at base of curb ramp	X	X	X	X	X	X	For intersection, commercial driveway, and park ramps, install
No color contrast at base of curb ramp							
Landing area does not exist and is needed							
Landing area is less than 5' x 5' or slopes greater than 2%	X	X	X	X	X		Remove and replace landing area
Curb ramp transition onto roadway is greater than 0.25"	X		X	X	X	X	Fix curb ramp transition
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%							
Ponding occurs at base of curb ramp							

Comment: Existing sidewalk, curb ramp, and/or striping configurations permit pedestrians to cross the major street. An Engineering study is needed to confirm crossing should be accomm

Ramp 1A

Ramp 1B

Ramp 2A

Ramp 2B

Ramp 3A

Ramp 4A

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End of Project Description for Project 90117 Intersection of Addison Cir and Spectrum Dr (north)

Kimley-Horn and Associates, Inc. **Priority: 2**
Project Description for Unsignalized Intersection

Client:	**Town of Addison**	**Date: 12/21/17**
Program:	**ADA Self-Evaluation and Transition Plan**	**Prepared By: CMP**
KHA No.:	**063543021**	**Checked By: EPE**

Corridor :	**Addison Cir**	**GPS ID: 90118**
Project Name:	**Intersection of Addison Cir and Mildred Pl**	
Town:	**Addison**	

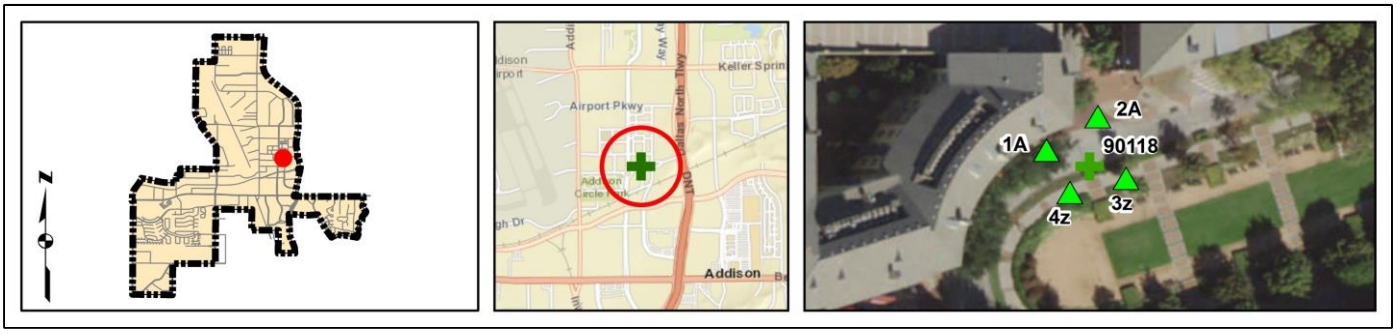
Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	$ 10.00	$ -
TxDOT 529-6002	CONC CURB (TY II)	0	LF	$ 15.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	0	SY	$ 45.00	$ -
TxDOT 531	CURB RAMPS	5	EA	$ 1,500.00	$ 7,500.00
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	10	SF	$ 50.00	$ 500.00
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	10	SY	$ 9.00	$ 90.00
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	$ 2.80	$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	196	LF	$ 8.50	$ 1,666.00
---	REPAVE ROADWAY	0	LS	$ 5,000.00	$ -
---	FIX PONDING	0	LS	$ 2,000.00	$ -
---	FIX CURB RAMP TRANSITION	2	LS	$ 2,000.00	$ 4,000.00
---	MEDIAN NOSE MODIFICATION	0	LS	$ 5,000.00	$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	$ 500.00	$ -
---	FIX CURB RAMP COUNTER SLOPE	0	LS	$ 2,000.00	$ -

Basis for Cost Projection

- ☑ No Design Completed
- ❑ Preliminary Design
- ❑ Final Design

Subtotal:		$ 13,756.00
Engineering: (% +/-)	20%	$ 3,122.00
Contingency: (% +/-)	20%	$ 3,122.00
Estimated Project Cost:		**$ 20,000.00**

Project Location



Field Observations

Intersection Issues	Crosswalk N	Crosswalk E	Crosswalk S	Crosswalk W	Possible Solutions
Path of travel pavement condition	Good	Good	N/A	Good	
Path of travel running slope is greater than 5%			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		
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	Install crosswalk pavement markings
Crosswalk striping condition	None	None	N/A	None	

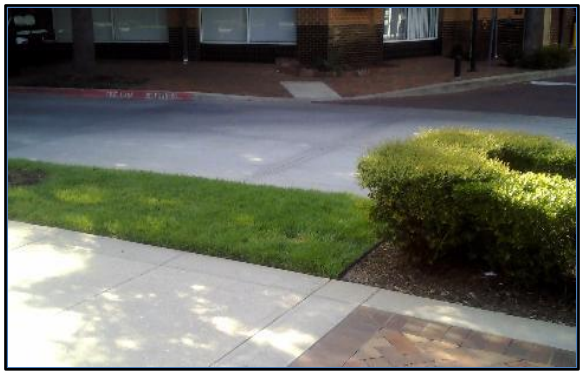
Curb Ramp Issues	Curb Ramp ID ('z' or 'i' in ramp label indicates no existing ramp) 1A	2A	3z	4z	Possible Solutions
Curb ramp does not exist and is needed			X	X	Install curb ramp; if median improvement, see shapefile
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curbed side is not 90° or has traversable adjacent surface					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%					
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			For intersection, commercial driveway, and park ramps, install
No color contrast at base of curb ramp					
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%	X				Remove and replace landing area
Curb ramp transition onto roadway is greater than 0.25"	X	X			Fix curb ramp transition
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
Ponding occurs at base of curb ramp					

Comment: Existing sidewalk, curb ramp, and/or striping configurations permit pedestrians to cross the major street. An Engineering study is needed to confirm crossing should be accomm

Ramp 1A

Ramp 2A

Corner 3 No Ramp (3*z*)



Corner 4 No Ramp (4*z*)

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End of Project Description for Project 90118 Intersection of Addison Cir and Mildred Pl

Kimley-Horn and Associates, Inc. **Priority: 2**
Project Description for Unsignalized Intersection

Client:	**Town of Addison**	**Date:**	**12/21/17**
Program:	**ADA Self-Evaluation and Transition Plan**	**Prepared By:**	**CMP**
KHA No.:	**063543021**	**Checked By:**	**EPE**

Corridor :	**Addison Cir**	**GPS ID:**	**90119**
Project Name:	**Intersection of Addison Cir and east crossing (Lat. 32.9620; Long. -96.8233)**		
Town:	**Addison**		

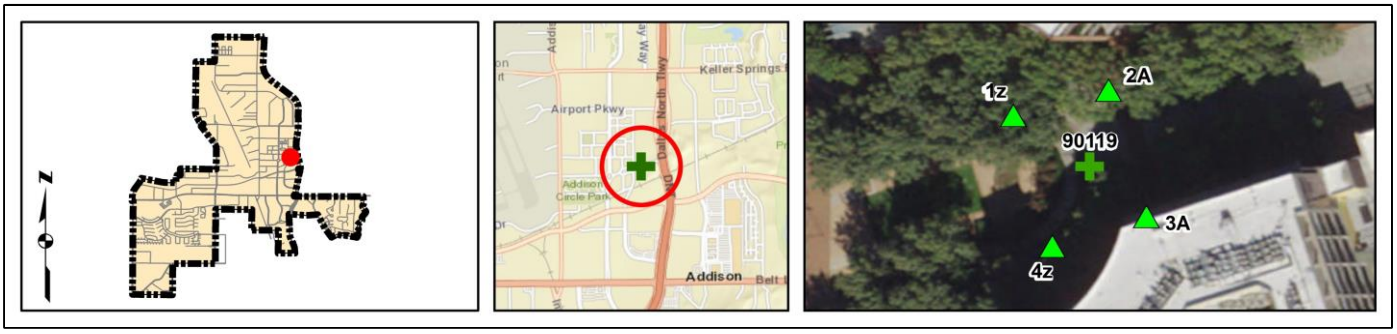
Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	$ 10.00	$ -
TxDOT 529-6002	CONC CURB (TY II)	0	LF	$ 15.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	0	SY	$ 45.00	$ -
TxDOT 531	CURB RAMPS	2	EA	$ 1,500.00	$ 3,000.00
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	$ 50.00	$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	18	SY	$ 9.00	$ 162.00
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	$ 2.80	$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	92	LF	$ 8.50	$ 782.00
---	REPAVE ROADWAY	0	LS	$ 5,000.00	$ -
---	FIX PONDING	0	LS	$ 2,000.00	$ -
---	FIX CURB RAMP TRANSITION	2	LS	$ 2,000.00	$ 4,000.00
---	MEDIAN NOSE MODIFICATION	0	LS	$ 5,000.00	$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	$ 500.00	$ -
---	FIX CURB RAMP COUNTER SLOPE	0	LS	$ 2,000.00	$ -

Basis for Cost Projection

- ☑ No Design Completed
- ❑ Preliminary Design
- ❑ Final Design

Subtotal:		$ 7,944.00
Engineering: (% +/-)	20%	$ 2,028.00
Contingency: (% +/-)	20%	$ 2,028.00
Estimated Project Cost:		**$ 12,000.00**

Project Location



Field Observations

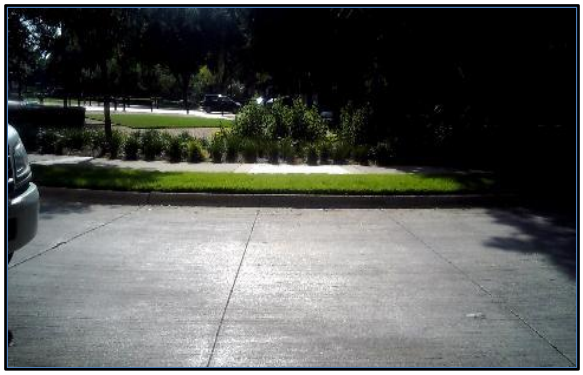
Intersection Issues	Crosswalk N	E	S	W	Possible Solutions
Path of travel pavement condition	N/A	Good	N/A	N/A	
Path of travel running slope is greater than 5%	N/A		N/A	N/A	
Path of travel cross slope is greater than 2% for stop control approaches	N/A		N/A	N/A	
Path of travel cross slope is greater than 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	None	N/A	N/A	

Curb Ramp Issues	Curb Ramp ID ('z' or 'i' in ramp label indicates no existing ramp) 1z	2A	3A	4z	Possible Solutions
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%					Remove and replace curb ramp
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		For intersection, commercial driveway, and park ramps, install
No color contrast at base of curb ramp					
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%		X			Remove and replace landing area
Curb ramp transition onto roadway is greater than 0.25"		X	X		Fix curb ramp transition
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
Ponding occurs at base of curb ramp					

Corner 1 No Ramp (1*z*)

Ramp 2A

Ramp 3A



Corner 4 No Ramp (4*z*)

Opinion of Probable Construction Cost Disclaimer:
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Project Location Map Sources:
Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

End of Project Description for Project 90119 Intersection of Addison Cir and east crossing (Lat. 32.9620; Long. -96.8233)

Kimley-Horn and Associates, Inc. **Priority: 2**
Project Description for Unsignalized Intersection

Client:	**Town of Addison**	**Date:**	**12/21/17**
Program:	**ADA Self-Evaluation and Transition Plan**	**Prepared By:**	**CMP**
KHA No.:	**063543021**	**Checked By:**	**EPE**

Corridor :	**Addison Cir**	**GPS ID:**	**90120**
Project Name:	**Intersection of Addison Cir and driveway (Lat. 32.9621; Long. -96.8227)**		
Town:	**Addison**		

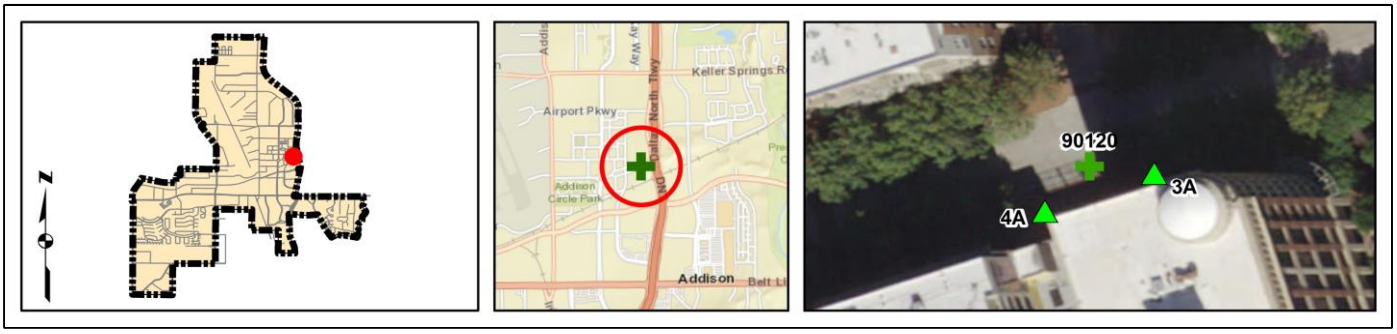
Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	$ 10.00	$ -
TxDOT 529-6002	CONC CURB (TY II)	0	LF	$ 15.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	3	SY	$ 45.00	$ 135.00
TxDOT 531	CURB RAMPS	1	EA	$ 1,500.00	$ 1,500.00
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	10	SF	$ 50.00	$ 500.00
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	11	SY	$ 9.00	$ 99.00
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	$ 2.80	$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	0	LF	$ 8.50	$ -
---	REPAVE ROADWAY	0	LS	$ 5,000.00	$ -
---	FIX PONDING	0	LS	$ 2,000.00	$ -
---	FIX CURB RAMP TRANSITION	2	LS	$ 2,000.00	$ 4,000.00
---	MEDIAN NOSE MODIFICATION	0	LS	$ 5,000.00	$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	$ 500.00	$ -
---	FIX CURB RAMP COUNTER SLOPE	0	LS	$ 2,000.00	$ -

Basis for Cost Projection

- ☑ No Design Completed
- ❑ Preliminary Design
- ❑ Final Design

Subtotal:		$ 6,234.00
Engineering: (% +/-)	20%	$ 1,383.00
Contingency: (% +/-)	20%	$ 1,383.00
Estimated Project Cost:		**$ 9,000.00**

Project Location



Field Observations

Intersection Issues	Crosswalk N	E	S	W	Possible Solutions
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' or 'i' in ramp label indicates no existing ramp) 3A	4A	Possible Solutions
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			Remove and replace curb ramp
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			
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
No color contrast at base of curb ramp			
Landing area does not exist and is needed			
Landing area is less than 5' x 5' or slopes greater than 2%	X		Remove and replace landing area
Curb ramp transition onto roadway is greater than 0.25"	X	X	Fix curb ramp transition
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%			
Ponding occurs at base of curb ramp			

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

End of Project Description for Project 90120 Intersection of Addison Cir and driveway (Lat. 32.9621; Long. -96.8227)

Kimley-Horn and Associates, Inc. **Priority: 2**
Project Description for Unsignalized Intersection

Client:	**Town of Addison**	**Date:**	**12/21/17**
Program:	**ADA Self-Evaluation and Transition Plan**	**Prepared By:**	**CMP**
KHA No.:	**063543021**	**Checked By:**	**EPE**

Corridor :	**Addison Cir**	**GPS ID:**	**90121**
Project Name:	**Intersection of Addison Cir and west crossing (Lat. 32.9616; Long. -96.8250)**		
Town:	**Addison**		

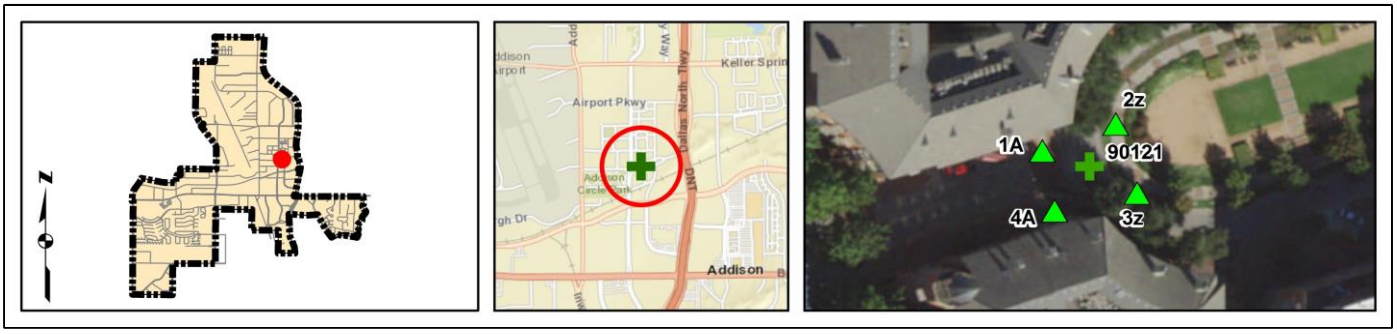
Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	$ 10.00	$ -
TxDOT 529-6002	CONC CURB (TY II)	0	LF	$ 15.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	0	SY	$ 45.00	$ -
TxDOT 531	CURB RAMPS	2	EA	$ 1,500.00	$ 3,000.00
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	$ 50.00	$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	21	SY	$ 9.00	$ 189.00
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	$ 2.80	$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	58	LF	$ 8.50	$ 493.00
---	REPAVE ROADWAY	0	LS	$ 5,000.00	$ -
---	FIX PONDING	0	LS	$ 2,000.00	$ -
---	FIX CURB RAMP TRANSITION	2	LS	$ 2,000.00	$ 4,000.00
---	MEDIAN NOSE MODIFICATION	0	LS	$ 5,000.00	$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	$ 500.00	$ -
---	FIX CURB RAMP COUNTER SLOPE	0	LS	$ 2,000.00	$ -

Basis for Cost Projection

- ☑ No Design Completed
- ❑ Preliminary Design
- ❑ Final Design

Subtotal:		$ 7,682.00
Engineering: (% +/-)	20%	$ 1,659.00
Contingency: (% +/-)	20%	$ 1,659.00
Estimated Project Cost:		**$ 11,000.00**

Project Location

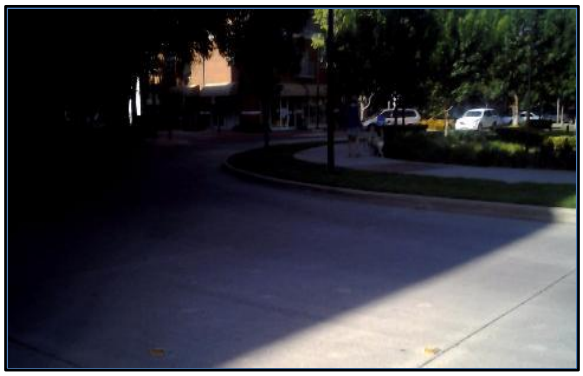


Field Observations

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

Curb Ramp Issues	Curb Ramp ID ('z' or 'i' in ramp label indicates no existing ramp) 1A	2z	3z	4A	Possible Solutions
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%	X			X	Remove and replace curb ramp
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"					
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25") in curb ramp/landing/flares					
Temporary obstruction (>0.25") in curb ramp/landing/flares					
No textured surface at base of curb ramp	X			X	For intersection, commercial driveway, and park ramps, install
No color contrast at base of curb ramp					
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%	X			X	Remove and replace landing area
Curb ramp transition onto roadway is greater than 0.25"	X			X	Fix curb ramp transition
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
Ponding occurs at base of curb ramp					

Ramp 1A



Corner 2 No Ramp (2z)

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

End of Project Description for Project 90121 Intersection of Addison Cir and west crossing (Lat. 32.9616; Long. -96.8250)

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

Client:	**Town of Addison**	**Date: 12/21/17**
Program:	**ADA Self-Evaluation and Transition Plan**	**Prepared By: CMP**
KHA No.:	**063543021**	**Checked By: EPE**

Corridor :	**Quorum Dr**	**GPS ID: 90122**
Project Name:	**Intersection of Quorum Dr and driveway (Lat. 32.9595; Long. -96.8260)**	
Town:	**Addison**	

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	$ 10.00	$ -
TxDOT 529-6002	CONC CURB (TY II)	0	LF	$ 15.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	0	SY	$ 45.00	$ -
TxDOT 531	CURB RAMPS	2	EA	$ 1,500.00	$ 3,000.00
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	$ 50.00	$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	20	SY	$ 9.00	$ 180.00
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	$ 2.80	$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	0	LF	$ 8.50	$ -
---	REPAVE ROADWAY	0	LS	$ 5,000.00	$ -
---	FIX PONDING	0	LS	$ 2,000.00	$ -
---	FIX CURB RAMP TRANSITION	1	LS	$ 2,000.00	$ 2,000.00
---	MEDIAN NOSE MODIFICATION	0	LS	$ 5,000.00	$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	$ 500.00	$ -
---	FIX CURB RAMP COUNTER SLOPE	0	LS	$ 2,000.00	$ -

Basis for Cost Projection

- ☑ No Design Completed
- ❑ Preliminary Design
- ❑ Final Design

Subtotal:		$ 5,180.00
Engineering: (% +/-)	20%	$ 1,410.00
Contingency: (% +/-)	20%	$ 1,410.00
Estimated Project Cost:		**$ 8,000.00**

Project Location

Field Observations

Intersection Issues	Crosswalk N	E	S	W	Possible Solutions
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' or 'i' in ramp label indicates no existing ramp) 1A	4A	Possible Solutions
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			Remove and replace curb ramp
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	
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	X	Remove and replace landing area
Curb ramp transition onto roadway is greater than 0.25"		X	Fix curb ramp transition
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%			
Ponding occurs at base of curb ramp			

Ramp 1A

Ramp 4A

Opinion of Probable Construction Cost Disclaimer:
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End of Project Description for Project 90122 Intersection of Quorum Dr and driveway (Lat. 32.9595; Long. -96.8260)

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

Client:	**Town of Addison**	**Date:**	**12/21/17**
Program:	**ADA Self-Evaluation and Transition Plan**	**Prepared By:**	**CMP**
KHA No.:	**063543021**	**Checked By:**	**EPE**

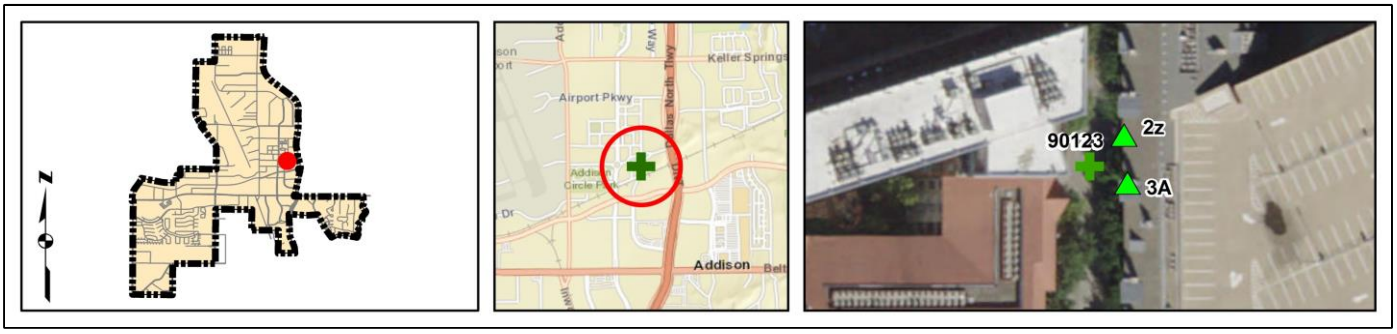
Corridor :	**Spectrum Dr**	**GPS ID:**	**90123**
Project Name:	**Intersection of Spectrum Dr and driveway (Lat. 32.9612; Long. -96.8239)**		
Town:	**Addison**		

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	$ 10.00	$ -
TxDOT 529-6002	CONC CURB (TY II)	0	LF	$ 15.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	3	SY	$ 45.00	$ 135.00
TxDOT 531	CURB RAMPS	1	EA	$ 1,500.00	$ 1,500.00
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	10	SF	$ 50.00	$ 500.00
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	3	SY	$ 9.00	$ 27.00
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	$ 2.80	$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	0	LF	$ 8.50	$ -
---	REPAVE ROADWAY	0	LS	$ 5,000.00	$ -
---	FIX PONDING	0	LS	$ 2,000.00	$ -
---	FIX CURB RAMP TRANSITION	1	LS	$ 2,000.00	$ 2,000.00
---	MEDIAN NOSE MODIFICATION	0	LS	$ 5,000.00	$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	$ 500.00	$ -
---	FIX CURB RAMP COUNTER SLOPE	0	LS	$ 2,000.00	$ -

Basis for Cost Projection
- ☑ No Design Completed
- ❑ Preliminary Design
- ❑ Final Design

Subtotal:		$ 4,162.00
Engineering: (% +/-)	20%	$ 919.00
Contingency: (% +/-)	20%	$ 919.00
Estimated Project Cost:		**$ 6,000.00**

Project Location



Field Observations

Intersection Issues	Crosswalk N	E	S	W	Possible Solutions
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' or 'i' in ramp label indicates no existing ramp) 2z	3A	Possible Solutions
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	For intersection, commercial driveway, and park ramps, install color truncated domes
No color contrast at base of curb ramp		X	
Landing area does not exist and is needed			
Landing area is less than 5' x 5' or slopes greater than 2%		X	Remove and replace landing area
Curb ramp transition onto roadway is greater than 0.25"		X	Fix curb ramp transition
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%			
Ponding occurs at base of curb ramp			

Kimley-Horn and Associates, Inc.	Intersection of Spectrum Dr and driveway (Lat. 32.9612; Long. -96.8239)
Photographs	GPS ID: 90123

Corner 2 No Ramp (2z)

Ramp 3A

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End of Project Description for Project 90123 Intersection of Spectrum Dr and driveway (Lat. 32.9612; Long. -96.8239)

Appendix H: Signalized Intersection Plan Review

PLANS FOR THE CONSTRUCTION OF
BELT LINE ROAD OVERLAY PROJECT
MARSH LANE TO DALLAS NORTH TOLLWAY

INFRASTRUCTURE OPERATIONS & SERVICES #2013-XX

SEPTEMBER 2014

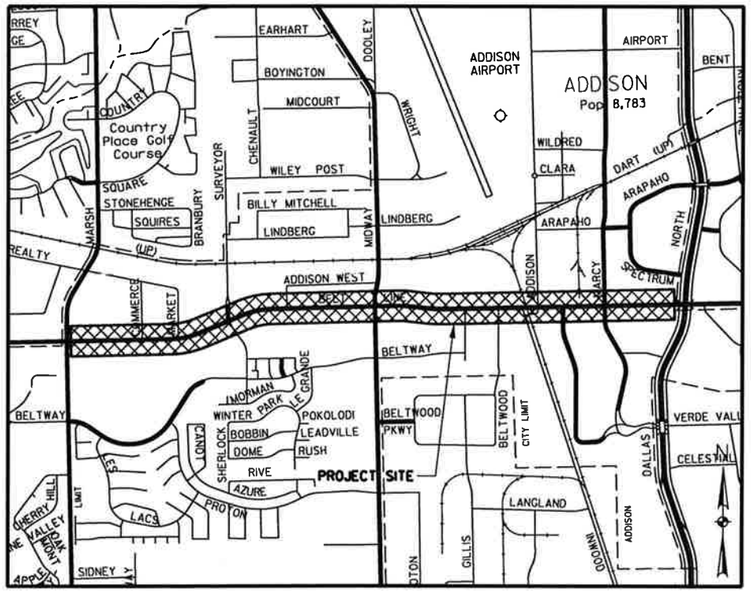
Addison!®

TODD MEIER
MAYOR

BLAKE CLEMENS
BRUCE ARFSTEN
CHRIS DEFRANCISCO
MARGIE GUNTHER
JANELLE MOORE
NEIL RESNIK
COUNCIL MEMBERS

LEA DUNN
CITY MANAGER

LISA PYLES
DIRECTOR OF INFRASTRUCTURE & OPERATIONS SERVICES



VICINITY MAP
NOT TO SCALE

HALFF®
1201 NORTH BOWSER ROAD
RICHARDSON, TEXAS 75081-2275
TEL (214) 346-6200
FAX (214) 739-0095
FIRM REGISTRATION NUMBER: 312

HALFF ASSOCIATES, INC.
ENGINEERS SURVEYORS SCIENTISTS

PRELIMINARY - FOR INTERIM REVIEW ONLY

These documents are for Interim Review and not intended for Construction, Bidding, or Permit Purposes. They were prepared by, or under the supervision of:

M.E. ROMANOWSKI	56306	SEPT 19, 2014
	PE#	Date

DATE: 9/12/2014 TIME: 12:02:14 PM FILE: 29350A INDX 01.dgn PROJECT # 29350 OFFICE: RCH USER: ah1854

SEQ.	NO.	NAME
1	-	Cover Sheet - Belt Line Road
2	INDEX	Index of Sheets
3	GN-1	General Notes
4	TS-1	Typical Sections
5	SC-1	Survey Control (Sheet 1 of 13)
6	SC-2	Survey Control (Sheet 2 of 13)
7	SC-3	Survey Control (Sheet 3 of 13)
8	SC-4	Survey Control (Sheet 4 of 13)
9	SC-5	Survey Control (Sheet 5 of 13)
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SHEET 2 OF 104

HALFF ASSOCIATES, INC.
ENGINEERS SURVEYORS SCIENTISTS

PRELIMINARY - FOR INTERIM REVIEW ONLY

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M.E. ROMANOWSKI — 56306 PE# — SEPT 19, 2014 Date

FIRM REGISTRATION NUMBER: 312

NO.	REVISION	BY	DATE

TOWN OF ADDISON
DALLAS COUNTY, TEXAS

BELT LINE ROAD
OVERLAY PROJECT

INDEX OF SHEETS

HALFF
1201 NORTH BOWSER ROAD, RICHARDSON, TEXAS 75081-2275
TEL (214) 346-6200 FAX (214) 739-0095

PROJECT	DESIGN	DRAWN	DATE	FILE	SHEET
29350	HALFF	HALFF	SEPT. 2014	29350A INDX 01	INDEX

USER: ah1299
PROJECT = 29350 OFFICE: RCH
DATE: 8/18/2014 TIME: 1:41:40 PM FILE: 29350A GNTS 01.dgn

GENERAL NOTES

1. All work shall conform to the requirements of the Town of Addison and shall be in accordance with the Town of Addison standard details and specifications for construction. All work not covered in the contract documents and the Town of Addison standard details and specifications for construction shall be governed by the North Central Texas Council of Governments Standard Specifications for Public Works Construction, Fourth Edition, dated 2004, including all amendments. See electrical duct bank notes for duct bank specifications.

2. Existing utility locations shown are generally schematic in nature and may not accurately reflect the size and location of each particular utility. Existing utilities shown are based on available record drawings and surface appurtenance field ties only. Some utility lines and surface locations may not be shown. The contractor shall assume responsibility for actual field location and protection of existing utilities whether shown or not. The Contractor shall also assume responsibility for repairs to existing utilities, whether shown or not, damaged by the Contractors activities. Differences in horizontal or vertical location of existing utilities shall not be basis for additional compensation to the Contractor. All valves & manholes shall be adjusted to new finished grade.

3. The Contractor shall protect existing property monumentation and primary control. Any such points which the Contractor believes will be destroyed shall have offset points established by the Contractor prior to construction. Any monumentation destroyed by the Contractor shall be reestablished at Contactor's expense by a registered professional land surveyor.

4. Topographic survey information shown on the plans is provided for informational purposes. The Contractor shall be responsible for verifying that the information shown is correct, and shall notify the engineer immediately of any errors, discrepancies or omissions to the survey information provided. Any costs incurred as a result of not confirming the actual topographies and facilities shall be borne by the Contractor. Topographic survey provided does not include existing trees in the median of Belt Line Rd. (See notes 19 and 20 with regard to protection of these trees.)

5. It shall be the responsibility of the Contractor to: A.) Prevent any damage to private property and property owner's poles, fences, shrubs, etc. B.) Protect all underground utilities. C.) Notify all utility companies at least 48 hours prior to excavation in accordance with Texas Law D.) Field verify horizontal and vertical location of all utilities in the vicinity of construction activities prior to start of construction. The Contractor shall notify Engineer of any previously unidentified potential conflicts that may exist between the existing utilities and construction plans.

6. Any damage that may occur to real property or existing improvements, including existing private and public landscape irrigation systems, shall be restored by the Contractor to at least the same condition that the real property or existing improvements were in prior to the damages. This restoration shall be subject to the property Owner's approval; moreover, this restoration shall not be a basis for additional compensation to the Contactor or a time extension. The Contractor must furnish a letter to the Town, signed by the property owner that states repairs are satisfactory.

7. The Contractor shall maintain drainage at all times during construction. Ponding of water in streets, drives, trenches, etc. will not be allowed.

8. The Contractor shall maintain existing sanitary sewer and water service at all times during construction unless approved by Town of Addison in advance.

9. The Contractor is responsible for coordination with utility companies and adjustment of existing sanitary sewer manholes, cleanouts, water meters, water valves, fire hydrants and other utility appurtenances to finished grade as required at no additional cost to the Town of Addison.

10. The Contactor shall excavate and field locate the horizontal and vertical location of existing water lines, sanitary sewer lines and storm drain lines at all proposed electrical duct bank and water crossing locations utilizing provided project control. Field verification shall be performed by the Contactor prior to beginning construction of the proposed electrical duct bank and water improvements. The Contractor shall immediately notify the Engineer of any discrepancies identified between the Contractor's field verified existing utility and existing storm drain location and the existing utility and existing storm drain location represented on the drawings.

    The Contractor shall give all franchise utilities 48 hours advance notice before construction in areas where utilities are present. Utility contacts include but are not limited to:

ATMOS	- BOBBY ROGERS - bobby.rogers@atmosenergy.com
AT&T	- CHAD COOPER - cc8956@att.com
ONCOR	- LARRY BALDWIN - larry.baldwin@oncor.com
TIME WARNER	- DAVID CHENEY - david.cheney@twcable.com
FIBERLIGHT	- MIKE BITSCHE - mike.bitsche@fiberlight.com
DIGTESS	- CONTRACTOR - fax@digtess.org

11. Areas of the site that will underlie fill shall be scarified to a depth of 6 inches and recompacted in accordance with embankment specifications.

12. Pedestrian and vehicular traffic flow, safety and access shall be maintained during all phases of construction. Barricading and traffic control during construction shall be the responsibility of the contractor and shall conform to the Texas Manual on Uniform Traffic Control Devices, Part 6 in particular. Traffic flow and access shall be maintained during all phases of construction unless otherwise noted on the traffic control plan. The Contractor is responsible for providing traffic safety measures for work on the project. The Contractor shall assume full responsibility for public safety in the construction area for the duration of construction activities.

13. The Contractor shall abide by all applicable federal, state, and local laws governing excavation. The Contractor shall provide detailed plans and specifications for trench safety systems that comply with applicable laws governing excavation. These plans shall be sealed by an Engineer experienced in the design of trench safety systems licensed in the State of Texas. The Contractor shall submit completed trench safety plan to the Engineer prior to commencing work. The Contractor shall be solely responsible for all aspects of work related to excavation.

14. The Contractor shall remove from the project area all surplus material. This work shall be incidental and not a separate pay item. Surplus materials from excavation including dirt, trash, rock measuring greater than 9" in the largest dimension, etc. shall be properly disposed of at a site acceptable to the Town of Addison if within the Town limits. If the location is not within the Town limits, the Contractor shall provide a letter stating so. No excess excavated material shall be deposited in low areas or along natural drainage ways without written permission from the affected property owner and the Town of Addison. If the Contractor places excess material in these areas without written permission, he will be responsible for all damages resulting from such fill and he shall remove the material at his own cost.

15. The Contractor shall sweep streets once a week and prior to known pending major rain events.

16. Bidders shall make any investigation of existing subsurface conditions as deemed necessary at no expense to the Town of Addison. Neither the Town of Addison nor the Engineer will be responsible in any way for additional compensation for excavation work performed under this contract due to the Contractor's assumptions pertaining to subsurface conditions.

17. Basic horizontal and vertical control points will be established or designated by Halff Associates, Inc. These points shall be used as a datum for the work. All additional survey work shall be performed by a competent surveyor employed by the contractor.

18. The Contractor will furnish to the Town of Addison the name of an OSHA-certified competent person to be on the project at all times during ongoing construction activities.

19. Trees shall only be removed if designated on the plans for removal. The Contractor shall stake limits of proposed grading prior to clearing operations and identify (by flagging) adjacent trees that are to remain outside of these limits for Town review and approval. The Contactor shall provide the Town 72 hours advance notice of when trees will be flagged and ready for review. All cleared material shall be promptly removed from the site and properly disposed. Stockpiling of cleared material will not be allowed. Burning of cleared material is prohibited. The Contractor is directed to NCTCOG specification Item 3.2 for additional requirements. The clearing and removal of shrubs and other objectionable material shall not be paid for directly but shall be considered subsidiary to other pay items.
    If, in the opinion of the Engineer, a tree that is to remain requires protecting from construction, it shall be protected in accordance with note 20.

20. Where trees, plants, shrubbery, etc. are adjacent to the line of work and are not to be removed or removed and replaced, the Contractor shall protect such trees, plants, shrubbery, etc. If such trees, plants, shrubbery, etc. could be damaged by machinery, etc., orange safety fencing with steel T-posts having a minimum height of 3' and as approved by the Town shall be utilized for protection as long as they do not block drivers' sight lines. Hand excavation may also be required in vicinity of trees, plants, shrubbery, etc. that are to remain. The Contractor shall not permit machinery or employees to scrape, tear the limbs from, damage or attach guy cables to existing trees that are to remain in place. The Contractor shall be responsible for all damages to adjacent trees, plants, shrubbery, etc. that are to remain and any such damage shall be remedied to the satisfaction of the Town.

21. The Contractor shall coordinate the protection of existing franchise utilities and appurtenances including existing utility poles in the vicinity of construction operations whether utilities are shown in the Contract Documents or not. Any damage incurred to existing franchise utilities, appurtenances, power poles, etc. by construction related activities shall be the sole responsibility of the Contractor.

22. Only Town staff will be allowed to operate existing water line valves. Contractor shall coordinate with Dave Wilde or Jose Flores at 972-450-2847 for water valve closures and openings.

23. Contractor is responsible for condition of removed signs. Removed signs to be reinstalled must be in same or better condition when reinstalled.

24. The Contractor shall cease all construction operations immediately if a suspected archeological object/artifact is uncovered during construction. The Contractor shall immediately contact THC and the Town. Project work shall not recommence until proper permits are in place and provided to the Town. No additional contract days or additional remobilization expenses will be provided or paid for by the Town to the Contractor for time incurred.

25. The Contractor shall comply with the Migratory Bird Treaty Act.

26. The Town has informed all franchise utilities of this project and has provided them plans. The Town has also worked with the franchise utilities in planning the relocation of their conflicting lines and facilities. The Contractor is responsible to continue coordination directly with the franchise utilities to ensure that any utilities in conflict are adjusted or relocated in accordance with contractor's construction schedule. No additional contract days or additional remobilization expenses will be provided or paid for by the Town to the Contractor for time incurred for franchise utility adjustment.

27. Inspection of the proposed construction will be provided and paid for by the Town of Addison and also by Oncor Electric Delivery. The Contractor shall provide assistance by providing excavation, trench safety, or other work necessary to facilitate inspection activities, and shall give sufficient notice well in advance of pending construction activities to the Town of Addison and Oncor Electric Delivery for scheduling of inspection services.

28. All dimensions are to the face of curb unless otherwise noted.

29. Contractor shall provide a pre-construction video of entire project area to document current condition of Belt Line Road and business frontage.

HALFF ASSOCIATES, INC.
ENGINEERS SURVEYORS SCIENTISTS

PRELIMINARY - FOR INTERIM REVIEW ONLY

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M.E. ROMANOWSKI	58306 PE#	SEPT 19, 2014 Date

FIRM REGISTRATION NUMBER: 312

NO.	REVISION	BY	DATE

TOWN OF ADDISON
DALLAS COUNTY, TEXAS

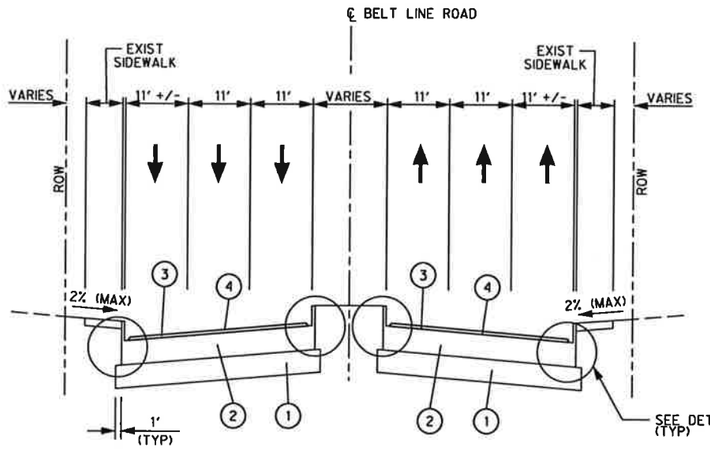
BELT LINE ROAD
OVERLAY PROJECT

GENERAL NOTES

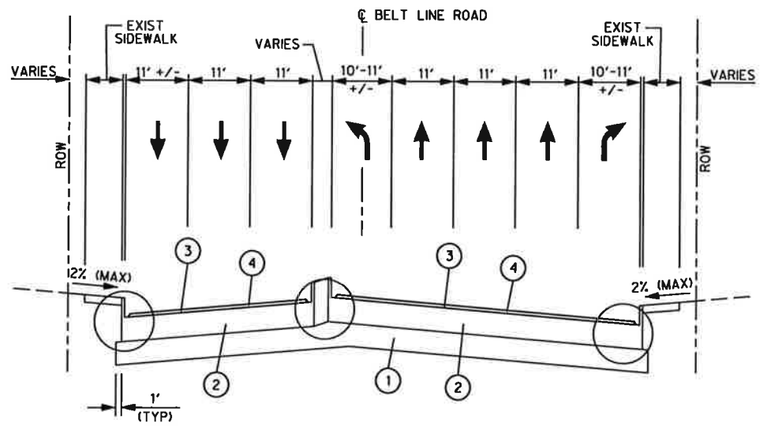
HALFF
1201 NORTH BOWSER ROAD, RICHARDSON, TEXAS 75081-2275
TEL (214) 346-6200 FAX (214) 739-0095

PROJECT	DESIGN	DRAWN	DATE	FILE	SHEET
29350	HALFF	HALFF	SEPT. 2014	29350A GNTS 01	GN-1

DATE: 9/10/2014 TIME: 10:38:41 AM FILE: 29350A TYPP 01.dgn PROJECT # 29350 OFFICE: RCH USER: ah1299



TYPICAL SECTION AT MIDBLOCK
N.T.S.



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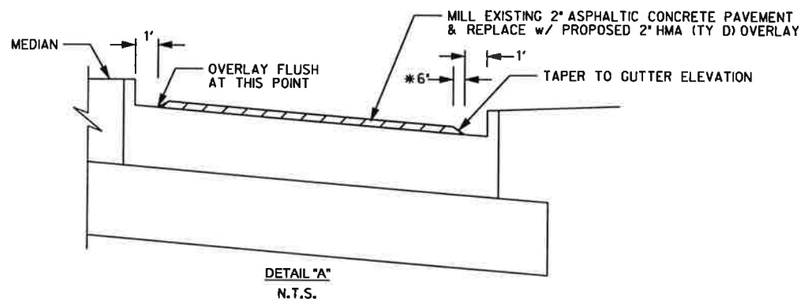
N.T.S.



DETAIL "A"
N.T.S.

* TAPER LENGTH MAY NEED TO BE EXTENDED AT CROSS WALK LOCATIONS TO ENSURE FINAL PAVEMENT CROSS SLOPE IS LESS THAN 8.33%

NOTES:
- DIMENSIONS ARE TO FACE OF CURB.

LEGEND

1. EXISTING 6" SOIL-LIME BASE TREATMENT
2. EXISTING 8" JOINTED REINFORCED CONCRETE PAVEMENT
3. EXISTING 2" ASPHALTIC CONCRETE PAVEMENT
4. PROPOSED 2" HMA (TY D) OVERLAY (SEE DETAIL 'A' FOR MILLING INFORMATION)

SHEET 4 OF 104

HALFF ASSOCIATES, INC.
ENGINEERS SURVEYORS SCIENTISTS

PRELIMINARY - FOR INTERIM REVIEW ONLY

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M.E. ROMANOWSKI	56306 PE#	SEPT 19, 2014 Date

FIRM REGISTRATION NUMBER: 312

TOWN OF ADDISON
DALLAS COUNTY, TEXAS

BELT LINE ROAD
OVERLAY PROJECT

TYPICAL SECTIONS

HALFF
1201 NORTH BOWSER ROAD, RICHARDSON, TEXAS 75081-2275
TEL (214) 346-6200 FAX (214) 739-0095

PROJECT	DESIGN	DRAWN	DATE	FILE	SHEET
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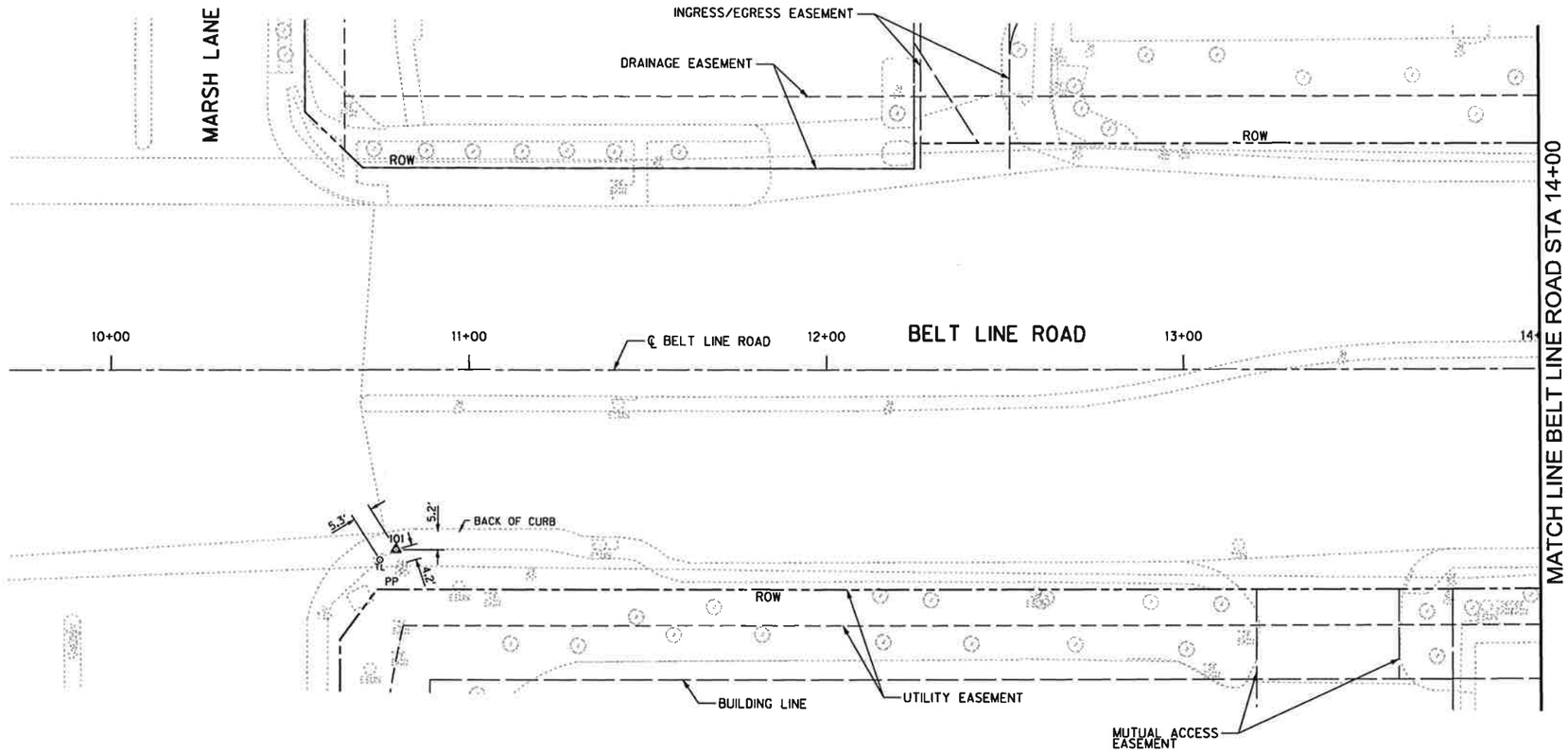

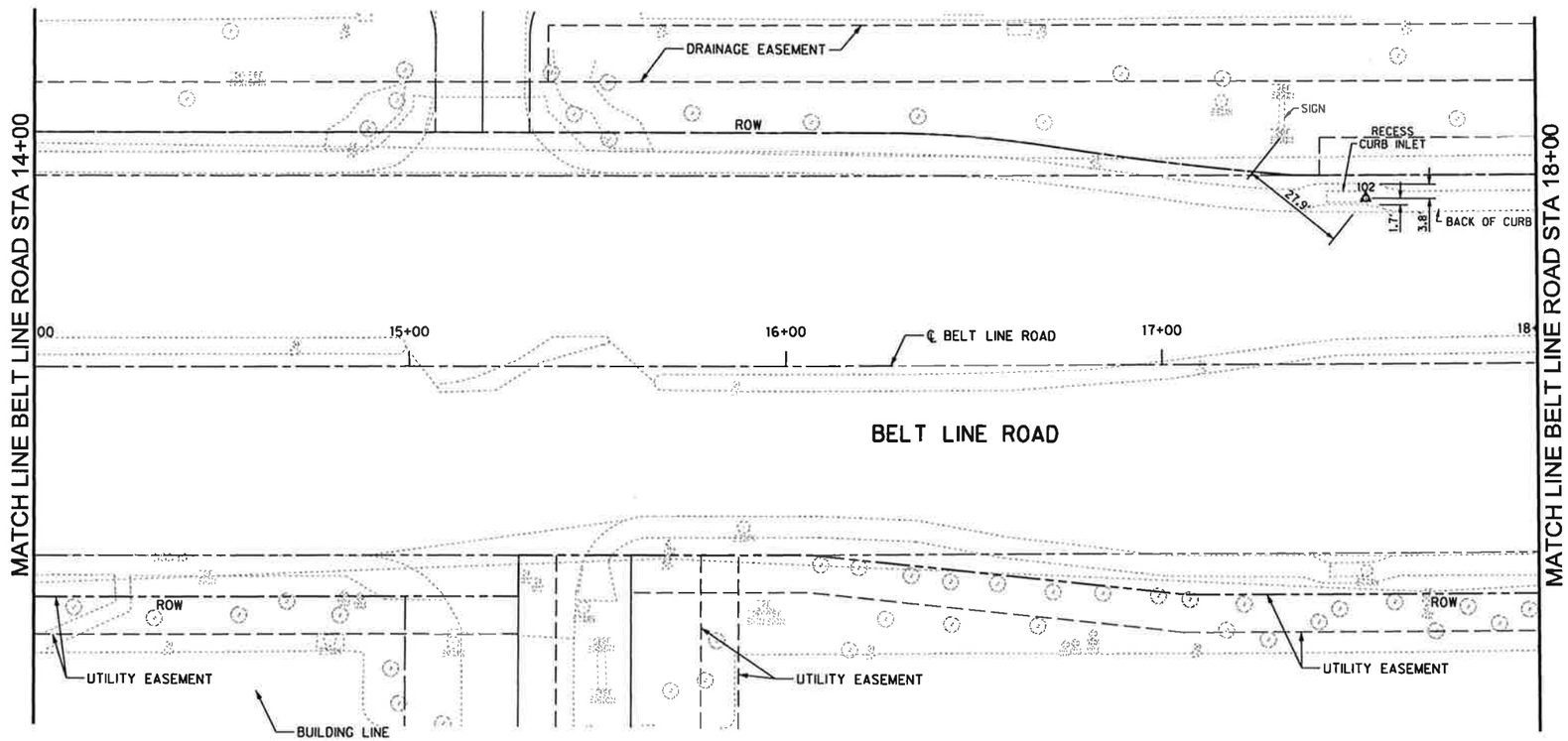

N

0 10 20 30 40 60
SCALE IN FEET

Point #	Northing	Easting	Elevation	Description
101	7,034,565.789	2,473,248.251	570.06	"X "cut on sidewalk @ SE corner of Beltline @ Marsh
102	7,034,664.469	2,473,922.534	573.18	"X" cut on curb inlet in front of 3761 Beltline (Addison Plaza Strip)

LEGEND:

STMH	STORM SEWER MANHOLE
RCP	REINFORCED CONCRETE PIPE
COMM	COMMUNICATION VAULT
BOLL	TRAFFIC BOLLARD
TL	TRAFFIC SIGNAL LIGHT
PP	POWER POLE
TSB	TRAFFIC SIGNAL BOX
SSMH	SANITARY SEWER MANHOLE
SSCO	SANITARY SEWER CLEANOUT
ICV	IRRIGATION CONTROL VALVE
TMH	TELEPHONE MANHOLE
EM	ELECTRICAL METER
LP	LIGHT POLE
WM	WATER METER
WV	WATER VALVE
FH	FIRE HYDRANT
EB	ELECTRICAL BOX
TS	TRAFFIC SIGN
FOS	FIBER OPTIC SIGN
GL	GROUND LIGHT
—E—	OVERHEAD ELECTRICAL LINE

NOTES:
1. BASIS OF BEARING: COORDINATES ARE BASED ON THE SURFACE ADJUSTED VALUES OF TOWN OF ADDISON SURVEY CONTROL POINT NUMBERS COA-3, COA-4, COA-5, COA-10, & COA-11 USING TXDOT DALLAS COUNTY SCALE FACTOR 1.000136506.

2. VERTICAL DATUM: ELEVATIONS WERE DERIVED FROM TOWN OF ADDISON SURVEY CONTROL POINT NUMBERS COA-3, COA-5, & COA-11.

3. ALL VALUES SHOWN HEREON ARE IN US SURVEY FEET.

The undersigned certifies to the locations and descriptions of the survey control information shown hereon only. This is not a professional boundary surveying product. Boundary, easement, and right-of-way information is shown for reference only.

Jason A. Jernigan RPLS No. 6023 SEPT. 19, 2014

TBPLS FIRM NO. 10029600

NO.	REVISION	BY	DATE

TOWN OF ADDISON
DALLAS COUNTY, TEXAS

BELT LINE ROAD
OVERLAY PROJECT

SURVEY CONTROL
BELT LINE RD STA 10+00 TO STA 18+00

HALFF
1201 NORTH BOWSER ROAD, RICHARDSON, TEXAS 75081-2275
TEL (214) 346-6200 FAX (214) 739-0095

PROJECT	DESIGN	DRAWN	DATE	FILE	SHEET
29350	HALFF	HALFF	SEPT. 2014	29350A SURV 01	SC-1

SHEET 5 OF 104

USER: ahl299
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PROJECT # 29350
FILE: 29350A SURV 01.dgn
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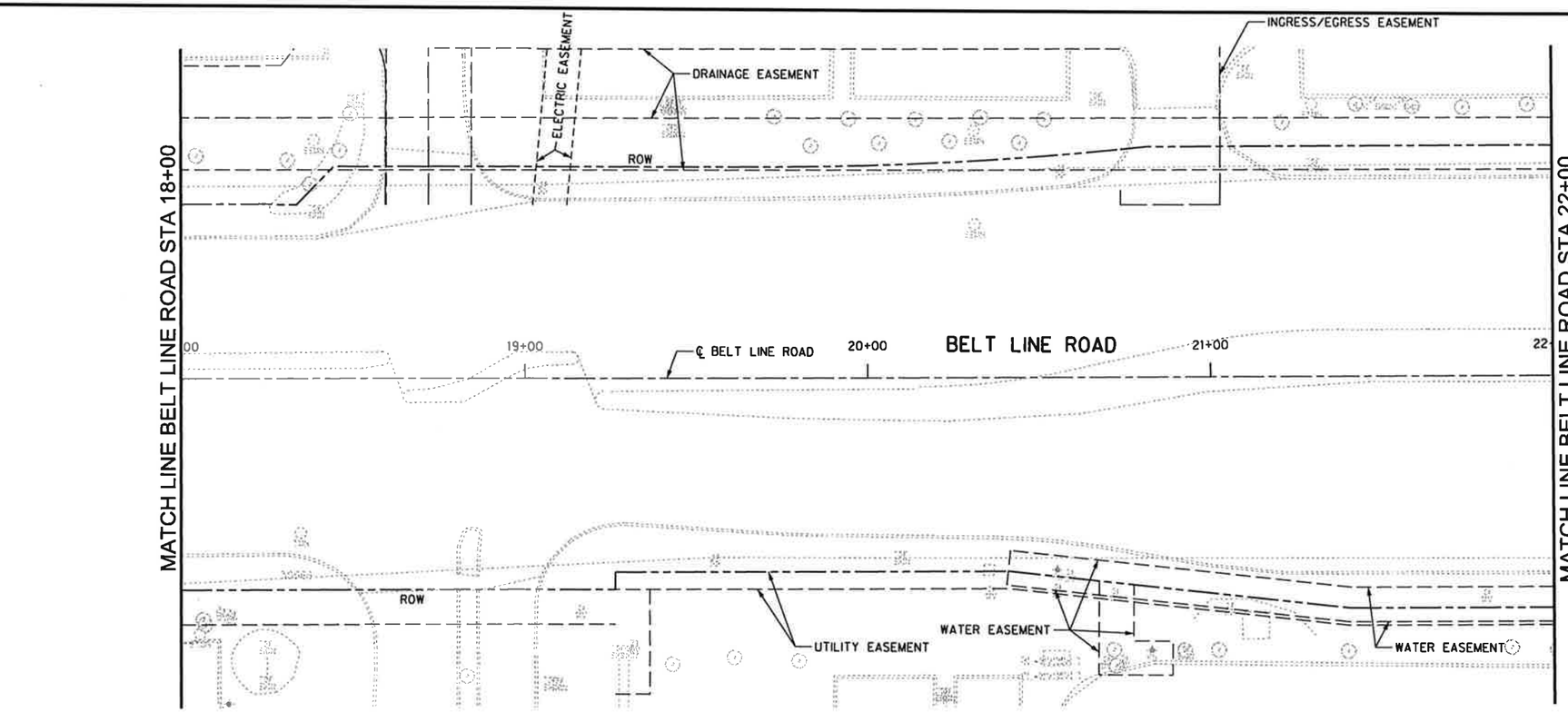

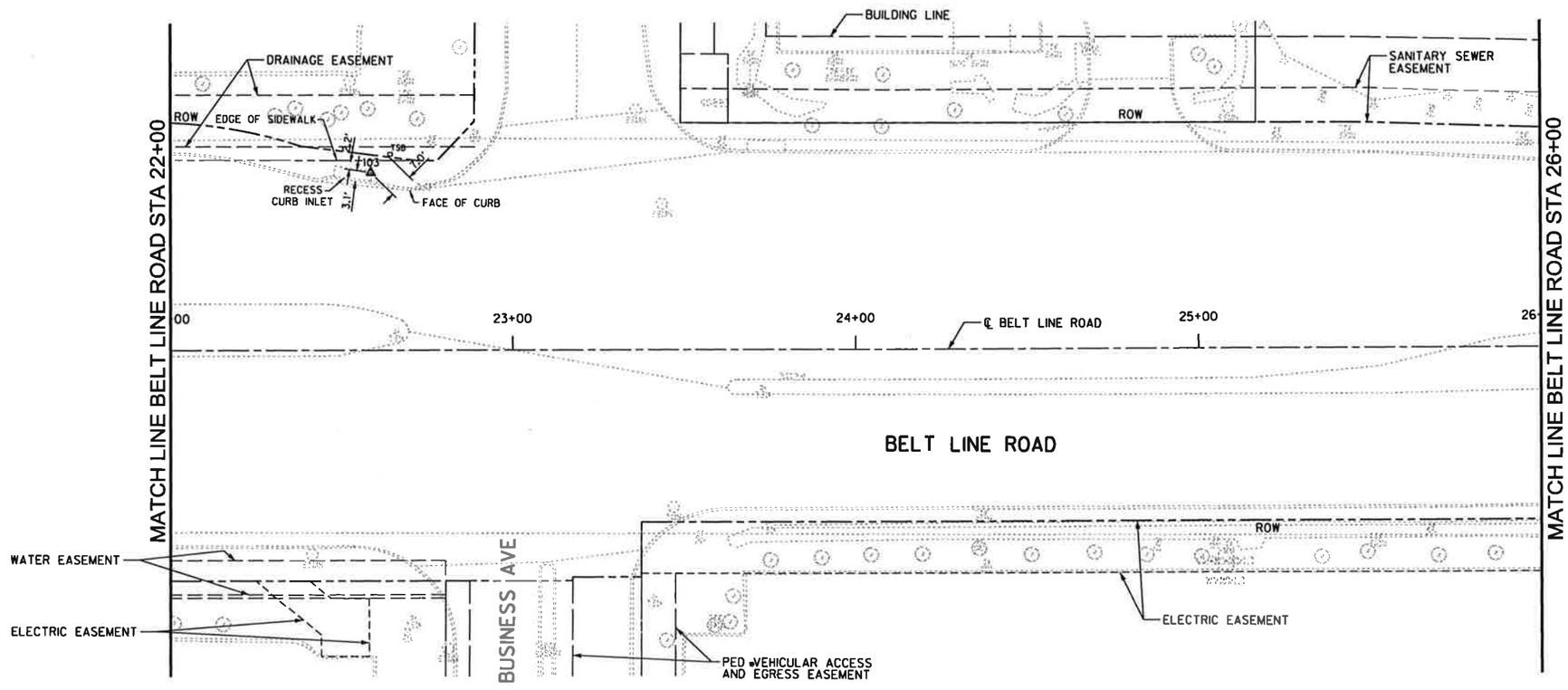

N

0 10 20 30 40 60
SCALE IN FEET

Point #	Northing	Easting	Elevation	Description
103	7,034,676.458	2,474,426.300	577.57	"X" cut on curb inlet in front of McDonald's (NE corner of inlet)

LEGEND:

STMH	STORM SEWER MANHOLE
RCP	REINFORCED CONCRETE PIPE
COMM	COMMUNICATION VAULT
BOLL	TRAFFIC BOLLARD
TL	TRAFFIC SIGNAL LIGHT
PP	POWER POLE
TSB	TRAFFIC SIGNAL BOX
SSMH	SANITARY SEWER MANHOLE
SSCO	SANITARY SEWER CLEANOUT
ICV	IRRIGATION CONTROL VALVE
TMH	TELEPHONE MANHOLE
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—E—	OVERHEAD ELECTRICAL LINE

NOTES:
1. BASIS OF BEARING: COORDINATES ARE BASED ON THE SURFACE ADJUSTED VALUES OF TOWN OF ADDISON SURVEY CONTROL POINT NUMBERS COA-3, COA-4, COA-5, COA-10, & COA-11 USING TXDOT DALLAS COUNTY SCALE FACTOR 1.000136506.

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3. ALL VALUES SHOWN HEREON ARE IN US SURVEY FEET.

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Jason A. Jernigan RPLS No. 6023 SEPT. 19, 2014

TBPLS FIRM NO. 10029600

NO.	REVISION	BY	DATE

TOWN OF ADDISON
DALLAS COUNTY, TEXAS

BELT LINE ROAD
OVERLAY PROJECT

SURVEY CONTROL
BELT LINE RD STA 18+00 TO STA 26+00

HALFF
1201 NORTH BOWSER ROAD, RICHARDSON, TEXAS 75081-2275
TEL (214) 346-6200 FAX (214) 739-0095

PROJECT	DESIGN	DRAWN	DATE	FILE	SHEET
29350	HALFF	HALFF	SEPT. 2014	29350A SURV 02	SC-2

SHEET 6 OF 104

PROJECT # 29350 OFFICE: RCH USER: ahl299
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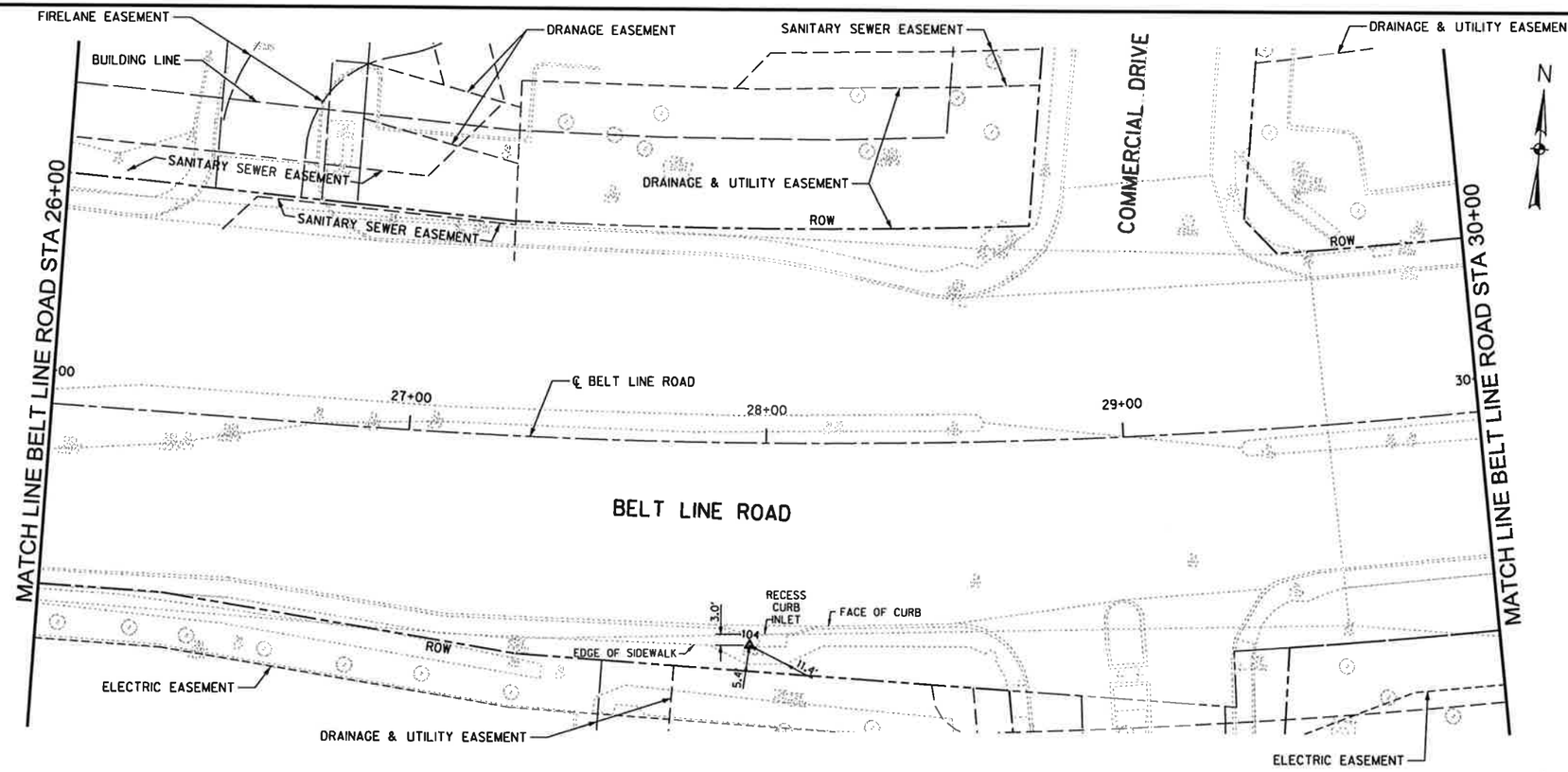

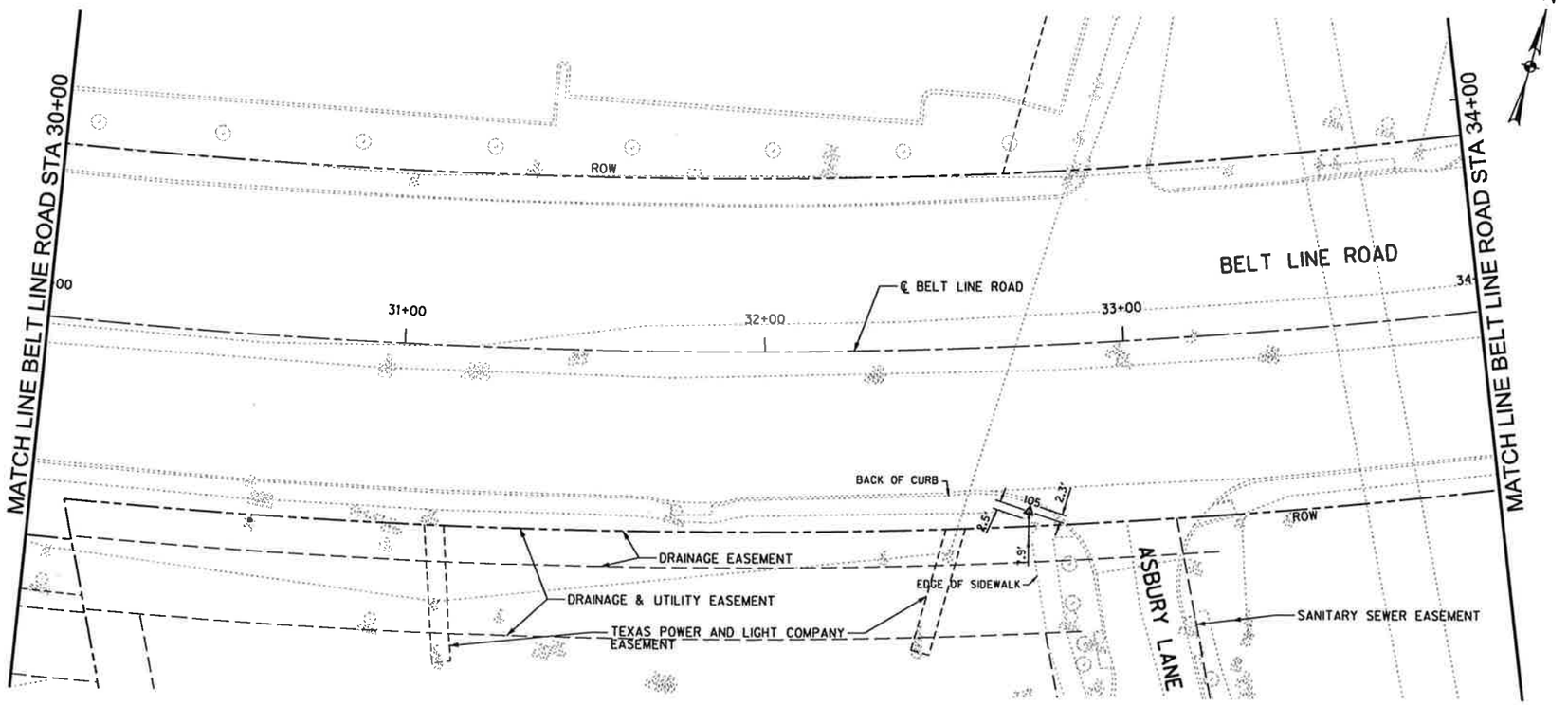

0 10 20 30 40 60
SCALE IN FEET

Point #	Northing	Easting	Elevation	Description
104	7,034,577.225	2,474,968.203	580.37	"X" cut on curb inlet W of Commercial
105	7,034,681.956	2,475,444.151	587.02	"X" cut on sidewalk W of Asbury Ln.

LEGEND:

STMH	STORM SEWER MANHOLE
RCP	REINFORCED CONCRETE PIPE
COMM	COMMUNICATION VAULT
BOLL	TRAFFIC BOLLARD
TL	TRAFFIC SIGNAL LIGHT
PP	POWER POLE
TSB	TRAFFIC SIGNAL BOX
SSMH	SANITARY SEWER MANHOLE
SSCO	SANITARY SEWER CLEANOUT
ICV	IRRIGATION CONTROL VALVE
TMH	TELEPHONE MANHOLE
EM	ELECTRICAL METER
LP	LIGHT POLE
WM	WATER METER
WV	WATER VALVE
FH	FIRE HYDRANT
EB	ELECTRICAL BOX
TS	TRAFFIC SIGN
FOS	FIBER OPTIC SIGN
GL	GROUND LIGHT
—E—	OVERHEAD ELECTRICAL LINE

NOTES:
1. BASIS OF BEARING: COORDINATES ARE BASED ON THE SURFACE ADJUSTED VALUES OF TOWN OF ADDISON SURVEY CONTROL POINT NUMBERS COA-3, COA-4, COA-5, COA-10, & COA-11 USING TXDOT DALLAS COUNTY SCALE FACTOR 1.000136506.

2. VERTICAL DATUM: ELEVATIONS WERE DERIVED FROM TOWN OF ADDISON SURVEY CONTROL POINT NUMBERS COA-3, COA-5, & COA-11.

3. ALL VALUES SHOWN HEREON ARE IN US SURVEY FEET.

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Jason A. Jernigan RPLS No. 6023 SEPT. 19, 2014

TBPLS FIRM NO. 10029600

NO.	REVISION	BY	DATE

TOWN OF ADDISON
DALLAS COUNTY, TEXAS

BELT LINE ROAD
OVERLAY PROJECT

SURVEY CONTROL
BELT LINE RD STA 26+00 TO STA 34+00

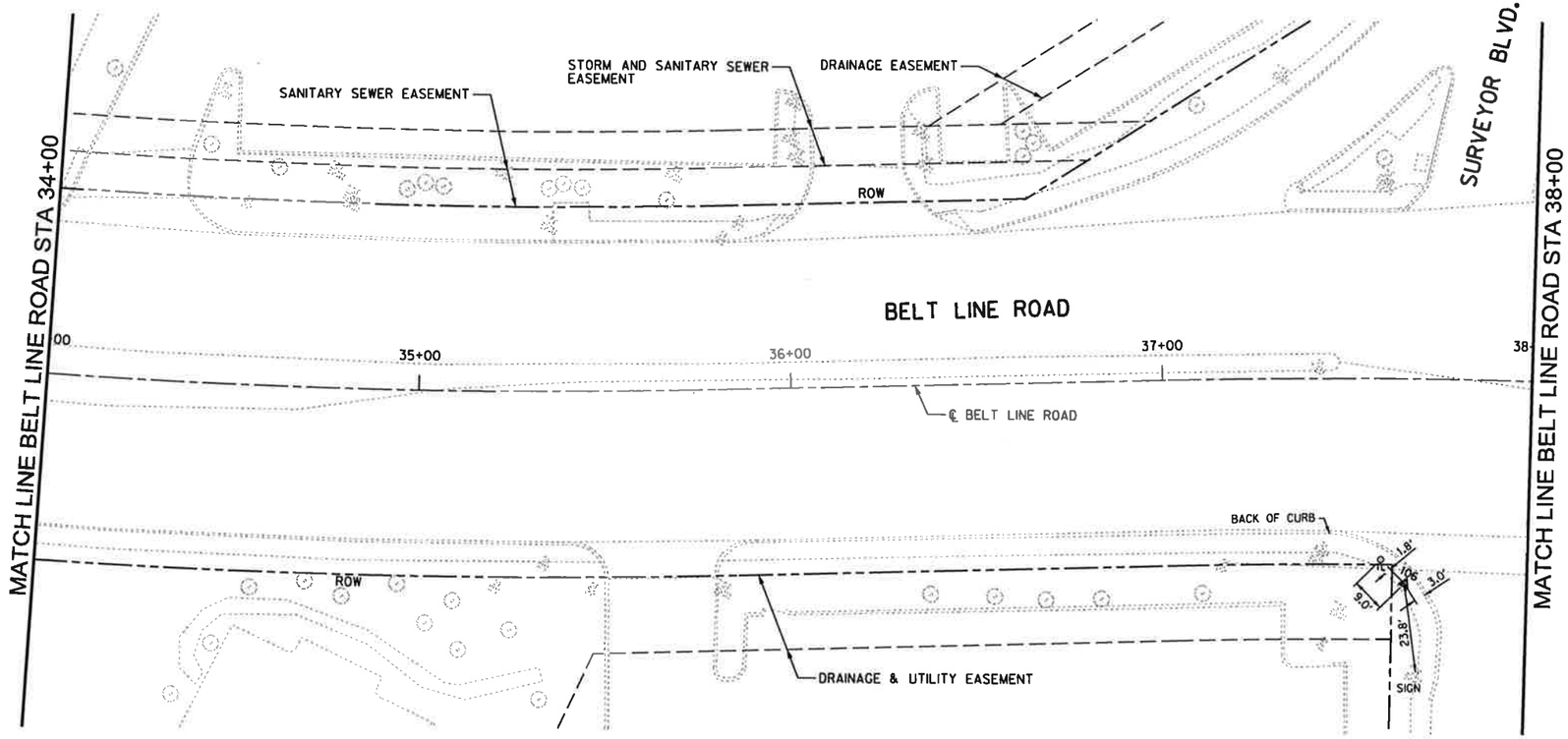
HALFF
1201 NORTH BOWSER ROAD, RICHARDSON, TEXAS 75081-2275
TEL (214) 346-6200 FAX (214) 739-0095

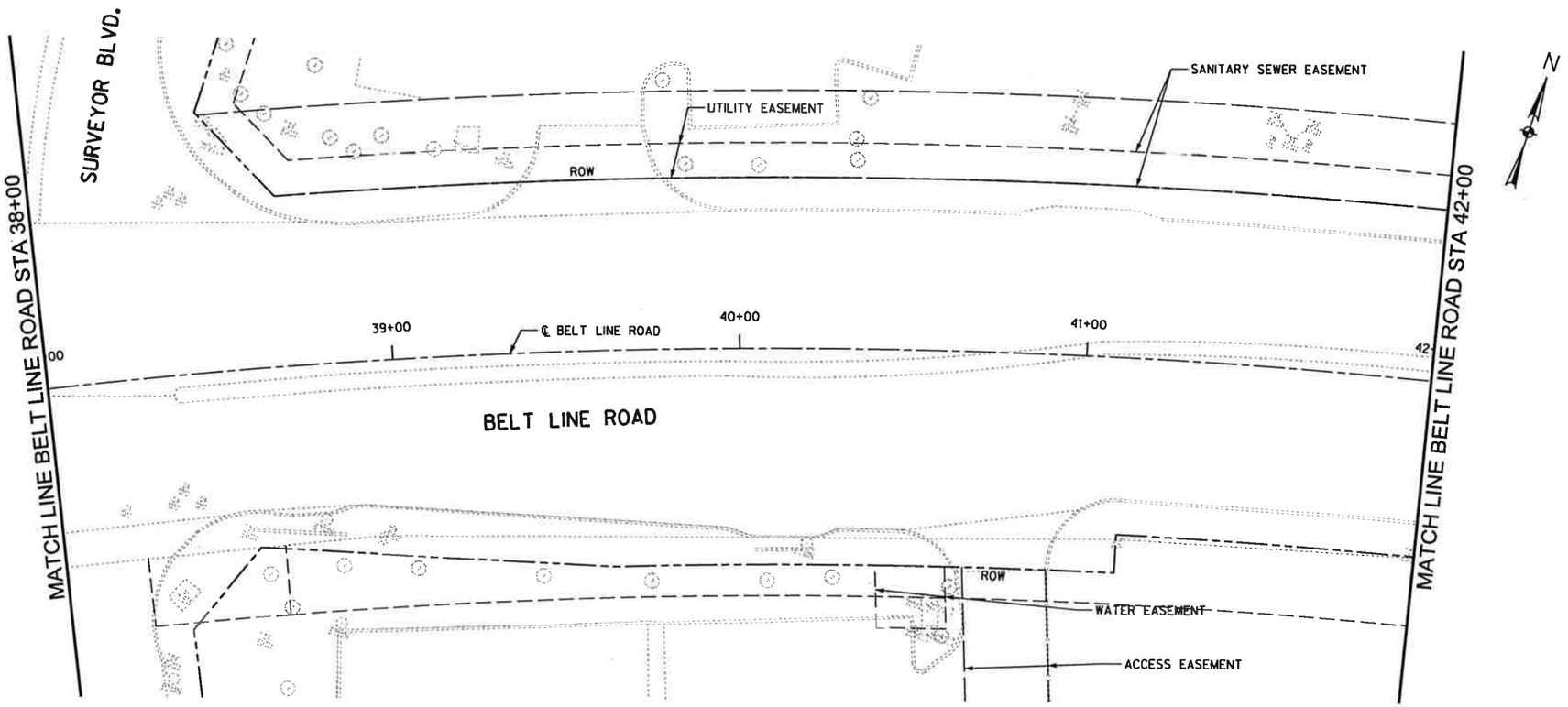
PROJECT	DESIGN	DRAWN	DATE	FILE	SHEET
29350	HALFF	HALFF	SEPT. 2014	29350A SURV 03	SC-3

SHEET 7 OF 104

USER: ahl299
PROJECT # 29350 OFFICE: RCH
DATE: 8/18/2014 TIME: 1:41:46 PM FILE: 29350A SURV 03.dgn

USER: ahl299
PROJECT # 29350 OFFICE: RCH
DATE: 8/18/2014 TIME: 1:41:48 PM FILE: 29350A SURV 04.dgn





0 10 20 30 40 60
SCALE IN FEET

Point #	Northing	Easting	Elevation	Description
106	7,034,881.556	2,475,902.115	594.70	"X" cut on sidewalk @ SW corner of Beltline Rd @ Surveyor Blvd.

LEGEND:

STMH	STORM SEWER MANHOLE
RCP	REINFORCED CONCRETE PIPE
COMM	COMMUNICATION VAULT
BOLL	TRAFFIC BOLLARD
TL	TRAFFIC SIGNAL LIGHT
PP	POWER POLE
TSB	TRAFFIC SIGNAL BOX
SSMH	SANITARY SEWER MANHOLE
SSCO	SANITARY SEWER CLEANOUT
ICV	IRRIGATION CONTROL VALVE
TMH	TELEPHONE MANHOLE
EM	ELECTRICAL METER
LP	LIGHT POLE
WM	WATER METER
WV	WATER VALVE
FH	FIRE HYDRANT
EB	ELECTRICAL BOX
TS	TRAFFIC SIGN
FOS	FIBER OPTIC SIGN
GL	GROUND LIGHT
—E—	OVERHEAD ELECTRICAL LINE

NOTES:
1. BASIS OF BEARING: COORDINATES ARE BASED ON THE SURFACE ADJUSTED VALUES OF TOWN OF ADDISON SURVEY CONTROL POINT NUMBERS COA-3, COA-4, COA-5, COA-10, & COA-11 USING TXDOT DALLAS COUNTY SCALE FACTOR 1.000136506.

2. VERTICAL DATUM: ELEVATIONS WERE DERIVED FROM TOWN OF ADDISON SURVEY CONTROL POINT NUMBERS COA-3, COA-5, & COA-11.

3. ALL VALUES SHOWN HEREON ARE IN US SURVEY FEET.

SHEET 8 OF 104

The undersigned certifies to the locations and descriptions of the survey control information shown hereon only. This is not a professional boundary surveying product. Boundary, easement, and right-of-way information is shown for reference only.

Jason A. Jernigan RPLS No. 6023 SEPT. 19, 2014

TBPLS FIRM NO. 10029600

NO.	REVISION	BY	DATE

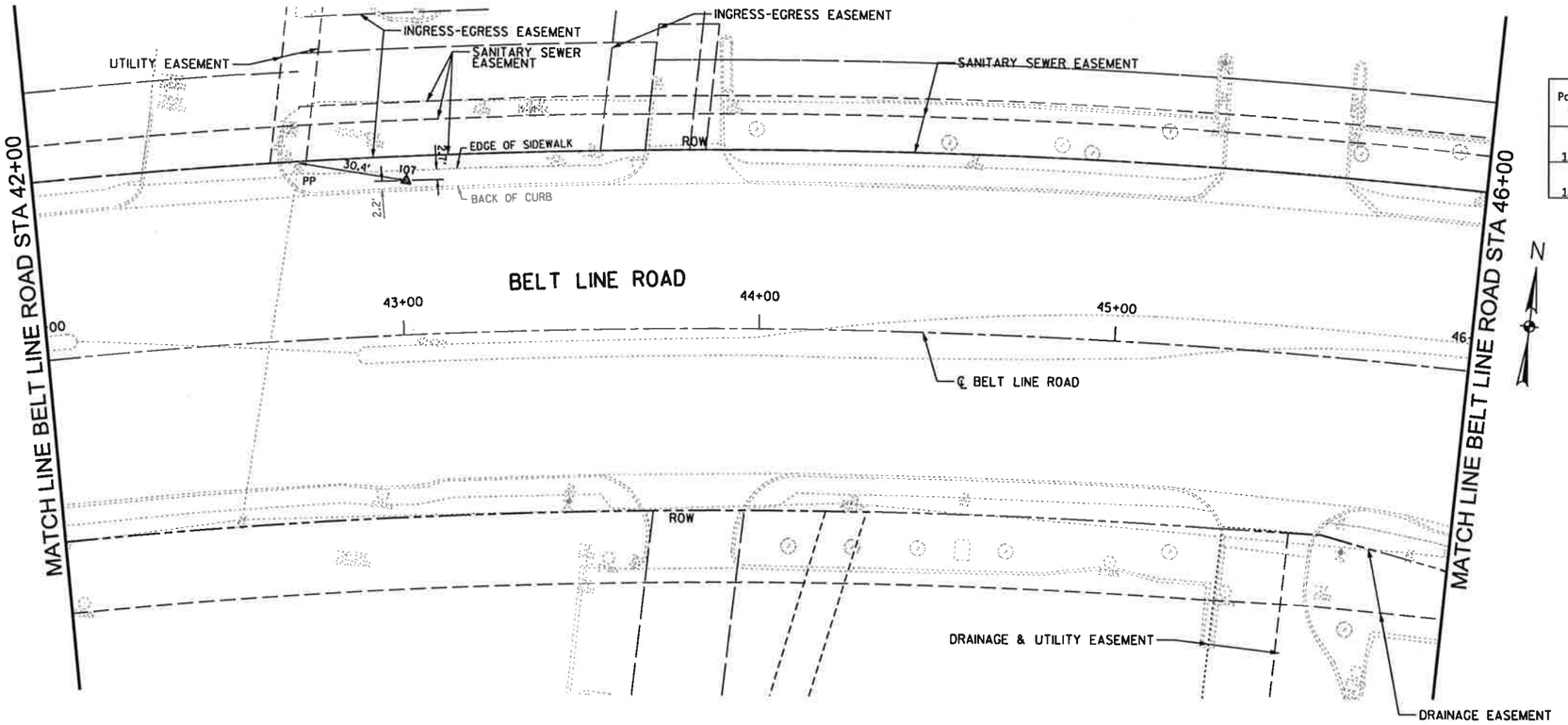
TOWN OF ADDISON
DALLAS COUNTY, TEXAS

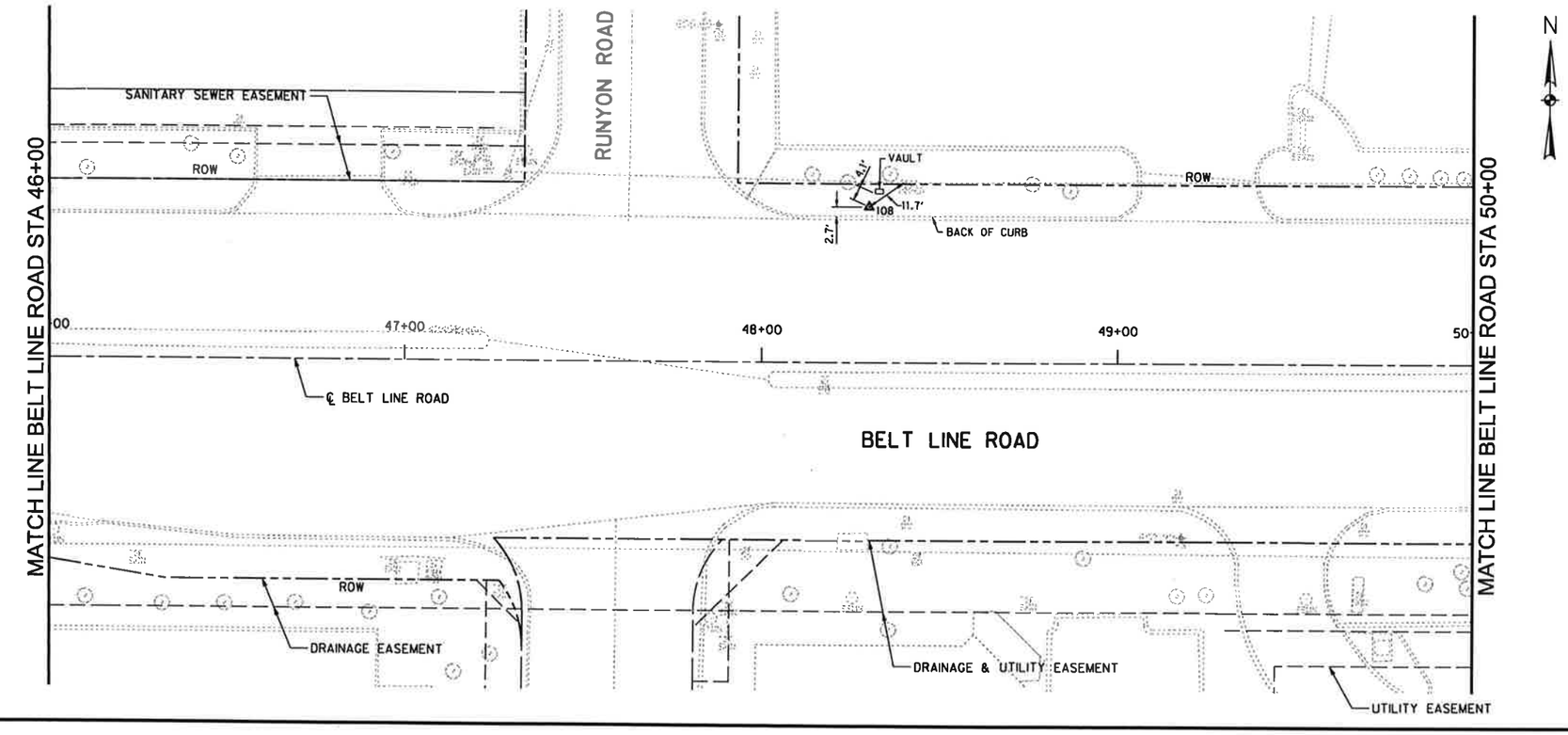
BELT LINE ROAD
OVERLAY PROJECT

SURVEY CONTROL
BELT LINE RD STA 34+00 TO STA 42+00

HALFF
1201 NORTH BOWSER ROAD, RICHARDSON, TEXAS 75081-2275
TEL (214) 346-6200 FAX (214) 739-0095

PROJECT	DESIGN	DRAWN	DATE	FILE	SHEET
29350	HALFF	HALFF	SEPT. 2014	29350A SURV 04	SC-4





0 10 20 30 40 60
SCALE IN FEET

Point #	Northing	Easting	Elevation	Description
107	7,035,134.831	2,476,380.729	599.22	"X" cut on sidewalk in front of 4019 Beltline (Motor City Auto Care) 35' +/- E of driveway
108	7,035,163.363	2,476,913.975	605.99	"X" cut on sidewalk in front of 4101 Beltline (Flavors Indian Restaurant) Just south of communication vault

LEGEND:

STMH	STORM SEWER MANHOLE
RCP	REINFORCED CONCRETE PIPE
COMM	COMMUNICATION VAULT
BOLL	TRAFFIC BOLLARD
TL	TRAFFIC SIGNAL LIGHT
PP	POWER POLE
TSB	TRAFFIC SIGNAL BOX
SSMH	SANITARY SEWER MANHOLE
SSCO	SANITARY SEWER CLEANOUT
ICV	IRRIGATION CONTROL VALVE
TMH	TELEPHONE MANHOLE
EM	ELECTRICAL METER
LP	LIGHT POLE
WM	WATER METER
WV	WATER VALVE
FH	FIRE HYDRANT
EB	ELECTRICAL BOX
TS	TRAFFIC SIGN
FOS	FIBER OPTIC SIGN
GL	GROUND LIGHT
—E—	OVERHEAD ELECTRICAL LINE

NOTES:
1. BASIS OF BEARING: COORDINATES ARE BASED ON THE SURFACE ADJUSTED VALUES OF TOWN OF ADDISON SURVEY CONTROL POINT NUMBERS COA-3, COA-4, COA-5, COA-10, & COA-11 USING TXDOT DALLAS COUNTY SCALE FACTOR 1.000136506.

2. VERTICAL DATUM: ELEVATIONS WERE DERIVED FROM TOWN OF ADDISON SURVEY CONTROL POINT NUMBERS COA-3, COA-5, & COA-11.

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Jason A. Jernigan RPLS No. 6023 SEPT. 19, 2014

TBPLS FIRM NO. 10029600

NO.	REVISION	BY	DATE

TOWN OF ADDISON
DALLAS COUNTY, TEXAS

BELT LINE ROAD
OVERLAY PROJECT

SURVEY CONTROL
BELT LINE RD STA 42+00 TO STA 50+00

HALFF
1201 NORTH BOWSER ROAD, RICHARDSON, TEXAS 75081-2275
TEL (214) 346-6200 FAX (214) 739-0095

PROJECT	DESIGN	DRAWN	DATE	FILE	SHEET
29350	HALFF	HALFF	SEPT. 2014	29350A SURV 05	SC-5

SHEET 9 OF 104

USER: ah1299
OFFICE: RCH
PROJECT # 29350
FILE: 29350A SURV 05.dgn
TIME: 1:41:49 PM
DATE: 8/18/2014

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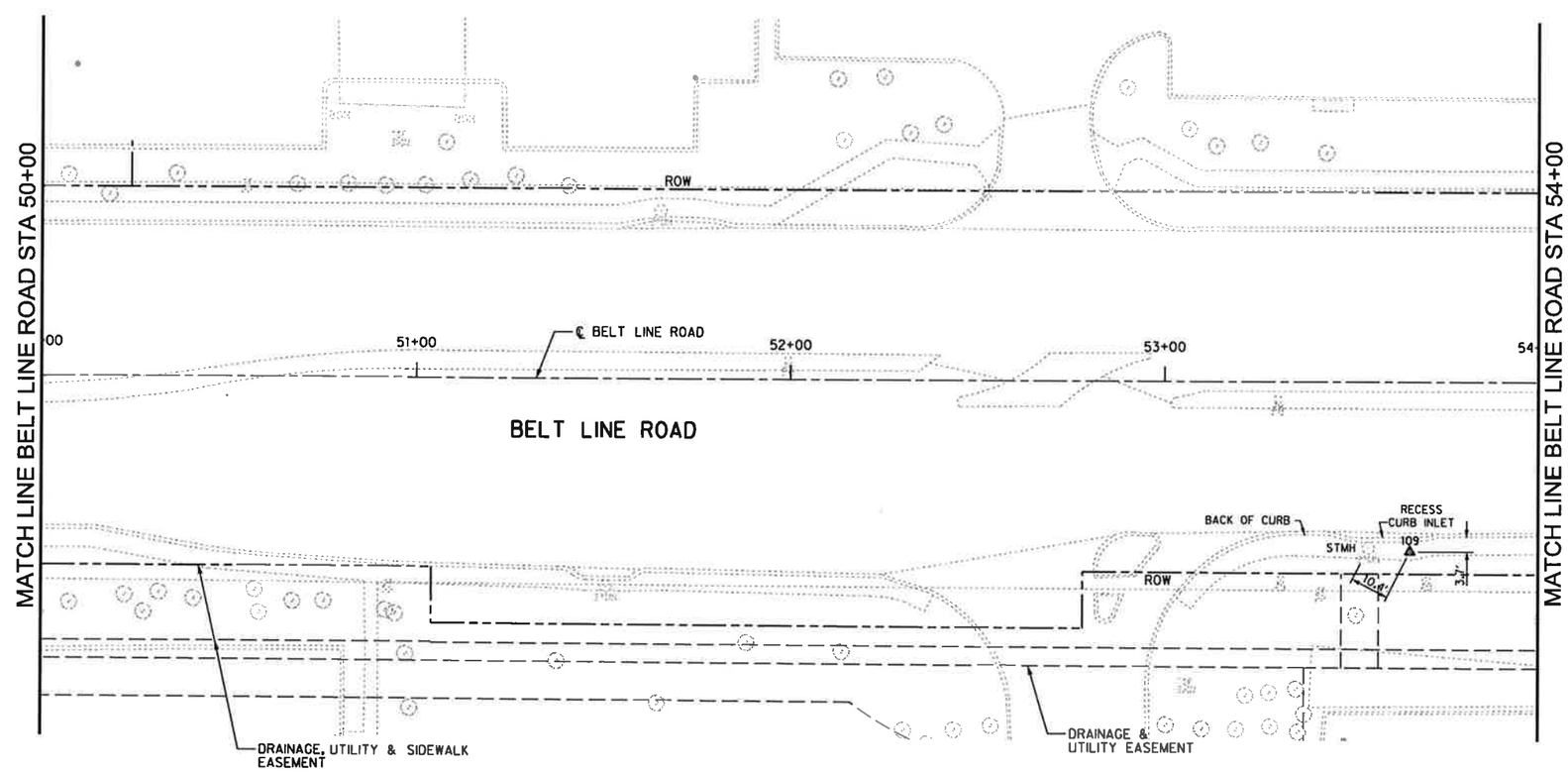
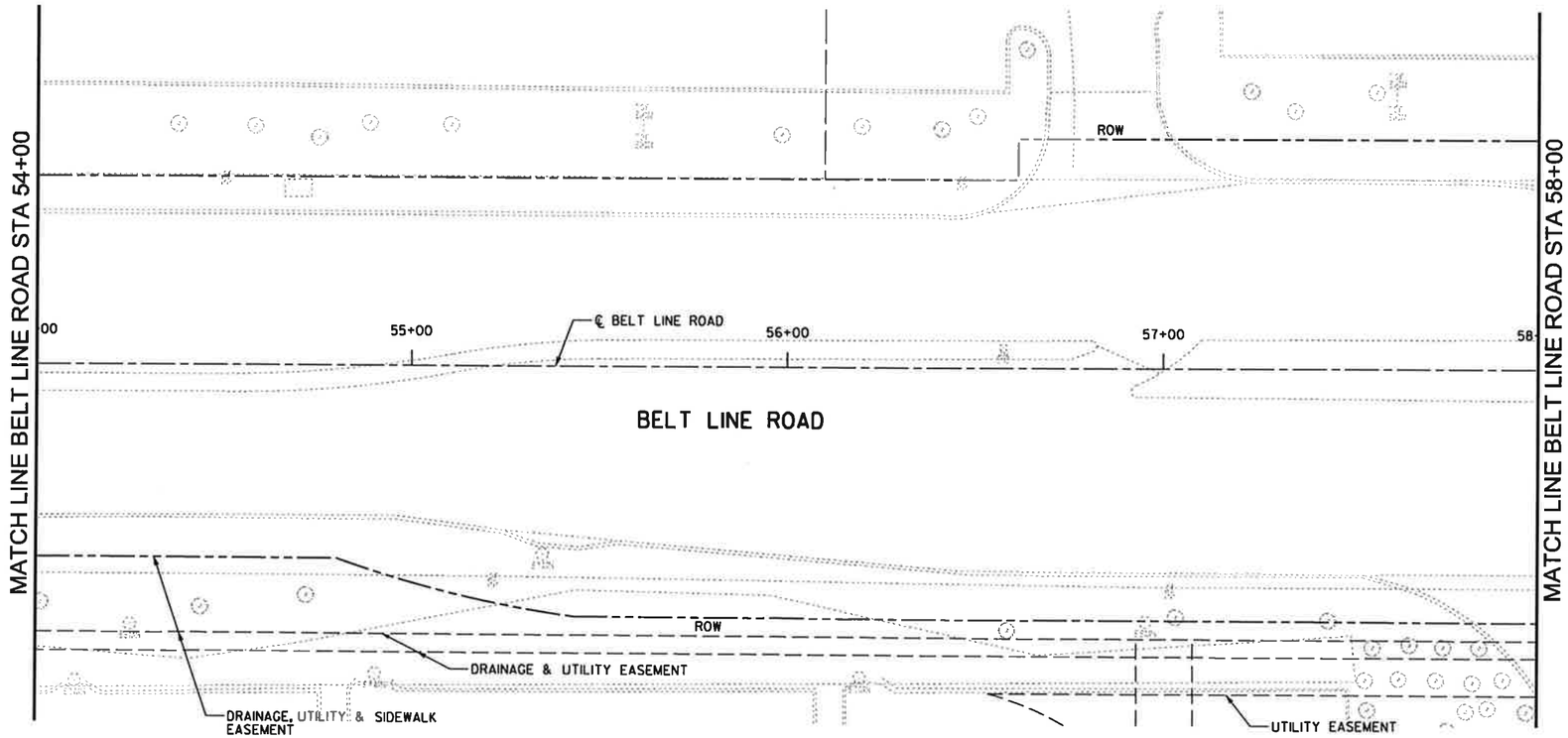
OFFICE: RCH
PROJECT # 29350
FILE: 29350A SURV 06.dgn
TIME: 1:41:50 PM
DATE: 8/18/2014





N

0 10 20 30 40 60
SCALE IN FEET

Point #	Northing	Easting	Elevation	Description
109	7,035,076.188	2,477,450.058	611.74	2" brass disk stamped "TXDOT COA-11 GPS" on curb inlet in front of Sams Club 5.5' S of edge of asphalt, 2' N of edge of sidewalk, & 27' NE of power pole

LEGEND:

STMH	STORM SEWER MANHOLE
RCP	REINFORCED CONCRETE PIPE
COMM	COMMUNICATION VAULT
BOLL	TRAFFIC BOLLARD
TL	TRAFFIC SIGNAL LIGHT
PP	POWER POLE
TSB	TRAFFIC SIGNAL BOX
SSMH	SANITARY SEWER MANHOLE
SSCO	SANITARY SEWER CLEANOUT
ICV	IRRIGATION CONTROL VALVE
TMH	TELEPHONE MANHOLE
EM	ELECTRICAL METER
LP	LIGHT POLE
WM	WATER METER
WV	WATER VALVE
FH	FIRE HYDRANT
EB	ELECTRICAL BOX
TS	TRAFFIC SIGN
FOS	FIBER OPTIC SIGN
GL	GROUND LIGHT
—E—	OVERHEAD ELECTRICAL LINE

NOTES:
1. BASIS OF BEARING: COORDINATES ARE BASED ON THE SURFACE ADJUSTED VALUES OF TOWN OF ADDISON SURVEY CONTROL POINT NUMBERS COA-3, COA-4, COA-5, COA-10, & COA-11 USING TXDOT DALLAS COUNTY SCALE FACTOR 1.000136506.

2. VERTICAL DATUM: ELEVATIONS WERE DERIVED FROM TOWN OF ADDISON SURVEY CONTROL POINT NUMBERS COA-3, COA-5, & COA-11.

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Jason A. Jernigan RPLS No. 6023 SEPT. 19, 2014

TBPLS FIRM NO. 10029600

NO.	REVISION	BY	DATE

TOWN OF ADDISON
DALLAS COUNTY, TEXAS

BELT LINE ROAD
OVERLAY PROJECT

SURVEY CONTROL
BELT LINE RD STA 50+00 TO STA 58+00

HALFF 1201 NORTH BOWSER ROAD, RICHARDSON, TEXAS 75081-2275
TEL (214) 346-6200 FAX (214) 739-0095

PROJECT	DESIGN	DRAWN	DATE	FILE	SHEET
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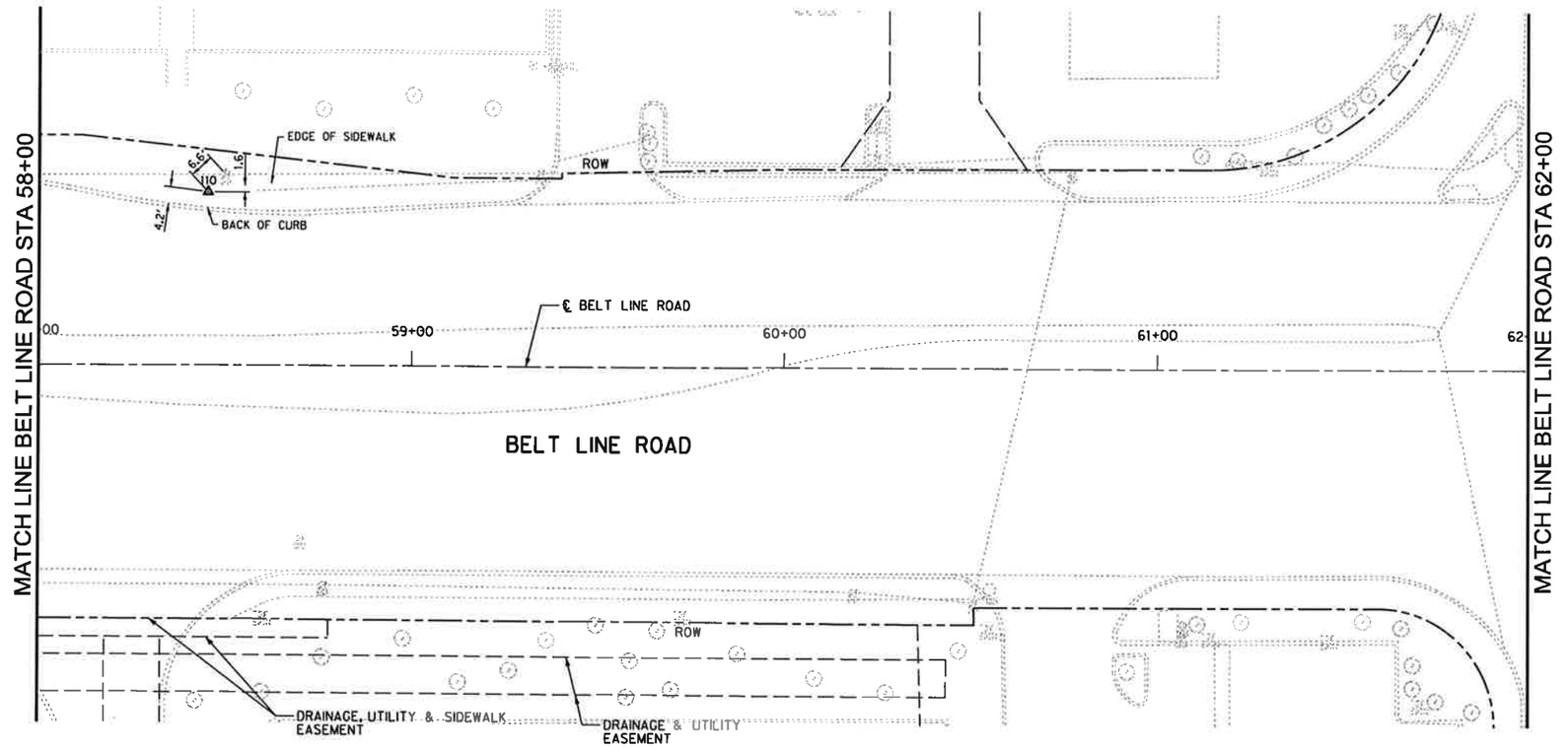

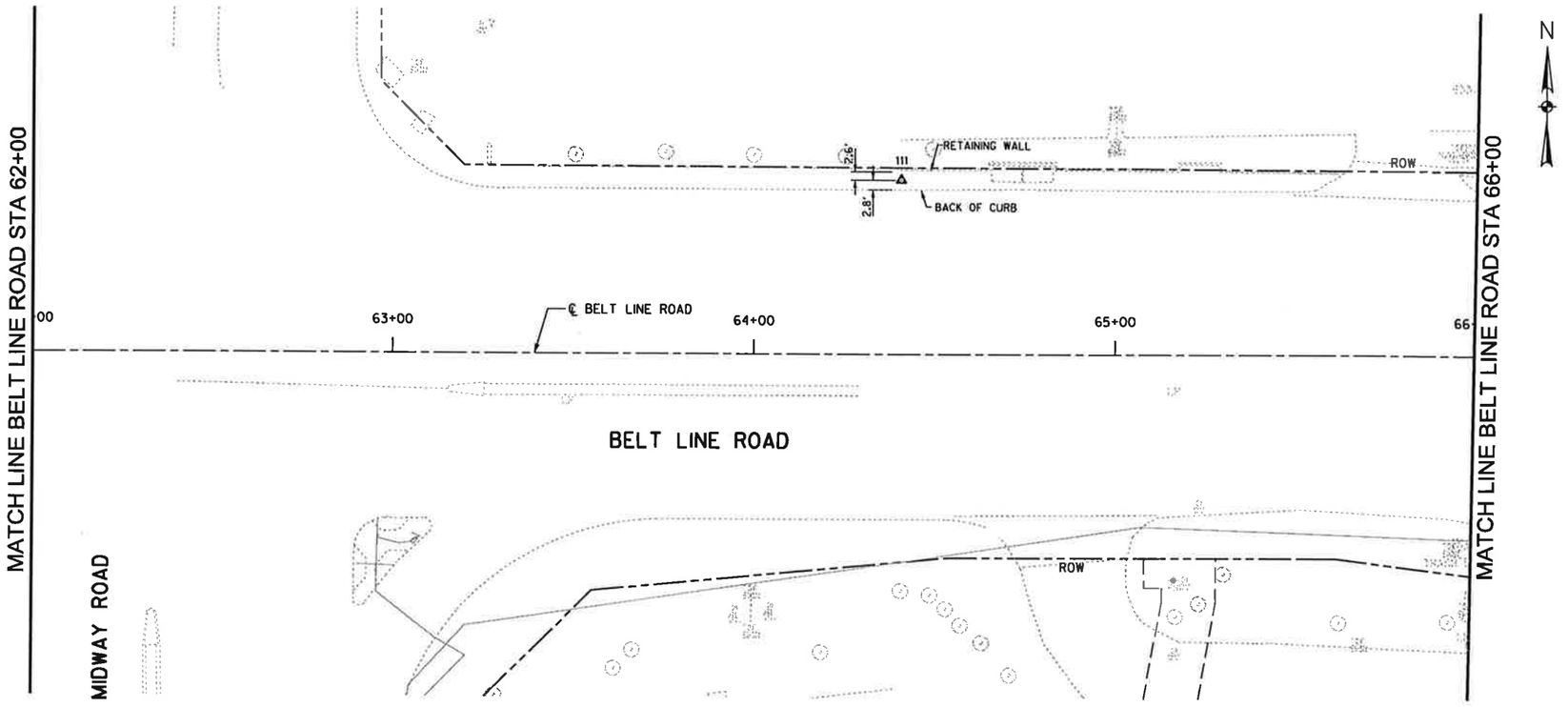

N

0 10 20 30 40 60
SCALE IN FEET

Point #	Northing	Easting	Elevation	Description
110	7,035,168.161	2,477,929.165	615.95	"X" cut on sidewalk in front of Johnny's Pizza House
111	7,035,171.789	2,478,524.619	631.42	"X" cut on sidewalk in front of 4275 Beltline (Genghis Grill) 25' +/- W of communication vault

LEGEND:

STMH	STORM SEWER MANHOLE
RCP	REINFORCED CONCRETE PIPE
COMM	COMMUNICATION VAULT
BOLL	TRAFFIC BOLLARD
TL	TRAFFIC SIGNAL LIGHT
PP	POWER POLE
TSB	TRAFFIC SIGNAL BOX
SSMH	SANITARY SEWER MANHOLE
SSCO	SANITARY SEWER CLEANOUT
ICV	IRRIGATION CONTROL VALVE
TMH	TELEPHONE MANHOLE
EM	ELECTRICAL METER
LP	LIGHT POLE
WM	WATER METER
WV	WATER VALVE
FH	FIRE HYDRANT
EB	ELECTRICAL BOX
TS	TRAFFIC SIGN
FOS	FIBER OPTIC SIGN
GL	GROUND LIGHT
—E—	OVERHEAD ELECTRICAL LINE

NOTES:
1. BASIS OF BEARING: COORDINATES ARE BASED ON THE SURFACE ADJUSTED VALUES OF TOWN OF ADDISON SURVEY CONTROL POINT NUMBERS COA-3, COA-4, COA-5, COA-10, & COA-11 USING TXDOT DALLAS COUNTY SCALE FACTOR 1.000136506.

2. VERTICAL DATUM: ELEVATIONS WERE DERIVED FROM TOWN OF ADDISON SURVEY CONTROL POINT NUMBERS COA-3, COA-5, & COA-11.

3. ALL VALUES SHOWN HEREON ARE IN US SURVEY FEET.

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Jason A. Jernigan RPLS No. 6023 SEPT. 19, 2014

TBPLS FIRM NO. 10029600

NO.	REVISION	BY	DATE

TOWN OF ADDISON
DALLAS COUNTY, TEXAS

BELT LINE ROAD
OVERLAY PROJECT

SURVEY CONTROL
BELT LINE RD STA 58+00 TO STA 66+00

HALFF
1201 NORTH BOWSER ROAD, RICHARDSON, TEXAS 75081-2275
TEL. (214) 346-6200 FAX (214) 739-0096

PROJECT	DESIGN	DRAWN	DATE	FILE	SHEET
29350	HALFF	HALFF	SEPT. 2014	29350A SURV 07	SC-7

SHEET 11 OF 104

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OFFICE: RCH
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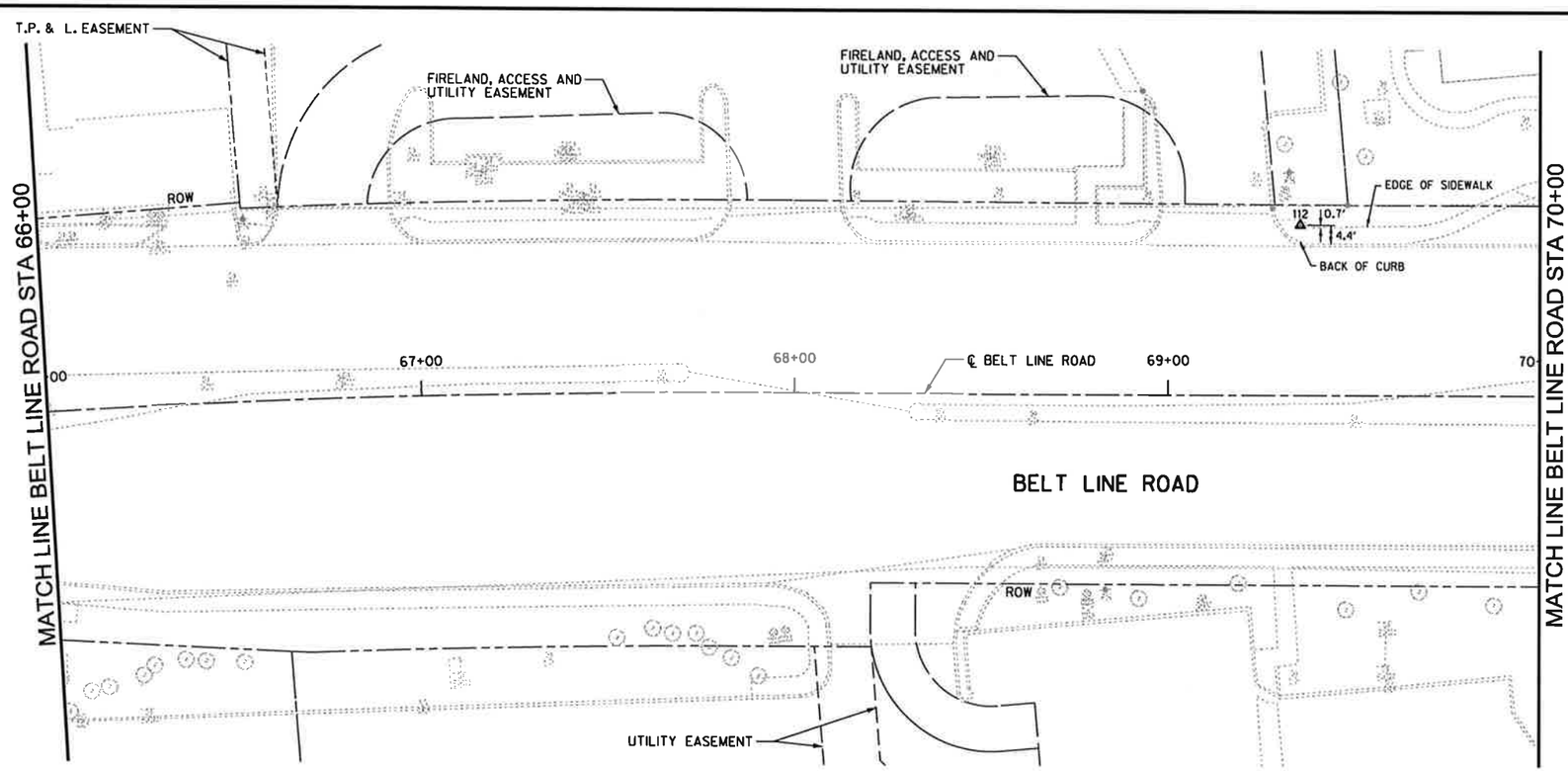
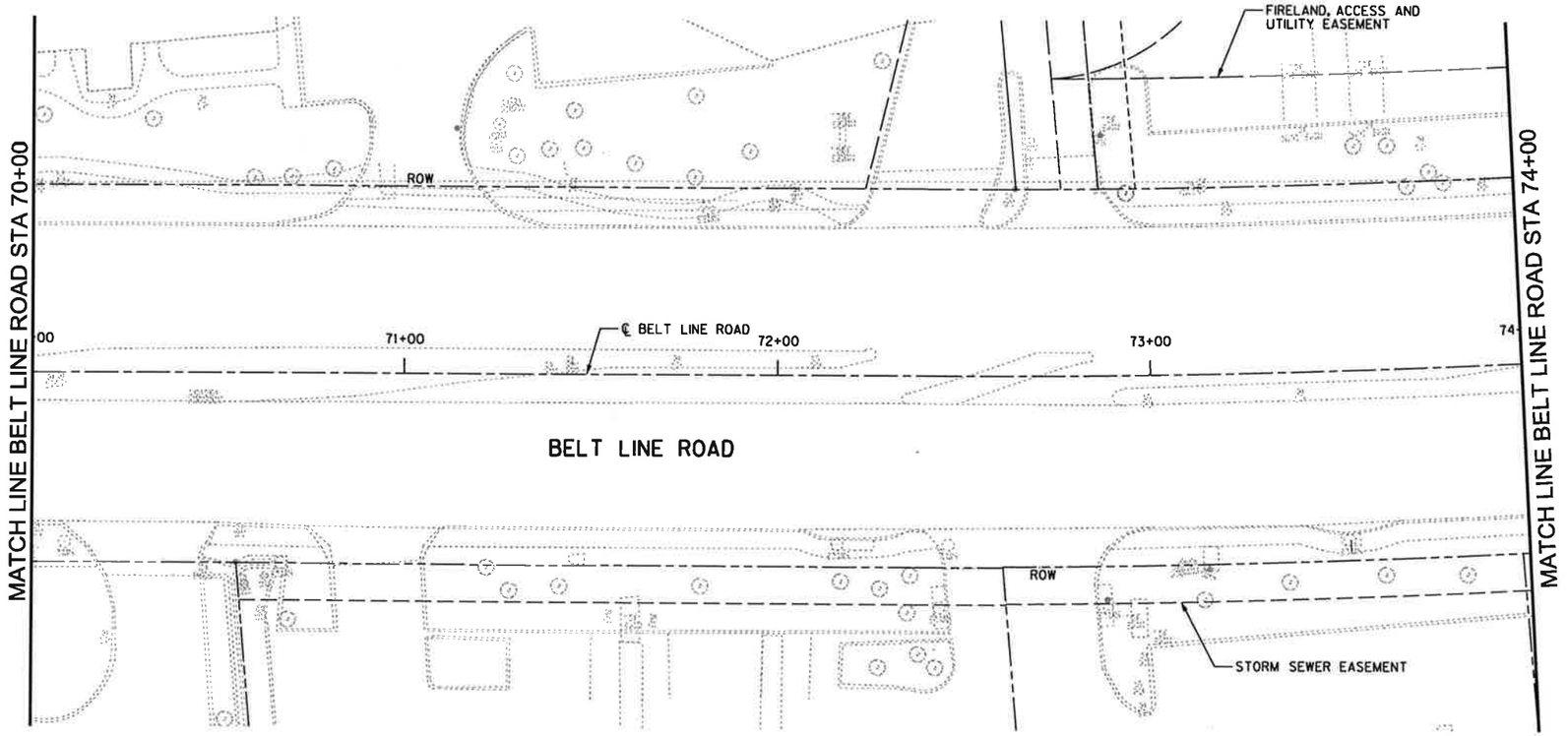
DATE: 8/18/2014





0 10 20 30 40 60
SCALE IN FEET

Point #	Northing	Easting	Elevation	Description
112	7,035,147.863	2,479,022.447	631.56	"X" cut on sidewalk E of entrance to Motel 6 (4325 Beltline) @ approx. W property line of apartment complex

LEGEND:

STMH	STORM SEWER MANHOLE
RCP	REINFORCED CONCRETE PIPE
COMM	COMMUNICATION VAULT
BOLL	TRAFFIC BOLLARD
TL	TRAFFIC SIGNAL LIGHT
PP	POWER POLE
TSB	TRAFFIC SIGNAL BOX
SSMH	SANITARY SEWER MANHOLE
SSCO	SANITARY SEWER CLEANOUT
ICV	IRRIGATION CONTROL VALVE
TMH	TELEPHONE MANHOLE
EM	ELECTRICAL METER
LP	LIGHT POLE
WM	WATER METER
WV	WATER VALVE
FH	FIRE HYDRANT
EB	ELECTRICAL BOX
TS	TRAFFIC SIGN
FOS	FIBER OPTIC SIGN
GL	GROUND LIGHT
—E—	OVERHEAD ELECTRICAL LINE

NOTES:
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2. VERTICAL DATUM: ELEVATIONS WERE DERIVED FROM TOWN OF ADDISON SURVEY CONTROL POINT NUMBERS COA-3, COA-5, & COA-11.

3. ALL VALUES SHOWN HEREON ARE IN US SURVEY FEET.

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Jason A. Jernigan RPLS No. 6023 SEPT. 19, 2014

FIRM REGISTRATION NUMBER: 312

NO.	REVISION	BY	DATE

TOWN OF ADDISON
DALLAS COUNTY, TEXAS

BELT LINE ROAD
OVERLAY PROJECT

SURVEY CONTROL
BELT LINE RD STA 66+00 TO STA 74+00

HALFF
1201 NORTH BOWSER ROAD, RICHARDSON, TEXAS 75081-2275
TEL (214) 346-6200 FAX (214) 739-0095

PROJECT	DESIGN	DRAWN	DATE	FILE	SHEET
29350	HALFF	HALFF	SEPT. 2014	29350A SURV 08	SC-8

SHEET 12 OF 104

USER: ohl299
OFFICE: RCH
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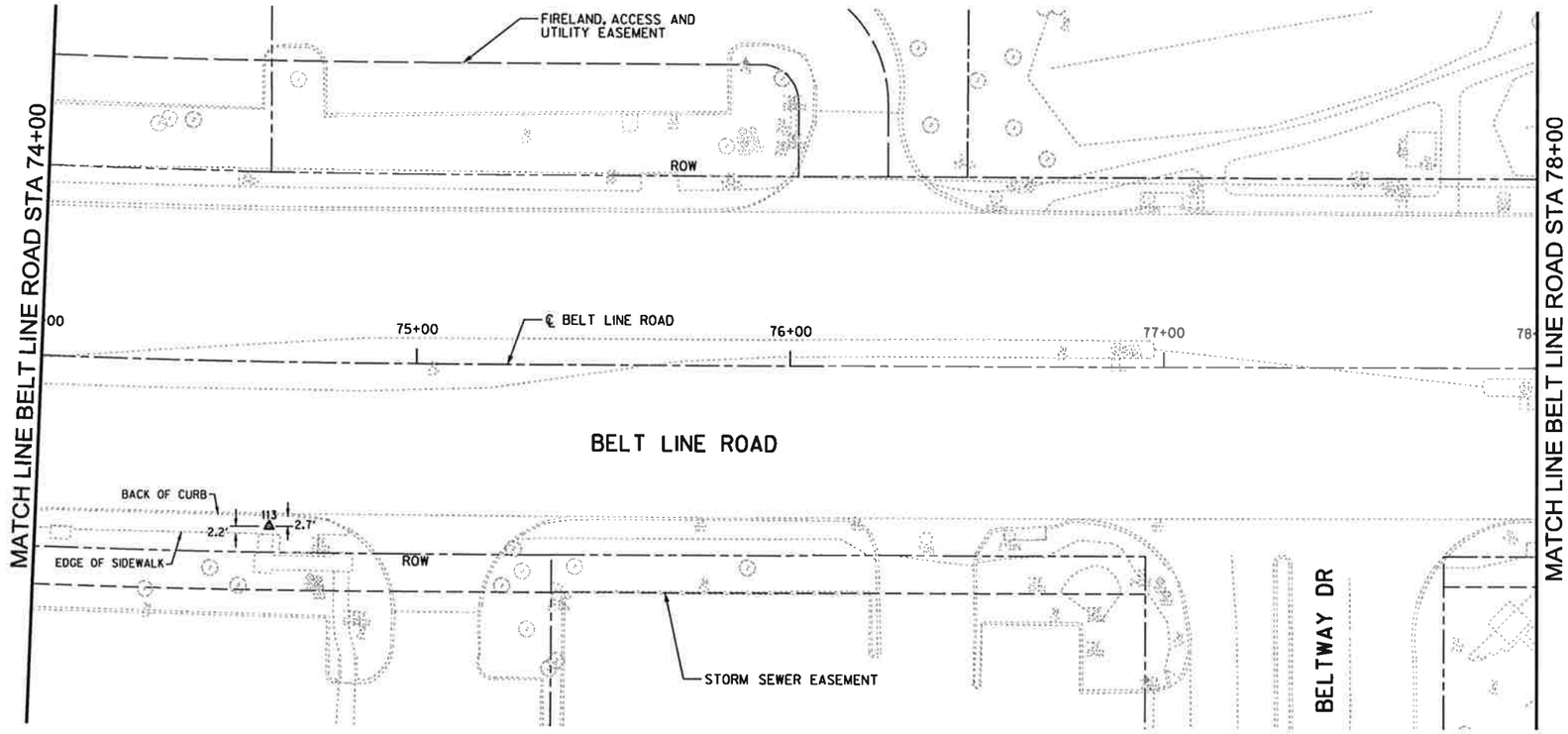

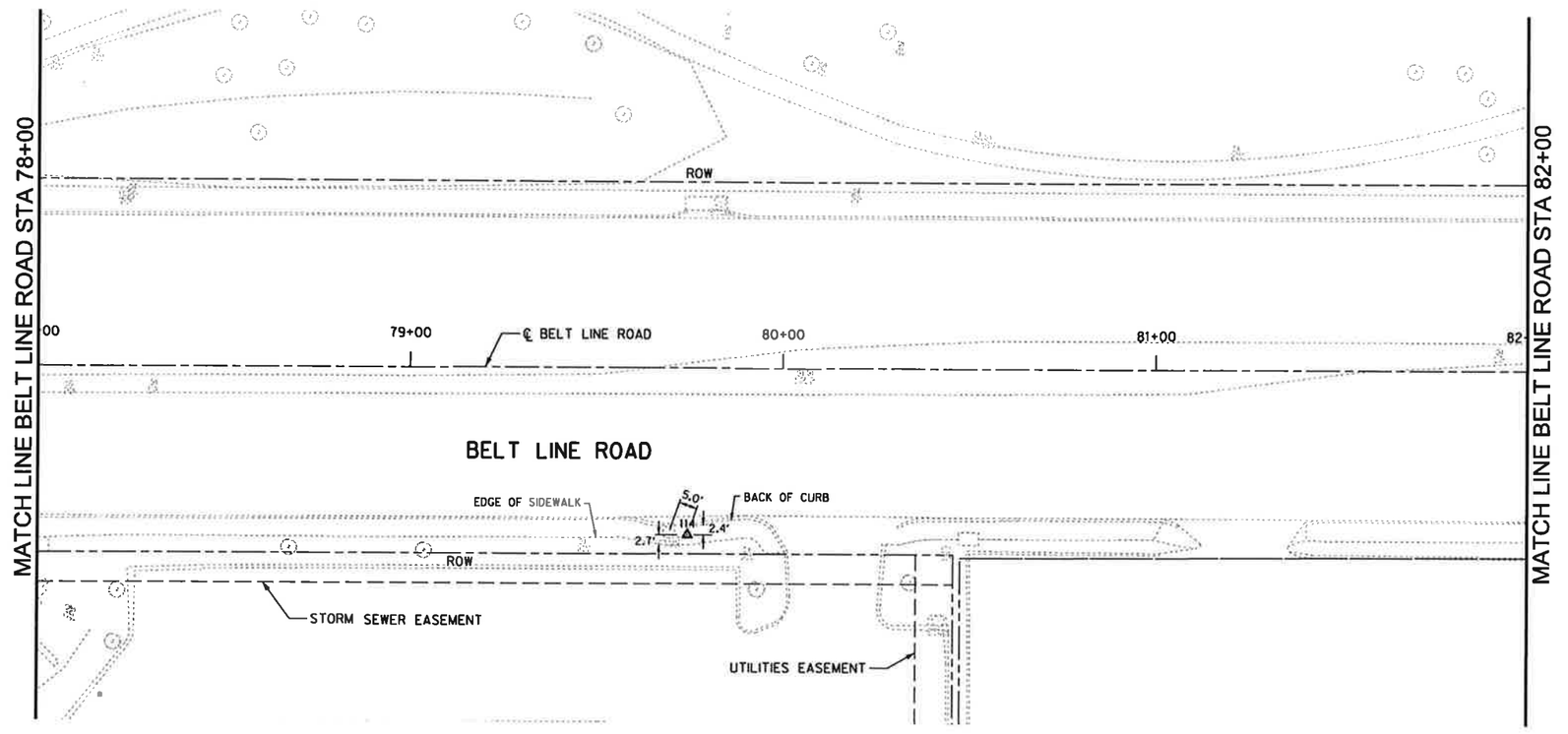

N

0 10 20 30 40 60
SCALE IN FEET

Point #	Northing	Easting	Elevation	Description
113	7,035,025.420	2,479,543.579	629.10	"X" cut on sidewalk 15' +/- W of E entrance to Chill's
114	7,035,028.076	2,480,057.159	627.92	"X" cut on curb 25' +/- W of E entrance to View Point Bank (Addison Park Place)

LEGEND:

STMH	STORM SEWER MANHOLE
RCP	REINFORCED CONCRETE PIPE
COMM	COMMUNICATION VAULT
BOLL	TRAFFIC BOLLARD
TL	TRAFFIC SIGNAL LIGHT
PP	POWER POLE
TSB	TRAFFIC SIGNAL BOX
SSMH	SANITARY SEWER MANHOLE
SSCO	SANITARY SEWER CLEANOUT
ICV	IRRIGATION CONTROL VALVE
TMH	TELEPHONE MANHOLE
EM	ELECTRICAL METER
LP	LIGHT POLE
WM	WATER METER
WV	WATER VALVE
FH	FIRE HYDRANT
EB	ELECTRICAL BOX
TS	TRAFFIC SIGN
FOS	FIBER OPTIC SIGN
GL	GROUND LIGHT
—E—	OVERHEAD ELECTRICAL LINE

NOTES:
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2. VERTICAL DATUM: ELEVATIONS WERE DERIVED FROM TOWN OF ADDISON SURVEY CONTROL POINT NUMBERS COA-3, COA-5, & COA-11.

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Jason A. Jernigan RPLS No. 6023 SEPT. 19, 2014

FIRM REGISTRATION NUMBER: 312

NO.	REVISION	BY	DATE

TOWN OF ADDISON
DALLAS COUNTY, TEXAS

BELT LINE ROAD
OVERLAY PROJECT

SURVEY CONTROL
BELT LINE RD STA 74+00 TO STA 82+00

HALFF
1201 NORTH BOWSER ROAD, RICHARDSON, TEXAS 75081-2275
TEL (214) 346-6200 FAX (214) 739-0095

PROJECT	DESIGN	DRAWN	DATE	FILE	SHEET
29350	HALFF	HALFF	SEPT. 2014	29350A SURV 09	SC-9

SHEET 13 OF 104

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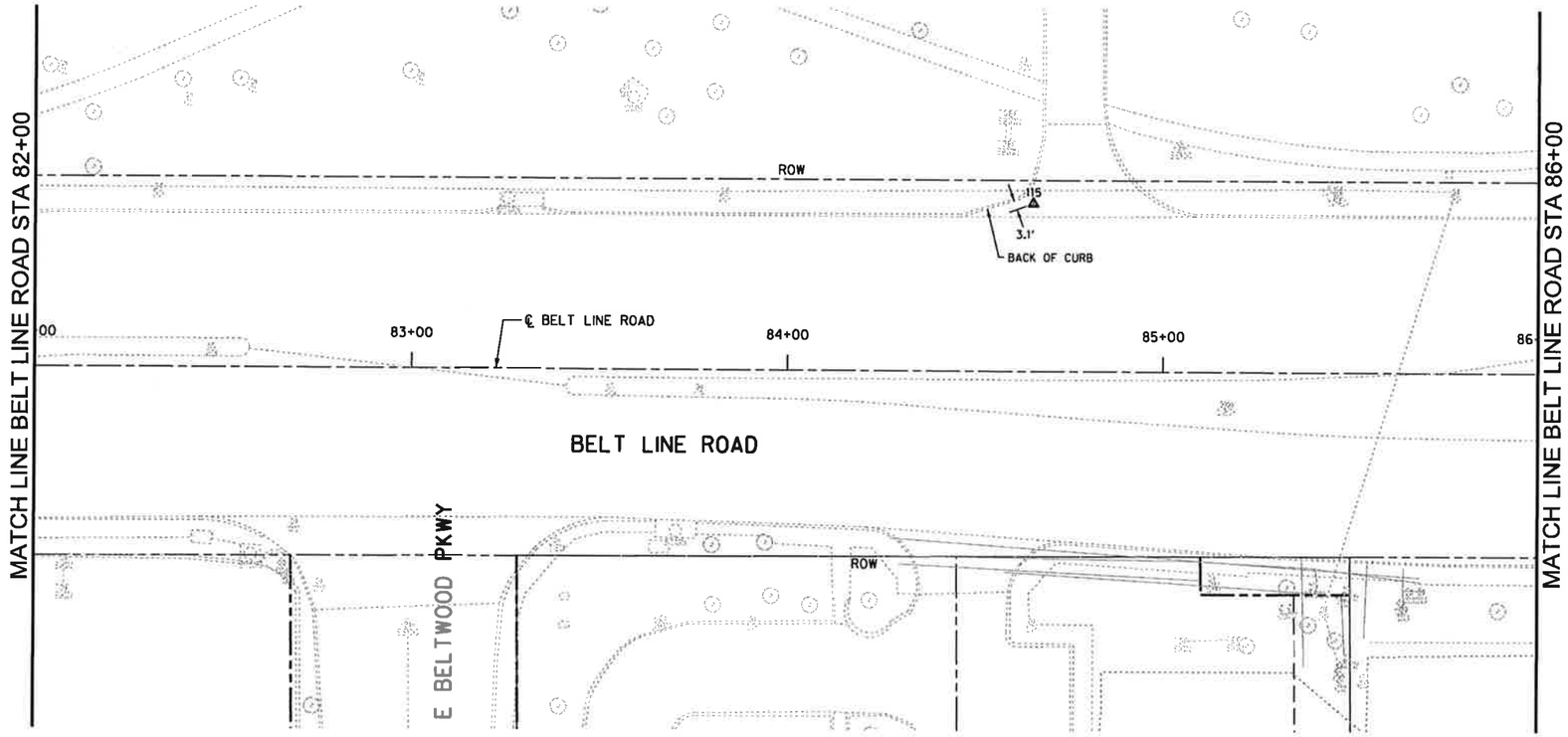


0 10 20 30 40 60
SCALE IN FEET

Point #	Northing	Easting	Elevation	Description
115	7,035,119.657	2,480,547.189	628.48	"X" cut on driveway 5' +/- E of W curb line of S entrance to Belhwood Reservoir
116	7,035,123.346	2,481,016.650	633.98	"X" cut on sidewalk in front of Texas De Brazil between Addison Rd & railroad tracks

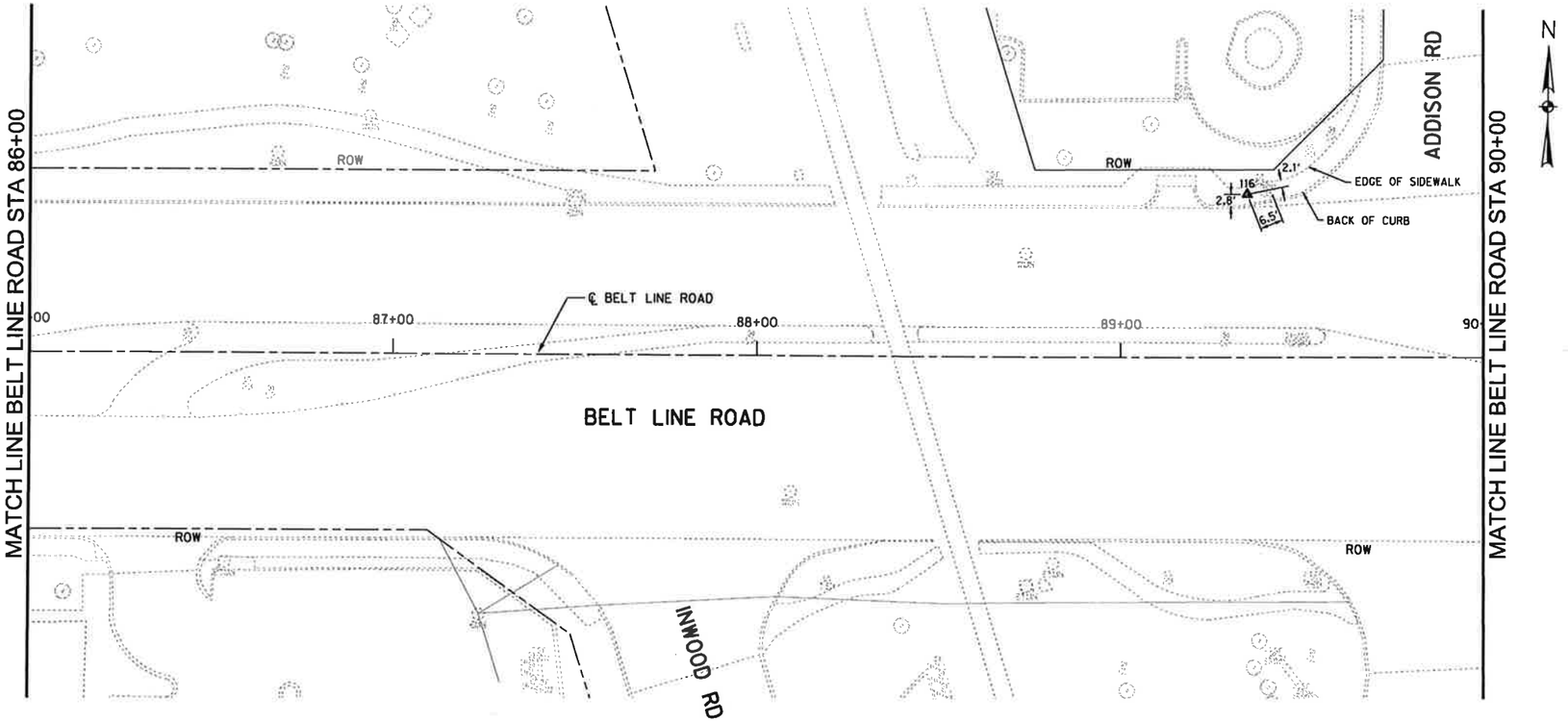
LEGEND:

STMH	STORM SEWER MANHOLE
RCP	REINFORCED CONCRETE PIPE
COMM	COMMUNICATION VAULT
BOLL	TRAFFIC BOLLARD
TL	TRAFFIC SIGNAL LIGHT
PP	POWER POLE
TSB	TRAFFIC SIGNAL BOX
SSMH	SANITARY SEWER MANHOLE
SSCO	SANITARY SEWER CLEANOUT
ICV	IRRIGATION CONTROL VALVE
TMH	TELEPHONE MANHOLE
EM	ELECTRICAL METER
LP	LIGHT POLE
WM	WATER METER
WV	WATER VALVE
FH	FIRE HYDRANT
EB	ELECTRICAL BOX
TS	TRAFFIC SIGN
FOS	FIBER OPTIC SIGN
GL	GROUND LIGHT
—E—	OVERHEAD ELECTRICAL LINE

NOTES:
1. BASIS OF BEARING: COORDINATES ARE BASED ON THE SURFACE ADJUSTED VALUES OF TOWN OF ADDISON SURVEY CONTROL POINT NUMBERS COA-3, COA-4, COA-5, COA-10, & COA-11 USING TXDOT DALLAS COUNTY SCALE FACTOR 1.000136506.

2. VERTICAL DATUM: ELEVATIONS WERE DERIVED FROM TOWN OF ADDISON SURVEY CONTROL POINT NUMBERS COA-3, COA-5, & COA-11.

3. ALL VALUES SHOWN HEREON ARE IN US SURVEY FEET.



The undersigned certifies to the locations and descriptions of the survey control information shown hereon only. This is not a professional boundary surveying product. Boundary, easement, and right-of-way information is shown for reference only.

Jason A. Jernigan RPLS No. 6023 SEPT. 19, 2014

FIRM REGISTRATION NUMBER: 312

NO.	REVISION	BY	DATE

TOWN OF ADDISON
DALLAS COUNTY, TEXAS

BELT LINE ROAD
OVERLAY PROJECT

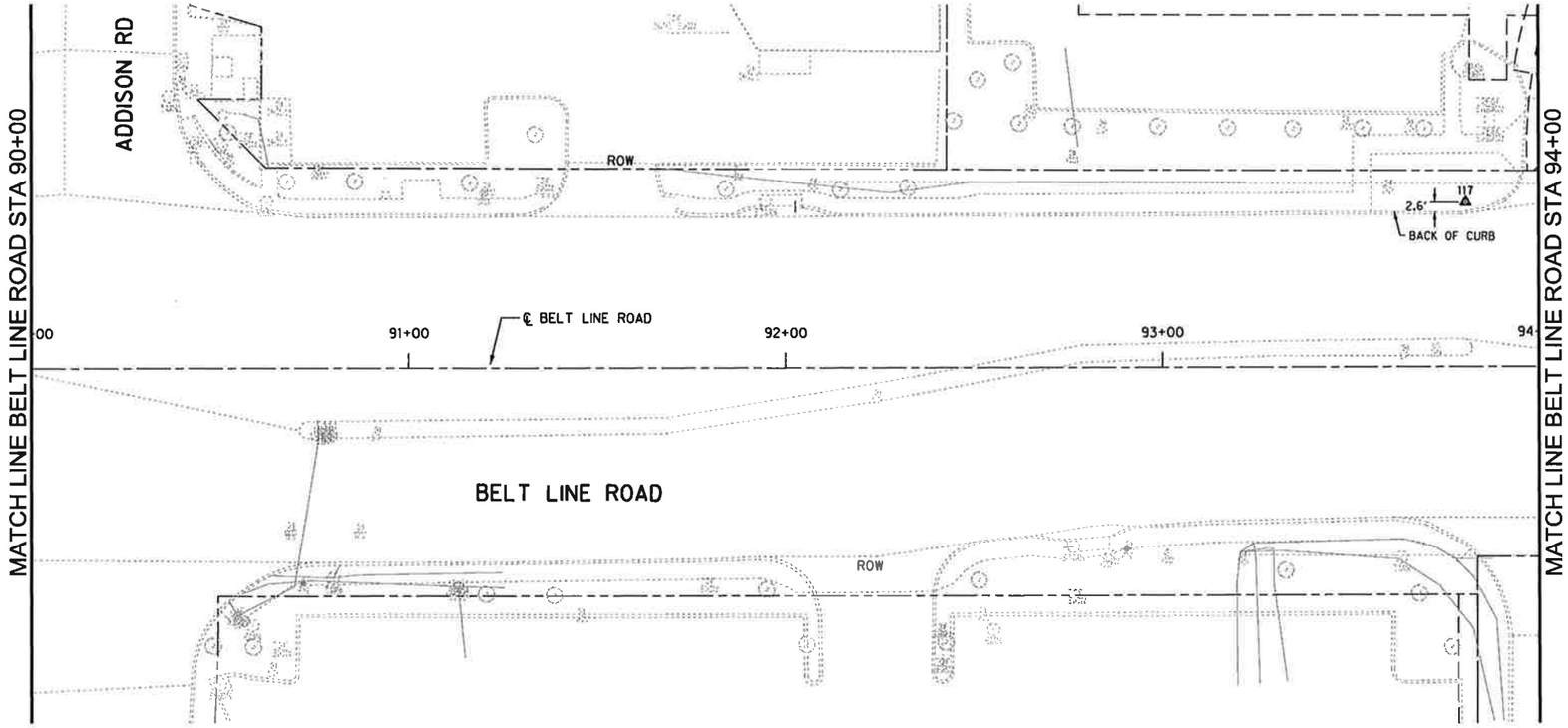
SURVEY CONTROL
BELT LINE RD STA 82+00 TO STA 90+00

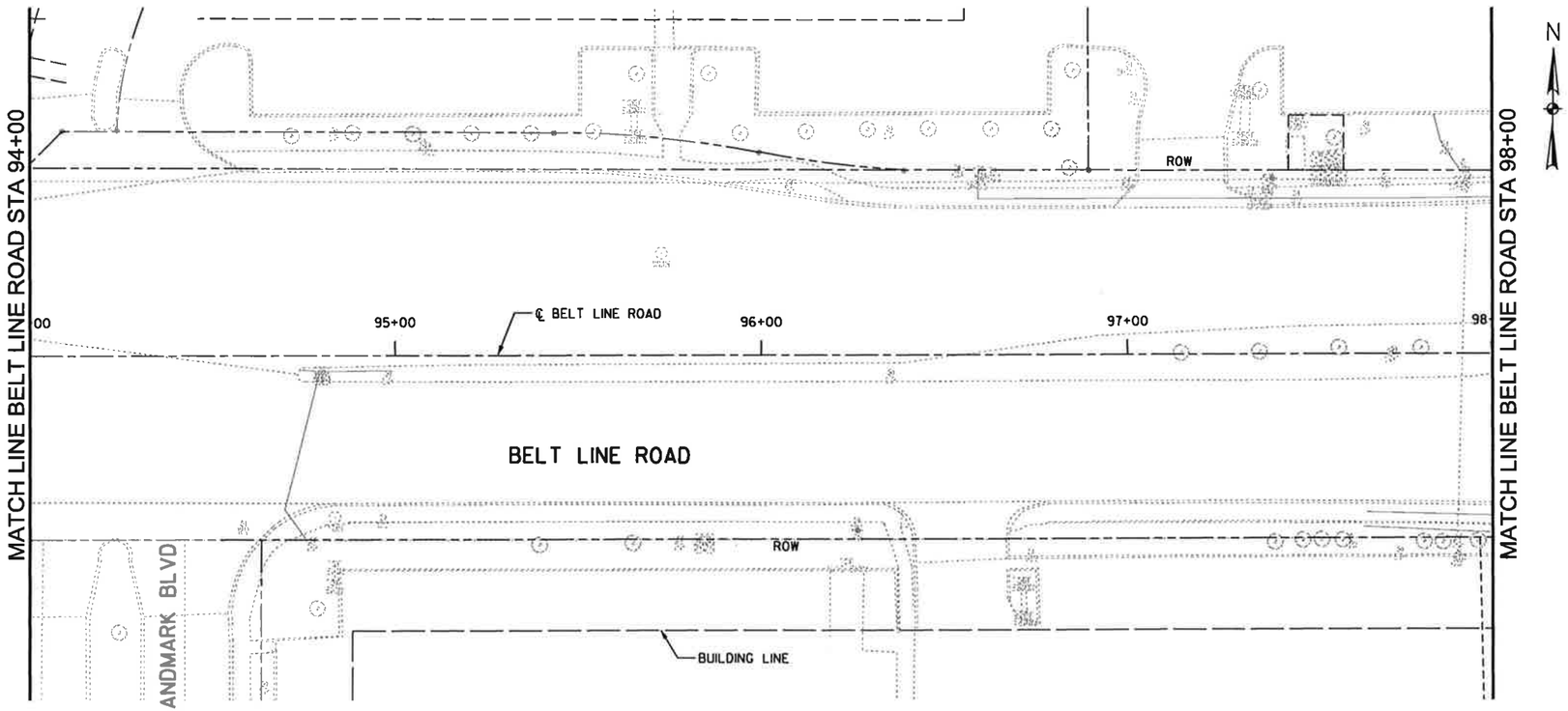
HALFF
1201 NORTH BOWSER ROAD, RICHARDSON, TEXAS 75081-2275
TEL (214) 346-6200 FAX (214) 739-0095

PROJECT	DESIGN	DRAWN	DATE	FILE	SHEET
29350	HALFF	HALFF	SEPT. 2014	29350A SURV 10	SC-10

SHEET 14 OF 104

USER: dh1299
OFFICE: RCH
PROJECT # 29350
FILE: 29350A SURV 10.dgn
TIME: 1:42:02 PM
DATE: 8/18/2014





0 10 20 30 40 60
SCALE IN FEET

Point #	Northing	Easting	Elevation	Description
117	7,035,127.415	2,481,462.260	638.00	1/2-inch iron rod with red "TRAV. PT." cap in grass 20' +/- W of entrance to On The Border

LEGEND:

STMH	STORM SEWER MANHOLE
RCP	REINFORCED CONCRETE PIPE
COMM	COMMUNICATION VAULT
BOLL	TRAFFIC BOLLARD
TL	TRAFFIC SIGNAL LIGHT
PP	POWER POLE
TSB	TRAFFIC SIGNAL BOX
SSMH	SANITARY SEWER MANHOLE
SSCO	SANITARY SEWER CLEANOUT
ICV	IRRIGATION CONTROL VALVE
TMH	TELEPHONE MANHOLE
EM	ELECTRICAL METER
LP	LIGHT POLE
WM	WATER METER
WV	WATER VALVE
FH	FIRE HYDRANT
EB	ELECTRICAL BOX
TS	TRAFFIC SIGN
FOS	FIBER OPTIC SIGN
GL	GROUND LIGHT
—E—	OVERHEAD ELECTRICAL LINE

NOTES:
1. BASIS OF BEARING: COORDINATES ARE BASED ON THE SURFACE ADJUSTED VALUES OF TOWN OF ADDISON SURVEY CONTROL POINT NUMBERS COA-3, COA-4, COA-5, COA-10, & COA-11 USING TXDOT DALLAS COUNTY SCALE FACTOR 1.000136506.

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Jason A. Jernigan RPLS No. 6023 SEPT. 19, 2014

FIRM REGISTRATION NUMBER: 312

NO.	REVISION	BY	DATE

TOWN OF ADDISON
DALLAS COUNTY, TEXAS

BELT LINE ROAD
OVERLAY PROJECT

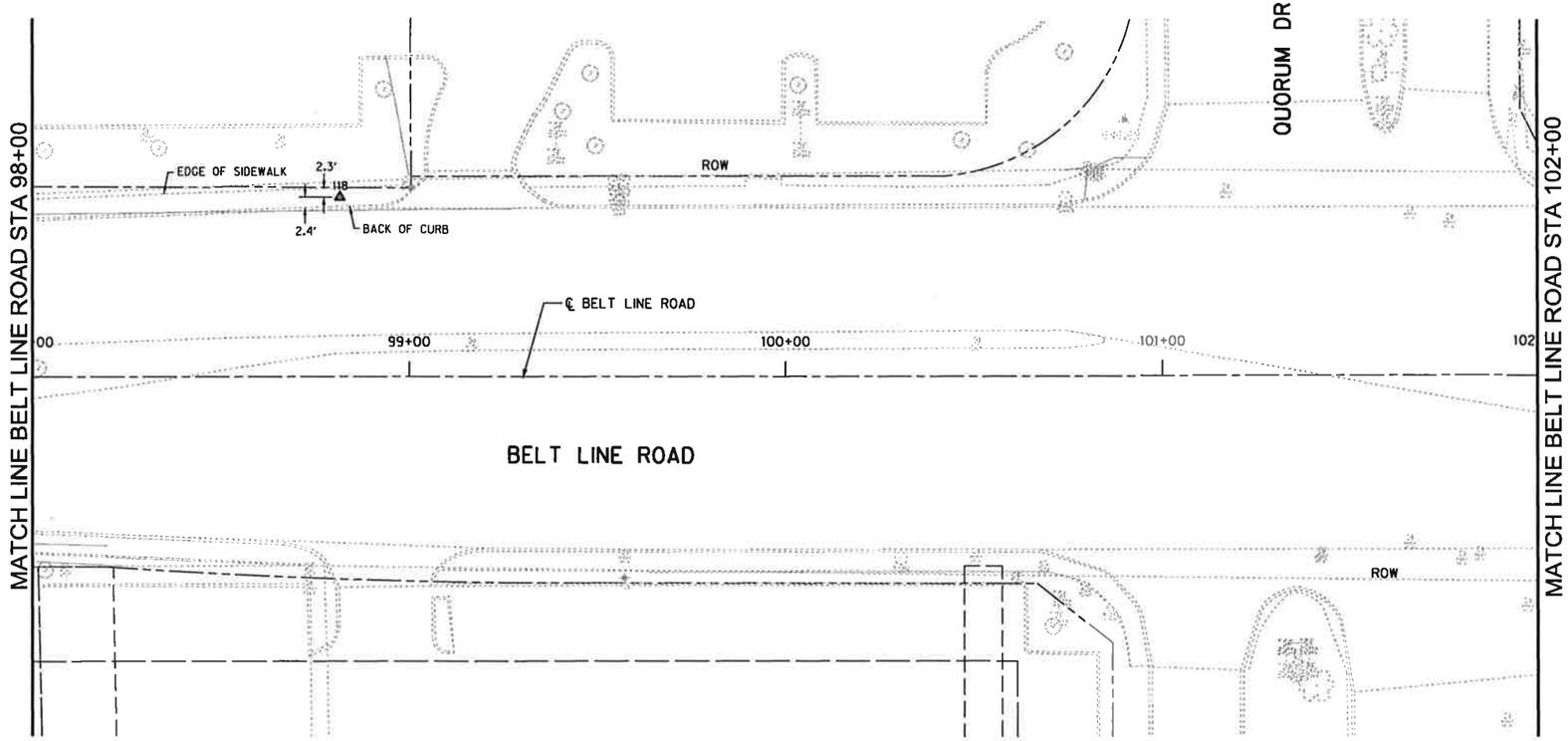
SURVEY CONTROL
BELT LINE RD STA 90+00 TO STA 98+00

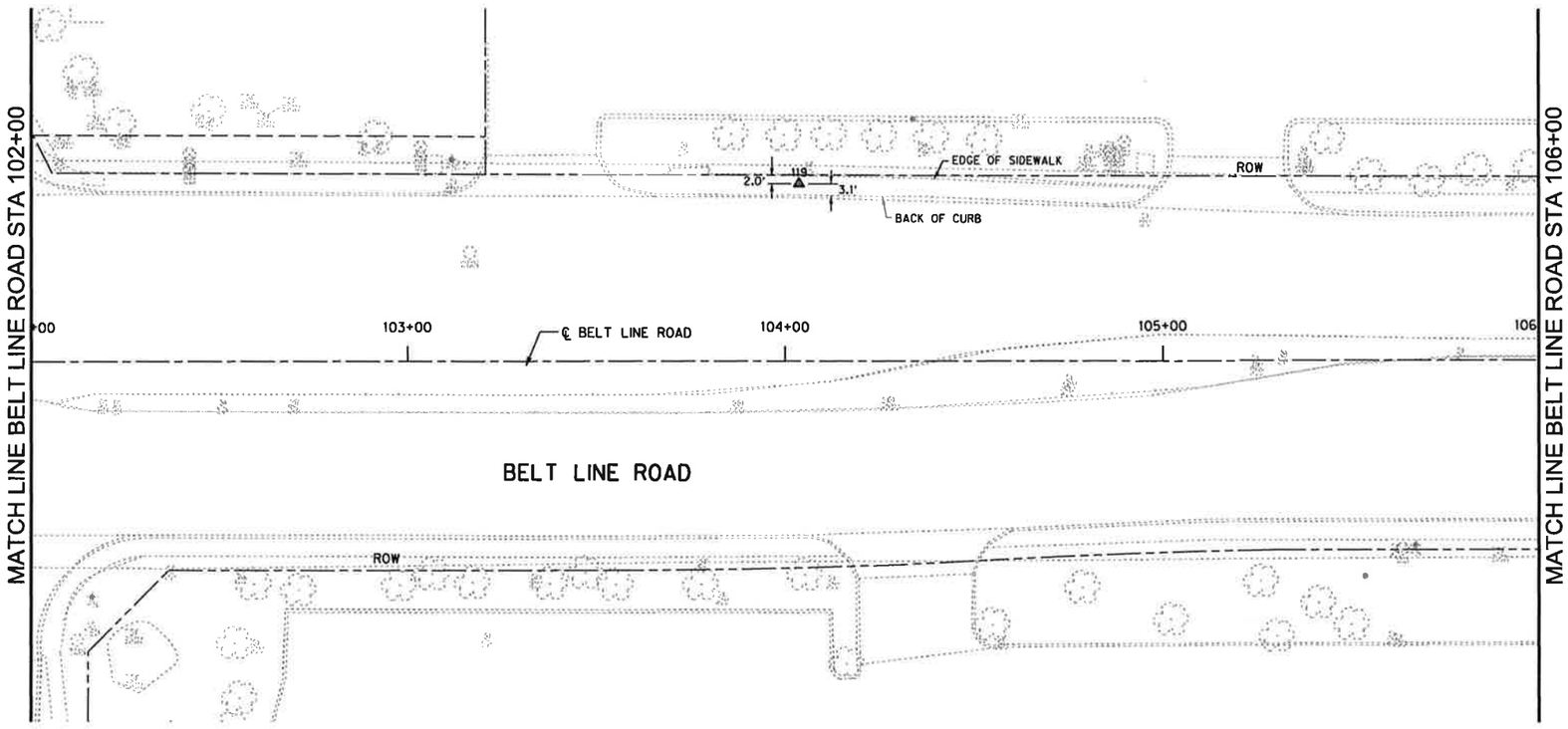
HALFF
1201 NORTH BOWSER ROAD, RICHARDSON, TEXAS 75081-2275
TEL (214) 346-6200 FAX (214) 739-0095

PROJECT	DESIGN	DRAWN	DATE	FILE	SHEET
29350	HALFF	HALFF	SEPT. 2014	29350A SURV 11	SC-11

SHEET 15 OF 104

USER: ahl299
OFFICE: RCH
PROJECT • 29350
FILE: 29350A SURV 11.dgn
TIME: 1:42:05 PM
DATE: 8/18/2014





N

0 10 20 30 40 60
SCALE IN FEET

Point #	Northing	Easting	Elevation	Description
118	7,035,137.914	2,481,963.125	645.45	"X" cut on sidewalk in front of 4945 Beltline (Pot Belly's), 20' +/- W of entrance
119	7,035,144.592	2,482,485.157	646.55	"X" cut on sidewalk in front of Magic TIme Machine, 50' +/- E of W Driveway

LEGEND:

STMH	STORM SEWER MANHOLE
RCP	REINFORCED CONCRETE PIPE
COMM	COMMUNICATION VAULT
BOLL	TRAFFIC BOLLARD
TL	TRAFFIC SIGNAL LIGHT
PP	POWER POLE
TSB	TRAFFIC SIGNAL BOX
SSMH	SANITARY SEWER MANHOLE
SSCO	SANITARY SEWER CLEANOUT
ICV	IRRIGATION CONTROL VALVE
TMH	TELEPHONE MANHOLE
EM	ELECTRICAL METER
LP	LIGHT POLE
WM	WATER METER
WV	WATER VALVE
FH	FIRE HYDRANT
EB	ELECTRICAL BOX
TS	TRAFFIC SIGN
FOS	FIBER OPTIC SIGN
GL	GROUND LIGHT
—E—	OVERHEAD ELECTRICAL LINE

NOTES:
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Jason A. Jernigan RPLS No. 6023 SEPT. 19, 2014

FIRM REGISTRATION NUMBER: 312

NO.	REVISION	BY	DATE

TOWN OF ADDISON
DALLAS COUNTY, TEXAS

BELT LINE ROAD
OVERLAY PROJECT

SURVEY CONTROL
BELT LINE RD STA 98+00 TO STA 106+00

HALFF
1201 NORTH BOWSER ROAD, RICHARDSON, TEXAS 75081-2275
TEL (214) 346-6200 FAX (214) 739-0095

PROJECT	DESIGN	DRAWN	DATE	FILE	SHEET
29350	HALFF	HALFF	SEPT. 2014	29350A SURV 12	SC-12

SHEET 16 OF 104

USER: dh1299
OFFICE: RCH
PROJECT # 29350
FILE: 29350A SURV 12.dgn
TIME: 1:42:08 PM
DATE: 8/18/2014

USER: ahl299
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PROJECT # 29350
FILE: 29350A SURV 13.dgn
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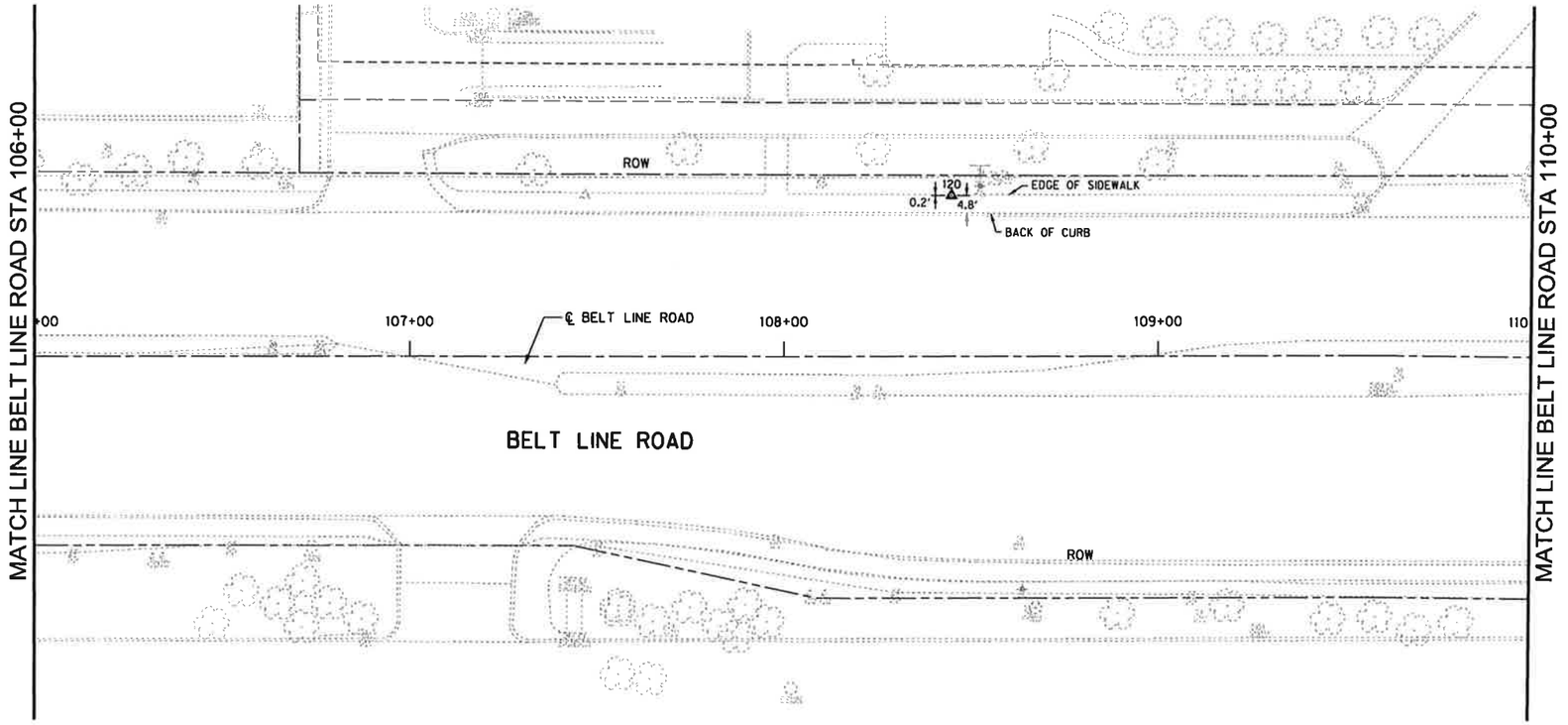
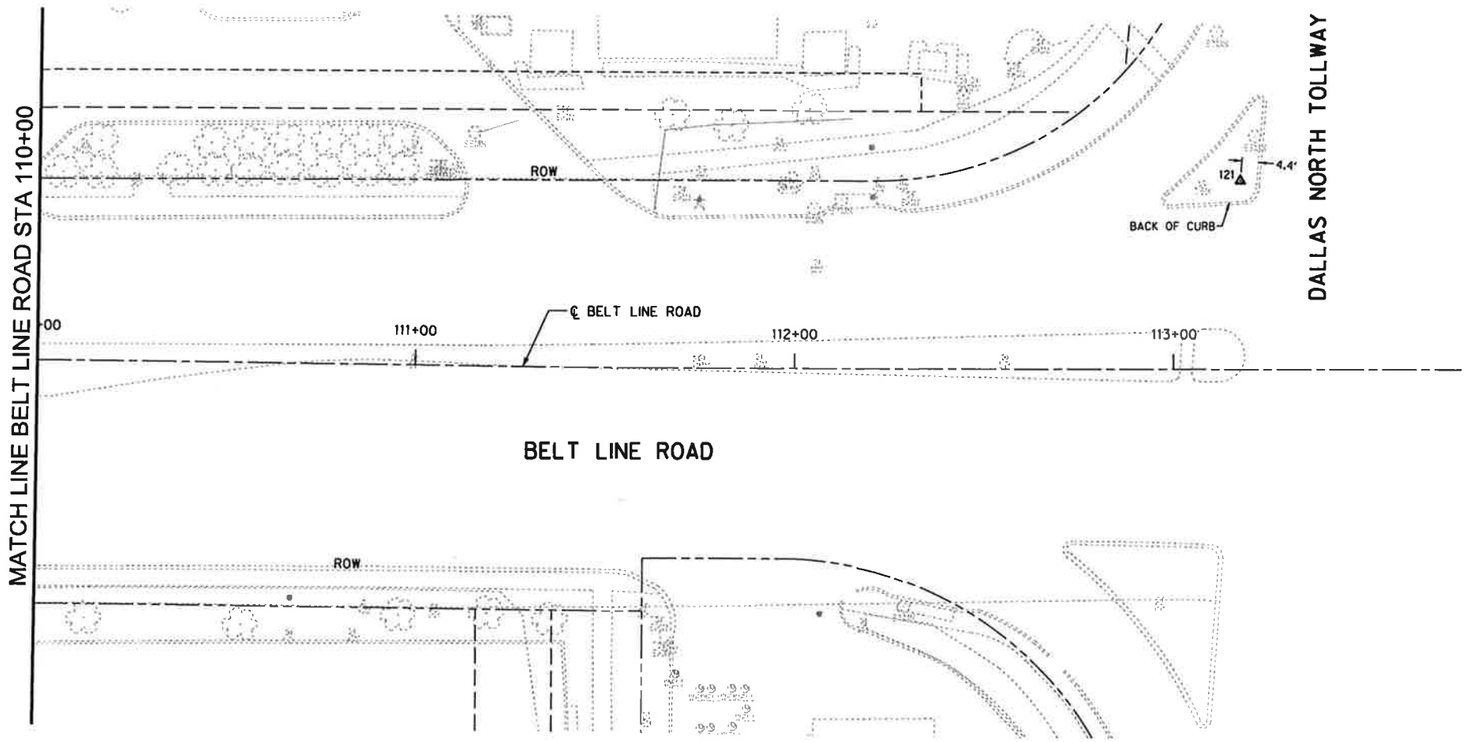
DATE: 8/18/2014





N

0 10 20 30 40 60
SCALE IN FEET

Point #	Northing	Easting	Elevation	Description
120	7,035,145.744	2,482,926.307	639.24	"X" cut at back of sidewalk in front of 5080 Beltline (Chaucer's)
121	7,035,155.762	2,483,399.285	632.54	"X" cut on island @ NW corner of Beltine @ N. Dallas Tollway

LEGEND:

STMH	STORM SEWER MANHOLE
RCP	REINFORCED CONCRETE PIPE
COMM	COMMUNICATION VAULT
BOLL	TRAFFIC BOLLARD
TL	TRAFFIC SIGNAL LIGHT
PP	POWER POLE
TSB	TRAFFIC SIGNAL BOX
SSMH	SANITARY SEWER MANHOLE
SSCO	SANITARY SEWER CLEANOUT
ICV	IRRIGATION CONTROL VALVE
TMH	TELEPHONE MANHOLE
EM	ELECTRICAL METER
LP	LIGHT POLE
WM	WATER METER
WV	WATER VALVE
FH	FIRE HYDRANT
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TS	TRAFFIC SIGN
FOS	FIBER OPTIC SIGN
GL	GROUND LIGHT
—E—	OVERHEAD ELECTRICAL LINE

NOTES:
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2. VERTICAL DATUM: ELEVATIONS WERE DERIVED FROM TOWN OF ADDISON SURVEY CONTROL POINT NUMBERS COA-3, COA-5, & COA-11.

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Jason A. Jernigan RPLS No. 6023 SEPT. 19, 2014

FIRM REGISTRATION NUMBER: 312

NO.	REVISION	BY	DATE

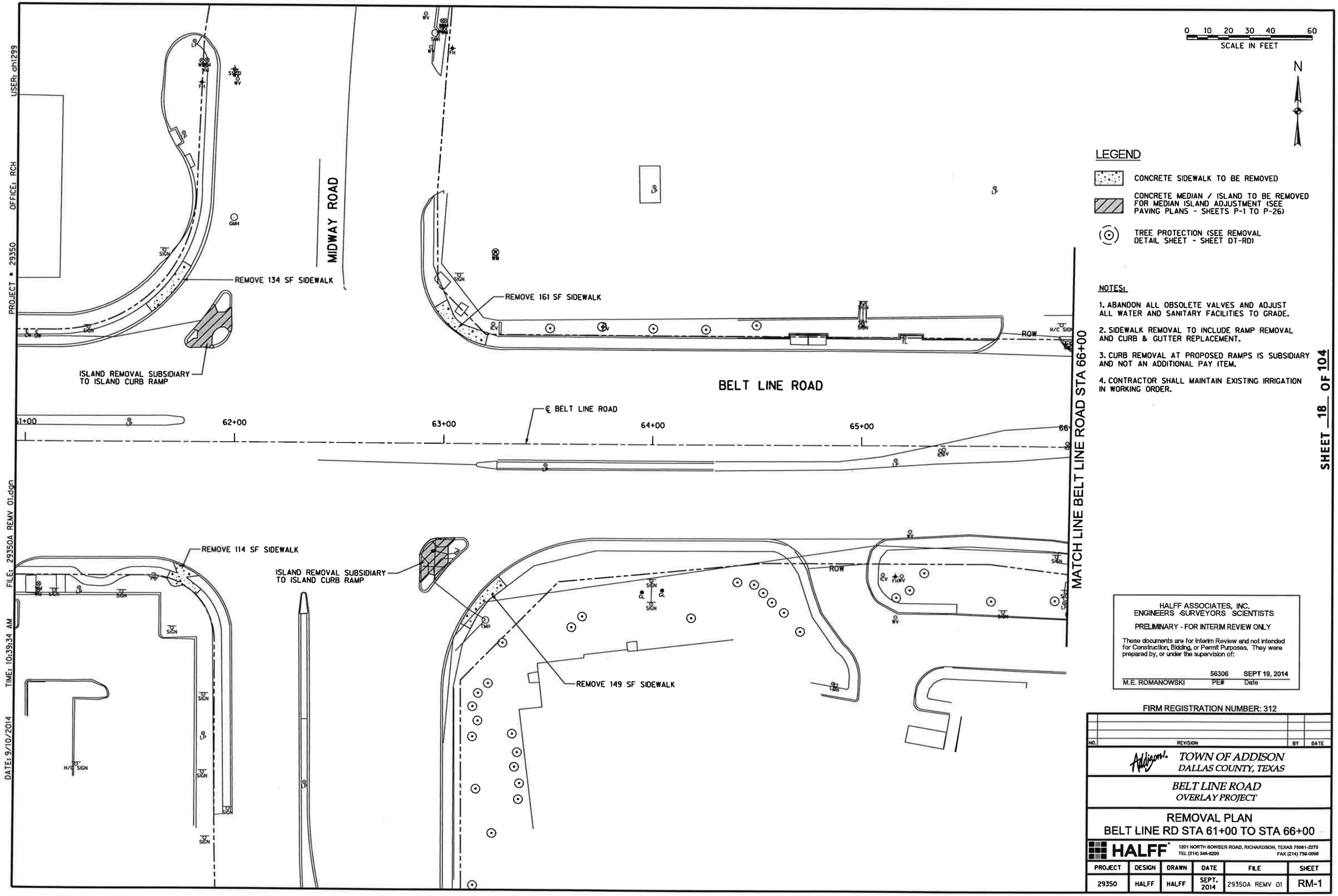
TOWN OF ADDISON
DALLAS COUNTY, TEXAS

BELT LINE ROAD
OVERLAY PROJECT

SURVEY CONTROL
BELT LINE RD STA 106+00 TO STA 113+00

HALFF
1201 NORTH BOWSER ROAD, RICHARDSON, TEXAS 75081-2275
TEL (214) 346-6200 FAX (214) 739-0095

PROJECT	DESIGN	DRAWN	DATE	FILE	SHEET
29350	HALFF	HALFF	SEPT. 2014	29350A SURV 13	SC-13



LEGEND

- CONCRETE SIDEWALK TO BE REMOVED
- CONCRETE MEDIAN / ISLAND TO BE REMOVED FOR MEDIAN ISLAND ADJUSTMENT (SEE PAVING PLANS - SHEETS P-1 TO P-26)
- TREE PROTECTION (SEE REMOVAL DETAIL SHEET - SHEET DT-RD)

NOTES:

1. ABANDON ALL OBSOLETE VALVES AND ADJUST ALL WATER AND SANITARY FACILITIES TO GRADE.
2. SIDEWALK REMOVAL TO INCLUDE RAMP REMOVAL AND CURB & GUTTER REPLACEMENT.
3. CURB REMOVAL AT PROPOSED RAMPS IS SUBSIDIARY AND NOT AN ADDITIONAL PAY ITEM.
4. CONTRACTOR SHALL MAINTAIN EXISTING IRRIGATION IN WORKING ORDER.

SHEET 18 OF 104

HALFF ASSOCIATES, INC.
ENGINEERS SURVEYORS SCIENTISTS

PRELIMINARY - FOR INTERIM REVIEW ONLY

These documents are for Interim Review and not intended for Construction, Bidding, or Permit Purposes. They were prepared by, or under the supervision of:

M.E. ROMANOWSKI — 56306 PE# — SEPT 19, 2014 Date

FIRM REGISTRATION NUMBER: 312

NO.	REVISION	BY	DATE

TOWN OF ADDISON
DALLAS COUNTY, TEXAS

BELT LINE ROAD
OVERLAY PROJECT

REMOVAL PLAN
BELT LINE RD STA 61+00 TO STA 66+00

HALFF
1201 NORTH BOWSER ROAD, RICHARDSON, TEXAS 75081-2275
TEL (214) 346-6200 FAX (214) 739-0098

PROJECT	DESIGN	DRAWN	DATE	FILE	SHEET
29350	HALFF	HALFF	SEPT. 2014	29350A REMV 01	RM-1

USER: ahl299 OFFICE: RCH PROJECT # 29350 FILE: 29350A REMV 01.dgn TIME: 10:39:34 AM DATE: 9/10/2014

PROJECT • 29350 OFFICE: RCH USER: ah1299
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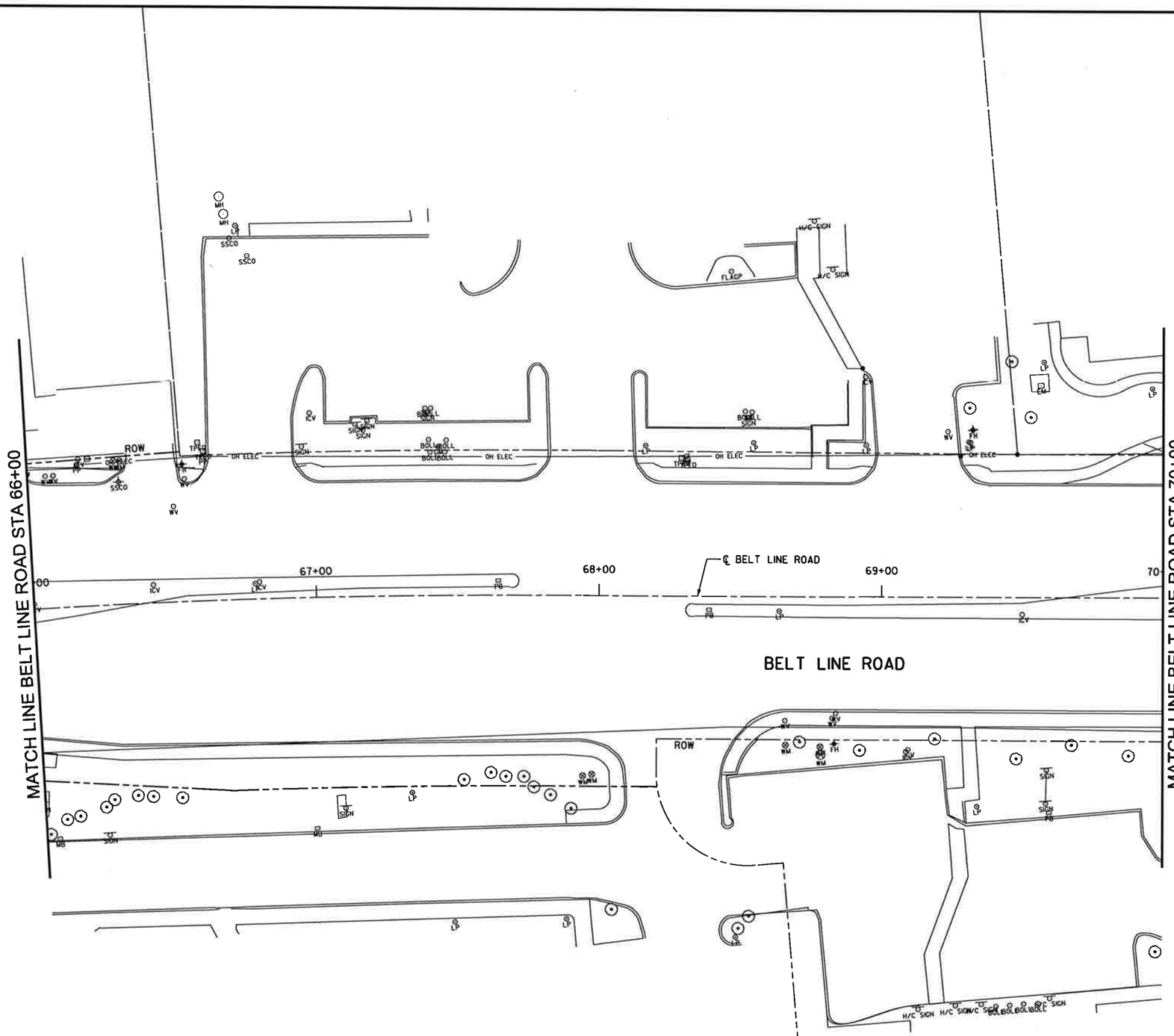

0 10 20 30 40 60
SCALE IN FEET

N

LEGEND

- CONCRETE SIDEWALK TO BE REMOVED
- CONCRETE MEDIAN / ISLAND TO BE REMOVED FOR MEDIAN ISLAND ADJUSTMENT (SEE PAVING PLANS - SHEETS P-1 TO P-26)
- TREE PROTECTION (SEE REMOVAL DETAIL SHEET - SHEET DT-RD)

NOTES:

1. ABANDON ALL OBSOLETE VALVES AND ADJUST ALL WATER AND SANITARY FACILITIES TO GRADE.
2. SIDEWALK REMOVAL TO INCLUDE RAMP REMOVAL AND CURB & GUTTER REPLACEMENT.
3. CURB REMOVAL AT PROPOSED RAMPS IS SUBSIDIARY AND NOT AN ADDITIONAL PAY ITEM.
4. CONTRACTOR SHALL MAINTAIN EXISTING IRRIGATION IN WORKING ORDER.

SHEET 19 OF 104

NO REMOVAL ITEMS ON THIS SHEET

HALFF ASSOCIATES, INC.
ENGINEERS SURVEYORS SCIENTISTS

PRELIMINARY - FOR INTERIM REVIEW ONLY

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M.E. ROMANOWSKI	56306 PE#	SEPT 19, 2014 Date

FIRM REGISTRATION NUMBER: 312

NO.	REVISION	BY	DATE

TOWN OF ADDISON
DALLAS COUNTY, TEXAS

BELT LINE ROAD
OVERLAY PROJECT

REMOVAL PLAN
BELT LINE RD STA 66+00 TO STA 70+00

HALFF
1201 NORTH BOWSER ROAD, RICHARDSON, TEXAS 75081-2275
TEL (214) 346-6200 FAX (214) 739-0095

PROJECT	DESIGN	DRAWN	DATE	FILE	SHEET
29350	HALFF	HALFF	SEPT. 2014	29350A REMV 02	RM-2

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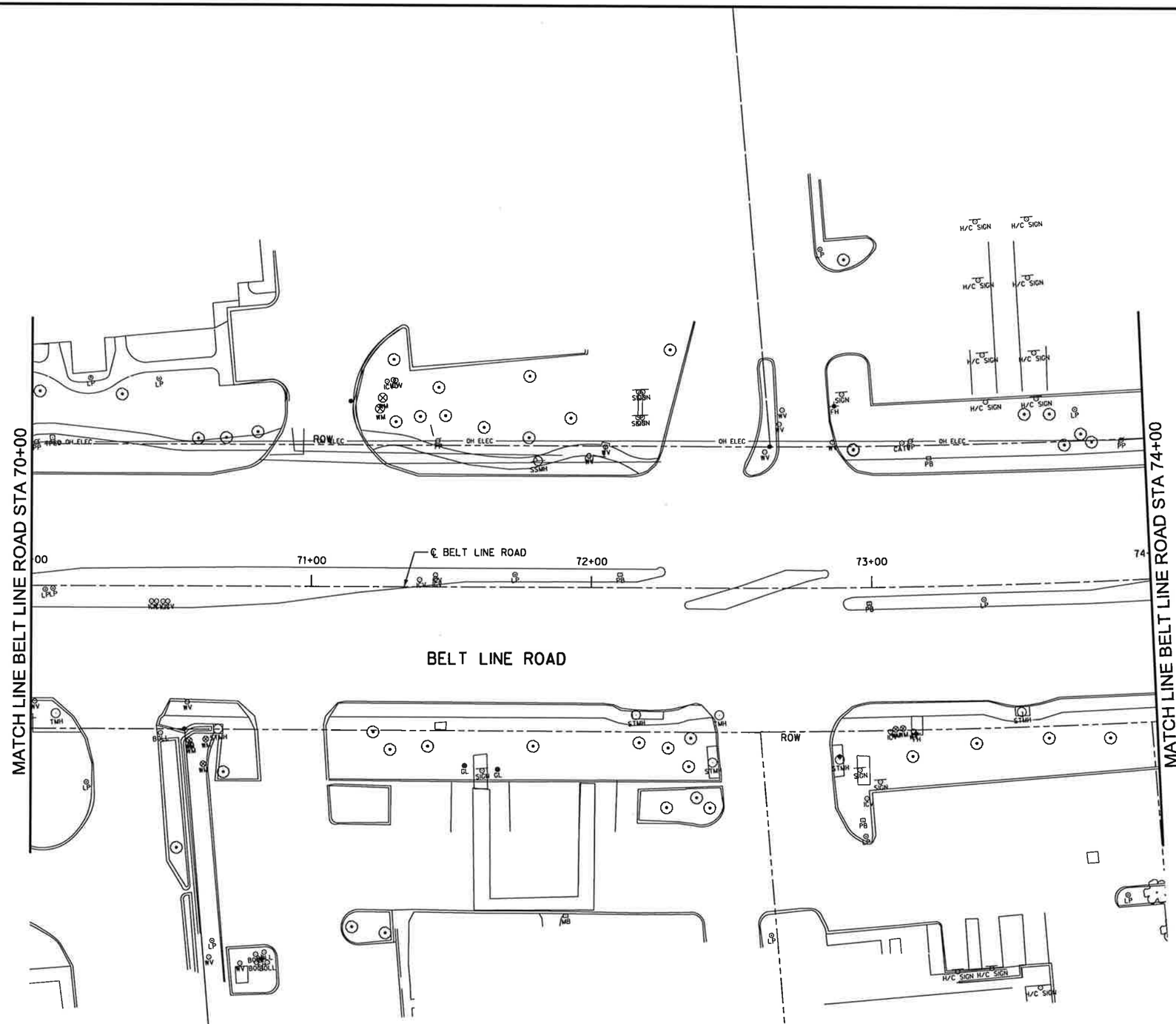

NO REMOVAL ITEMS ON THIS SHEET

0 10 20 30 40 60
SCALE IN FEET

N

LEGEND

- CONCRETE SIDEWALK TO BE REMOVED
- CONCRETE MEDIAN / ISLAND TO BE REMOVED FOR MEDIAN ISLAND ADJUSTMENT (SEE PAVING PLANS - SHEETS P-1 TO P-26)
- TREE PROTECTION (SEE REMOVAL DETAIL SHEET - SHEET DT-RD)

NOTES:

1. ABANDON ALL OBSOLETE VALVES AND ADJUST ALL WATER AND SANITARY FACILITIES TO GRADE.
2. SIDEWALK REMOVAL TO INCLUDE RAMP REMOVAL AND CURB & GUTTER REPLACEMENT.
3. CURB REMOVAL AT PROPOSED RAMPS IS SUBSIDIARY AND NOT AN ADDITIONAL PAY ITEM.
4. CONTRACTOR SHALL MAINTAIN EXISTING IRRIGATION IN WORKING ORDER.

SHEET 20 OF 104

HALFF ASSOCIATES, INC.
ENGINEERS · SURVEYORS · SCIENTISTS

PRELIMINARY - FOR INTERIM REVIEW ONLY

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M.E. ROMANOWSKI | 56306 PE# | SEPT 19, 2014 Date

FIRM REGISTRATION NUMBER: 312

NO.	REVISION	BY	DATE

TOWN OF ADDISON
DALLAS COUNTY, TEXAS

BELT LINE ROAD
OVERLAY PROJECT

REMOVAL PLAN
BELT LINE RD STA 70+00 TO STA 74+00

HALFF
1201 NORTH BOWSER ROAD, RICHARDSON, TEXAS 75081-2275
TEL (214) 346-6200 FAX (214) 739-0095

PROJECT	DESIGN	DRAWN	DATE	FILE	SHEET
29350	HALFF	HALFF	SEPT. 2014	29350A REMV 03	RM-3

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PROJECT # 29350 OFFICE: RCH
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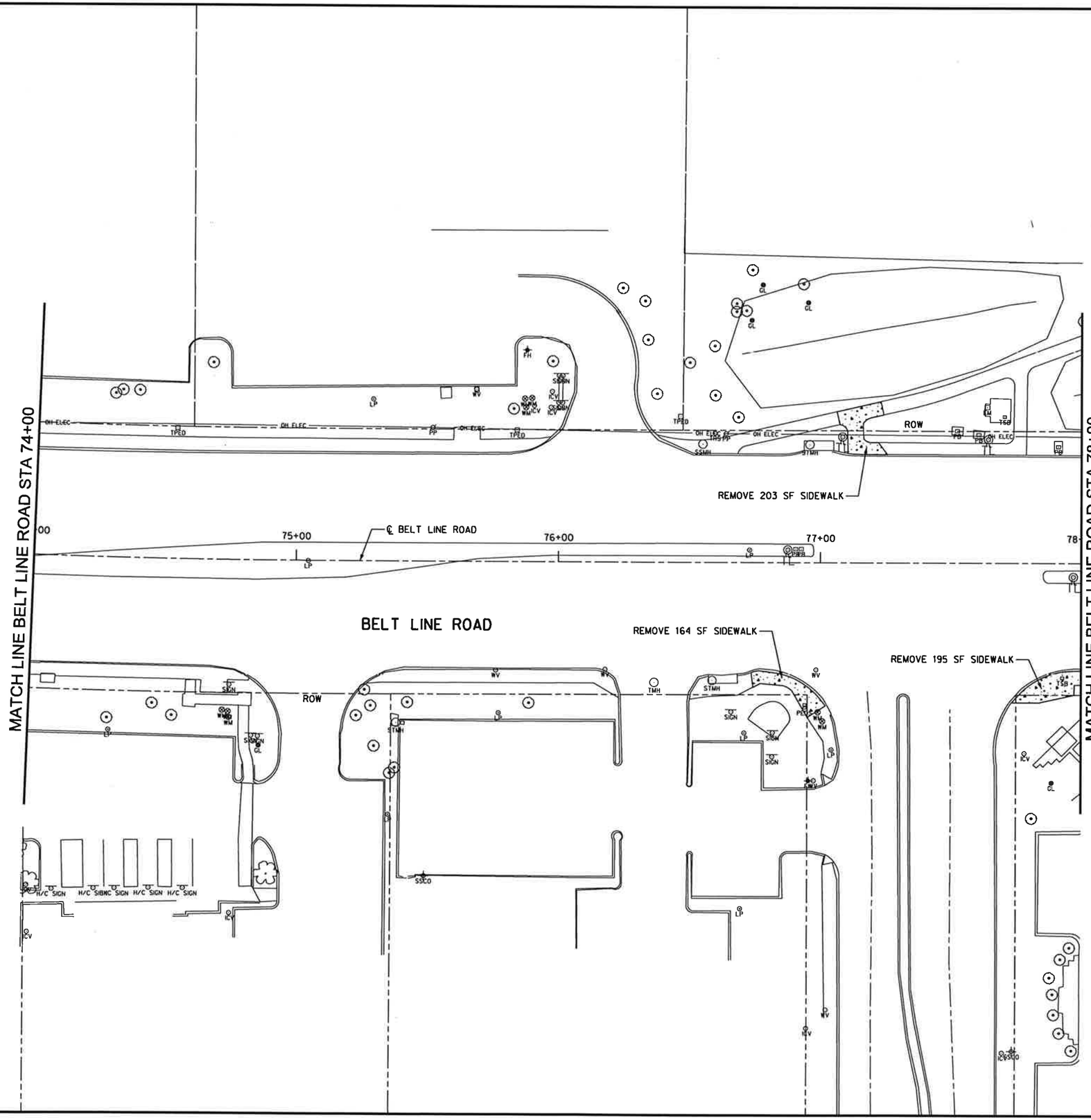

0 10 20 30 40 60
SCALE IN FEET

N

LEGEND

- CONCRETE SIDEWALK TO BE REMOVED
- CONCRETE MEDIAN / ISLAND TO BE REMOVED FOR MEDIAN ISLAND ADJUSTMENT (SEE PAVING PLANS - SHEETS P-1 TO P-26)
- TREE PROTECTION (SEE REMOVAL DETAIL SHEET - SHEET DT-RD)

NOTES:

1. ABANDON ALL OBSOLETE VALVES AND ADJUST ALL WATER AND SANITARY FACILITIES TO GRADE.
2. SIDEWALK REMOVAL TO INCLUDE RAMP REMOVAL AND CURB & GUTTER REPLACEMENT.
3. CURB REMOVAL AT PROPOSED RAMPS IS SUBSIDIARY AND NOT AN ADDITIONAL PAY ITEM.
4. CONTRACTOR SHALL MAINTAIN EXISTING IRRIGATION IN WORKING ORDER.

SHEET 21 OF 104

HALFF ASSOCIATES, INC.
ENGINEERS SURVEYORS SCIENTISTS

PRELIMINARY - FOR INTERIM REVIEW ONLY

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M.E. ROMANOWSKI	56306 PE#	SEPT 19, 2014 Date

FIRM REGISTRATION NUMBER: 312

NO.	REVISION	BY	DATE

TOWN OF ADDISON
DALLAS COUNTY, TEXAS

BELT LINE ROAD
OVERLAY PROJECT

REMOVAL PLAN
BELT LINE RD STA 74+00 TO STA 78+00

HALFF
1201 NORTH BOWSER ROAD, RICHARDSON, TEXAS 75081-2275
TEL (214) 346-6200 FAX (214) 739-0095

PROJECT	DESIGN	DRAWN	DATE	FILE	SHEET
29350	HALFF	HALFF	SEPT. 2014	29350A REMV 04	RM-4

USER: ah1299
OFFICE: RCH
PROJECT # 29350
FILE: 29350A REMV 05.dgn
TIME: 1:42:24 PM
DATE: 8/18/2014

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SCALE IN FEET

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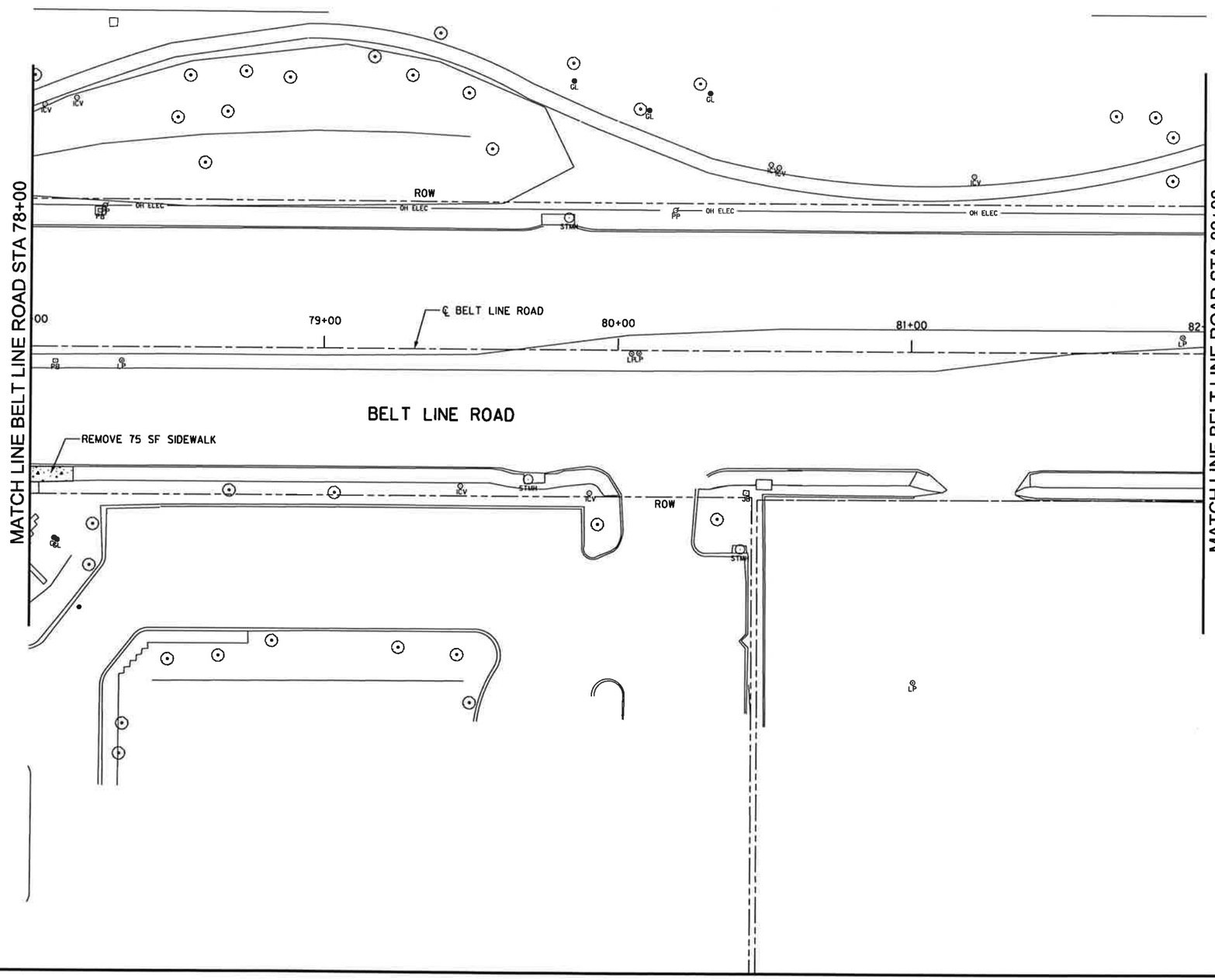

LEGEND

- CONCRETE SIDEWALK TO BE REMOVED
- CONCRETE MEDIAN / ISLAND TO BE REMOVED FOR MEDIAN ISLAND ADJUSTMENT (SEE PAVING PLANS - SHEETS P-1 TO P-26)
- TREE PROTECTION (SEE REMOVAL DETAIL SHEET - SHEET DT-RD)

NOTES:

1. ABANDON ALL OBSOLETE VALVES AND ADJUST ALL WATER AND SANITARY FACILITIES TO GRADE.
2. SIDEWALK REMOVAL TO INCLUDE RAMP REMOVAL AND CURB & GUTTER REPLACEMENT.
3. CURB REMOVAL AT PROPOSED RAMPS IS SUBSIDIARY AND NOT AN ADDITIONAL PAY ITEM.
4. CONTRACTOR SHALL MAINTAIN EXISTING IRRIGATION IN WORKING ORDER.

SHEET 22 OF 104

HALFF ASSOCIATES, INC.
ENGINEERS · SURVEYORS · SCIENTISTS

PRELIMINARY - FOR INTERIM REVIEW ONLY

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M.E. ROMANOWSKI | 56306 PE# | SEPT 19, 2014 Date

FIRM REGISTRATION NUMBER: 312

NO.	REVISION	BY	DATE

TOWN OF ADDISON
DALLAS COUNTY, TEXAS

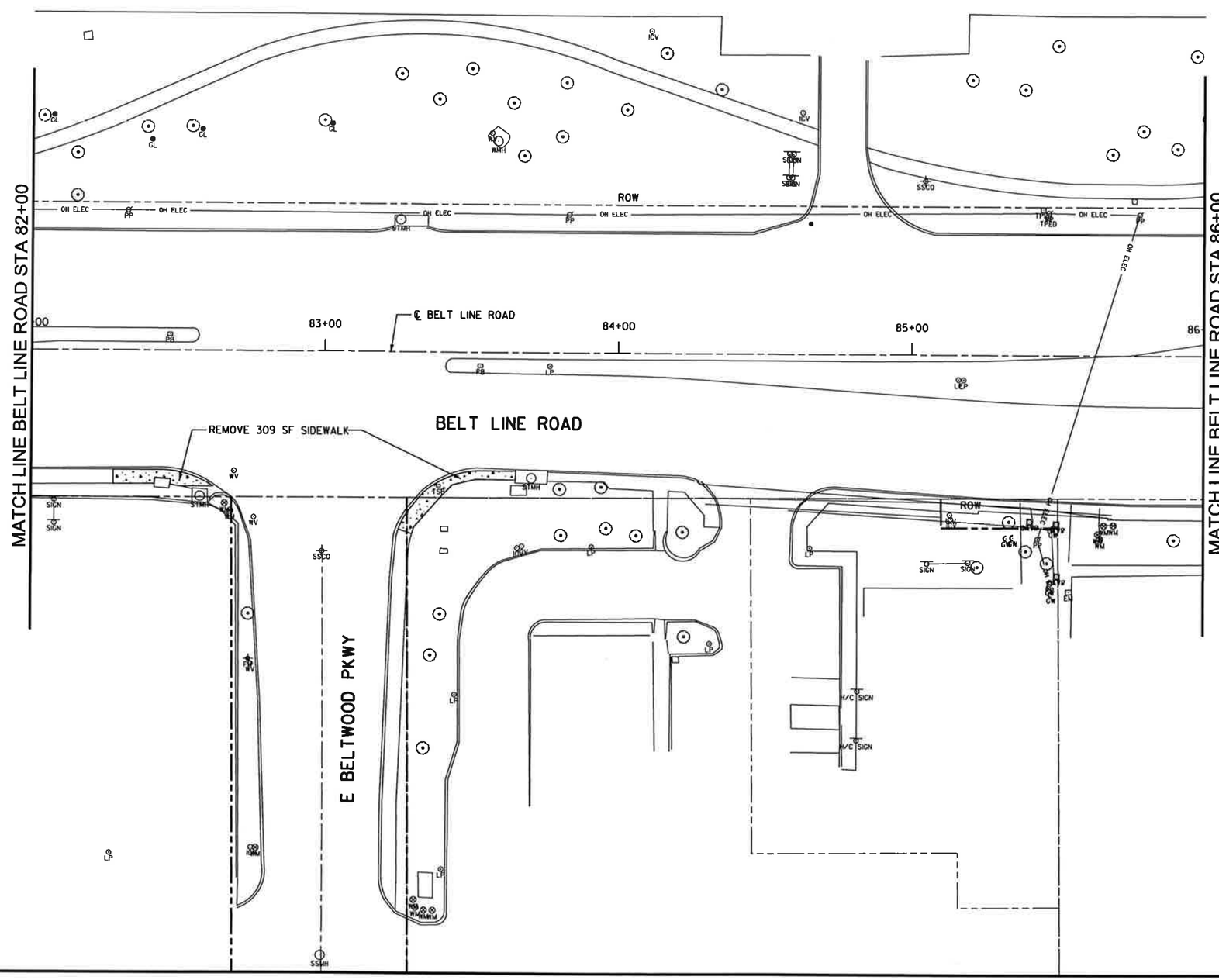
BELT LINE ROAD
OVERLAY PROJECT

REMOVAL PLAN
BELT LINE RD STA 78+00 TO STA 82+00

HALFF
1201 NORTH BOWSER ROAD, RICHARDSON, TEXAS 75081-2275
TEL (214) 346-6200 FAX (214) 739-0095

PROJECT	DESIGN	DRAWN	DATE	FILE	SHEET
29350	HALFF	HALFF	SEPT. 2014	29350A REMV 05	RM-5

PROJECT # 29350 OFFICE: RCH USER: ahl299
DATE: 8/18/2014 TIME: 1:42:25 PM FILE: 29350A REMV 06.dgn



0 10 20 30 40 60
SCALE IN FEET

N

LEGEND

- CONCRETE SIDEWALK TO BE REMOVED
- CONCRETE MEDIAN / ISLAND TO BE REMOVED FOR MEDIAN ISLAND ADJUSTMENT (SEE PAVING PLANS - SHEETS P-1 TO P-26)
- TREE PROTECTION (SEE REMOVAL DETAIL SHEET - SHEET DT-RD)

NOTES:

1. ABANDON ALL OBSOLETE VALVES AND ADJUST ALL WATER AND SANITARY FACILITIES TO GRADE.
2. SIDEWALK REMOVAL TO INCLUDE RAMP REMOVAL AND CURB & GUTTER REPLACEMENT.
3. CURB REMOVAL AT PROPOSED RAMPS IS SUBSIDIARY AND NOT AN ADDITIONAL PAY ITEM.
4. CONTRACTOR SHALL MAINTAIN EXISTING IRRIGATION IN WORKING ORDER.

SHEET 23 OF 104

HALFF ASSOCIATES, INC.
ENGINEERS SURVEYORS SCIENTISTS

PRELIMINARY - FOR INTERIM REVIEW ONLY

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M.E. ROMANOWSKI — 56306 PE# — SEPT 19, 2014 Date

FIRM REGISTRATION NUMBER: 312

NO.	REVISION	BY	DATE

Addison TOWN OF ADDISON
DALLAS COUNTY, TEXAS

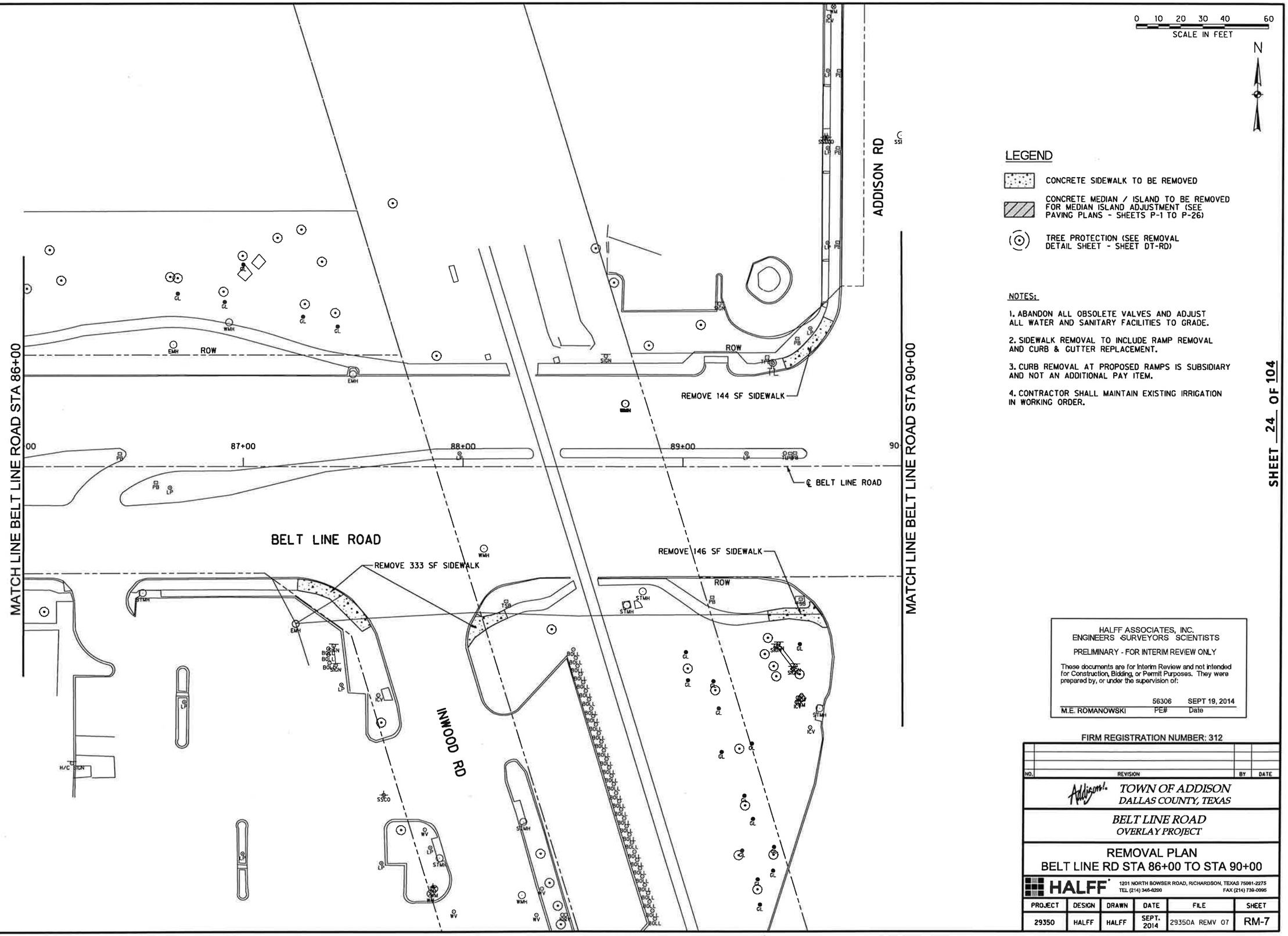
BELT LINE ROAD
OVERLAY PROJECT

REMOVAL PLAN
BELT LINE RD STA 82+00 TO STA 86+00

HALFF
1201 NORTH BOWSER ROAD, RICHARDSON, TEXAS 75081-2275
TEL (214) 346-6200 FAX (214) 739-0095

PROJECT	DESIGN	DRAWN	DATE	FILE	SHEET
29350	HALFF	HALFF	SEPT. 2014	29350A REMV 06	RM-6

USER: ah1299
OFFICE: RCH
PROJECT # 29350
FILE: 29350A REMV 07.dgn
TIME: 1:42:28 PM
DATE: 8/18/2014



LEGEND

- CONCRETE SIDEWALK TO BE REMOVED
- CONCRETE MEDIAN / ISLAND TO BE REMOVED FOR MEDIAN ISLAND ADJUSTMENT (SEE PAVING PLANS - SHEETS P-1 TO P-26)
- TREE PROTECTION (SEE REMOVAL DETAIL SHEET - SHEET DT-RD)

NOTES:

1. ABANDON ALL OBSOLETE VALVES AND ADJUST ALL WATER AND SANITARY FACILITIES TO GRADE.
2. SIDEWALK REMOVAL TO INCLUDE RAMP REMOVAL AND CURB & GUTTER REPLACEMENT.
3. CURB REMOVAL AT PROPOSED RAMPS IS SUBSIDIARY AND NOT AN ADDITIONAL PAY ITEM.
4. CONTRACTOR SHALL MAINTAIN EXISTING IRRIGATION IN WORKING ORDER.

SHEET 24 OF 104

HALFF ASSOCIATES, INC.
ENGINEERS SURVEYORS SCIENTISTS

PRELIMINARY - FOR INTERIM REVIEW ONLY

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M.E. ROMANOWSKI — 56306 PE# — SEPT 19, 2014 Date

FIRM REGISTRATION NUMBER: 312

NO.	REVISION	BY	DATE

TOWN OF ADDISON
DALLAS COUNTY, TEXAS

BELT LINE ROAD
OVERLAY PROJECT

REMOVAL PLAN
BELT LINE RD STA 86+00 TO STA 90+00

HALFF
1201 NORTH BOWSER ROAD, RICHARDSON, TEXAS 75081-2275
TEL (214) 346-6200 FAX (214) 739-0095

PROJECT	DESIGN	DRAWN	DATE	FILE	SHEET
29350	HALFF	HALFF	SEPT. 2014	29350A REMV 07	RM-7

PROJECT # 29350 OFFICE: RCH USER: dh1299

FILE: 29350A REMV 08.dgn TIME: 1:42:30 PM DATE: 8/18/2014

0 10 20 30 40 60
SCALE IN FEET

N

MATCH LINE BELT LINE ROAD STA 90+00

MATCH LINE BELT LINE ROAD STA 94+00

90+00 91+00 92+00 93+00 94+00

℄ BELT LINE ROAD

BELT LINE ROAD

ROW

REMOVE 104 SF SIDEWALK

REMOVE 138 SF SIDEWALK

REMOVE 45 SF SIDEWALK

LEGEND

- CONCRETE SIDEWALK TO BE REMOVED
- CONCRETE MEDIAN / ISLAND TO BE REMOVED FOR MEDIAN ISLAND ADJUSTMENT (SEE PAVING PLANS - SHEETS P-1 TO P-26)
- TREE PROTECTION (SEE REMOVAL DETAIL SHEET - SHEET DT-RD)

NOTES:

1. ABANDON ALL OBSOLETE VALVES AND ADJUST ALL WATER AND SANITARY FACILITIES TO GRADE.
2. SIDEWALK REMOVAL TO INCLUDE RAMP REMOVAL AND CURB & GUTTER REPLACEMENT.
3. CURB REMOVAL AT PROPOSED RAMPS IS SUBSIDIARY AND NOT AN ADDITIONAL PAY ITEM.
4. CONTRACTOR SHALL MAINTAIN EXISTING IRRIGATION IN WORKING ORDER.

SHEET 25 OF 104

HALFF ASSOCIATES, INC.
ENGINEERS SURVEYORS SCIENTISTS

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M.E. ROMANOWSKI — 56306 PE# — SEPT 19, 2014 Date

FIRM REGISTRATION NUMBER: 312

NO.	REVISION	BY	DATE

TOWN OF ADDISON
DALLAS COUNTY, TEXAS

BELT LINE ROAD
OVERLAY PROJECT

REMOVAL PLAN
BELT LINE RD STA 90+00 TO STA 94+00

HALFF
1201 NORTH BOWSER ROAD, RICHARDSON, TEXAS 75081-2275
TEL (214) 346-6200 FAX (214) 739-0095

PROJECT	DESIGN	DRAWN	DATE	FILE	SHEET
29350	HALFF	HALFF	SEPT. 2014	29350A REMV 08	RM-8

USER: ahl299
OFFICE: RCH
PROJECT # 29350
FILE: 29350A REMV 09.dgn
TIME: 1:42:32 PM
DATE: 8/18/2014

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SCALE IN FEET

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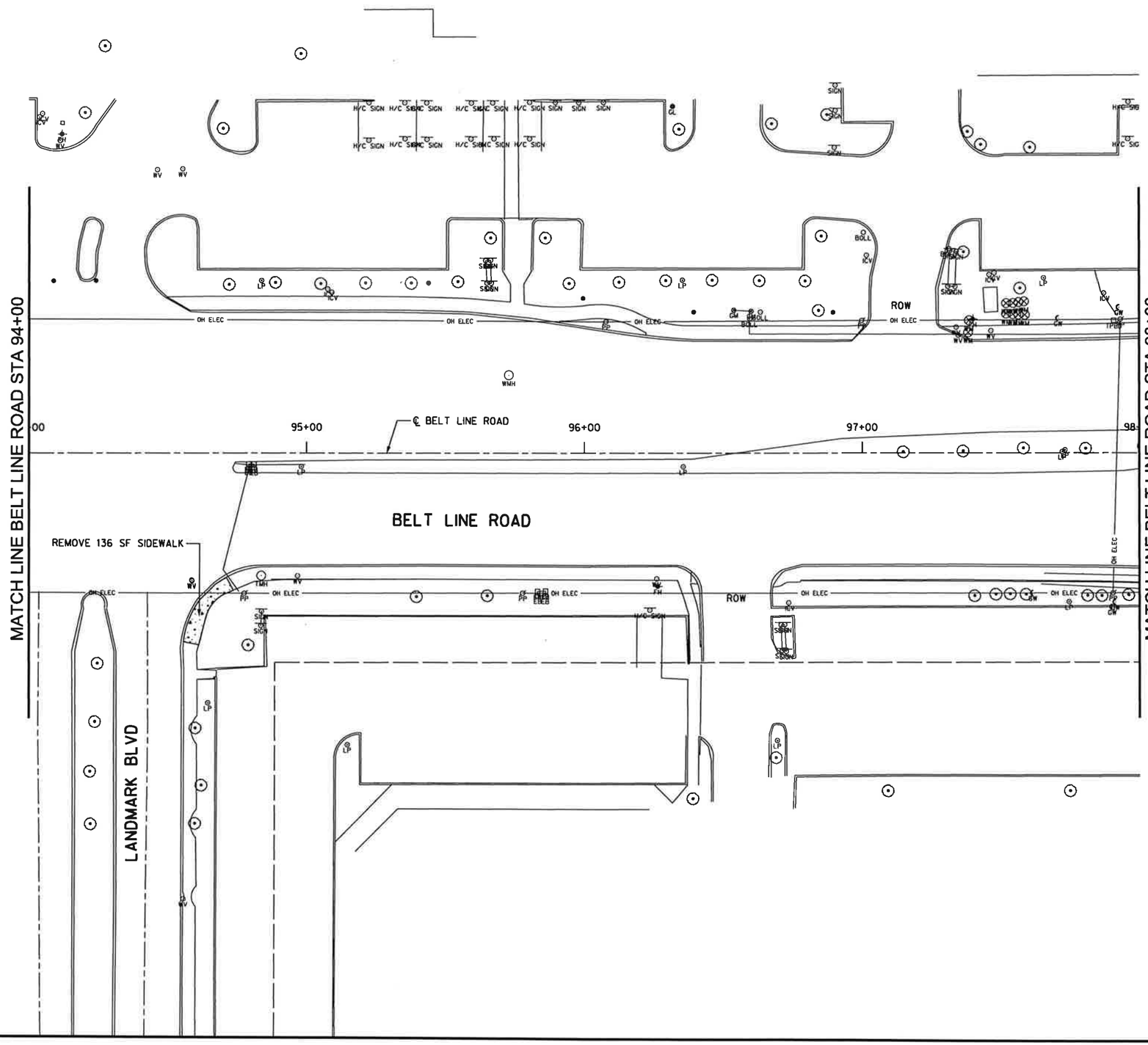

LEGEND

- CONCRETE SIDEWALK TO BE REMOVED
- CONCRETE MEDIAN / ISLAND TO BE REMOVED FOR MEDIAN ISLAND ADJUSTMENT (SEE PAVING PLANS - SHEETS P-1 TO P-26)
- TREE PROTECTION (SEE REMOVAL DETAIL SHEET - SHEET DT-RD)

NOTES:

1. ABANDON ALL OBSOLETE VALVES AND ADJUST ALL WATER AND SANITARY FACILITIES TO GRADE.
2. SIDEWALK REMOVAL TO INCLUDE RAMP REMOVAL AND CURB & GUTTER REPLACEMENT.
3. CURB REMOVAL AT PROPOSED RAMPS IS SUBSIDIARY AND NOT AN ADDITIONAL PAY ITEM.
4. CONTRACTOR SHALL MAINTAIN EXISTING IRRIGATION IN WORKING ORDER.

SHEET 26 OF 104

HALFF ASSOCIATES, INC.
ENGINEERS SURVEYORS SCIENTISTS

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FIRM REGISTRATION NUMBER: 312

NO.	REVISION	BY	DATE

TOWN OF ADDISON
DALLAS COUNTY, TEXAS

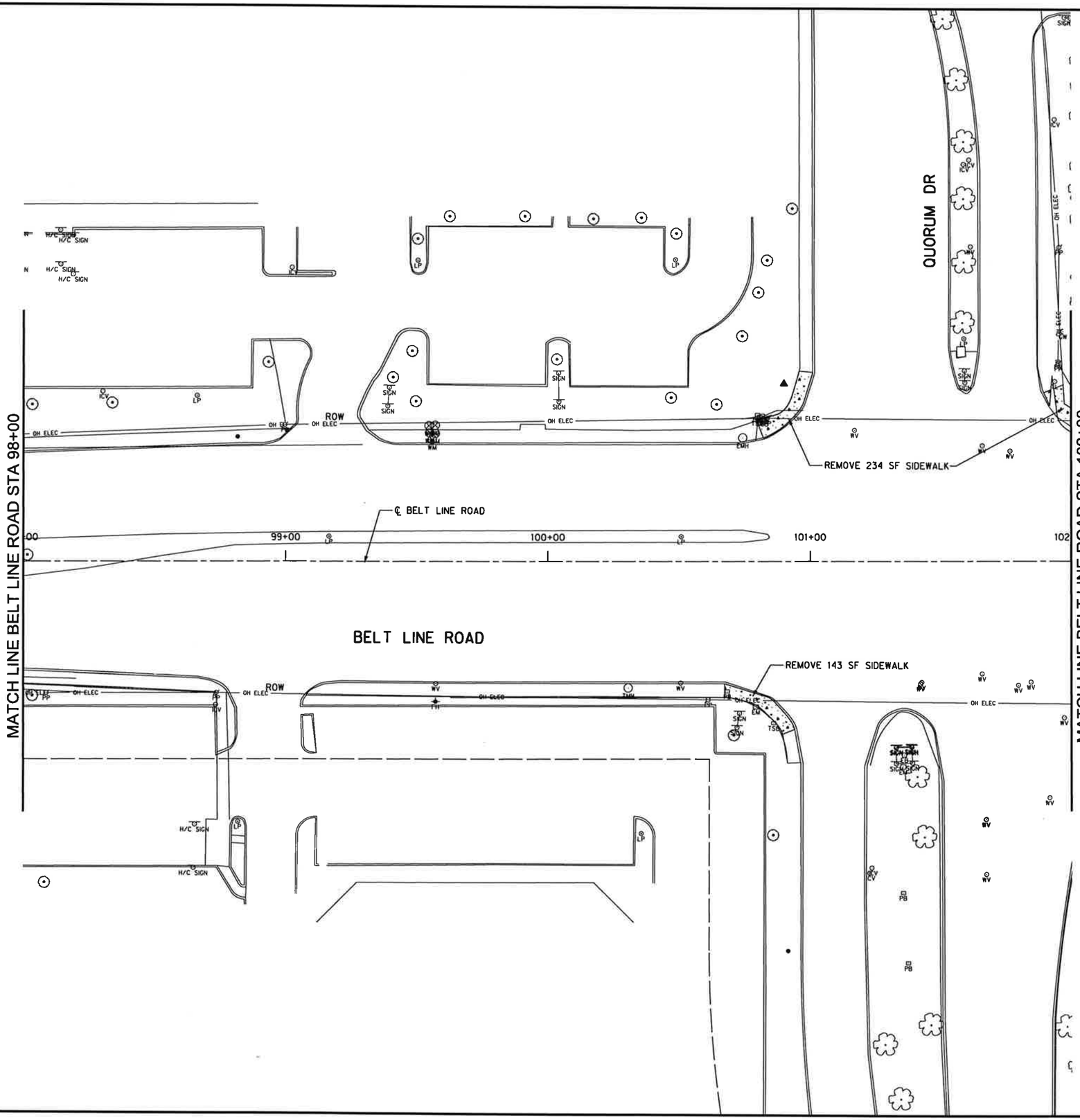
BELT LINE ROAD
OVERLAY PROJECT

REMOVAL PLAN
BELT LINE RD STA 94+00 TO STA 98+00

HALFF
1201 NORTH BOWSER ROAD, RICHARDSON, TEXAS 75081-2275
TEL (214) 346-6200 FAX (214) 739-0095

PROJECT	DESIGN	DRAWN	DATE	FILE	SHEET
29350	HALFF	HALFF	SEPT. 2014	29350A REMV 09	RM-9

DATE: 8/18/2014 TIME: 1:42:34 PM FILE: 29350A REMV 10.dgn PROJECT # 29350 OFFICE: RCH USER: ah1299



0 10 20 30 40 60
SCALE IN FEET

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LEGEND

- CONCRETE SIDEWALK TO BE REMOVED
- CONCRETE MEDIAN / ISLAND TO BE REMOVED FOR MEDIAN ISLAND ADJUSTMENT (SEE PAVING PLANS - SHEETS P-1 TO P-26)
- TREE PROTECTION (SEE REMOVAL DETAIL SHEET - SHEET DT-RD)

NOTES:

1. ABANDON ALL OBSOLETE VALVES AND ADJUST ALL WATER AND SANITARY FACILITIES TO GRADE.
2. SIDEWALK REMOVAL TO INCLUDE RAMP REMOVAL AND CURB & GUTTER REPLACEMENT.
3. CURB REMOVAL AT PROPOSED RAMPS IS SUBSIDIARY AND NOT AN ADDITIONAL PAY ITEM.
4. CONTRACTOR SHALL MAINTAIN EXISTING IRRIGATION IN WORKING ORDER.

SHEET 27 OF 104

HALFF ASSOCIATES, INC.
ENGINEERS SURVEYORS SCIENTISTS

PRELIMINARY - FOR INTERIM REVIEW ONLY

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M.E. ROMANOWSKI — 56306 PE# — SEPT 19, 2014 Date

FIRM REGISTRATION NUMBER: 312

NO.	REVISION	BY	DATE

TOWN OF ADDISON
DALLAS COUNTY, TEXAS

BELT LINE ROAD
OVERLAY PROJECT

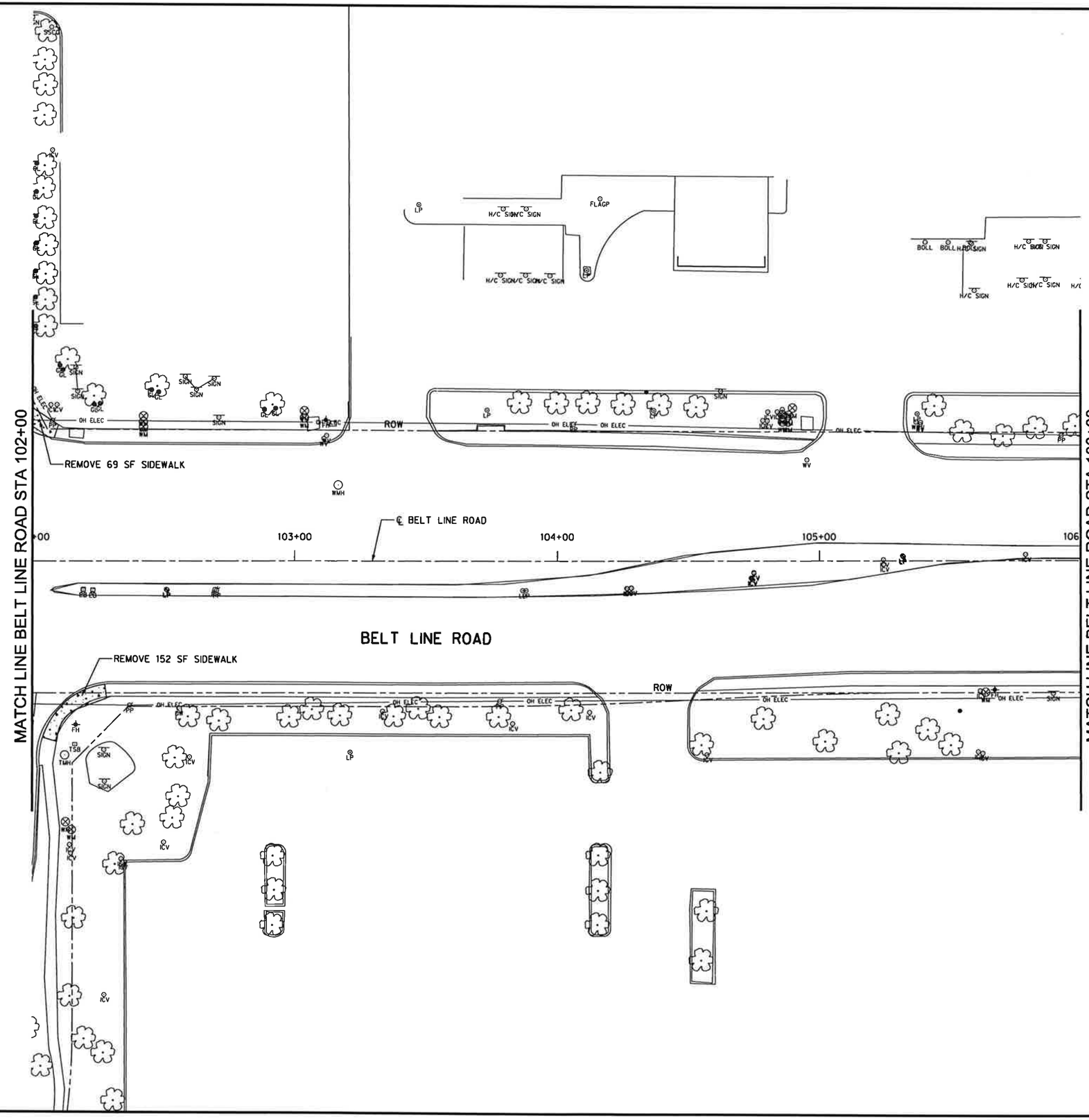
REMOVAL PLAN
BELT LINE RD STA 98+00 TO STA 102+00

HALFF
1201 NORTH BOWSER ROAD, RICHARDSON, TEXAS 75081-2275
TEL (214) 346-6200 FAX (214) 739-0095

PROJECT	DESIGN	DRAWN	DATE	FILE	SHEET
29350	HALFF	HALFF	SEPT. 2014	29350A REMV 10	RM-10

PROJECT # 29350 OFFICE: RCH USER: dh1299

DATE: 8/18/2014 TIME: 1:42:35 PM FILE: 29350A REMV 11.dgn



0 10 20 30 40 60
SCALE IN FEET

N

LEGEND

- CONCRETE SIDEWALK TO BE REMOVED
- CONCRETE MEDIAN / ISLAND TO BE REMOVED FOR MEDIAN ISLAND ADJUSTMENT (SEE PAVING PLANS - SHEETS P-1 TO P-26)
- TREE PROTECTION (SEE REMOVAL DETAIL SHEET - SHEET DT-RD)

NOTES:

1. ABANDON ALL OBSOLETE VALVES AND ADJUST ALL WATER AND SANITARY FACILITIES TO GRADE.
2. SIDEWALK REMOVAL TO INCLUDE RAMP REMOVAL AND CURB & GUTTER REPLACEMENT.
3. CURB REMOVAL AT PROPOSED RAMPS IS SUBSIDIARY AND NOT AN ADDITIONAL PAY ITEM.
4. CONTRACTOR SHALL MAINTAIN EXISTING IRRIGATION IN WORKING ORDER.

SHEET 28 OF 104

HALFF ASSOCIATES, INC.
ENGINEERS SURVEYORS SCIENTISTS

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M.E. ROMANOWSKI — 56306 PE# — SEPT 19, 2014 Date

FIRM REGISTRATION NUMBER: 312

NO.	REVISION	BY	DATE

TOWN OF ADDISON
DALLAS COUNTY, TEXAS

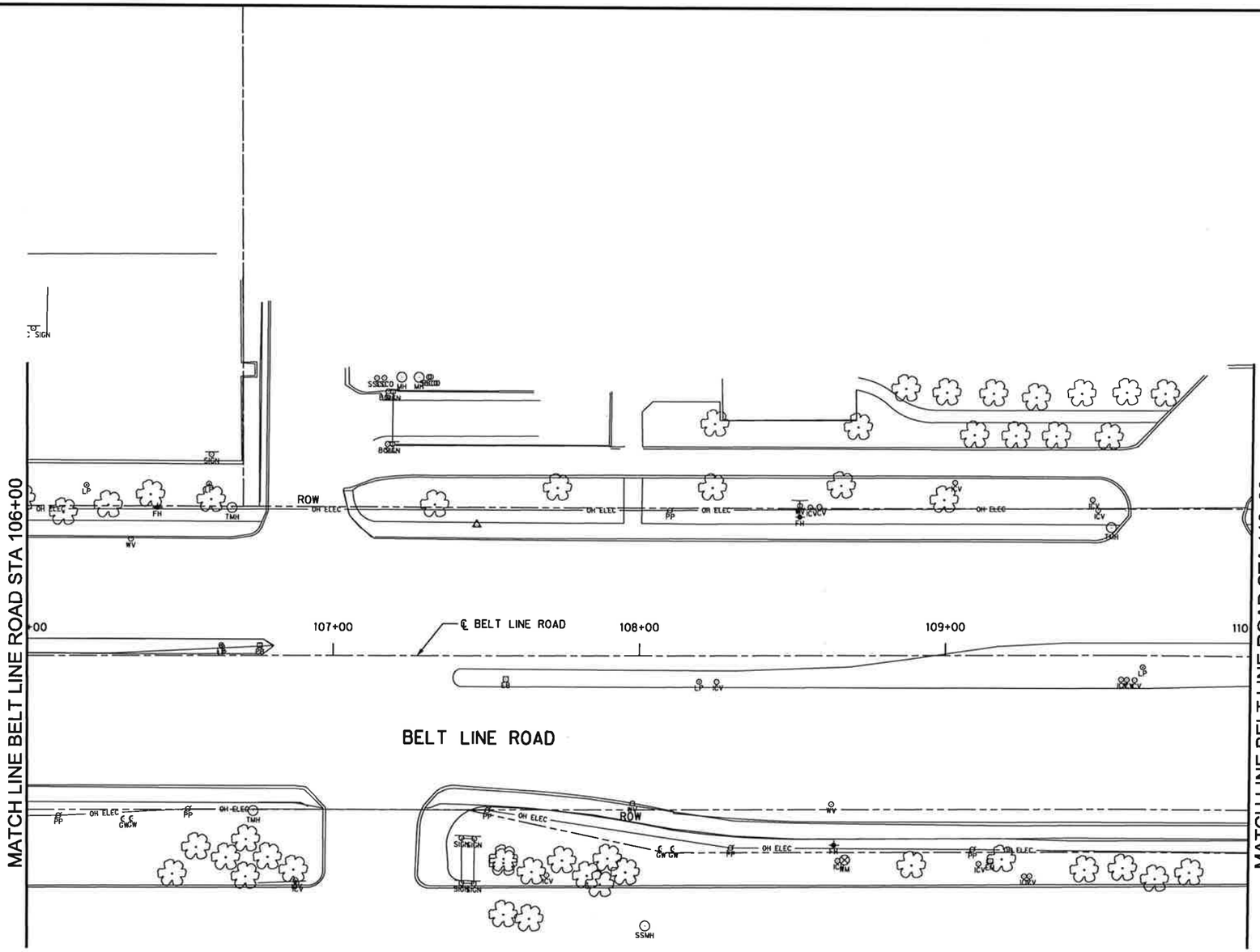
BELT LINE ROAD
OVERLAY PROJECT

REMOVAL PLAN
BELT LINE RD STA 102+00 TO STA 106+00

HALFF
1201 NORTH BOWSER ROAD, RICHARDSON, TEXAS 75081-2275
TEL (214) 346-6200 FAX (214) 739-0095

PROJECT	DESIGN	DRAWN	DATE	FILE	SHEET
29350	HALFF	HALFF	SEPT. 2014	29350A REMV 11	RM-11

DATE: 8/18/2014 TIME: 1:42:37 PM FILE: 29350A REMV 12.dgn PROJECT # 29350 OFFICE: RCH USER: ah1299



0 10 20 30 40 60
SCALE IN FEET

N

LEGEND

- CONCRETE SIDEWALK TO BE REMOVED
- CONCRETE MEDIAN / ISLAND TO BE REMOVED FOR MEDIAN ISLAND ADJUSTMENT (SEE PAVING PLANS - SHEETS P-1 TO P-26)
- TREE PROTECTION (SEE REMOVAL DETAIL SHEET - SHEET DT-RD)

NOTES:

1. ABANDON ALL OBSOLETE VALVES AND ADJUST ALL WATER AND SANITARY FACILITIES TO GRADE.
2. SIDEWALK REMOVAL TO INCLUDE RAMP REMOVAL AND CURB & GUTTER REPLACEMENT.
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4. CONTRACTOR SHALL MAINTAIN EXISTING IRRIGATION IN WORKING ORDER.

NO REMOVAL ITEMS ON THIS SHEET

SHEET 29 OF 104

HALFF ASSOCIATES, INC.
ENGINEERS SURVEYORS SCIENTISTS

PRELIMINARY - FOR INTERIM REVIEW ONLY

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M.E. ROMANOWSKI — 56306 PE# — SEPT 19, 2014 Date

FIRM REGISTRATION NUMBER: 312

NO.	REVISION	BY	DATE

TOWN OF ADDISON
DALLAS COUNTY, TEXAS

BELT LINE ROAD
OVERLAY PROJECT

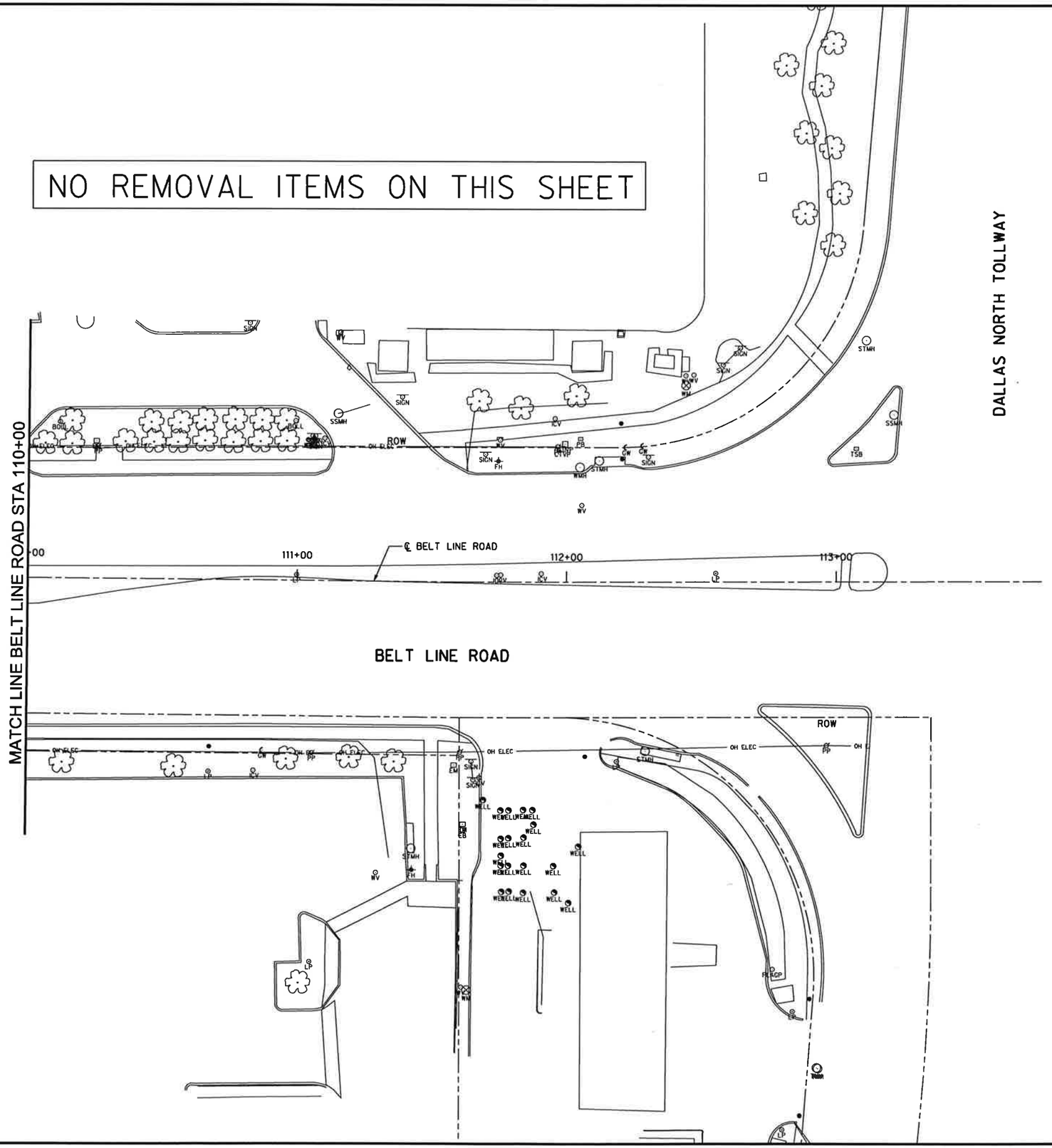
REMOVAL PLAN
BELT LINE RD STA 106+00 TO STA 110+00

HALFF 1201 NORTH BOWSER ROAD, RICHARDSON, TEXAS 75081-2275 TEL (214) 346-6200 FAX (214) 739-0095

PROJECT	DESIGN	DRAWN	DATE	FILE	SHEET
29350	HALFF	HALFF	SEPT. 2014	29350A REMV 12	RM-12

USER: ah1299
OFFICE: RCH
PROJECT # 29350
FILE: 29350A REMV 13.dgn
TIME: 1:42:39 PM
DATE: 8/18/2014

NO REMOVAL ITEMS ON THIS SHEET



0 10 20 30 40 60
SCALE IN FEET

N

LEGEND

- CONCRETE SIDEWALK TO BE REMOVED
- CONCRETE MEDIAN / ISLAND TO BE REMOVED FOR MEDIAN ISLAND ADJUSTMENT (SEE PAVING PLANS - SHEETS P-1 TO P-26)
- TREE PROTECTION (SEE REMOVAL DETAIL SHEET - SHEET DT-RD)

NOTES:

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2. SIDEWALK REMOVAL TO INCLUDE RAMP REMOVAL AND CURB & GUTTER REPLACEMENT.
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SHEET 30 OF 104

HALFF ASSOCIATES, INC.
ENGINEERS SURVEYORS SCIENTISTS

PRELIMINARY - FOR INTERIM REVIEW ONLY

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M.E. ROMANOWSKI	56306 PE#	SEPT 19, 2014 Date

FIRM REGISTRATION NUMBER: 312

NO.	REVISION	BY	DATE

Addison TOWN OF ADDISON
DALLAS COUNTY, TEXAS

BELT LINE ROAD
OVERLAY PROJECT

REMOVAL PLAN
BELT LINE RD STA 110+00 TO STA 113+00

HALFF 1201 NORTH BOWSER ROAD, RICHARDSON, TEXAS 75081-2275
TEL (214) 346-6200 FAX (214) 739-0095

PROJECT	DESIGN	DRAWN	DATE	FILE	SHEET
29350	HALFF	HALFF	SEPT. 2014	29350A REMV 13	RM-13

USER: ah1299
OFFICE: RCH
PROJECT # 29350
FILE: 29350A ALGN 01.dgn
TIME: 1:42:40 PM
DATE: 8/18/2014

<• 1 DESCRIBE CHAIN BASELINE

Chain BASELINE contains:
18000 18001 CUR C18003-18005 CUR C18007-18009 CUR C18013-18016 CUR C18017-1801-9 18020 18021 18025 18026 18027 18028

Beginning chain BASELINE description
==========

Point 18000 N 7,034,611.8415 E 2,472,668.3766 Sta 5+00.00

Course from 18000 to 18001 N 89° 37' 21.0000" E Dist 1,077.5000

Point 18001 N 7,034,618.9407 E 2,473,745.8532 Sta 15+77.50

Course from 18001 to PC C18003-18005 N 89° 30' 09.0000" E Dist 1,099.3200

Curve Data

Curve C18003-18005
P.I. Station 31+37.21 N 7,034,632.4836 E 2,475,305.5065
Delta = 27° 06' 16.0000" (LT)
Degree = 2° 59' 59.2045"
Tangent = 460.3920
Length = 903.5480
Radius = 1,910.0000
External = 54.7038
Long Chord = 895.1465
Mid. Ord. = 53.1806
P.C. Station 26+76.82 N 7,034,628.4860 E 2,474,845.1318
P.T. Station 35+80.37 N 7,034,845.7952 E 2,475,713.5003
C.C. N 7,036,538.4140 E 2,474,828.5475
Back = N 89° 30' 09.0000" E
Ahead = N 62° 23' 53.0000" E
Chord Bear = N 75° 57' 01.0000" E

Course from PT C18003-18005 to PC C18007-18009 N 62° 23' 53.0000" E Dist 121.1100

Curve Data

Curve C18007-18009
P.I. Station 41+68.26 N 7,035,118.1801 E 2,476,234.4815
Delta = 27° 27' 55.0000" (RT)
Degree = 2° 59' 58.7522"
Tangent = 466.7802
Length = 915.6150
Radius = 1,910.0800
External = 56.2082
Long Chord = 906.8737
Mid. Ord. = 54.6015
P.C. Station 37+01.48 N 7,034,901.9086 E 2,475,820.8265
P.T. Station 46+17.09 N 7,035,119.2935 E 2,476,701.2604
C.C. N 7,033,209.2189 E 2,476,705.8165
Back = N 62° 23' 53.0000" E
Ahead = N 89° 51' 48.0000" E
Chord Bear = N 76° 07' 50.5000" E

Course from PT C18007-18009 to PC C18013-18016 N 89° 51' 48.0000" E Dist 1,935.3400

Curve Data

Curve C18013-18016
P.I. Station 66+73.44 N 7,035,124.1985 E 2,478,757.6040
Delta = 4° 50' 15.0000" (RT)
Degree = 1° 59' 59.9974"
Tangent = 121.0094
Length = 241.8751
Radius = 2,864.7900
External = 2.5546
Long Chord = 241.8033
Mid. Ord. = 2.5523
P.C. Station 65+52.43 N 7,035,123.9098 E 2,478,636.5949
P.T. Station 67+94.31 N 7,035,114.2814 E 2,478,878.2064
C.C. N 7,032,259.1280 E 2,478,643.4282
Back = N 89° 51' 48.0000" E
Ahead = S 85° 17' 57.0000" E
Chord Bear = S 87° 43' 04.5000" E

Course from PT C18013-18016 to PC C18017-18019 S 85° 27' 12.0000" E Dist 445.8700

Curve Data

Curve C18017-18019
P.I. Station 73+71.31 N 7,035,067.9822 E 2,479,453.3481
Delta = 5° 14' 30.0000" (LT)
Degree = 1° 59' 59.9974"
Tangent = 131.1332
Length = 262.0834
Radius = 2,864.7900
External = 2.9997
Long Chord = 261.9920
Mid. Ord. = 2.9965
P.C. Station 72+40.18 N 7,035,078.9368 E 2,479,322.6733
P.T. Station 75+02.26 N 7,035,069.0115 E 2,479,584.4772
C.C. N 7,037,933.7133 E 2,479,561.9913
Back = S 85° 12' 29.0000" E
Ahead = N 89° 33' 01.0000" E
Chord Bear = S 87° 49' 44.0000" E

Course from PT C18017-18019 to 18020 N 89° 33' 01.0000" E Dist 457.0200

Point 18020 N 7,035,072.5987 E 2,480,041.4831 Sta 79+59.28

Course from 18020 to 18021 N 89° 39' 13.0000" E Dist 948.3989

Point 18021 N 7,035,078.3323 E 2,480,989.8647 Sta 89+07.68

Course from 18021 to 18025 N 89° 15' 42.0000" E Dist 893.8494

Point 18025 N 7,035,089.8504 E 2,481,883.6398 Sta 98+01.53

Course from 18025 to 18026 N 89° 15' 26.0000" E Dist 1,155.4523

Point 18026 N 7,035,104.8292 E 2,483,038.9951 Sta 109+56.98

Course from 18026 to 18027 S 89° 55' 51.0001" E Dist 203.2771

Point 18027 N 7,035,104.5838 E 2,483,242.2721 Sta 111+60.26

Course from 18027 to 18028 N 89° 27' 25.0000" E Dist 216.0994

Point 18028 N 7,035,106.6320 E 2,483,458.3618 Sta 113+76.36

==========
Ending chain BASELINE description

HALFF ASSOCIATES, INC.
ENGINEERS ‹SURVEYORS SCIENTISTS

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M.E. ROMANOWSKI | 56306 PE# | SEPT 19, 2014 Date

FIRM REGISTRATION NUMBER: 312

NO.	REVISION	BY	DATE

TOWN OF ADDISON
DALLAS COUNTY, TEXAS

BELT LINE ROAD
OVERLAY PROJECT

HORIZONTAL DATA

HALFF
1201 NORTH BOWSER ROAD, RICHARDSON, TEXAS 75081-2275
TEL (214) 348-6200 FAX (214) 739-0095

PROJECT	DESIGN	DRAWN	DATE	FILE	SHEET
29350	HALFF	HALFF	SEPT. 2014	29350A ALGN 01	HD-1

USER: ah1299
OFFICE: RCH
PROJECT # 29350
FILE: 29350A PAV 01.dgn
TIME: 10:40:13 AM
DATE: 9/10/2014

0 10 20 30 40 60
SCALE IN FEET

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ROW

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℄ BELT LINE ROAD

8+00 9+00 10+00 11+00 12+00 13+00 14+

BELT LINE ROAD

ROW

ROW

MARSH LANE

MATCH LINE BELT LINE ROAD STA 14+00

SHEET 32 OF 104

HALFF ASSOCIATES, INC.
ENGINEERS SURVEYORS SCIENTISTS

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M.E. ROMANOWSKI — 56306 PE# — SEPT 19, 2014 Date

FIRM REGISTRATION NUMBER: 312

LIMITS OF MILLING — 6" TAPER — MILLING/ OVERLAY AREA

SECTION A-A
N.T.S.

NOTES:

1. FULL DEPTH REPAIR INCLUDES REMOVAL & REPLACEMENT OF PAVEMENT AND CURB & GUTTER.
2. REFER TO TRAFFIC CONTROL PLAN FOR CONSTRUCTION SEQUENCING AND INFORMATION.
3. SEE SHEET DT-P1 FOR CURB RAMP DETAILS.

LEGEND

- 2" HMA OVERLAY
- PROPOSED SIDEWALK
- MILLING LIMITS

NO.	REVISION	BY	DATE

TOWN OF ADDISON
DALLAS COUNTY, TEXAS

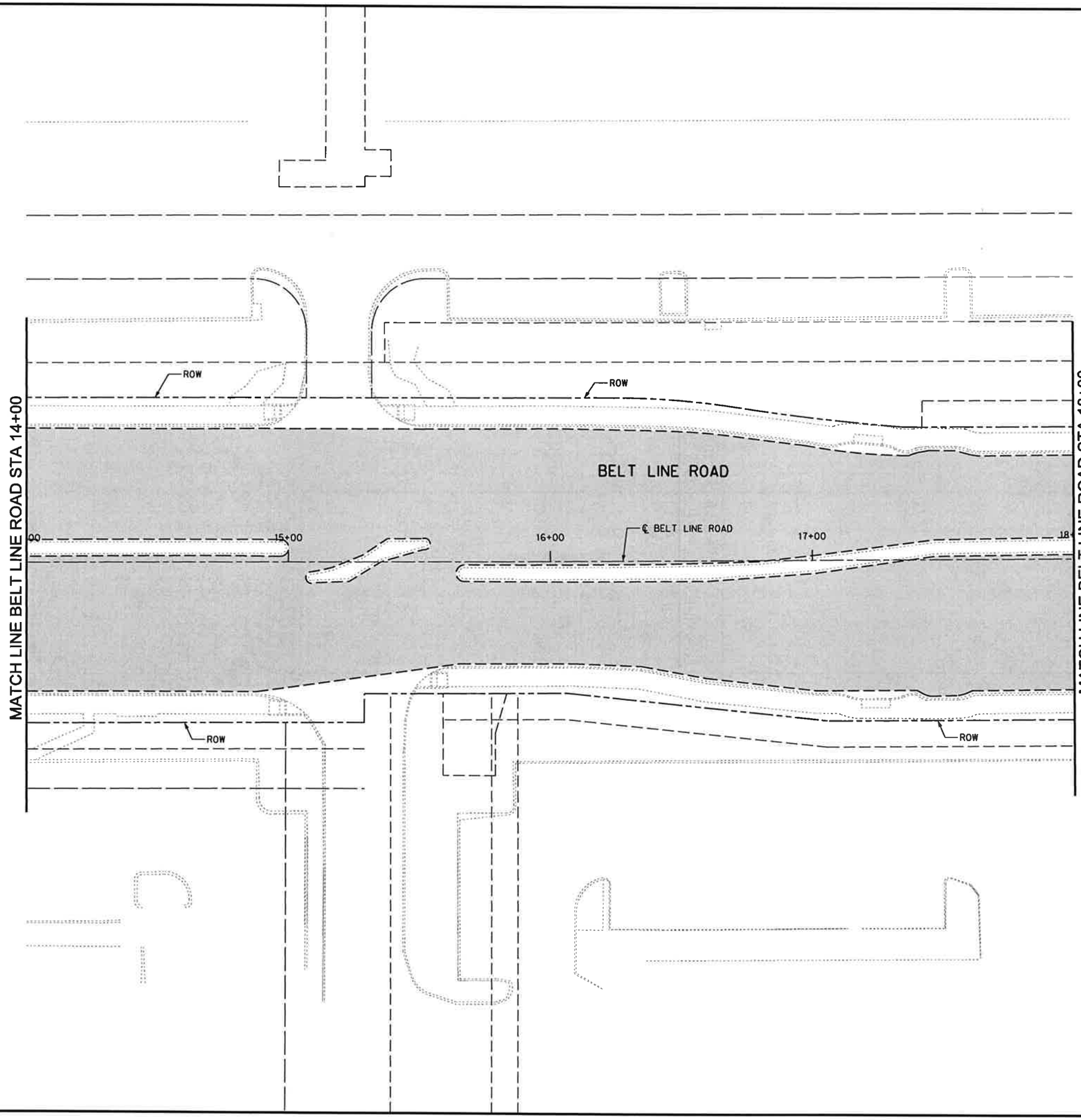
BELT LINE ROAD
OVERLAY PROJECT

PAVING PLAN
BELT LINE RD STA 10+00 TO STA 14+00

HALFF
1201 NORTH BOWSER ROAD, RICHARDSON, TEXAS 75081-2275
TEL (214) 346-6200 FAX (214) 739-0095

PROJECT	DESIGN	DRAWN	DATE	FILE	SHEET
29350	HALFF	HALFF	SEPT. 2014	29350A PAV 01	P-1

USER: dh1299
OFFICE: RCH
PROJECT # 29350
FILE: 29350A PAV 02.dgn
TIME: 1:42:50 PM
DATE: 8/18/2014



0 10 20 30 40 60
SCALE IN FEET

N

LEGEND

- 2" HMA OVERLAY
- PROPOSED SIDEWALK
- MILLING LIMITS

SHEET 33 OF 104

HALFF ASSOCIATES, INC.
ENGINEERS SURVEYORS SCIENTISTS

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FIRM REGISTRATION NUMBER: 312

NO.	REVISION	BY	DATE

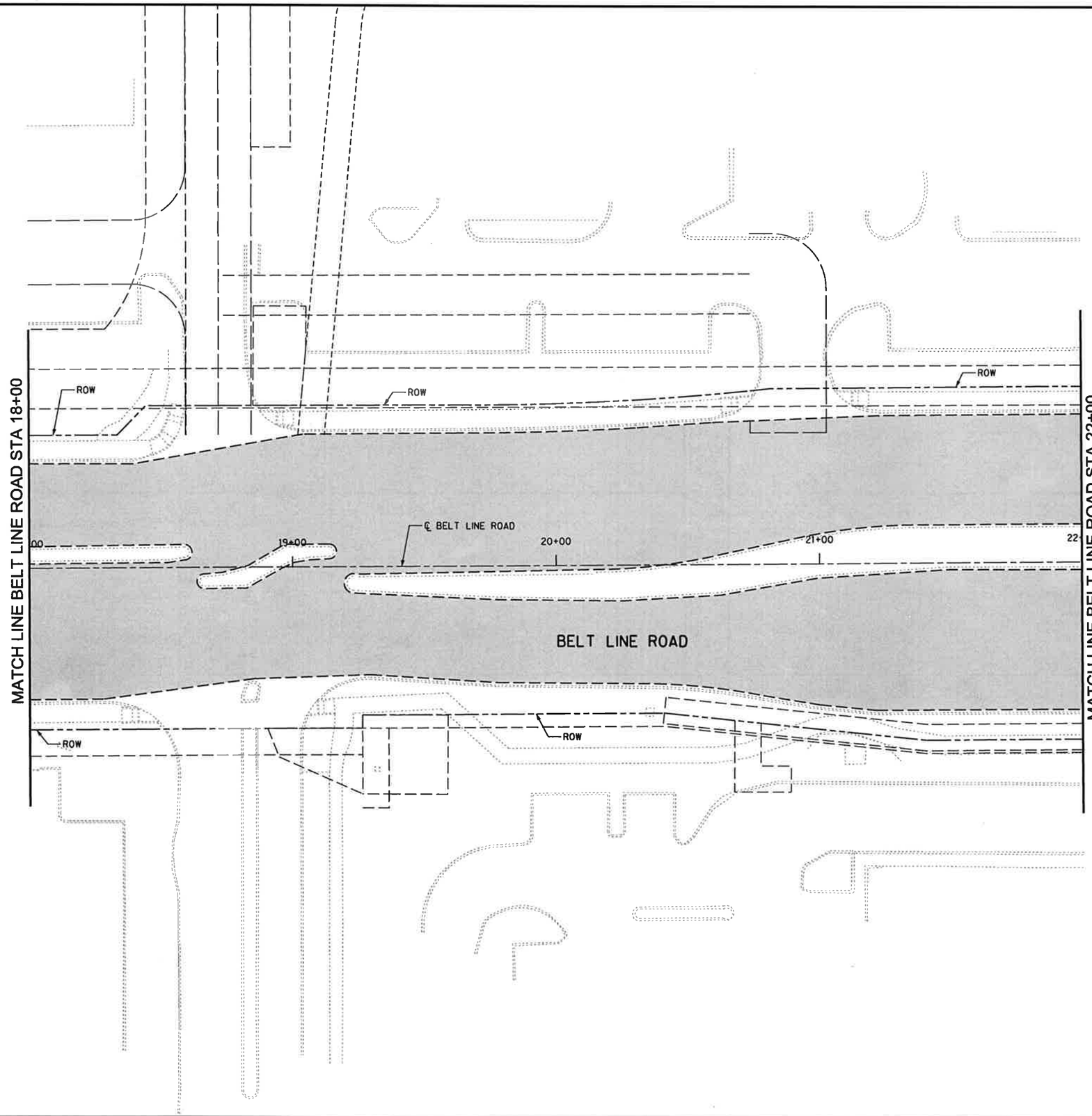
TOWN OF ADDISON
DALLAS COUNTY, TEXAS

BELT LINE ROAD
OVERLAY PROJECT

PAVING PLAN
BELT LINE RD STA 14+00 TO STA 18+00

HALFF
1201 NORTH BOWSER ROAD, RICHARDSON, TEXAS 75081-2275
TEL (214) 348-6200 FAX (214) 739-0095

PROJECT	DESIGN	DRAWN	DATE	FILE	SHEET
29350	HALFF	HALFF	SEPT. 2014	29350A PAV 02	P-2



0 10 20 30 40 60
SCALE IN FEET

N

LEGEND

- 2" HMA OVERLAY
- PROPOSED SIDEWALK
- MILLING LIMITS

SHEET 34 OF 104

USER: ahl299
OFFICE: RCH
PROJECT # 29350
FILE: 29350A PAV 03.dgn
TIME: 1:43:00 PM
DATE: 8/18/2014

HALFF ASSOCIATES, INC.
ENGINEERS SURVEYORS SCIENTISTS

PRELIMINARY - FOR INTERIM REVIEW ONLY

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M.E. ROMANOWSKI — 56306 PE# — SEPT 19, 2014 Date

FIRM REGISTRATION NUMBER: 312

NO.	REVISION	BY	DATE

TOWN OF ADDISON
DALLAS COUNTY, TEXAS

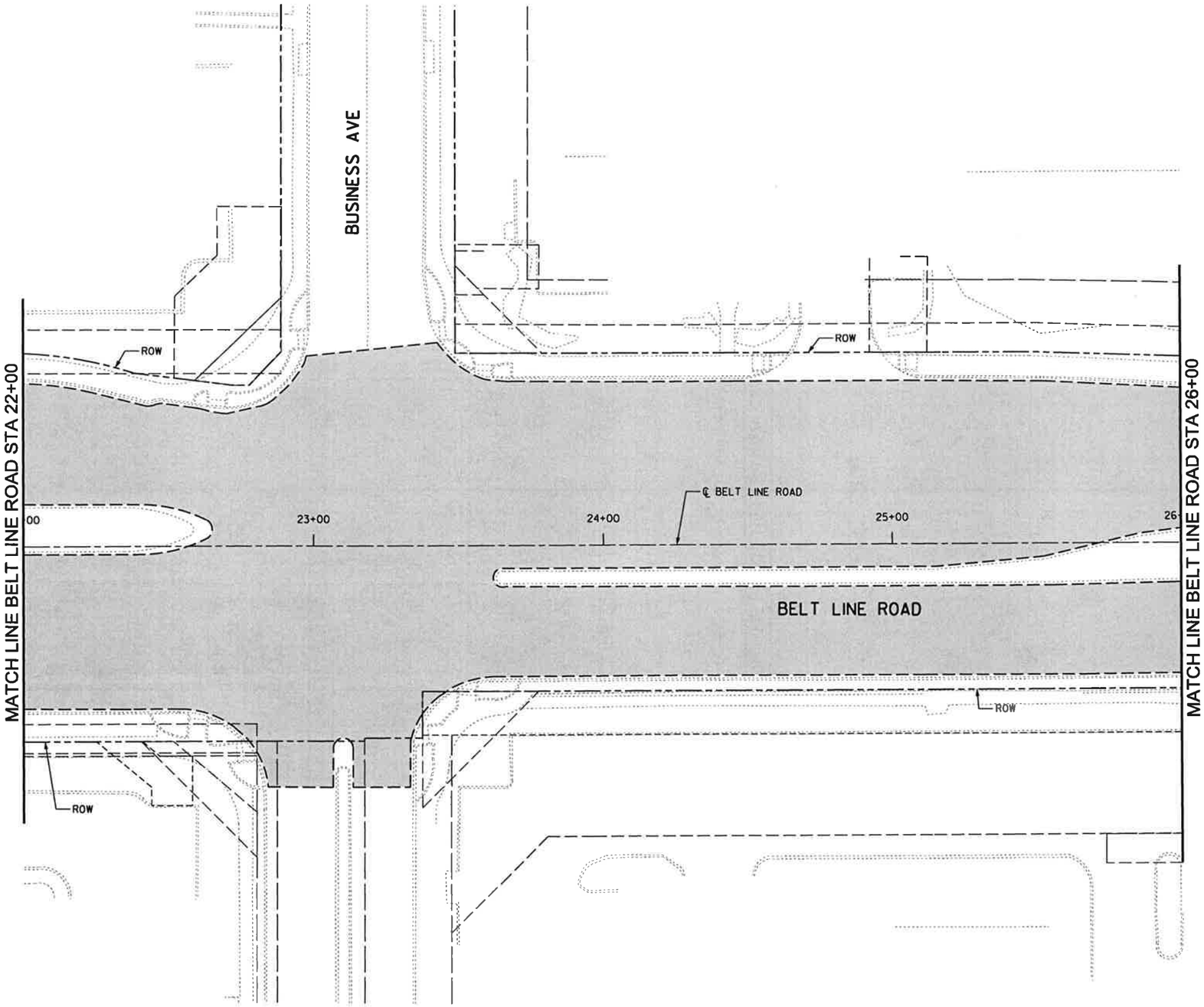
BELT LINE ROAD
OVERLAY PROJECT

PAVING PLAN
BELT LINE RD STA 18+00 TO STA 22+00

HALFF
1201 NORTH BOWSER ROAD, RICHARDSON, TEXAS 75081-2275
TEL (214) 346-6200 FAX (214) 739-0095

PROJECT	DESIGN	DRAWN	DATE	FILE	SHEET
29350	HALFF	HALFF	SEPT. 2014	29350A PAV 03	P-3

USER: ahl299
OFFICE: RCH
PROJECT • 29350
FILE: 29350A PAV 04.dgn
TIME: 1:43:02 PM
DATE: 8/18/2014



0 10 20 30 40 60
SCALE IN FEET

N

LEGEND

- 2" HMA OVERLAY
- PROPOSED SIDEWALK
- MILLING LIMITS

SHEET 35 OF 104

HALFF ASSOCIATES, INC.
ENGINEERS SURVEYORS SCIENTISTS

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FIRM REGISTRATION NUMBER: 312

NO.	REVISION	BY	DATE

TOWN OF ADDISON
DALLAS COUNTY, TEXAS

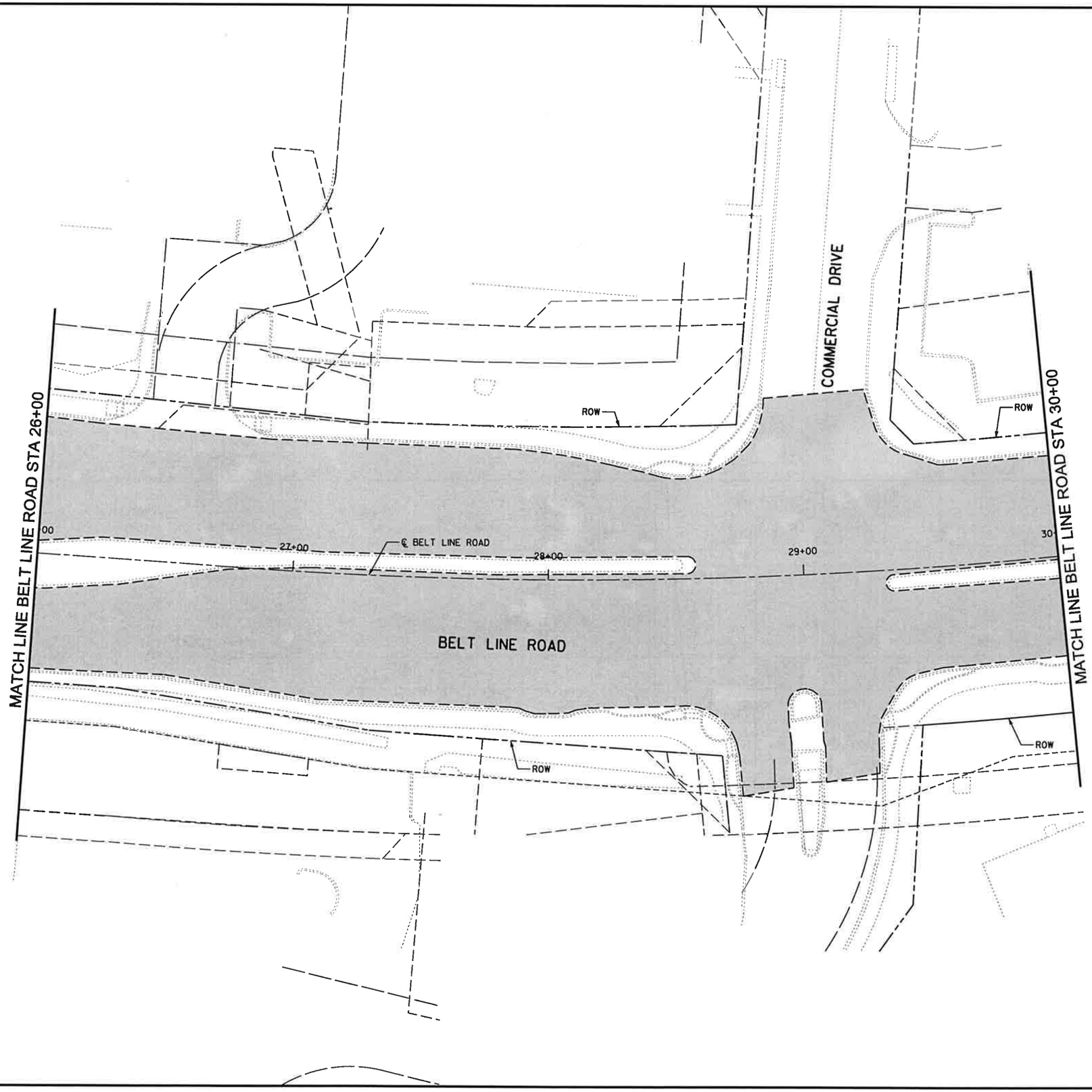
BELT LINE ROAD
OVERLAY PROJECT

PAVING PLAN
BELT LINE RD STA 18+00 TO STA 26+00

HALFF
1201 NORTH BOWSER ROAD, RICHARDSON, TEXAS 75081-2275
TEL (214) 346-6200 FAX (214) 739-0095

PROJECT	DESIGN	DRAWN	DATE	FILE	SHEET
29350	HALFF	HALFF	SEPT. 2014	29350A PAV 04	P-4

PROJECT • 29350 OFFICE: RCH USER: dh1299
FILE: 29350A PAV 05.dgn TIME: 1:43:04 PM DATE: 8/18/2014



0 10 20 30 40 60
SCALE IN FEET

N

LEGEND

- 2" HMA OVERLAY
- PROPOSED SIDEWALK
- MILLING LIMITS

SHEET 36 OF 104

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NO.	REVISION	BY	DATE

TOWN OF ADDISON
DALLAS COUNTY, TEXAS

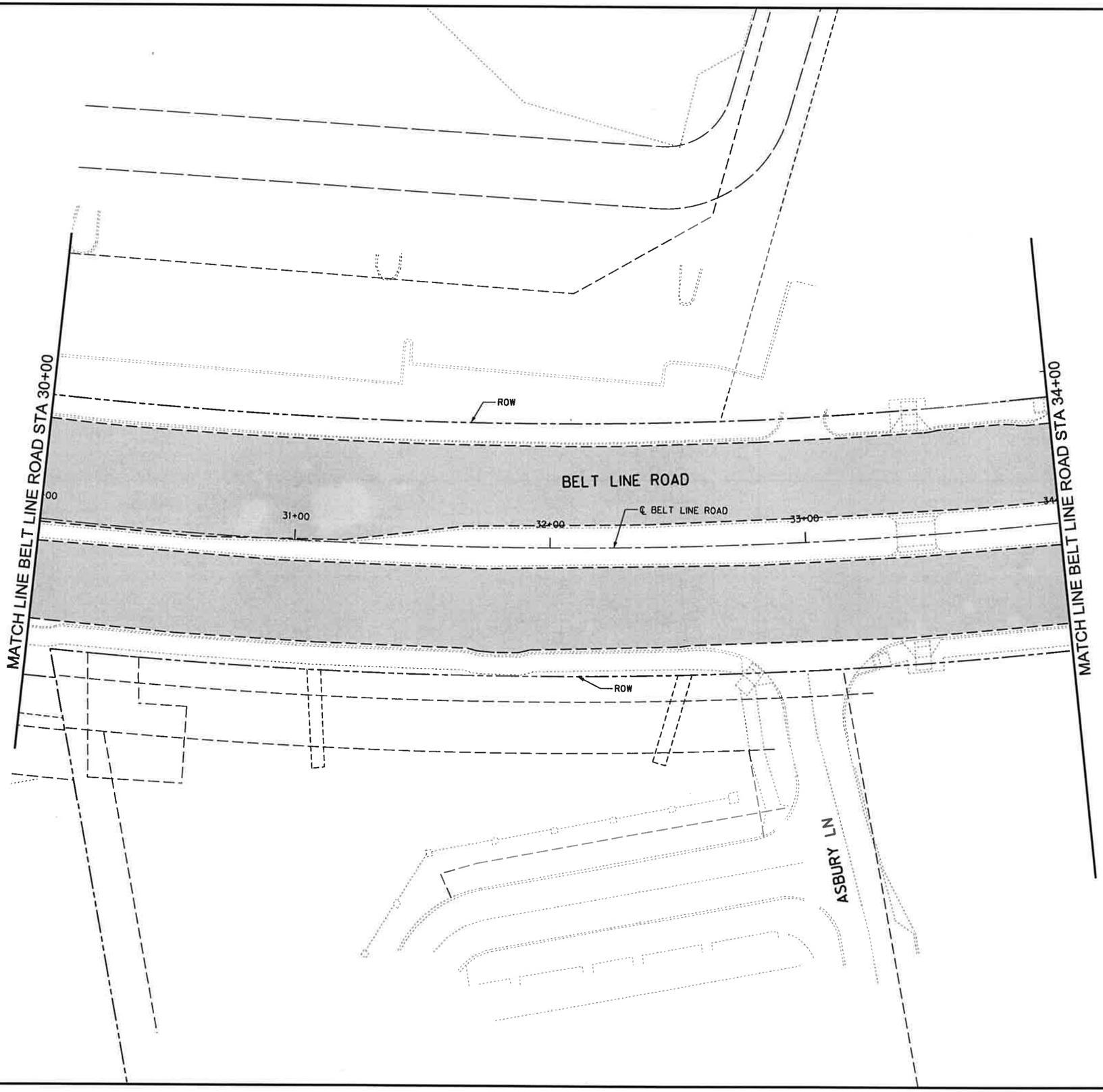
BELT LINE ROAD
OVERLAY PROJECT

PAVING PLAN
BELT LINE RD STA 26+00 TO STA 30+00

HALFF
1201 NORTH BOWSER ROAD, RICHARDSON, TEXAS 75081-2275
TEL (214) 346-6200 FAX (214) 739-0095

PROJECT	DESIGN	DRAWN	DATE	FILE	SHEET
29350	HALFF	HALFF	SEPT. 2014	29350A PAV 05	P-5

DATE: 8/18/2014 TIME: 1:43:06 PM FILE: 29350A PAV 06.dgn PROJECT # 29350 OFFICE: RCH USER: dh1299



0 10 20 30 40 60
SCALE IN FEET

N

LEGEND

- 2" HMA OVERLAY
- PROPOSED SIDEWALK
- MILLING LIMITS

SHEET 37 OF 104

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NO.	REVISION	BY	DATE

TOWN OF ADDISON
DALLAS COUNTY, TEXAS

BELT LINE ROAD
OVERLAY PROJECT

PAVING PLAN
BELT LINE RD STA 30+00 TO STA 34+00

HALFF
1201 NORTH BOWSER ROAD, RICHARDSON, TEXAS 75081-2275
TEL (214) 346-6200 FAX (214) 739-0095

PROJECT	DESIGN	DRAWN	DATE	FILE	SHEET
29350	HALFF	HALFF	SEPT. 2014	29350A PAV 06	P-6

USER: dh1299
PROJECT # 29350 OFFICE: RCH
FILE: 29350A PAV 07.dgn
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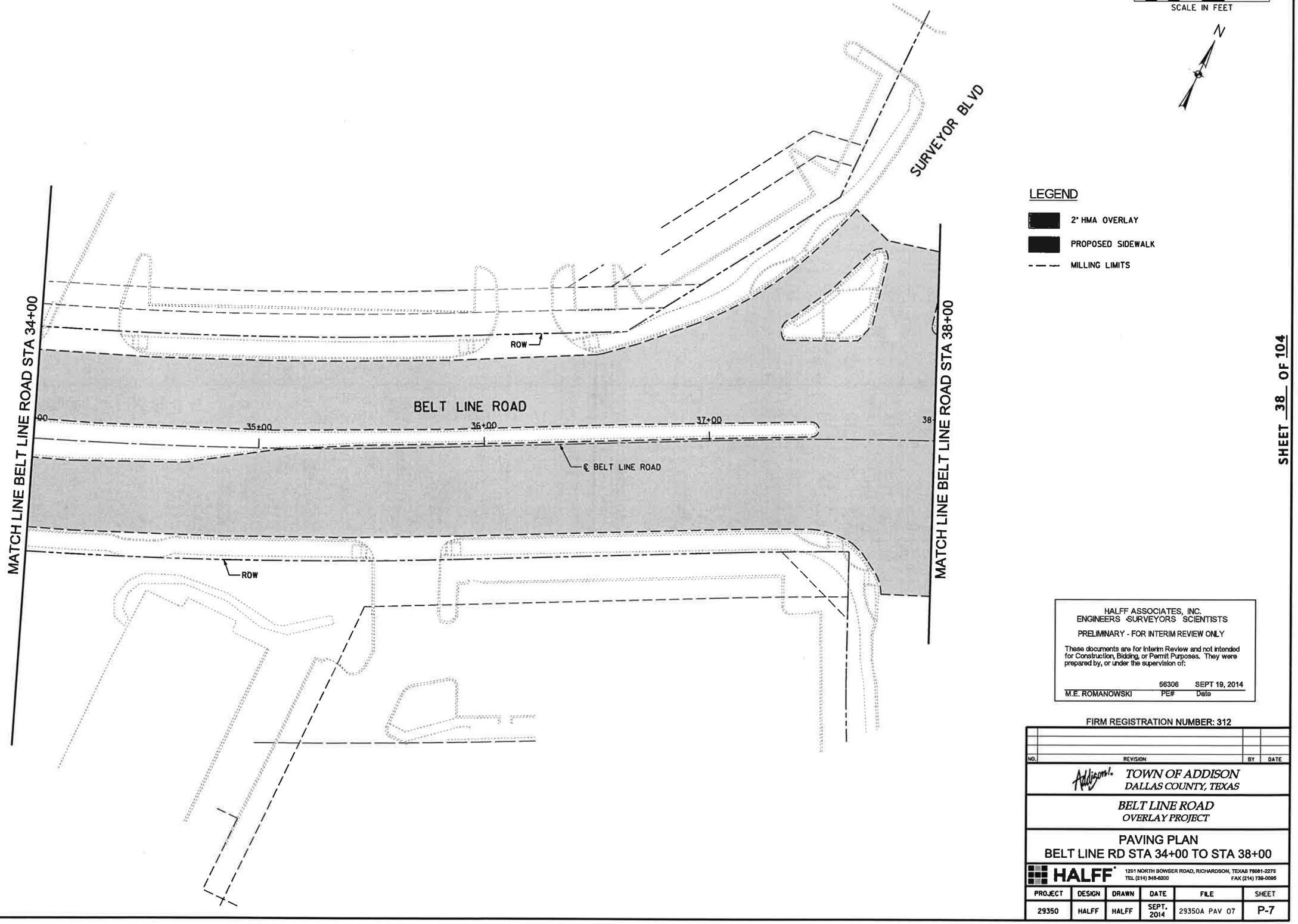
DATE: 8/18/2014



SHEET 38 OF 104

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NO.	REVISION	BY	DATE

TOWN OF ADDISON
DALLAS COUNTY, TEXAS

BELT LINE ROAD
OVERLAY PROJECT

PAVING PLAN
BELT LINE RD STA 34+00 TO STA 38+00

HALFF
1201 NORTH BOWSER ROAD, RICHARDSON, TEXAS 75081-2275
TEL (214) 346-6200 FAX (214) 739-0095

PROJECT	DESIGN	DRAWN	DATE	FILE	SHEET
29350	HALFF	HALFF	SEPT. 2014	29350A PAV 07	P-7

USER: dh1299
PROJECT # 29350 OFFICE: RCH
FILE: 29350A PAV 08.dgn
TIME: 1:43:08 PM
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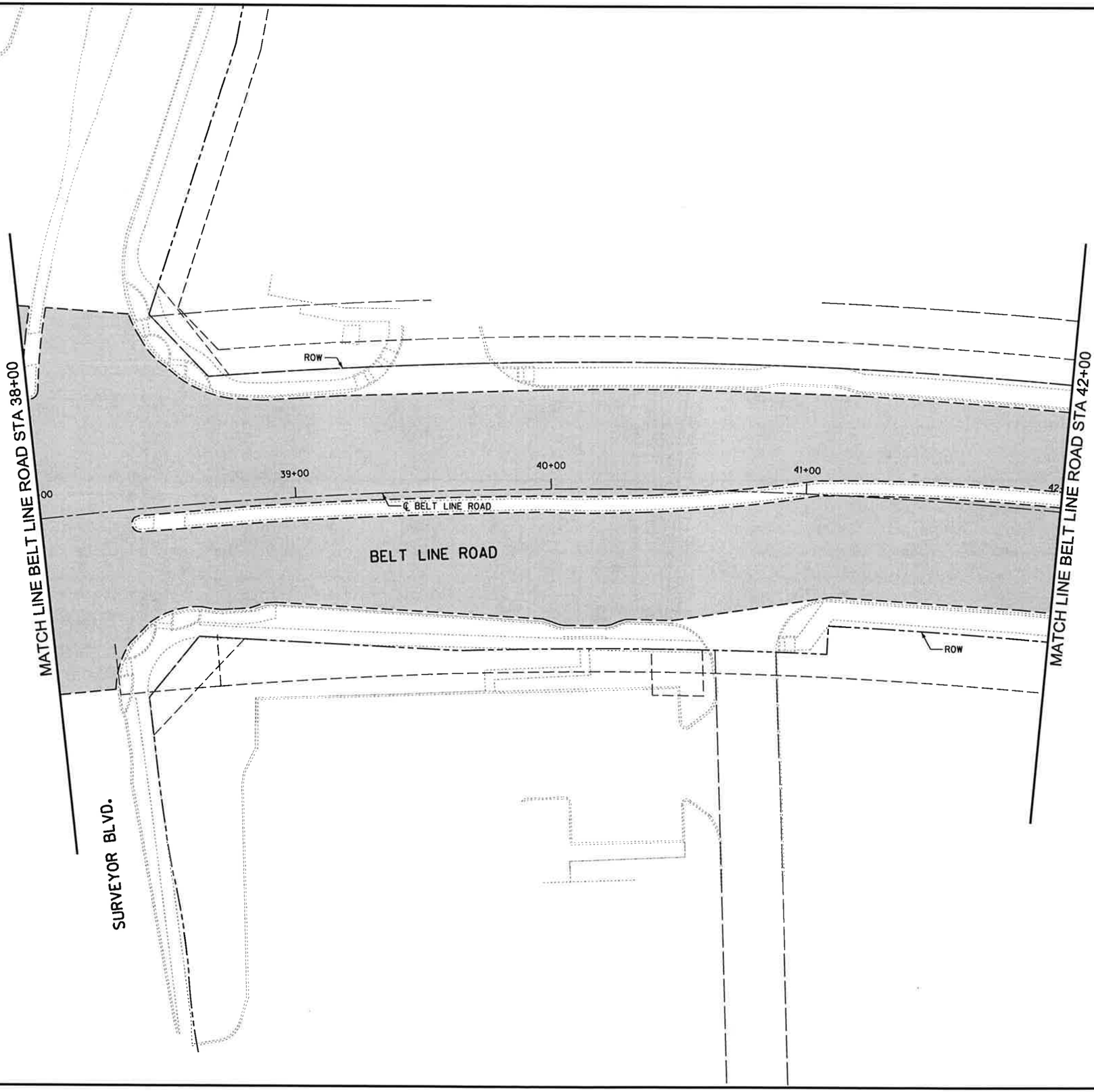

0 10 20 30 40 60
SCALE IN FEET

N

LEGEND

- 2" HMA OVERLAY
- PROPOSED SIDEWALK
- MILLING LIMITS

SHEET 39 OF 104

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NO.	REVISION	BY	DATE

TOWN OF ADDISON
DALLAS COUNTY, TEXAS

BELT LINE ROAD
OVERLAY PROJECT

PAVING PLAN
BELT LINE RD STA 38+00 TO STA 42+00

HALFF
1201 NORTH BOWSER ROAD, RICHARDSON, TEXAS 75081-2275
TEL (214) 346-6200 FAX (214) 739-0095

PROJECT	DESIGN	DRAWN	DATE	FILE	SHEET
29350	HALFF	HALFF	SEPT. 2014	29350A PAV 08	P-8

USER: ah1299
PROJECT # 29350 OFFICE: RCH FILE: 29350A PAV 09.dgn
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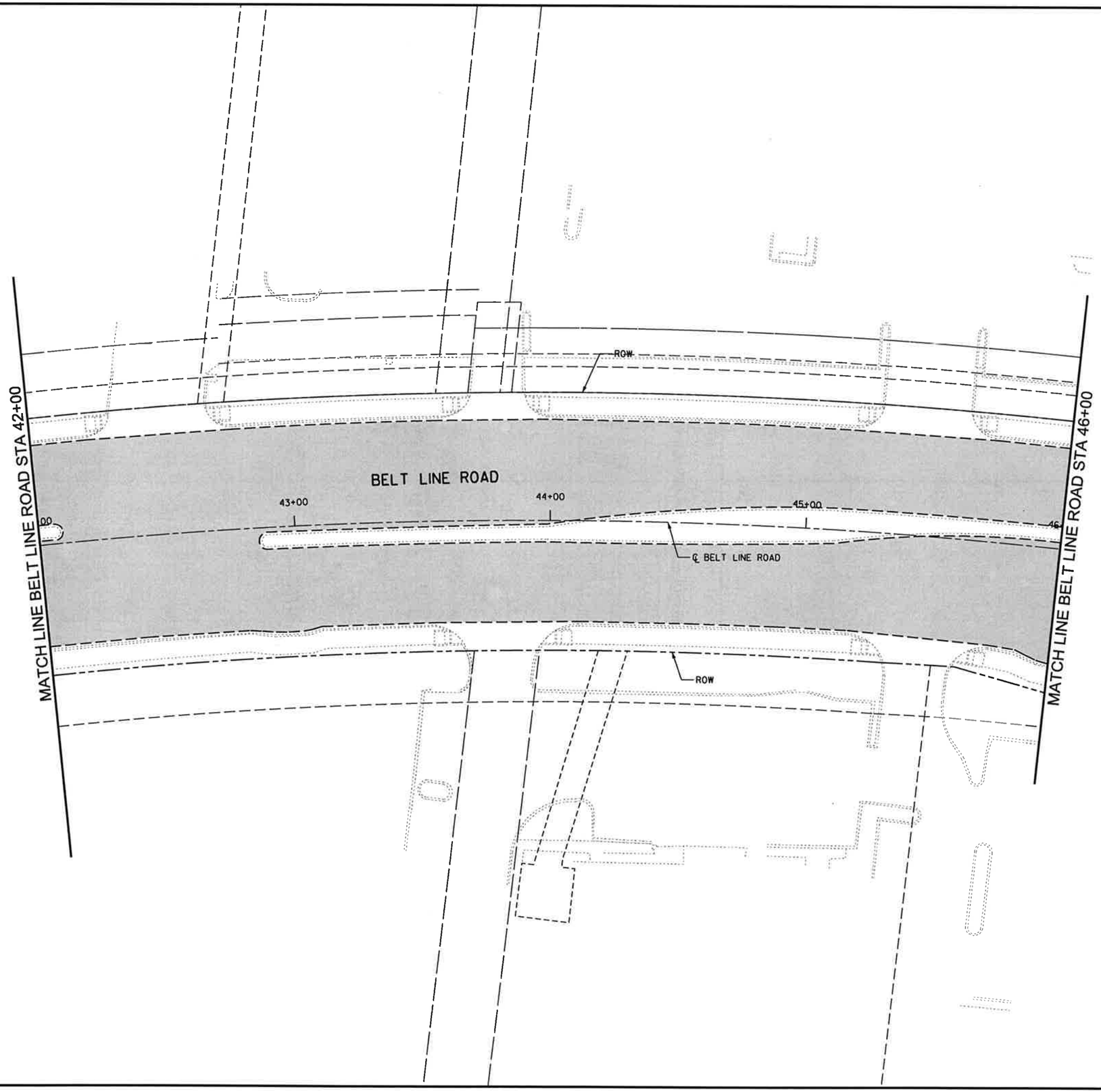

0 10 20 30 40 60
SCALE IN FEET

N

LEGEND

- 2" HMA OVERLAY
- PROPOSED SIDEWALK
- MILLING LIMITS

SHEET 40 OF 104

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NO.	REVISION	BY	DATE

TOWN OF ADDISON
DALLAS COUNTY, TEXAS

BELT LINE ROAD
OVERLAY PROJECT

PAVING PLAN
BELT LINE RD STA 42+00 TO STA 46+00

HALFF
1201 NORTH BOWSER ROAD, RICHARDSON, TEXAS 75081-2275
TEL (214) 346-6200 FAX (214) 739-0095

PROJECT	DESIGN	DRAWN	DATE	FILE	SHEET
29350	HALFF	HALFF	SEPT. 2014	29350A PAV 09	P-9

USER: ahl299
PROJECT # 29350 OFFICE: RCH
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TIME: 1:43:12 PM
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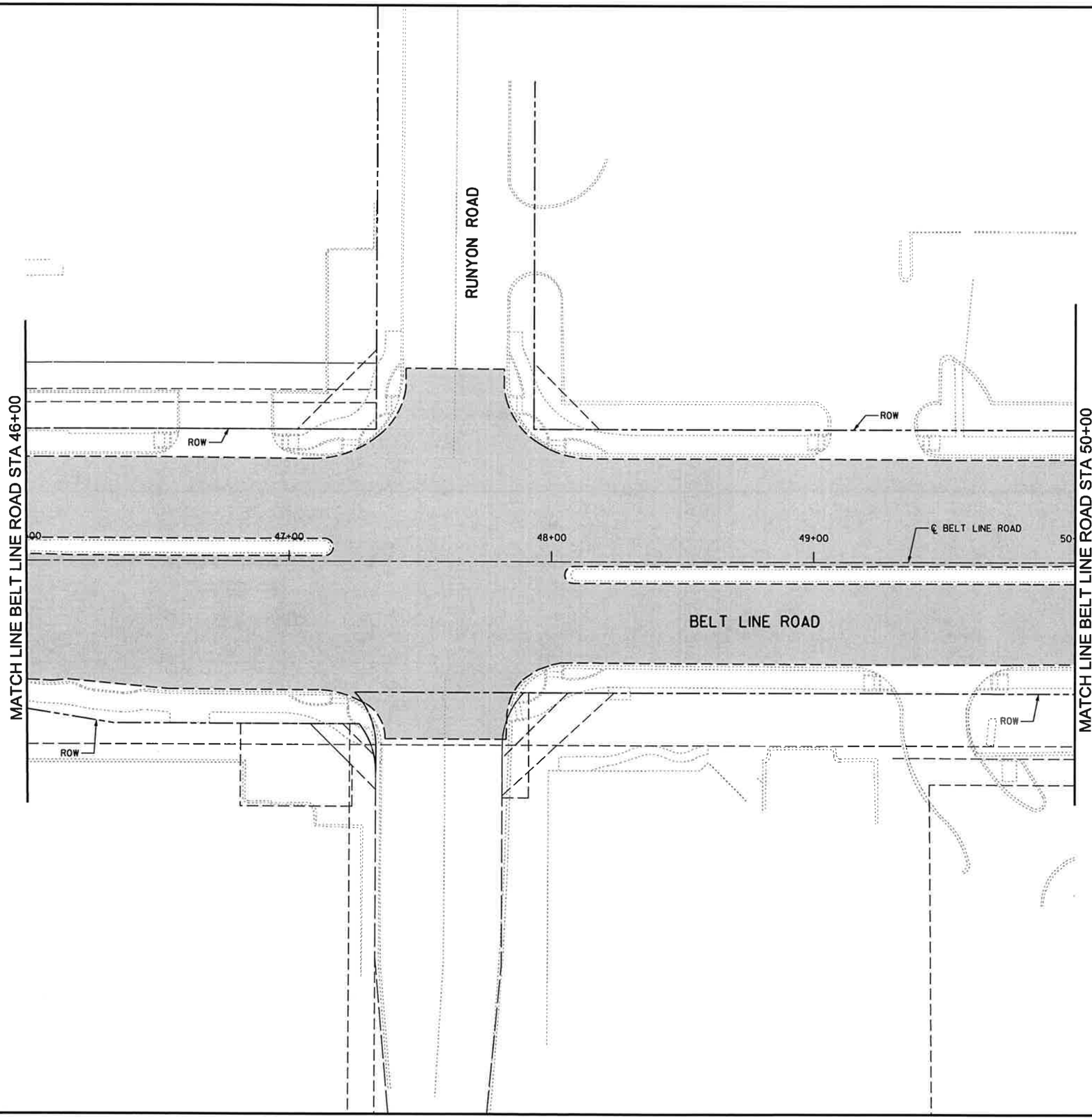

0 10 20 30 40 60
SCALE IN FEET

N

LEGEND

- 2" HMA OVERLAY
- PROPOSED SIDEWALK
- MILLING LIMITS

SHEET 41 OF 104

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TOWN OF ADDISON
DALLAS COUNTY, TEXAS

BELT LINE ROAD
OVERLAY PROJECT

PAVING PLAN
BELT LINE RD STA 46+00 TO STA 50+00

HALFF
1201 NORTH BOWSER ROAD, RICHARDSON, TEXAS 75081-2275
TEL (214) 346-6200 FAX (214) 739-0095

PROJECT	DESIGN	DRAWN	DATE	FILE	SHEET
29350	HALFF	HALFF	SEPT. 2014	29350A PAV 10	P-10

USER: ahl299
OFFICE: RCH
PROJECT # 29350
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TIME: 1:43:14 PM
DATE: 8/18/2014

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SCALE IN FEET

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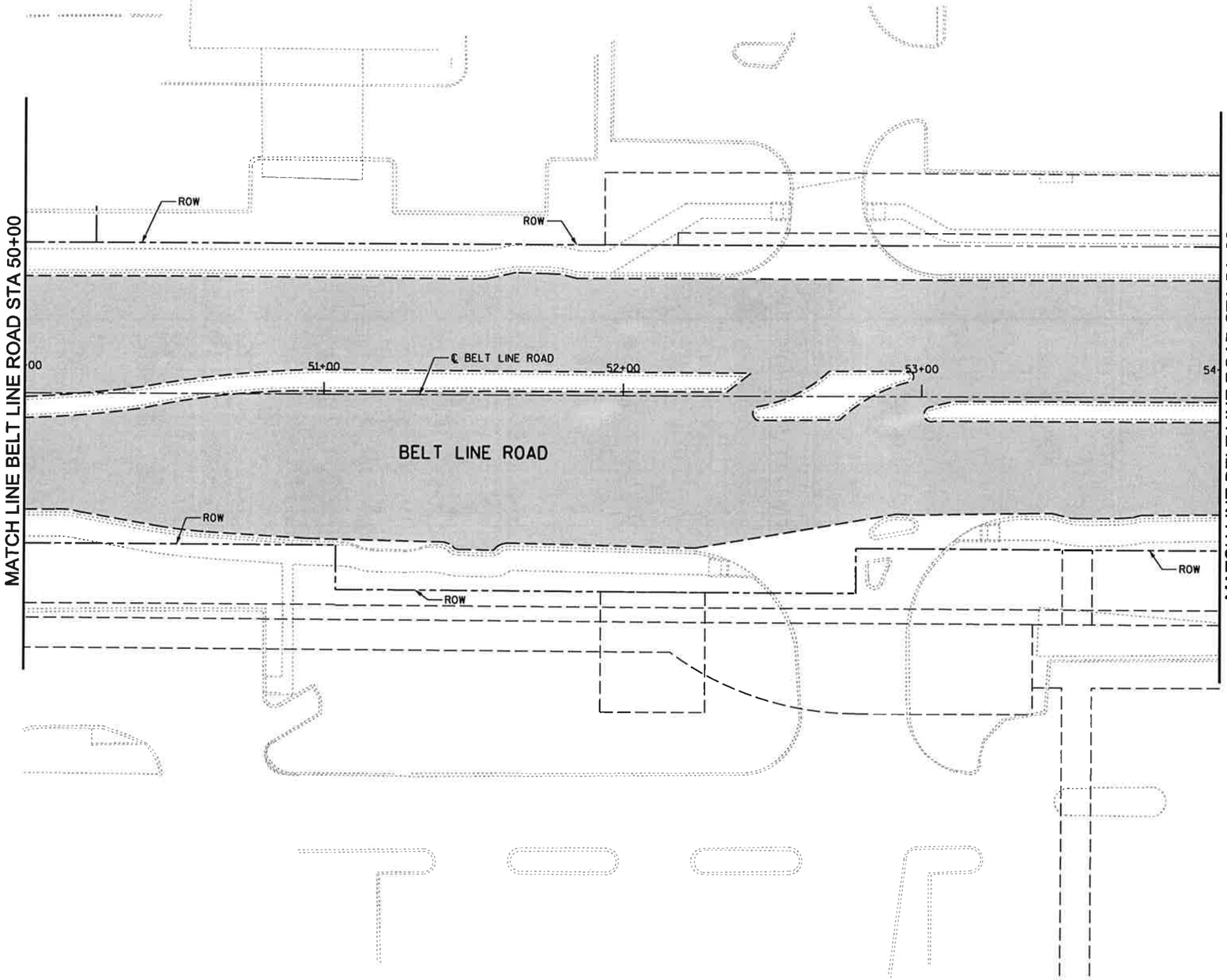

LEGEND

- 2" HMA OVERLAY
- PROPOSED SIDEWALK
- MILLING LIMITS

SHEET 42 OF 104

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NO.	REVISION	BY	DATE

TOWN OF ADDISON
DALLAS COUNTY, TEXAS

BELT LINE ROAD
OVERLAY PROJECT

PAVING PLAN
BELT LINE RD STA 50+00 TO STA 54+00

HALFF
1201 NORTH BOWSER ROAD, RICHARDSON, TEXAS 75081-2275
TEL (214) 346-6200 FAX (214) 739-0095

PROJECT	DESIGN	DRAWN	DATE	FILE	SHEET
29350	HALFF	HALFF	SEPT. 2014	29350A PAV 11	P-11

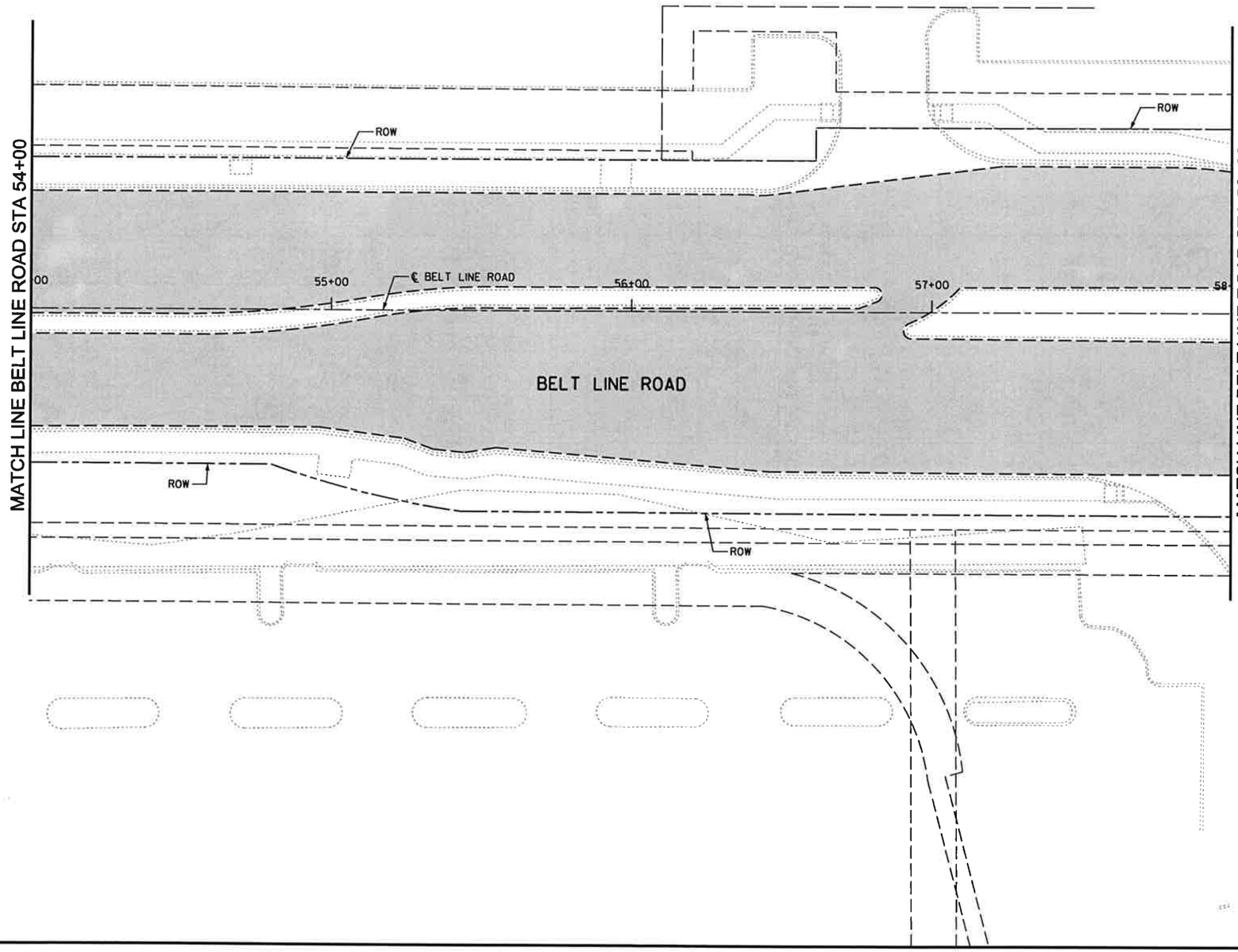
DATE: 8/18/2014 TIME: 1:43:16 PM FILE: 29350A PAV 12.dgn PROJECT # 29350 OFFICE: RCH USER: ah1299

0 10 20 30 40 60
SCALE IN FEET

N

LEGEND

- 2" HMA OVERLAY
- PROPOSED SIDEWALK
- MILLING LIMITS



SHEET 43 OF 104

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TOWN OF ADDISON
DALLAS COUNTY, TEXAS

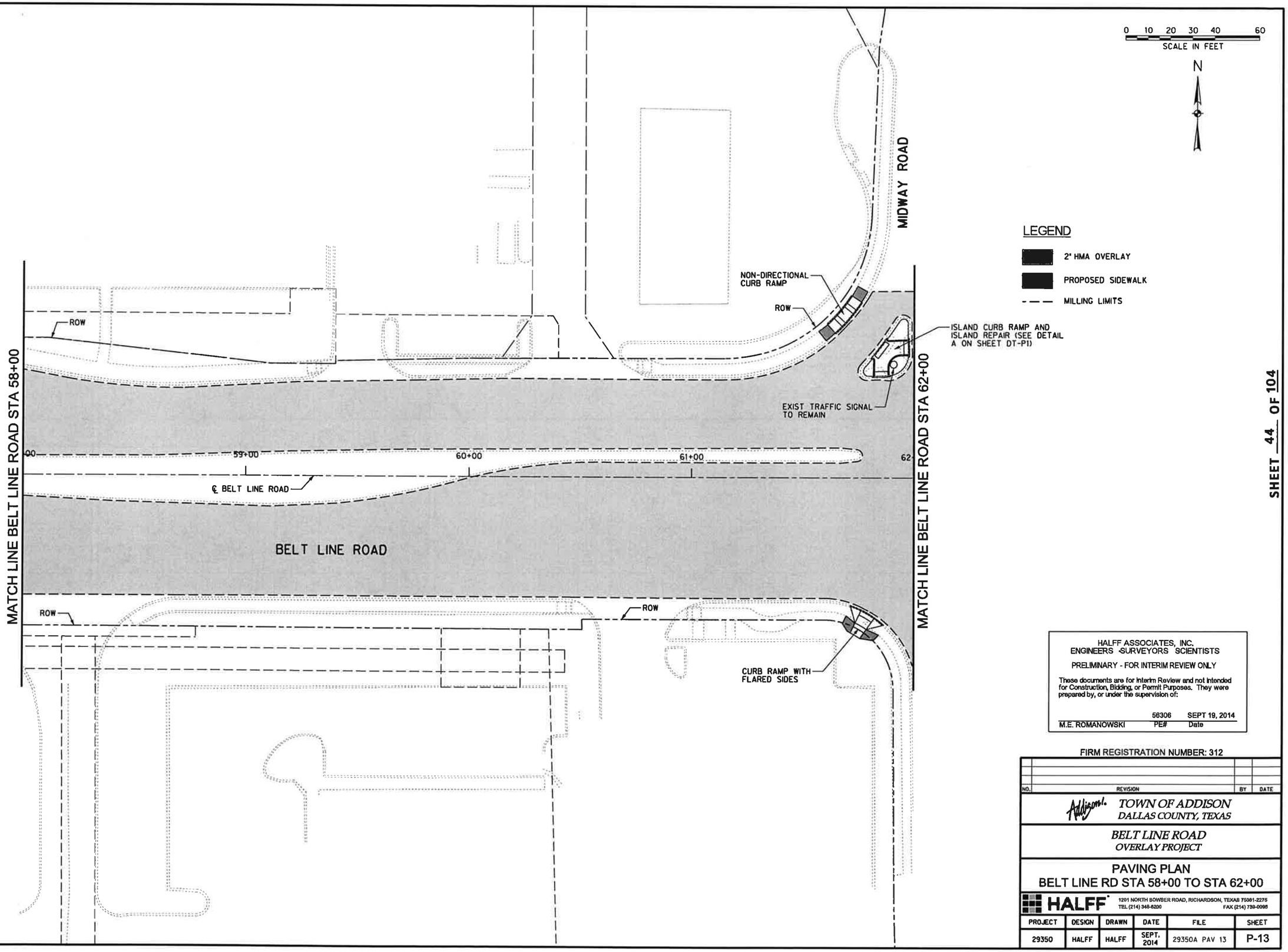
BELT LINE ROAD
OVERLAY PROJECT

PAVING PLAN
BELT LINE RD STA 54+00 TO STA 58+00

HALFF
1201 NORTH BOWSER ROAD, RICHARDSON, TEXAS 75081-2275
TEL (214) 346-6200 FAX (214) 739-0095

PROJECT	DESIGN	DRAWN	DATE	FILE	SHEET
29350	HALFF	HALFF	SEPT. 2014	29350A PAV 12	P-12

DATE: 8/18/2014 TIME: 1:43:18 PM FILE: 29350A PAV 13.dgn PROJECT # 29350 OFFICE: RCH USER: ah1299



SHEET 44 OF 104

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NO.	REVISION	BY	DATE

TOWN OF ADDISON
DALLAS COUNTY, TEXAS

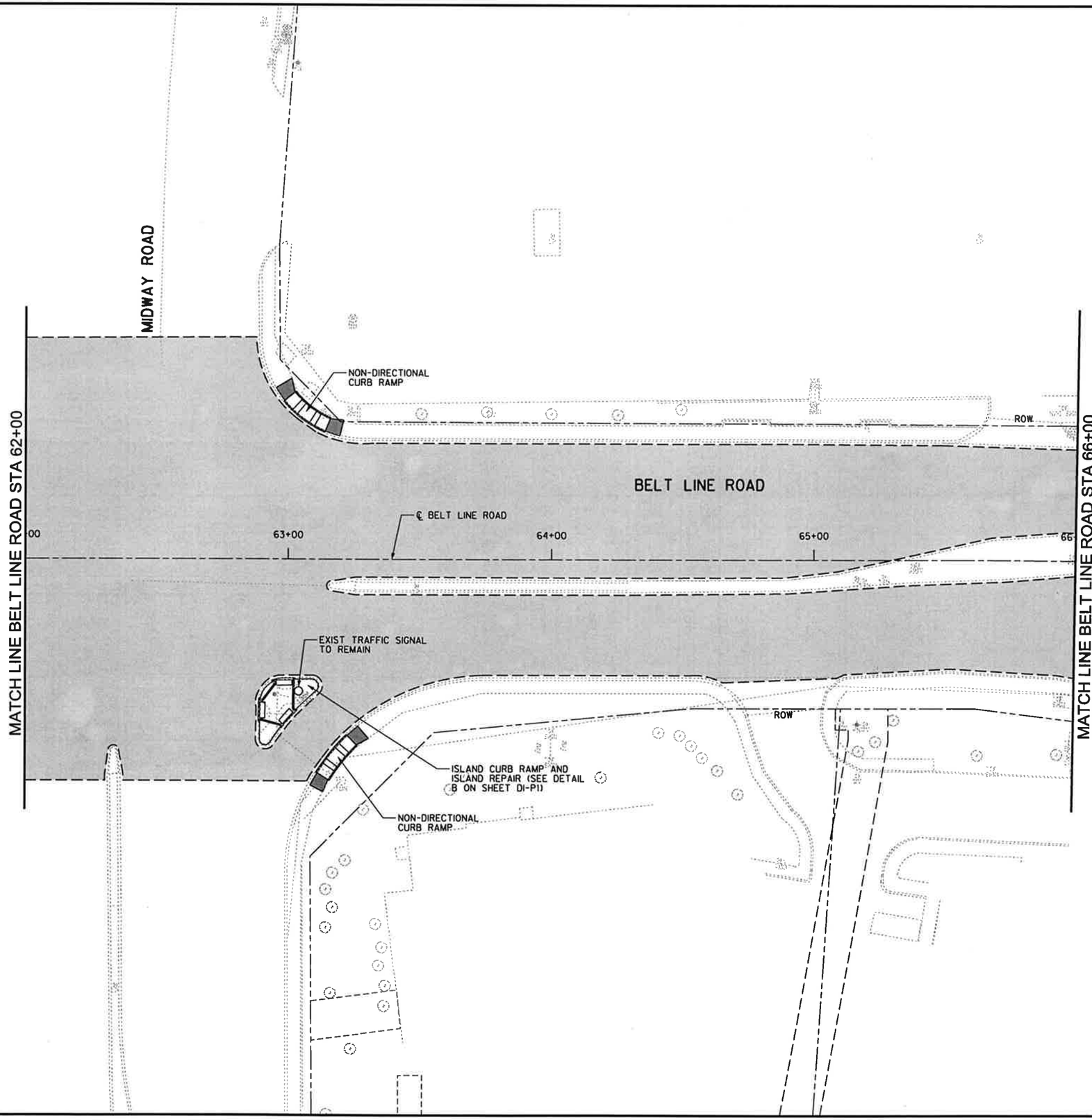
BELT LINE ROAD
OVERLAY PROJECT

PAVING PLAN
BELT LINE RD STA 58+00 TO STA 62+00

HALFF
1201 NORTH BOWSER ROAD, RICHARDSON, TEXAS 75081-2275
TEL (214) 346-6200 FAX (214) 739-0098

PROJECT	DESIGN	DRAWN	DATE	FILE	SHEET
29350	HALFF	HALFF	SEPT. 2014	29350A PAV 13	P-13

DATE: 8/18/2014 TIME: 1:43:21 PM FILE: 29350A PAV 14.dgn PROJECT # 29350 OFFICE: RCH USER: ahl299



0 10 20 30 40 60
SCALE IN FEET

N

LEGEND

- 2" HMA OVERLAY
- PROPOSED SIDEWALK
- MILLING LIMITS

SHEET 45 OF 104

HALFF ASSOCIATES, INC.
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NO.	REVISION	BY	DATE

TOWN OF ADDISON
DALLAS COUNTY, TEXAS

BELT LINE ROAD
OVERLAY PROJECT

PAVING PLAN
BELT LINE RD STA 62+00 TO STA 66+00

HALFF
1201 NORTH BOWSER ROAD, RICHARDSON, TEXAS 75081-2275
TEL (214) 346-6200 FAX (214) 739-0095

PROJECT	DESIGN	DRAWN	DATE	FILE	SHEET
29350	HALFF	HALFF	SEPT. 2014	29350A PAV 14	P-14

USER: dh1299
OFFICE: RCH
PROJECT # 29350
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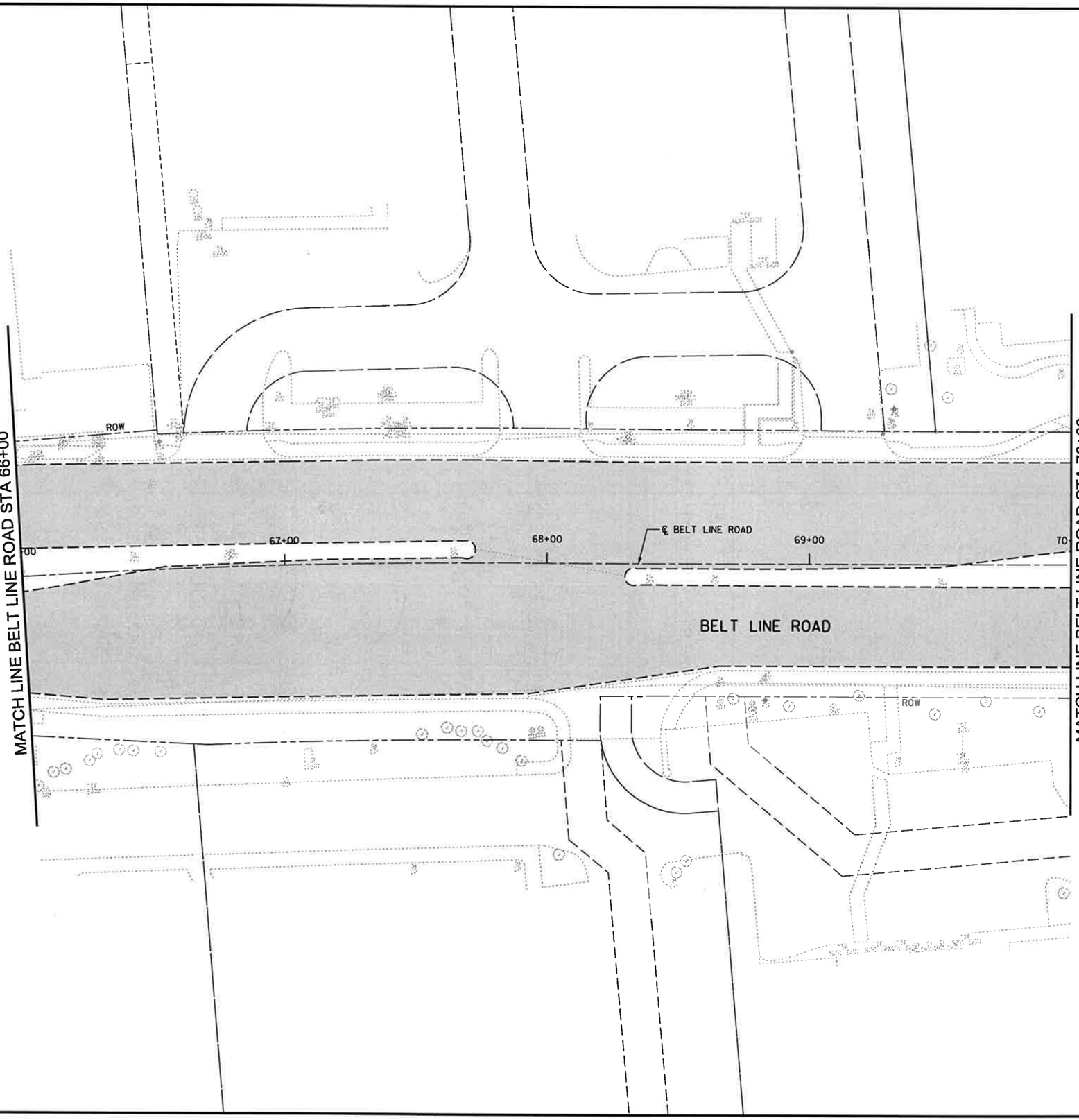

0 10 20 30 40 60
SCALE IN FEET

N

LEGEND

- 2" HMA OVERLAY
- PROPOSED SIDEWALK
- MILLING LIMITS

SHEET 46 OF 104

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NO.	REVISION	BY	DATE

TOWN OF ADDISON
DALLAS COUNTY, TEXAS

BELT LINE ROAD
OVERLAY PROJECT

PAVING PLAN
BELT LINE RD STA 66+00 TO STA 70+00

HALFF
1201 NORTH BOWSER ROAD, RICHARDSON, TEXAS 75081-2275
TEL (214) 348-6200 FAX (214) 739-0095

PROJECT	DESIGN	DRAWN	DATE	FILE	SHEET
29350	HALFF	HALFF	SEPT. 2014	29350A PAV 15	P-15

USER: ahl299
OFFICE: RCH
PROJECT # 29350
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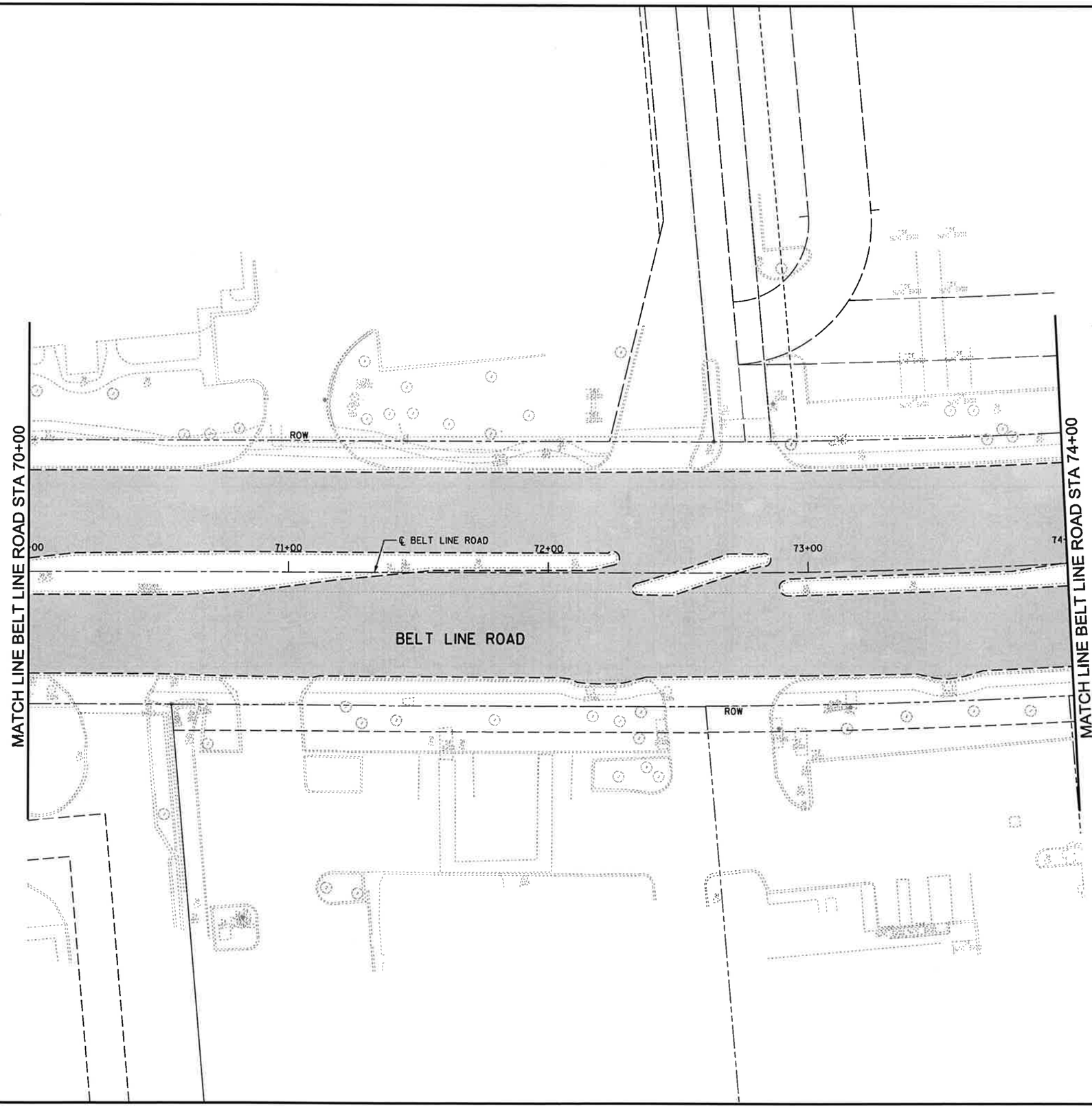

0 10 20 30 40 60
SCALE IN FEET

N

LEGEND

- 2" HMA OVERLAY
- PROPOSED SIDEWALK
- MILLING LIMITS

SHEET 47 OF 104

HALFF ASSOCIATES, INC.
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NO.	REVISION	BY	DATE

TOWN OF ADDISON
DALLAS COUNTY, TEXAS

BELT LINE ROAD
OVERLAY PROJECT

PAVING PLAN
BELT LINE RD STA 70+00 TO STA 74+00

HALFF
1201 NORTH BOWSER ROAD, RICHARDSON, TEXAS 75081-2275
TEL (214) 346-6200 FAX (214) 739-0095

PROJECT	DESIGN	DRAWN	DATE	FILE	SHEET
29350	HALFF	HALFF	SEPT. 2014	29350A PAV 16	P-16

Show push button clear spaces for all push buttons and label clear space size and slope requirements.

8.3% max. running slope
2% max. cross slope

8.3% max. running slope
2% max. cross slope

Change to parallel curb ramp design

Landing:
2% max. running slope
2% max. cross slope

0 10 20 30 40 60
SCALE IN FEET

N

LEGEND
2" HMA OVERLAY
PROPOSED SIDEWALK
MILLING LIMITS

CURB RAMP WITH 1 FLARED SIDE

ROW

MATCH LINE BELT LINE ROAD STA 74+00

75+00 ℄ BELT LINE ROAD 76+00 77+00 78

BELT LINE ROAD

MATCH LINE BELT LINE ROAD STA 78+00

Install directional curb ramp to serve east crossing. Existing sidewalk in the NE corner leading up to the curb triggers requirement for a curb ramp to be installed in the NE corner and a receiving curb ramp to be installed in the SE corner.

Add pavement slope requirements within all pedestrian paths of travel.

This should be a diagonal curb ramp to serve both the south and east crossings. Existing sidewalk in the NE corner leading up to the curb triggers requirement for a curb ramp to be installed in the NE corner and a receiving curb ramp to be installed in the SE corner.

ROW

NON-DIRECTIONAL CURB RAMP

DIRECTIONAL CURB RAMP

BELTWAY DR

Fix detectable warning placement (see sheet DT-P1 comments)

Fix detectable warning placement if this remains a directional curb ramp (see sheet DT-P1 comments)

*Note: Access is not allowed to be reduced. The only reason reducing access is justifiable is if maintaining access creates a safety issue. If an Engineering study shows that a safety issue exists, three things are required to close a pedestrian crossing at an intersection:
1) A non-traversable surface (e.g. landscaping barrier) must be installed between the existing sidewalk and the curb;
2) No pedestrian crossing signs must be installed on both sides of the street; and
3) A Town-wide policy must be established to evaluate all intersections with potential safety issues using consistent methodology.

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NO.	REVISION	BY	DATE

TOWN OF ADDISON
DALLAS COUNTY, TEXAS

BELT LINE ROAD
OVERLAY PROJECT

PAVING PLAN
BELT LINE RD STA 74+00 TO STA 78+00

HALFF
1201 NORTH BOWSER ROAD, RICHARDSON, TEXAS 75081-2275
TEL (214) 346-6200 FAX (214) 739-0095

PROJECT	DESIGN	DRAWN	DATE	FILE	SHEET
29350	HALFF	HALFF	SEPT. 2014	29350A PAV 17	P-17

SHEET 48 OF 104

USER: ahl299
OFFICE: RCH
PROJECT # 29350
FILE: 29350A PAV 17.dgn
TIME: 1:43:29 PM
DATE: 8/18/2014

DATE: 8/18/2014 TIME: 1:43:30 PM FILE: 29350A PAV 18.dgn PROJECT # 29350 OFFICE: RCH USER: ahl299

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SCALE IN FEET

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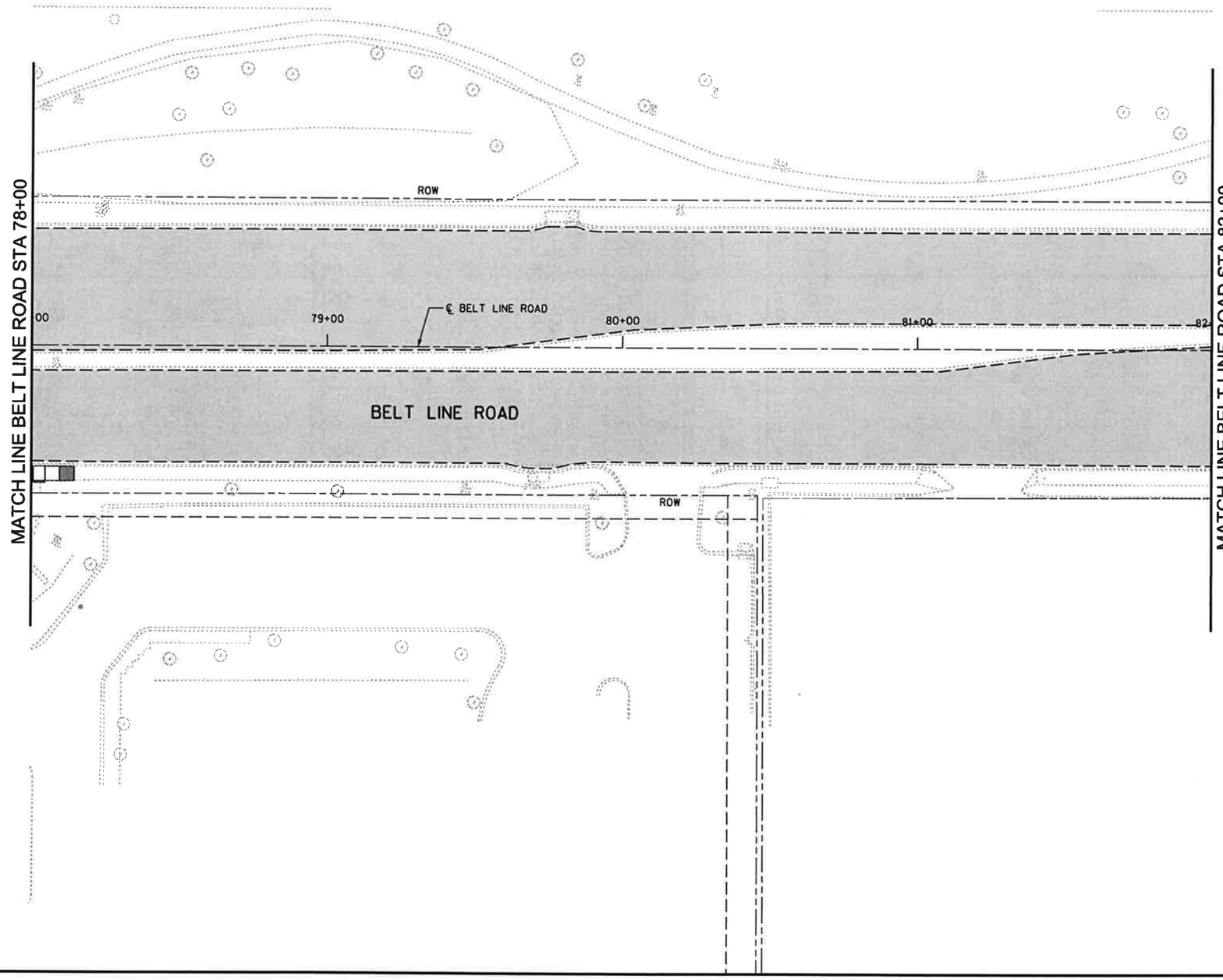

LEGEND

- 2" HMA OVERLAY
- PROPOSED SIDEWALK
- MILLING LIMITS

SHEET 49 OF 104

HALFF ASSOCIATES, INC.
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NO.	REVISION	BY	DATE

TOWN OF ADDISON
DALLAS COUNTY, TEXAS

BELT LINE ROAD
OVERLAY PROJECT

PAVING PLAN
BELT LINE RD STA 78+00 TO STA 82+00

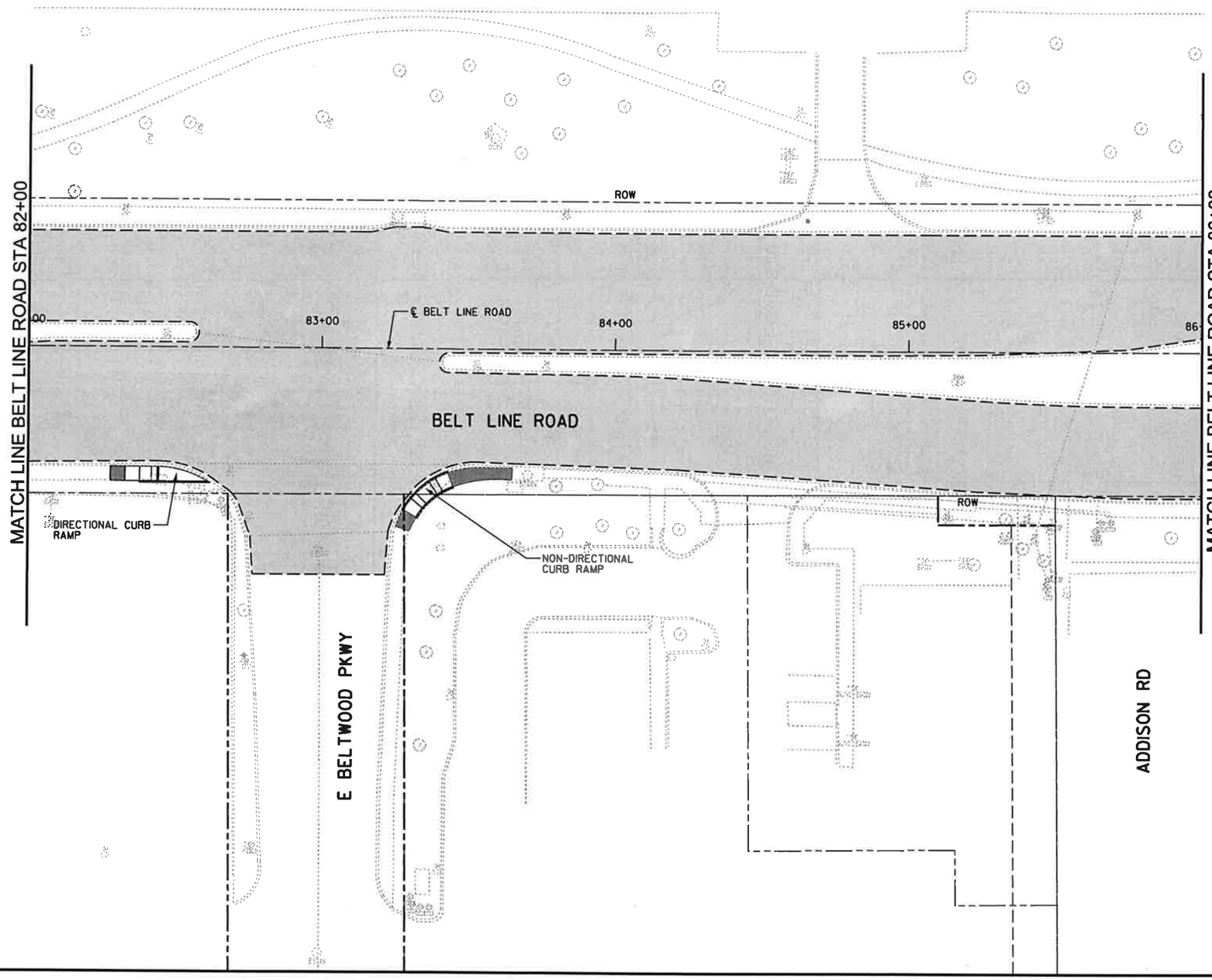
HALFF
1201 NORTH BOWSER ROAD, RICHARDSON, TEXAS 75081-2275
TEL (214) 346-6200 FAX (214) 739-0095

PROJECT	DESIGN	DRAWN	DATE	FILE	SHEET
29350	HALFF	HALFF	SEPT. 2014	29350A PAV 18	P-18

USER: ah1299
OFFICE: RCH
PROJECT # 29350
FILE: 29350A PAV 19.dgn
TIME: 1:43:34 PM
DATE: 8/18/2014

0 10 20 30 40 60
SCALE IN FEET

N



LEGEND

- 2" HMA OVERLAY
- PROPOSED SIDEWALK
- MILLING LIMITS

SHEET 50 OF 104

HALFF ASSOCIATES, INC.
ENGINEERS SURVEYORS SCIENTISTS

PRELIMINARY - FOR INTERIM REVIEW ONLY

These documents are for Interim Review and not intended for Construction, Bidding, or Permit Purposes. They were prepared by, or under the supervision of:

M.E. ROMANOWSKI — 56306 PE# — SEPT 19, 2014 Date

FIRM REGISTRATION NUMBER: 312

NO.	REVISION	BY	DATE

TOWN OF ADDISON
DALLAS COUNTY, TEXAS

BELT LINE ROAD
OVERLAY PROJECT

PAVING PLAN
BELT LINE RD STA 82+00 TO STA 86+00

HALFF
1201 NORTH BOWSER ROAD, RICHARDSON, TEXAS 75081-2275
TEL (214) 346-6200 FAX (214) 739-0095

PROJECT	DESIGN	DRAWN	DATE	FILE	SHEET
29350	HALFF	HALFF	SEPT. 2014	29350A PAV 19	P-19

USER: ahl299
OFFICE: RCH
PROJECT # 29350
FILE: 29350A PAV 20.dgn
TIME: 1:43:36 PM
DATE: 8/18/2014

0 10 20 30 40 60
SCALE IN FEET

N

LEGEND
- 2" HMA OVERLAY
- PROPOSED SIDEWALK
- MILLING LIMITS

Can two (2) directional curb ramps fit on this corner?

ADDISON RD

NON-DIRECTIONAL CURB RAMP

ROW

ROW

MATCH LINE BELT LINE ROAD STA 86+00

87+00

88+00

89+00

90

℄ BELT LINE ROAD

MATCH LINE BELT LINE ROAD STA 90+00

Add pavement slope requirements within all pedestrian paths of travel.

BELT LINE ROAD

ROW

CURB RAMP WITH FLARED SIDES

CURB RAMP WITH FLARED SIDES

The proposed pedestrian crossing location is too far offset the intersection. Why can't the crossing be here instead?

NON-DIRECTIONAL CURB RAMP

INWOOD RD

Can two (2) directional curb ramps fit on this corner?

SHEET 51 OF 104

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ENGINEERS SURVEYORS SCIENTISTS

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NO.	REVISION	BY	DATE

TOWN OF ADDISON
DALLAS COUNTY, TEXAS

BELT LINE ROAD
OVERLAY PROJECT

PAVING PLAN
BELT LINE RD STA 86+00 TO STA 90+00

HALFF
1201 NORTH BOWSER ROAD, RICHARDSON, TEXAS 75081-2275
TEL (214) 346-6200 FAX (214) 739-0095

PROJECT	DESIGN	DRAWN	DATE	FILE	SHEET
29350	HALFF	HALFF	SEPT. 2014	29350A PAV 20	P-20

USER: dh1299
OFFICE: RCH
PROJ
FILE: 29350A PAV 21.dgn
TIME: 10:40:45 AM
DATE: 9/10/2014

0 10 20 30 40 60
SCALE IN FEET

N

ADDISON RD

Add pavement slope requirements within all pedestrian paths of travel.

Can two (2) directional curb ramps fit on this corner?

NON-DIRECTIONAL CURB RAMP

ROW

MATCH LINE BELT LINE ROAD STA 90+00

00

91+00

℄ BELT LINE ROAD

92+00

93+00

94

MATCH LINE BELT LINE ROAD STA 94+00

BELT LINE ROAD

ROW

NON-DIRECTIONAL CURB RAMP

NON-DIRECTIONAL CURB RAMP

Can two (2) directional curb ramps fit on this corner?

INWOOD RD

LEGEND

- 2" HMA OVERLAY
- PROPOSED SIDEWALK
- MILLING LIMITS

SHEET 52 OF 104

HALFF ASSOCIATES, INC.
ENGINEERS SURVEYORS SCIENTISTS

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FIRM REGISTRATION NUMBER: 312

NO.	REVISION	BY	DATE

TOWN OF ADDISON
DALLAS COUNTY, TEXAS

BELT LINE ROAD
OVERLAY PROJECT

PAVING PLAN
BELT LINE RD STA 90+00 TO STA 94+00

HALFF
1201 NORTH BOWSER ROAD, RICHARDSON, TEXAS 75081-2275
TEL (214) 346-6200 FAX (214) 739-0095

PROJECT	DESIGN	DRAWN	DATE	FILE	SHEET
29350	HALFF	HALFF	SEPT. 2014	29350A PAV 21	P-21

USER: ahl299
OFFICE: RCH
PROJECT # 29350
FILE: 29350A PAV 22.dgn
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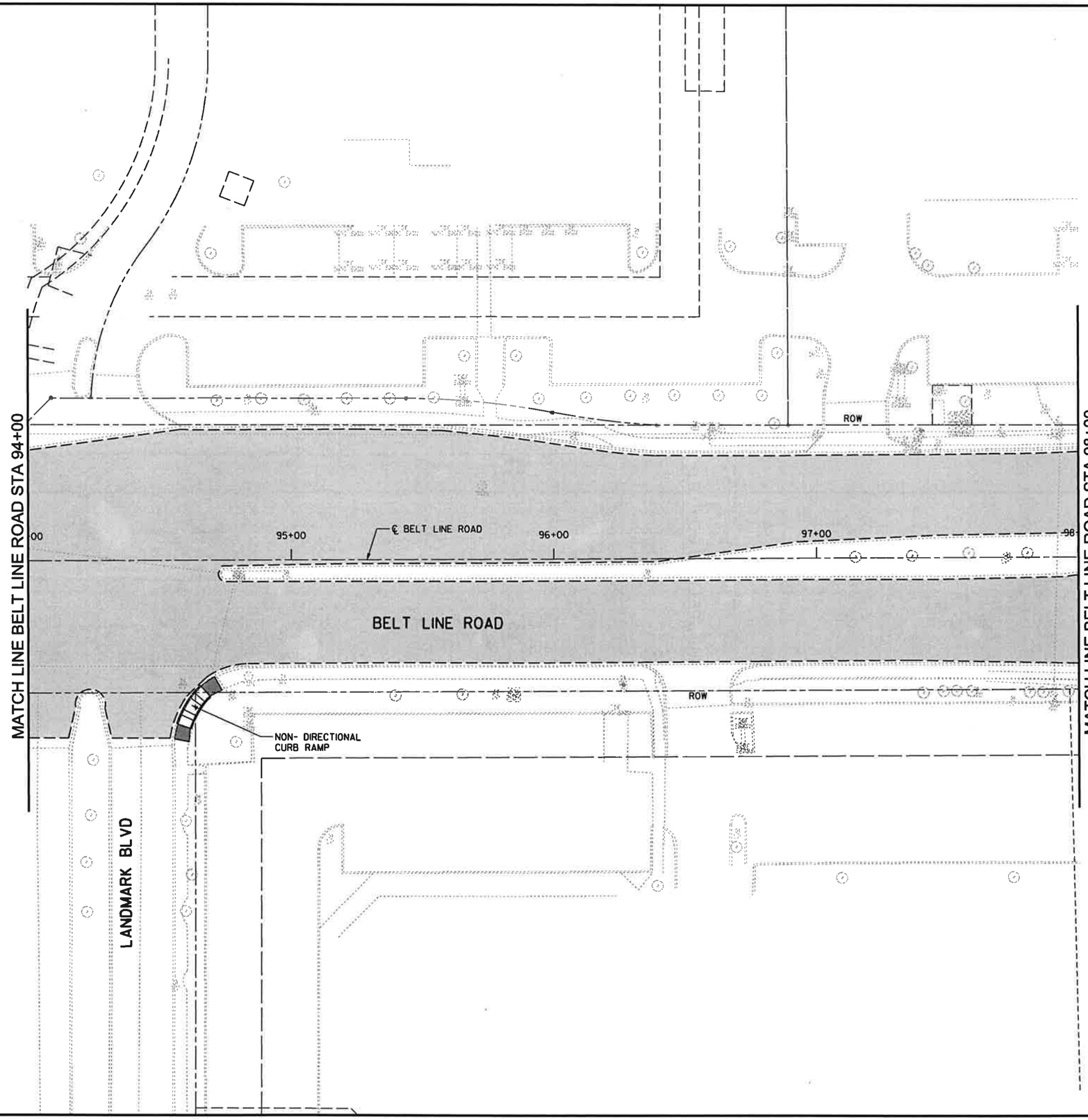
DATE: 8/18/2014



0 10 20 30 40 60
SCALE IN FEET

N

LEGEND

- 2" HMA OVERLAY
- PROPOSED SIDEWALK
- MILLING LIMITS

SHEET 53 OF 104

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ENGINEERS SURVEYORS SCIENTISTS

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FIRM REGISTRATION NUMBER: 312

NO.	REVISION	BY	DATE

TOWN OF ADDISON
DALLAS COUNTY, TEXAS

BELT LINE ROAD
OVERLAY PROJECT

PAVING PLAN
BELT LINE RD STA 94+00 TO STA 98+00

HALFF
1201 NORTH BOWSER ROAD, RICHARDSON, TEXAS 75081-2275
TEL (214) 346-6200 FAX (214) 739-0095

PROJECT	DESIGN	DRAWN	DATE	FILE	SHEET
29350	HALFF	HALFF	SEPT. 2014	29350A PAV 22	P-22

DATE: 8/18/2014 TIME: 1:43:42 PM FILE: 29350A PAV 23.dgn PROJECT # 29350 OFFICE: RCH USER: anl299

0 10 20 30 40 60
SCALE IN FEET

N

QUORUM DR

NON- DIRECTIONAL CURB RAMP

ROW

NON- DIRECTIONAL CURB RAMP

℄ BELT LINE ROAD

60 99+00 100+00 101+00 102

MATCH LINE BELT LINE ROAD STA 98+00

BELT LINE ROAD

MATCH LINE BELT LINE ROAD STA 102+00

ROW

NON- DIRECTIONAL CURB RAMP

LEGEND

- 2" HMA OVERLAY
- PROPOSED SIDEWALK
- MILLING LIMITS

SHEET 54 OF 104

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FIRM REGISTRATION NUMBER: 312

NO.	REVISION	BY	DATE

TOWN OF ADDISON
DALLAS COUNTY, TEXAS

BELT LINE ROAD
OVERLAY PROJECT

PAVING PLAN
BELT LINE RD STA 98+00 TO STA 102+00

HALFF
1201 NORTH BOWSER ROAD, RICHARDSON, TEXAS 75081-2278
TEL (214) 346-6200 FAX (214) 739-0095

PROJECT	DESIGN	DRAWN	DATE	FILE	SHEET
29350		HALFF	SEPT. 2014	29350A PAV 23	P-23

DATE: 8/18/2014 TIME: 1:43:44 PM FILE: 29350A PAV 24.dgn PROJECT # 29350 OFFICE: RCH USER: ah1299

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SCALE IN FEET

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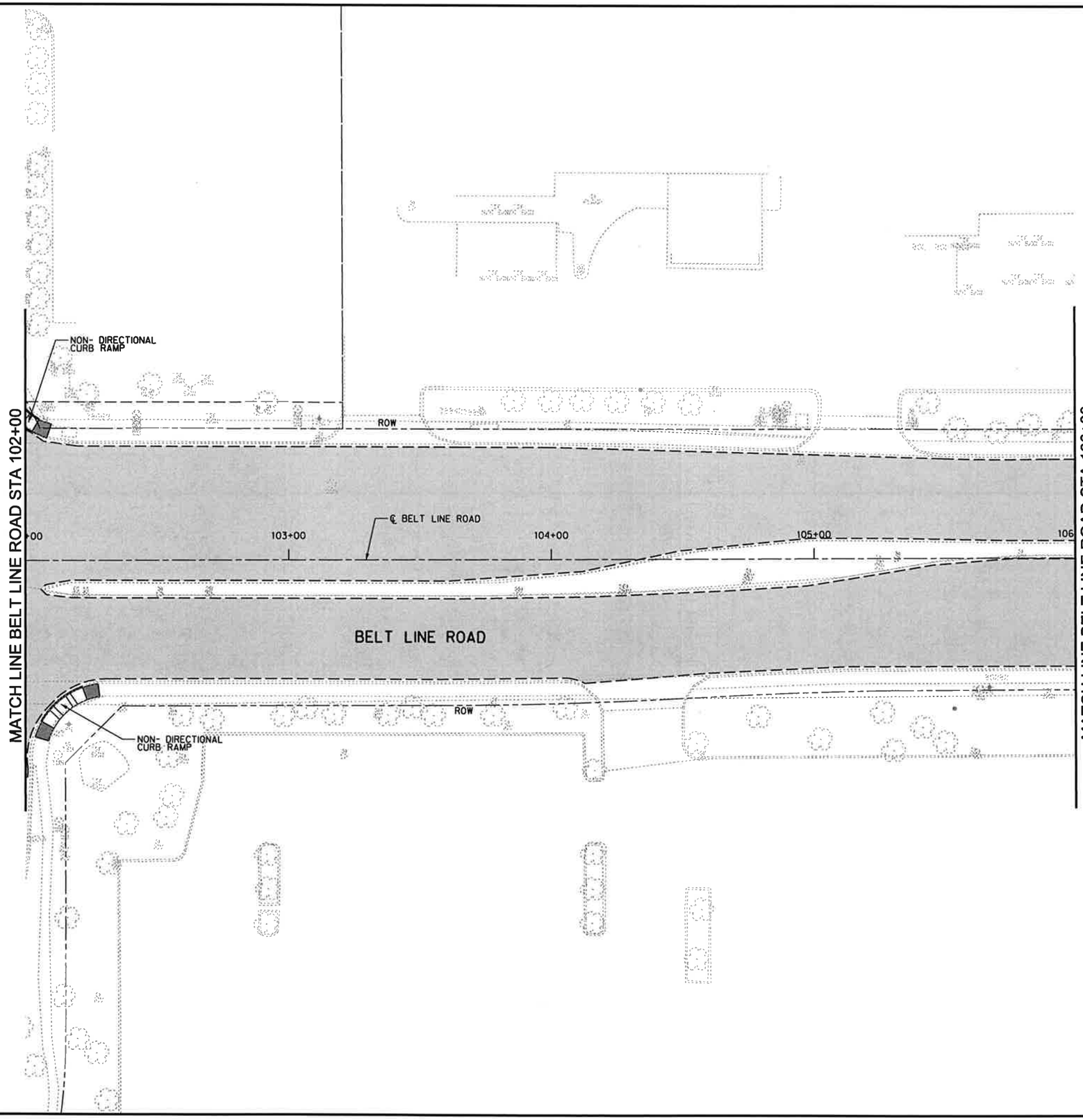

LEGEND

- 2" HMA OVERLAY
- PROPOSED SIDEWALK
- MILLING LIMITS

SHEET 55 OF 104

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ENGINEERS SURVEYORS SCIENTISTS

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FIRM REGISTRATION NUMBER: 312

NO.	REVISION	BY	DATE

Addison TOWN OF ADDISON
DALLAS COUNTY, TEXAS

BELT LINE ROAD
OVERLAY PROJECT

PAVING PLAN
BELT LINE RD STA 102+00 TO STA 106+00

HALFF 1201 NORTH BOWSER ROAD, RICHARDSON, TEXAS 75081-2275
TEL (214) 348-6200 FAX (214) 739-0095

PROJECT	DESIGN	DRAWN	DATE	FILE	SHEET
29350	HALFF	HALFF	SEPT. 2014	29350A PAV 24	P-24

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OFFICE: RCH
PROJECT # 29350
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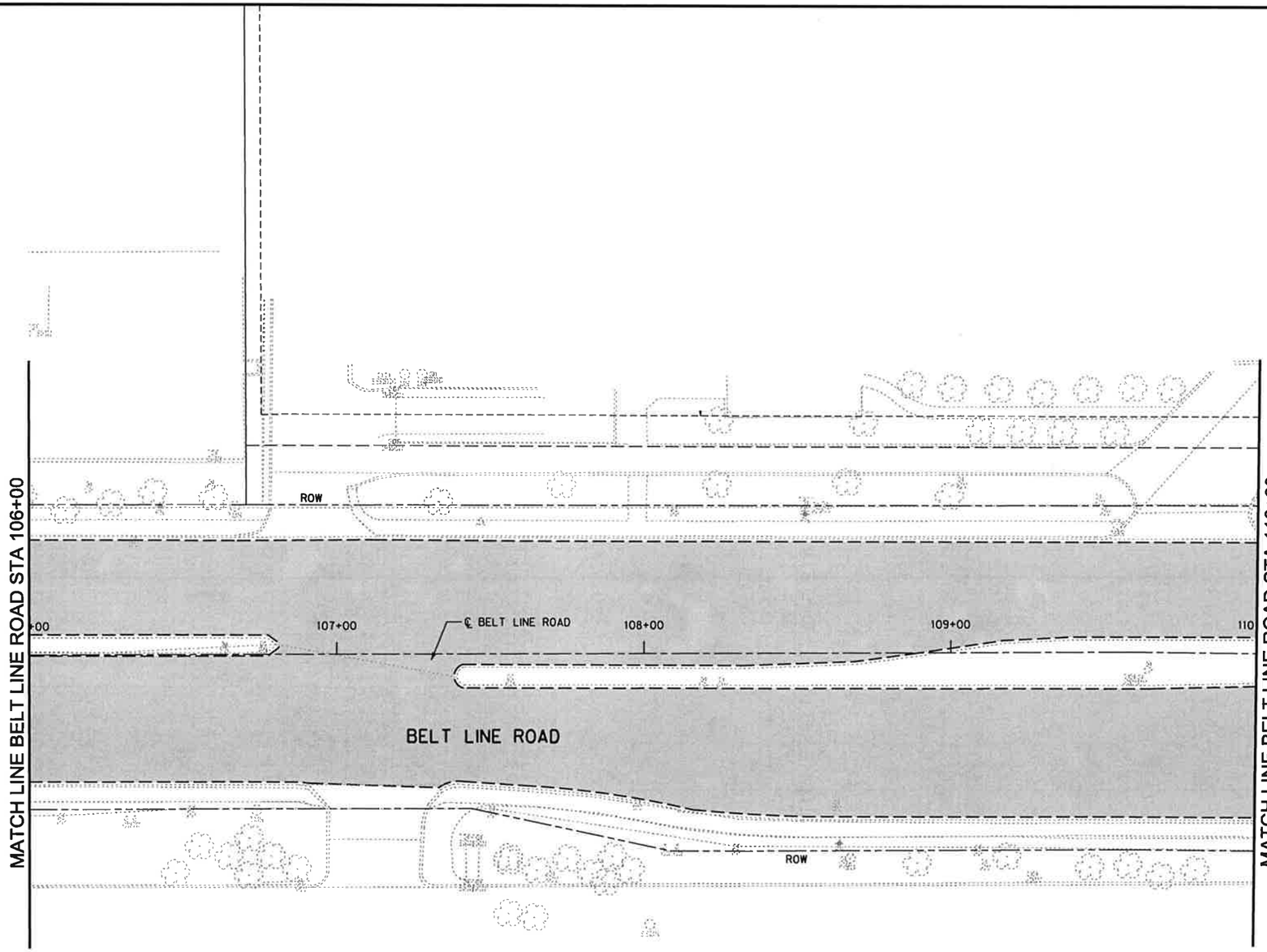
DATE: 8/18/2014



0 10 20 30 40 60
SCALE IN FEET

N

LEGEND

- 2" HMA OVERLAY
- PROPOSED SIDEWALK
- MILLING LIMITS

SHEET 56 OF 104

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FIRM REGISTRATION NUMBER: 312

NO.	REVISION	BY	DATE

TOWN OF ADDISON
DALLAS COUNTY, TEXAS

BELT LINE ROAD
OVERLAY PROJECT

PAVING PLAN
BELT LINE RD STA 106+00 TO STA 110+00

HALFF
1201 NORTH BOWSER ROAD, RICHARDSON, TEXAS 75081-2275
TEL (214) 346-6200 FAX (214) 739-0095

PROJECT	DESIGN	DRAWN	DATE	FILE	SHEET
29350	HALFF	HALFF	SEPT. 2014	29350A PAV 25	P-25

USER: ah1299
OFFICE: RCH
PROJECT # 29350
FILE: 29350A PAV 26.dgn
TIME: 1:43:47 PM
DATE: 8/18/2014

0 10 20 30 40 60
SCALE IN FEET

N

DALLAS NORTH TOLLWAY

MATCH LINE BELT LINE ROAD STA 110+00

ROW

110+00

111+00

℄ BELT LINE ROAD

112+00

113+00

BELT LINE ROAD

ROW

LEGEND

- 2" HMA OVERLAY
- PROPOSED SIDEWALK
- MILLING LIMITS

SHEET 57 OF 104

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ENGINEERS · SURVEYORS · SCIENTISTS

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NO.	REVISION	BY	DATE

TOWN OF ADDISON
DALLAS COUNTY, TEXAS

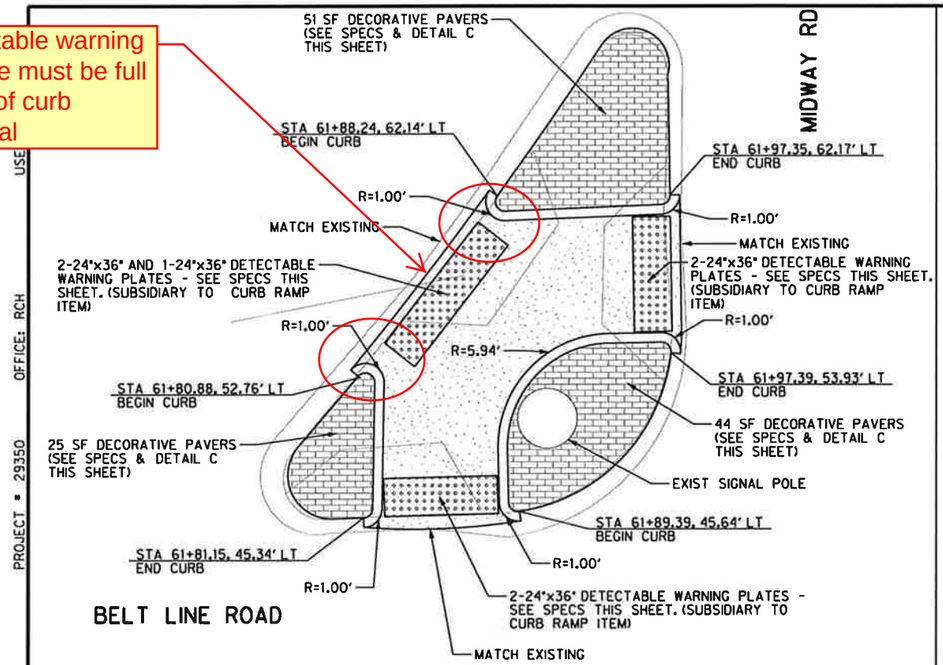
BELT LINE ROAD
OVERLAY PROJECT

PAVING PLAN
BELT LINE RD STA 110+00 TO STA 113+00

HALFF
1201 NORTH BOWSER ROAD, RICHARDSON, TEXAS 75081-2275
TEL (214) 346-6200 FAX (214) 739-0095

PROJECT	DESIGN	DRAWN	DATE	FILE	SHEET
29350	HALFF	HALFF	SEPT. 2014	29350A PAV 26	P-26

Detectable warning surface must be full width of curb removal

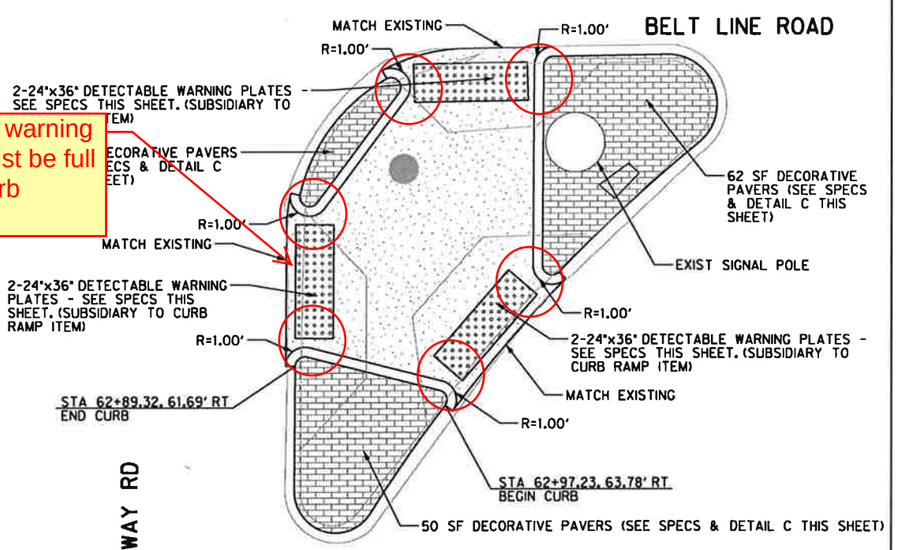


DETAIL A - ISLAND CURB RAMP

N.T.S.

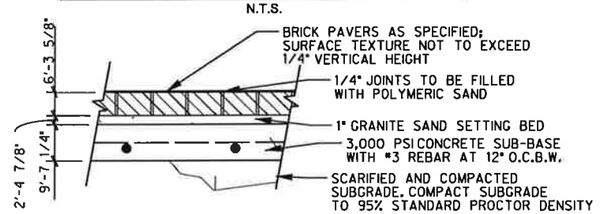
* NOTE: ANY ADDITIONAL WORK OR MATERIALS BEYOND CURB RAMPS AND PAVERS SHALL BE SUBSIDIARY.

Detectable warning surface must be full width of curb removal



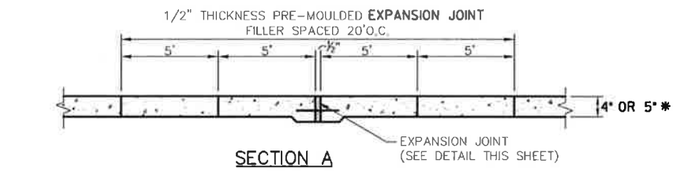
DETAIL B - ISLAND CURB RAMP

N.T.S.



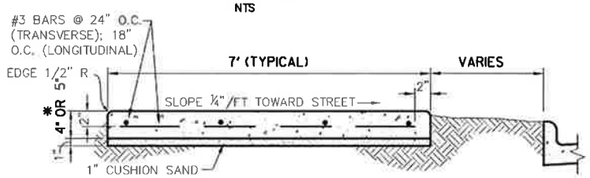
DETAIL C - DECORATIVE PAVERS

N.T.S.



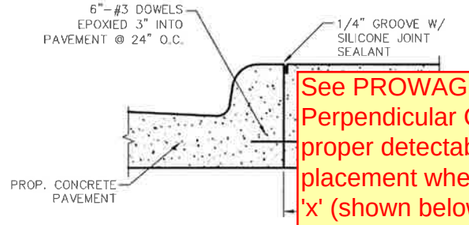
SECTION A

NTS



SECTION B

NTS

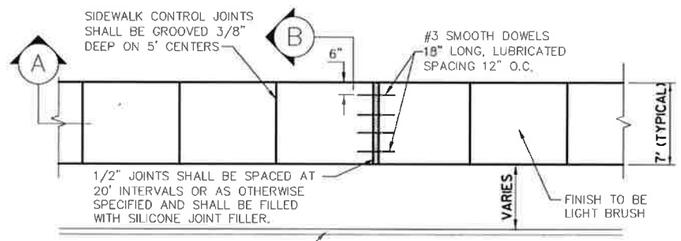


JOINT DETAIL FOR SIDEWAL

NTS

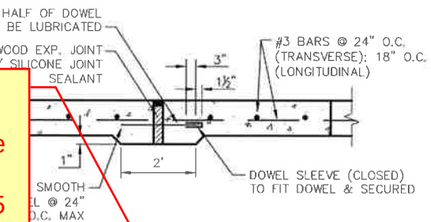
See PROWAG Figure R305.2.1 Perpendicular Curb Ramps for proper detectable warning surface placement when distance 'x' (shown below) is greater than 5 feet.

* 5' OR LESS WIDE SIDEWALKS ARE 4" THICK. SIDEWALKS GREATER THAN 5' WIDE SIDEWALKS ARE 5" THICK.



PLAN

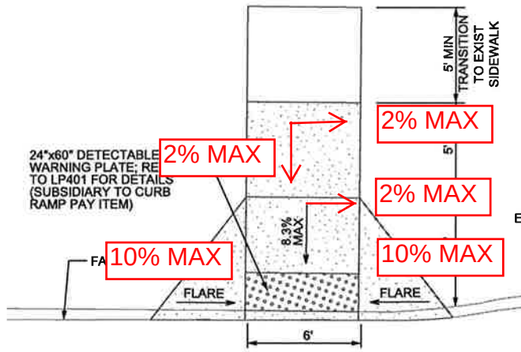
NTS



EXPANSION JOINT DETAIL

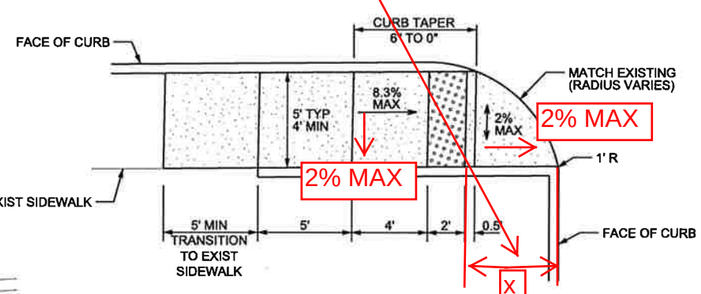
NTS

NOTE:
WHEN CONCRETE WALK IS ADJACENT TO CURB, DEPTH OF EXPANSION JOINT MATERIAL SHALL BE SUFFICIENT TO PREVENT CONCRETE TO CONCRETE CONTACT BETWEEN WALK AND CURB.



CURB RAMP WITH FLARED SIDES

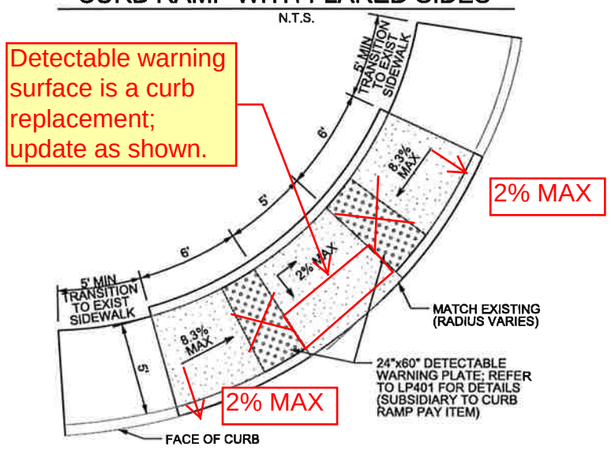
N.T.S.



DIRECTIONAL CURB RAMP

N.T.S.

Detectable warning surface is a curb replacement; update as shown.



NON-DIRECTIONAL CURB RAMPS

N.T.S.

Add note with counter slope requirements.

SPECIFICATIONS:

DETECTABLE WARNING PLATE

TYPE:	DESCRIPTION:
A6002436RADA	24"x36" RECTANGULAR PLATE
A6002448RADA	24"x48" RECTANGULAR PLATE
A6002460RADA	24"x60" RECTANGULAR PLATE

*LOCATION NOTED ON DRAWINGS

MANUFACTURER: ARMORCAST
-or approved equal-
COLOR: BRICK RED
INSTALL PER MANUFACTURER

SPECIFICATIONS:

TYPE: ENDICOTT BRICK PAVER
PATTERN: RUNNING BOND
SIZE: 4" x 8" x 2 5/8"
COLOR: MEDIUM IRONSPOT
(TO MATCH TOWN STANDARD)
CONTACT: ENDICOTT CLAY PRODUCTS CO.
402-729-3315; www.endicott.com

HALFF ASSOCIATES, INC.
ENGINEERS SURVEYORS SCIENTISTS

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FIRM REGISTRATION NUMBER: 312

NO.	REVISION	BY	DATE

TOWN OF ADDISON
DALLAS COUNTY, TEXAS

BELT LINE ROAD
OVERLAY PROJECT

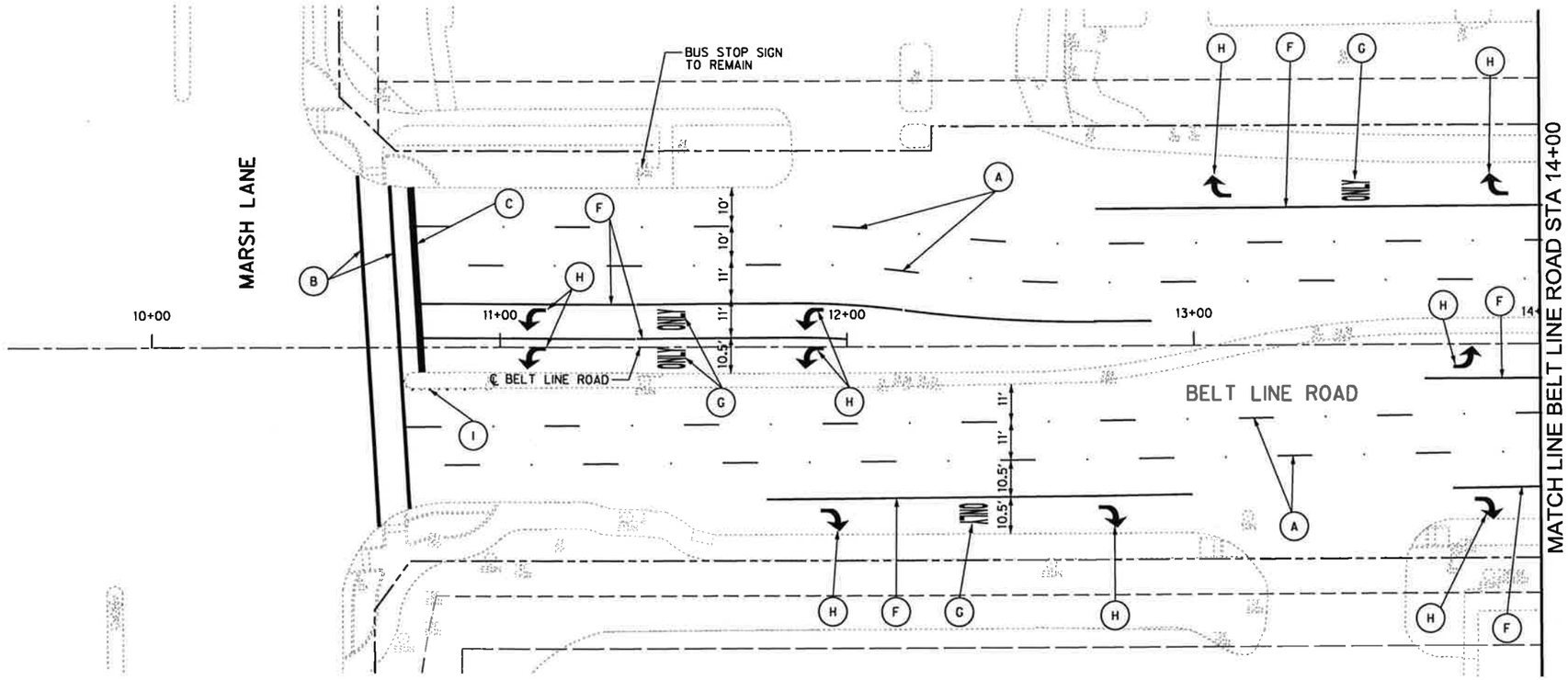
PAVEMENT DETAILS

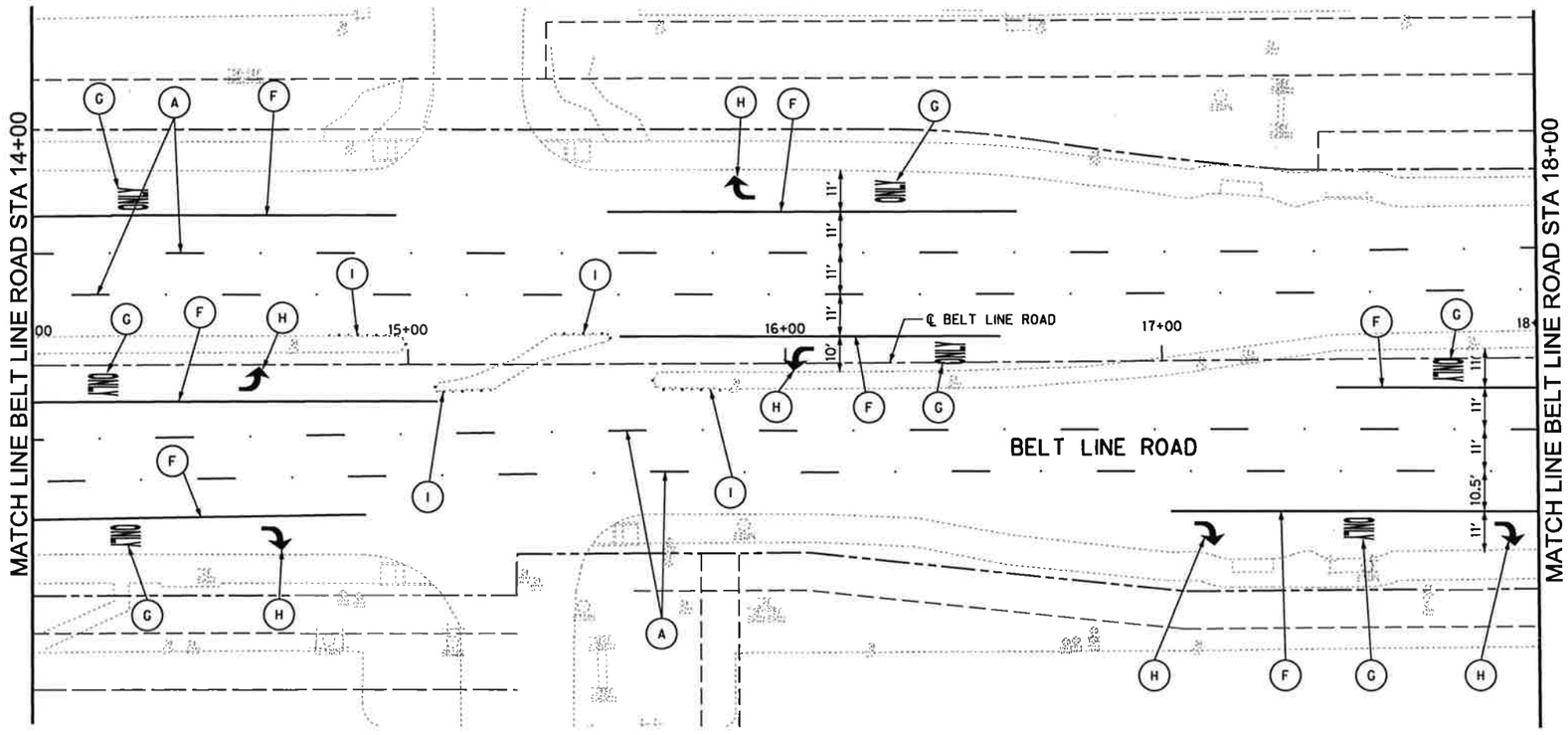
HALFF
1201 NORTH BOWSER ROAD, RICHARDSON, TEXAS 75081-2275
TEL (214) 346-6200 FAX (214) 739-0095

PROJECT	DESIGN	DRAWN	DATE	FILE	SHEET
29350	HALFF	HALFF	SEPT. 2014	29530A DTPV 01	DT-P1

SHEET 58 OF 104

DATE: 8/18/2014 TIME: 1:41:02 PM FILE: 29350 PROJECT # 29350 OFFICE: RCH USE





N

0 10 20 30 40 60
SCALE IN FEET

LEGEND

- (A) 4" WHITE BROKEN STRIPE 10' IN LENGTH WITH 30' GAPS SUPPLEMENTED BY TY-II-CR BUTTONS CENTERED ON GAP. CLEAR SIDE OF BUTTON SHALL FACE TRAFFIC FLOW. (SEE DETAIL 'A' ON SHEET DT-PM)
- (B) 12" WHITE SOLID REFLECTORIZED PAVEMENT MARKING
- (C) 24" WHITE SOLID REFLECTORIZED PAVEMENT MARKING
- (D) 4" WHITE DOT REFLECTORIZED PAVEMENT MARKING ("PUPPY TRACKS") (SEE DETAIL "F" ON SHEET DT-PM)
- (E) DOUBLE 4" YELLOW SOLID REFLECTORIZED PAVEMENT MARKING SUPPLEMENTED, BY TY-II-A-A BUTTONS. (SEE DETAIL 'B' ON SHEET DT-PM)
- (F) 8" WHITE SOLID REFLECTORIZED PAVEMENT MARKING SUPPLEMENTED BY TY I-C BUTTONS (SEE DETAIL "G" ON SHEET DT-PM)
- (G) WHITE REFLECTORIZED PAVEMENT MARKING WORD
- (H) WHITE REFLECTORIZED PAVEMENT MARKING ARROW
- (I) 4" ROUND NON-REFLECTIVE YELLOW MARKER AND YELLOW R.P.M. TYPE II-A-A (SEE DETAIL 'C' ON SHEET DT-PM)
- (J) WHITE REFLECTORIZED YIELD LINE (SEE DETAIL 'D' ON SHEET DT-PM)
- (K) WHITE REFLECTORIZED PAVEMENT MARKING FOR RAILROAD CROSSING (SEE SHEET RCPM-09)

NOTES:
ALL SIGNING AND STRIPING SHALL COMPLY WITH THE LATEST VERSION OF TMUTCD.

SHEET 59 OF 104

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ENGINEERS SURVEYORS SCIENTISTS

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FIRM REGISTRATION NUMBER: 312

NO.	REVISION	BY	DATE

TOWN OF ADDISON
DALLAS COUNTY, TEXAS

BELT LINE ROAD
OVERLAY PROJECT

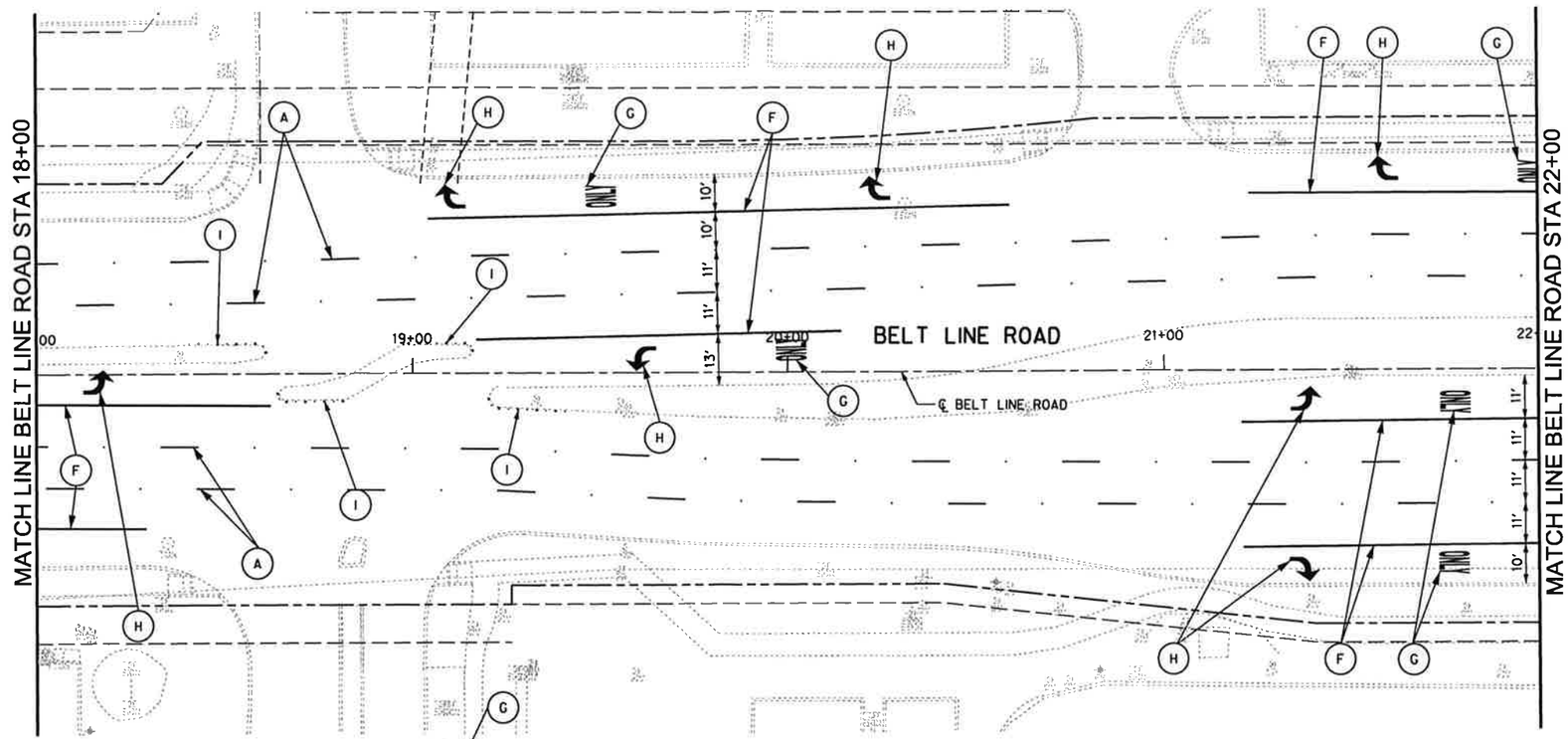
STRIPING & SIGNAGE LAYOUT
BELT LINE RD STA 10+00 TO STA 18+00

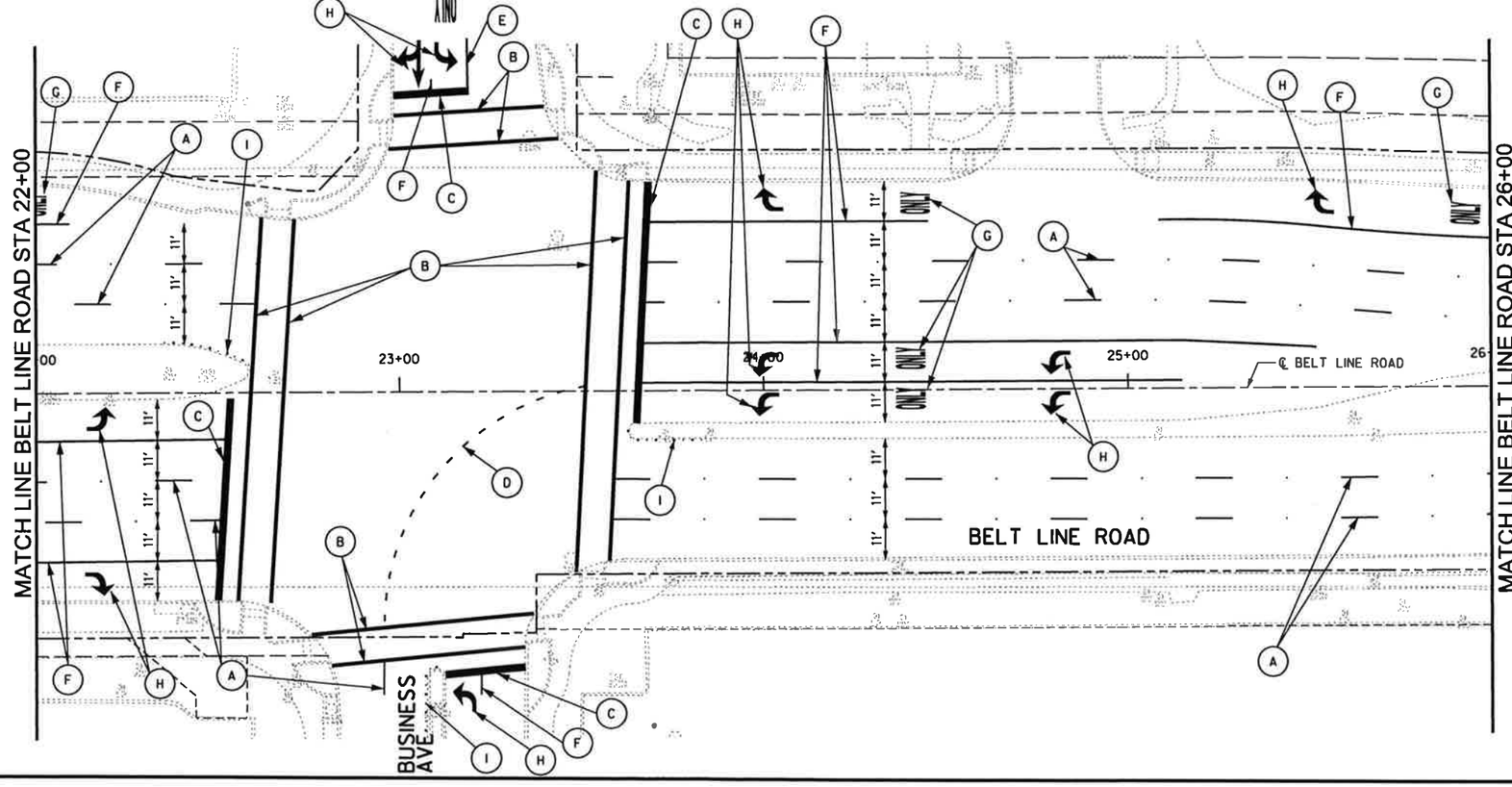
HALFF
1201 NORTH BOWSER ROAD, RICHARDSON, TEXAS 75081-2275
TEL (214) 346-6200 FAX (214) 739-0095

PROJECT	DESIGN	DRAWN	DATE	FILE	SHEET
29350	HALFF	HALFF	SEPT. 2014	29350A SNPM 01	PM-1

USER: ah1299
OFFICE: RCH
PROJECT # 29350
FILE: 29350A SNPM 01.dgn
TIME: 1:43:51 PM
DATE: 8/18/2014

USER: ahl299
PROJECT # 29350 OFFICE: RCH
FILE: 29350A SNPM 02.dgn
TIME: 1:43:55 PM
DATE: 8/18/2014





N

0 10 20 30 40 60
SCALE IN FEET

LEGEND

- (A) 4" WHITE BROKEN STRIPE 10' IN LENGTH WITH 30' GAPS SUPPLEMENTED BY TY-II-CR BUTTONS CENTERED ON GAP. CLEAR SIDE OF BUTTON SHALL FACE TRAFFIC FLOW. (SEE DETAIL 'A' ON SHEET DT-PM)
- (B) 12" WHITE SOLID REFLECTORIZED PAVEMENT MARKING
- (C) 24" WHITE SOLID REFLECTORIZED PAVEMENT MARKING
- (D) 4" WHITE DOT REFLECTORIZED PAVEMENT MARKING ("PUPPY TRACKS") (SEE DETAIL "F" ON SHEET DT-PM)
- (E) DOUBLE 4" YELLOW SOLID REFLECTORIZED PAVEMENT MARKING SUPPLEMENTED, BY TY-II-A-A BUTTONS. (SEE DETAIL 'B' ON SHEET DT-PM)
- (F) 8" WHITE SOLID REFLECTORIZED PAVEMENT MARKING SUPPLEMENTED BY TY I-C BUTTONS (SEE DETAIL "G" ON SHEET DT-PM)
- (G) WHITE REFLECTORIZED PAVEMENT MARKING WORD
- (H) WHITE REFLECTORIZED PAVEMENT MARKING ARROW
- (I) 4" ROUND NON-REFLECTIVE YELLOW MARKER AND YELLOW R.P.M. TYPE II-A-A (SEE DETAIL 'C' ON SHEET DT-PM)
- (J) WHITE REFLECTORIZED YIELD LINE (SEE DETAIL 'D' ON SHEET DT-PM)
- (K) WHITE REFLECTORIZED PAVEMENT MARKING FOR RAILROAD CROSSING (SEE SHEET RCPM-09)

NOTES:
ALL SIGNING AND STRIPING SHALL COMPLY WITH THE LATEST VERSION OF TMUTCD.

SHEET 60 OF 104

HALFF ASSOCIATES, INC.
ENGINEERS SURVEYORS SCIENTISTS

PRELIMINARY - FOR INTERIM REVIEW ONLY

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M.E. ROMANOWSKI	56306 PE#	SEPT 19, 2014 Date

FIRM REGISTRATION NUMBER: 312

NO.	REVISION	BY	DATE

TOWN OF ADDISON
DALLAS COUNTY, TEXAS

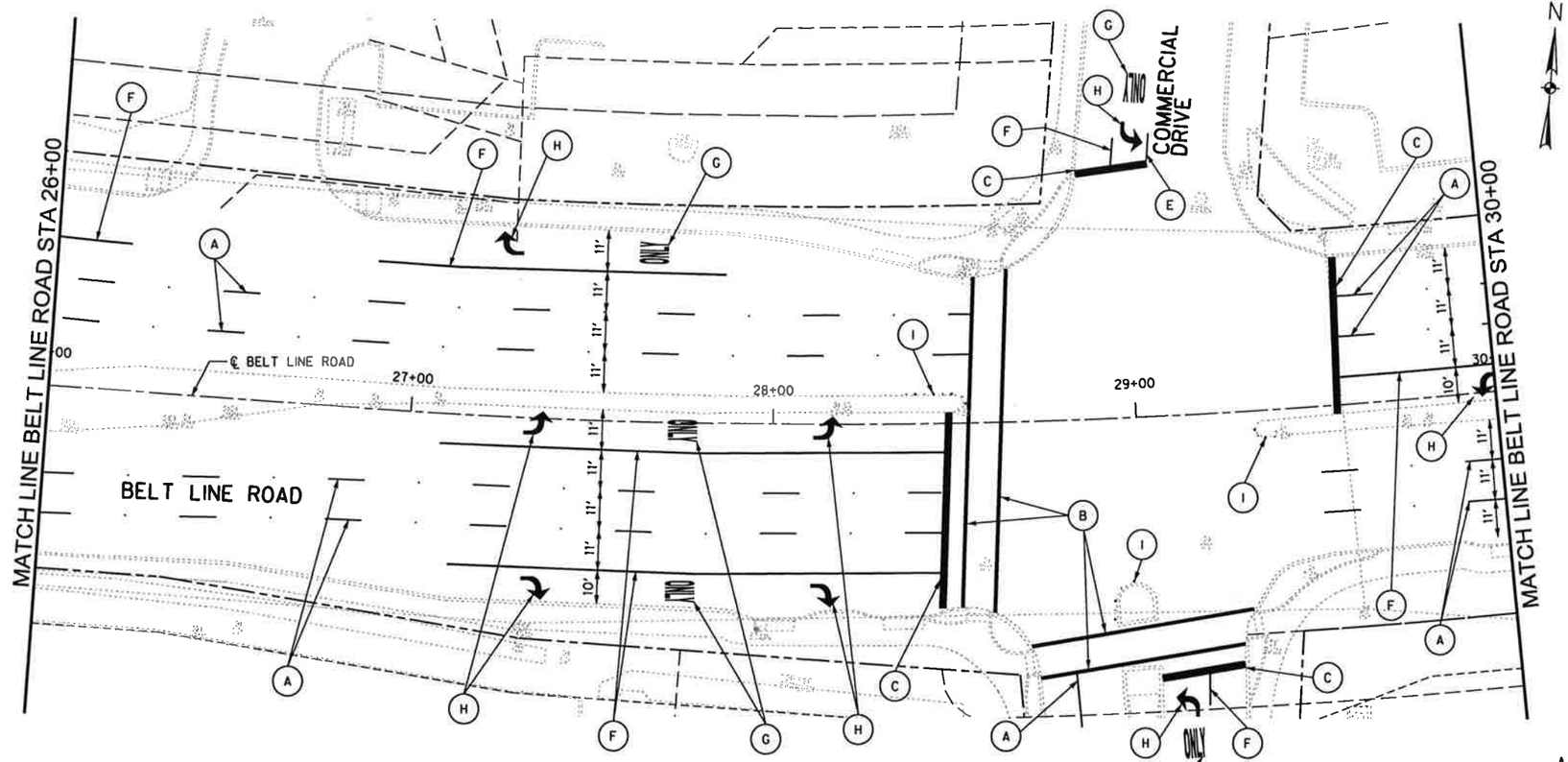
BELT LINE ROAD
OVERLAY PROJECT

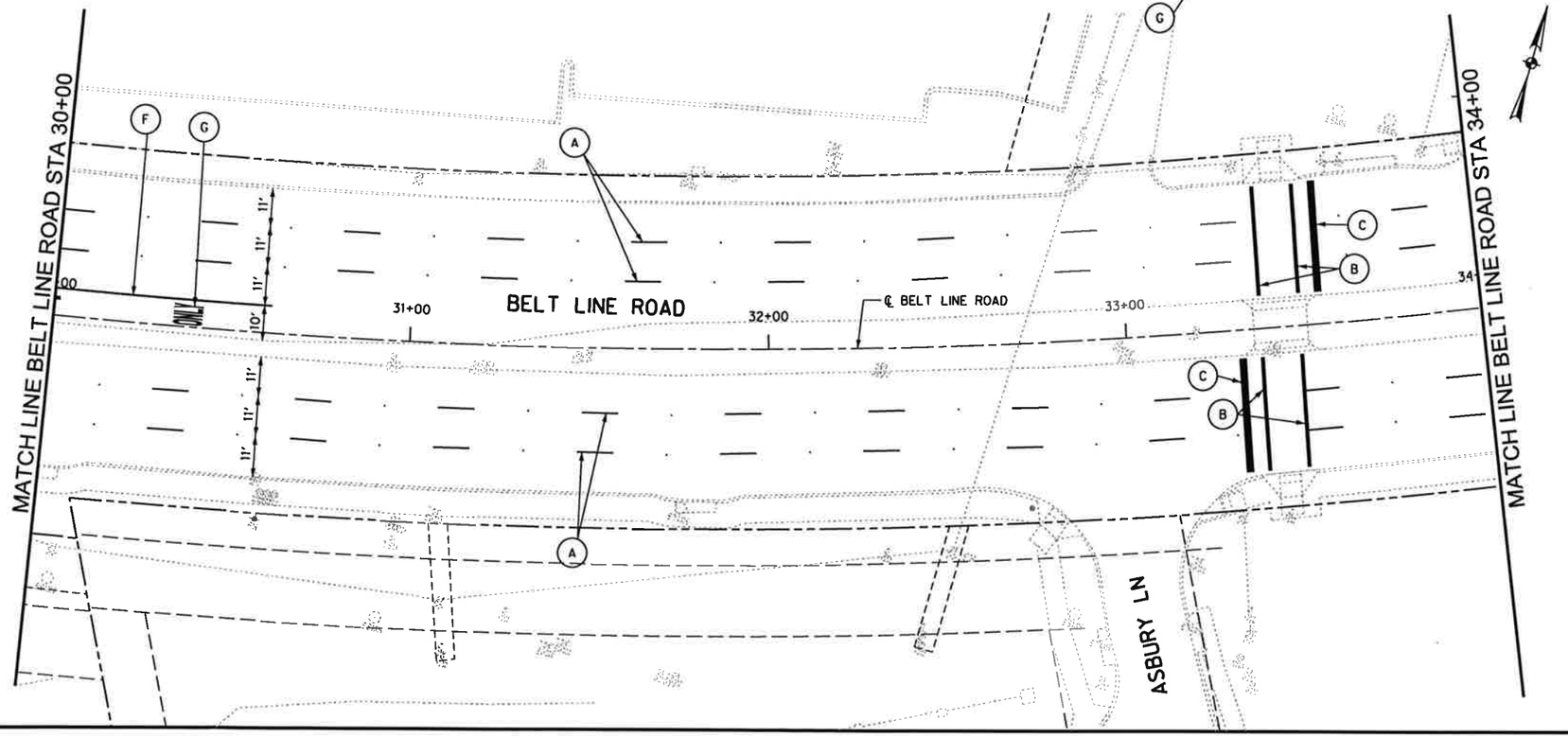
STRIPING & SIGNAGE LAYOUT
BELT LINE RD STA 18+00 TO STA 26+00

HALFF
1201 NORTH BOWSER ROAD, RICHARDSON, TEXAS 75081-2275
TEL (214) 346-6200 FAX (214) 739-0095

PROJECT	DESIGN	DRAWN	DATE	FILE	SHEET
29350	HALFF	HALFF	SEPT. 2014	29350A SNPM 02	PM-2

DATE: 8/18/2014 TIME: 1:43:59 PM FILE: 29350A SNPM 03.dgn
PROJECT # 29350 OFFICE: RCH USER: ah1299





0 10 20 30 40 60
SCALE IN FEET

LEGEND

- (A) 4" WHITE BROKEN STRIPE 10' IN LENGTH WITH 30' GAPS SUPPLEMENTED BY TY-II-CR BUTTONS CENTERED ON GAP. CLEAR SIDE OF BUTTON SHALL FACE TRAFFIC FLOW. (SEE DETAIL 'A' ON SHEET DT-PM)
- (B) 12" WHITE SOLID REFLECTORIZED PAVEMENT MARKING
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- (K) WHITE REFLECTORIZED PAVEMENT MARKING FOR RAILROAD CROSSING (SEE SHEET RCPM-09)

NOTES:
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HALFF ASSOCIATES, INC.
ENGINEERS SURVEYORS SCIENTISTS

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M.E. ROMANOWSKI | 56306 PE# | SEPT 19, 2014 Date

FIRM REGISTRATION NUMBER: 312

NO.	REVISION	BY	DATE

TOWN OF ADDISON
DALLAS COUNTY, TEXAS

BELT LINE ROAD
OVERLAY PROJECT

STRIPING & SIGNAGE LAYOUT
BELT LINE RD STA 26+00 TO STA 34+00

HALFF
1201 NORTH BOWSER ROAD, RICHARDSON, TEXAS 75081-2275
TEL (214) 346-6200 FAX (214) 739-0095

PROJECT	DESIGN	DRAWN	DATE	FILE	SHEET
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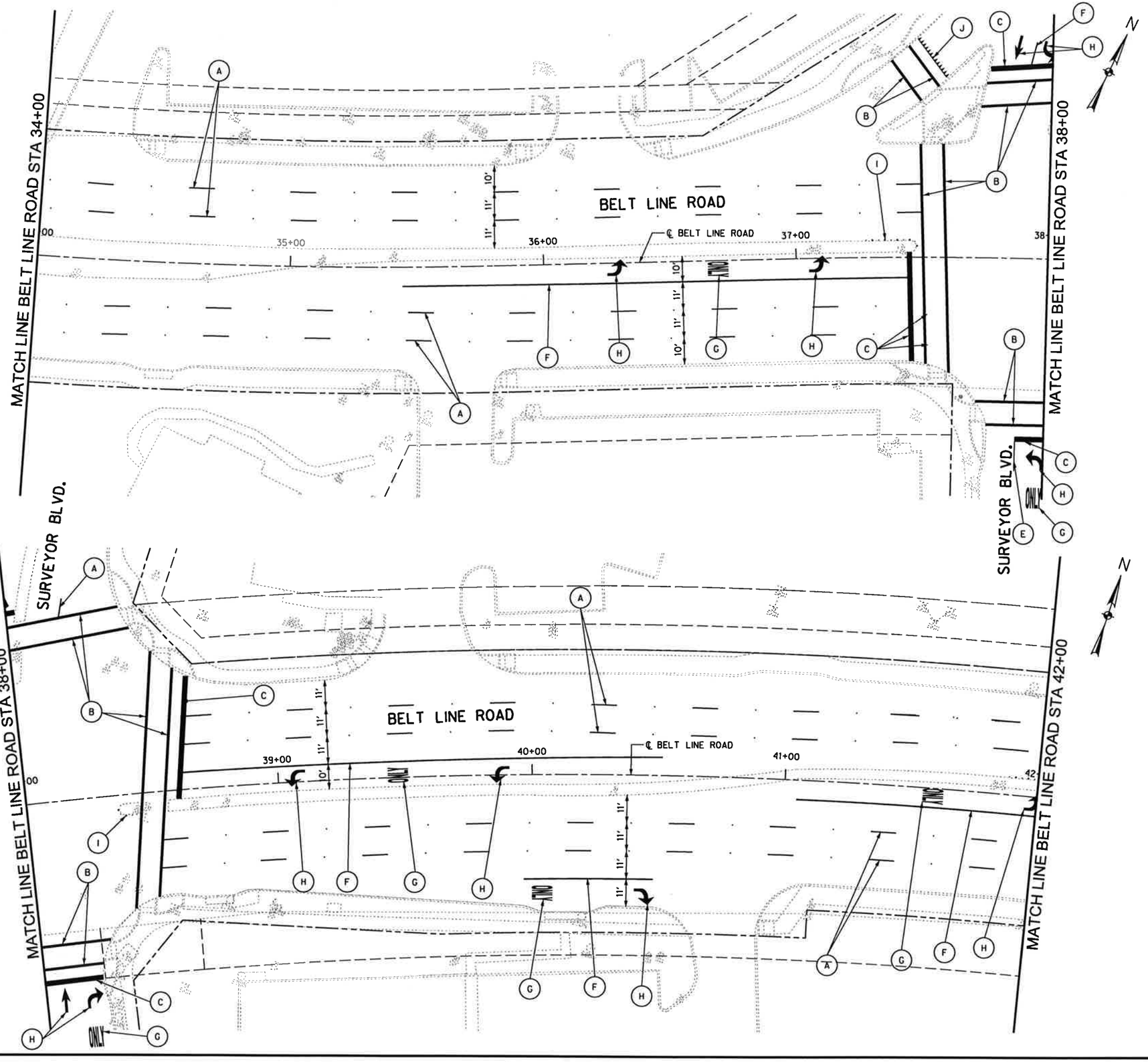

0 10 20 30 40 60
SCALE IN FEET

LEGEND

- (A) 4" WHITE BROKEN STRIPE 10' IN LENGTH WITH 30' GAPS SUPPLEMENTED BY TY-II-CR BUTTONS CENTERED ON GAP. CLEAR SIDE OF BUTTON SHALL FACE TRAFFIC FLOW. (SEE DETAIL 'A' ON SHEET DT-PM)
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- (K) WHITE REFLECTORIZED PAVEMENT MARKING FOR RAILROAD CROSSING (SEE SHEET RCPM-09)

NOTES:
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SHEET 62 OF 104

HALFF ASSOCIATES, INC.
ENGINEERS SURVEYORS SCIENTISTS

PRELIMINARY - FOR INTERIM REVIEW ONLY

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FIRM REGISTRATION NUMBER: 312

NO.	REVISION	BY	DATE

TOWN OF ADDISON
DALLAS COUNTY, TEXAS

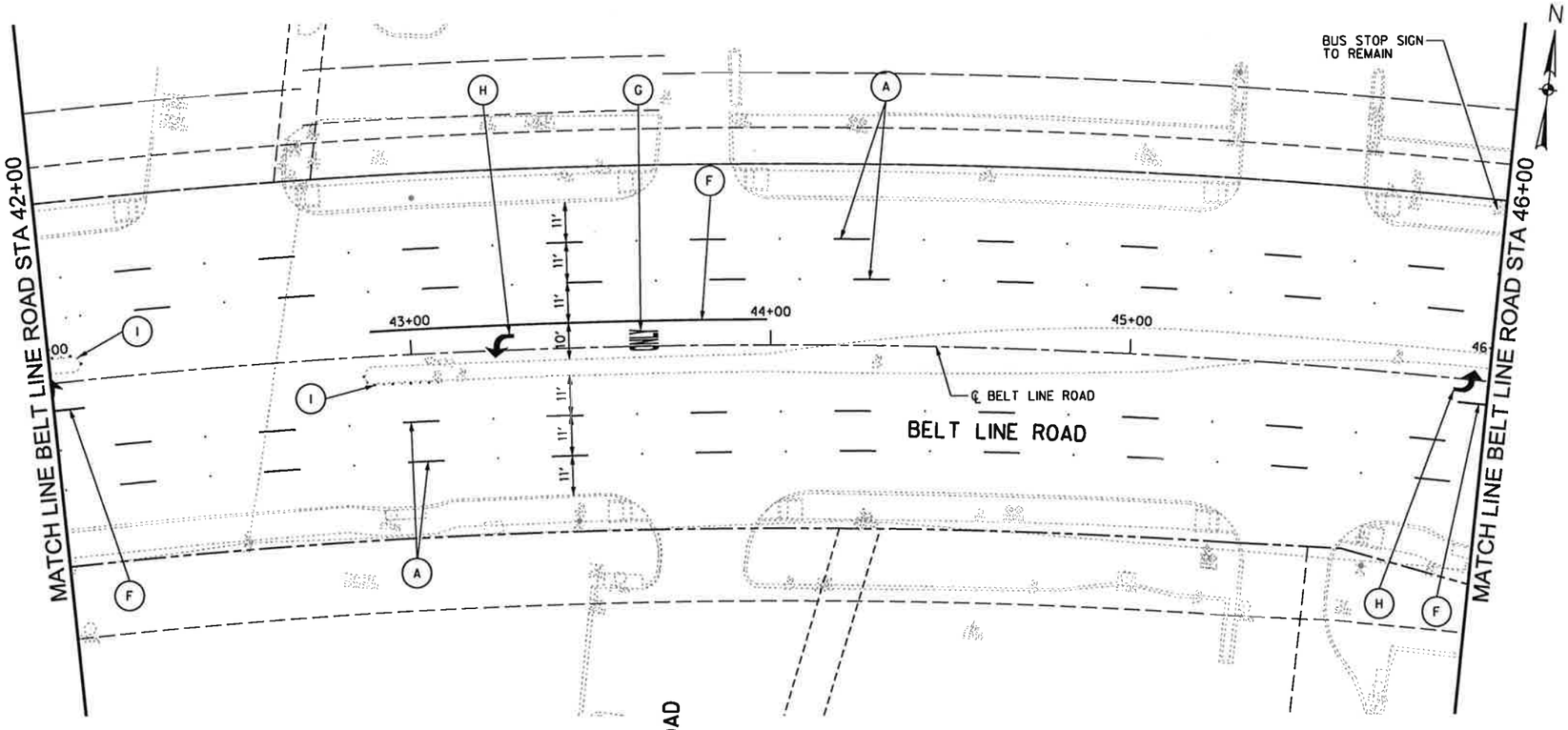
BELT LINE ROAD
OVERLAY PROJECT

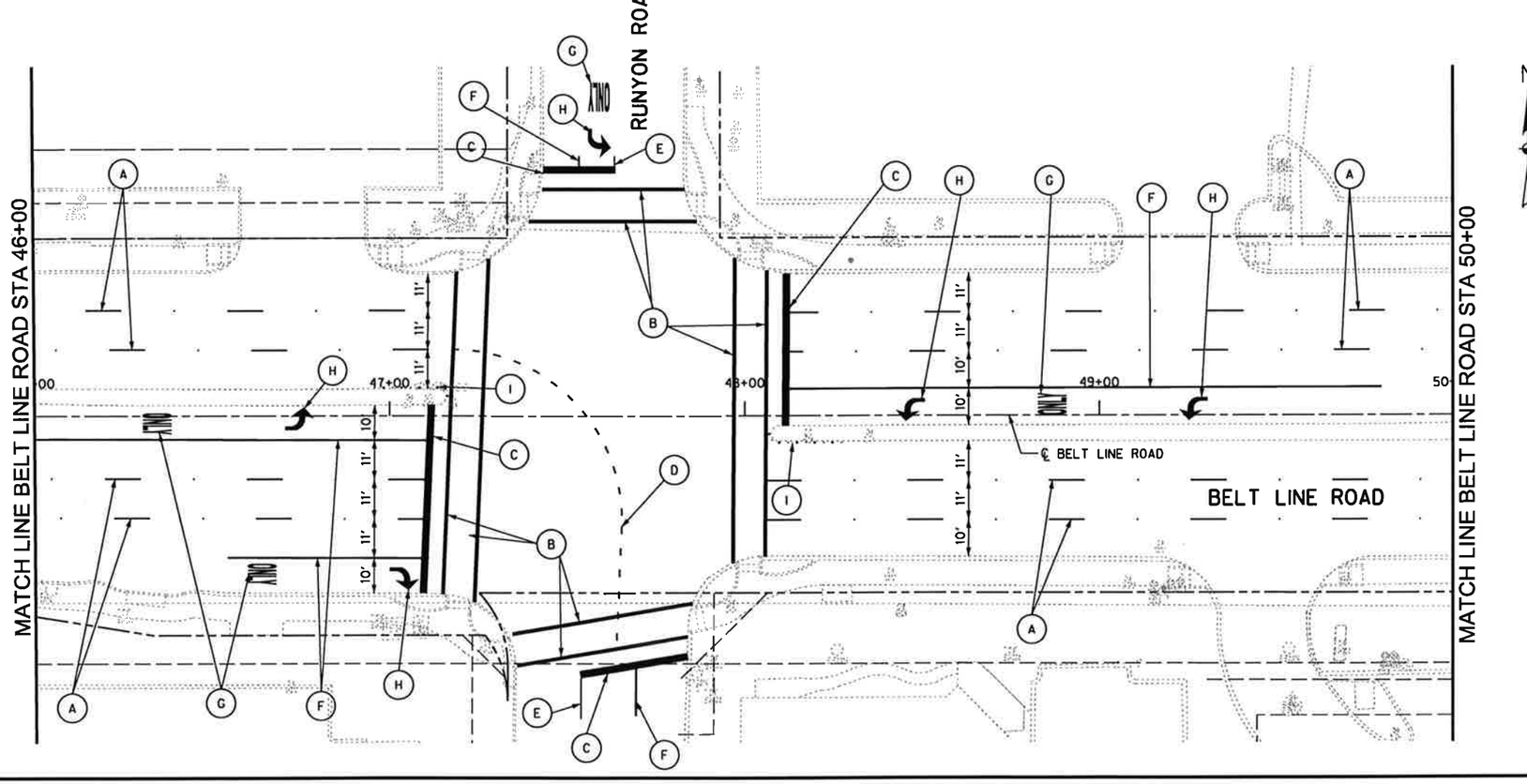
STRIPING & SIGNAGE LAYOUT
BELT LINE RD STA 34+00 TO STA 42+00

HALFF
1201 NORTH BOWSER ROAD, RICHARDSON, TEXAS 75081-2275
TEL (214) 346-6200 FAX (214) 739-0095

PROJECT	DESIGN	DRAWN	DATE	FILE	SHEET
29350	HALFF	HALFF	SEPT. 2014	29350A SNPM 04	PM-4

DATE: 8/18/2014 TIME: 1:44:03 PM FILE: 29350A SNPM 04.dgn PROJECT # 29350 OFFICE: RCH USER: ah1299





0 10 20 30 40 60
SCALE IN FEET

LEGEND

- (A) 4" WHITE BROKEN STRIPE 10' IN LENGTH WITH 30' GAPS SUPPLEMENTED BY TY-II-CR BUTTONS CENTERED ON GAP. CLEAR SIDE OF BUTTON SHALL FACE TRAFFIC FLOW. (SEE DETAIL 'A' ON SHEET DT-PM)
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- (J) WHITE REFLECTORIZED YIELD LINE (SEE DETAIL 'D' ON SHEET DT-PM)
- (K) WHITE REFLECTORIZED PAVEMENT MARKING FOR RAILROAD CROSSING (SEE SHEET RCPM-09)

NOTES:
ALL SIGNING AND STRIPING SHALL COMPLY WITH THE LATEST VERSION OF TMUTCD.

SHEET 63 OF 104

HALFF ASSOCIATES, INC.
ENGINEERS SURVEYORS SCIENTISTS

PRELIMINARY - FOR INTERIM REVIEW ONLY

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M.E. ROMANOWSKI — 56306 PE# — SEPT 19, 2014 Date

FIRM REGISTRATION NUMBER: 312

NO.	REVISION	BY	DATE

TOWN OF ADDISON
DALLAS COUNTY, TEXAS

BELT LINE ROAD
OVERLAY PROJECT

STRIPING & SIGNAGE LAYOUT
BELT LINE RD STA 42+00 TO STA 50+00

HALFF
1201 NORTH BOWSER ROAD, RICHARDSON, TEXAS 75081-2275
TEL (214) 346-6200 FAX (214) 739-0095

PROJECT	DESIGN	DRAWN	DATE	FILE	SHEET
29350	HALFF	HALFF	SEPT. 2014	29350A SNPM 05	PM-5

USER: dh1299
OFFICE: RCH
PROJECT # 29350
FILE: 29350A SNPM 05.dgn
TIME: 1:44:07 PM
DATE: 8/18/2014

PROJECT # 29350 OFFICE: RCH USER: ah1299
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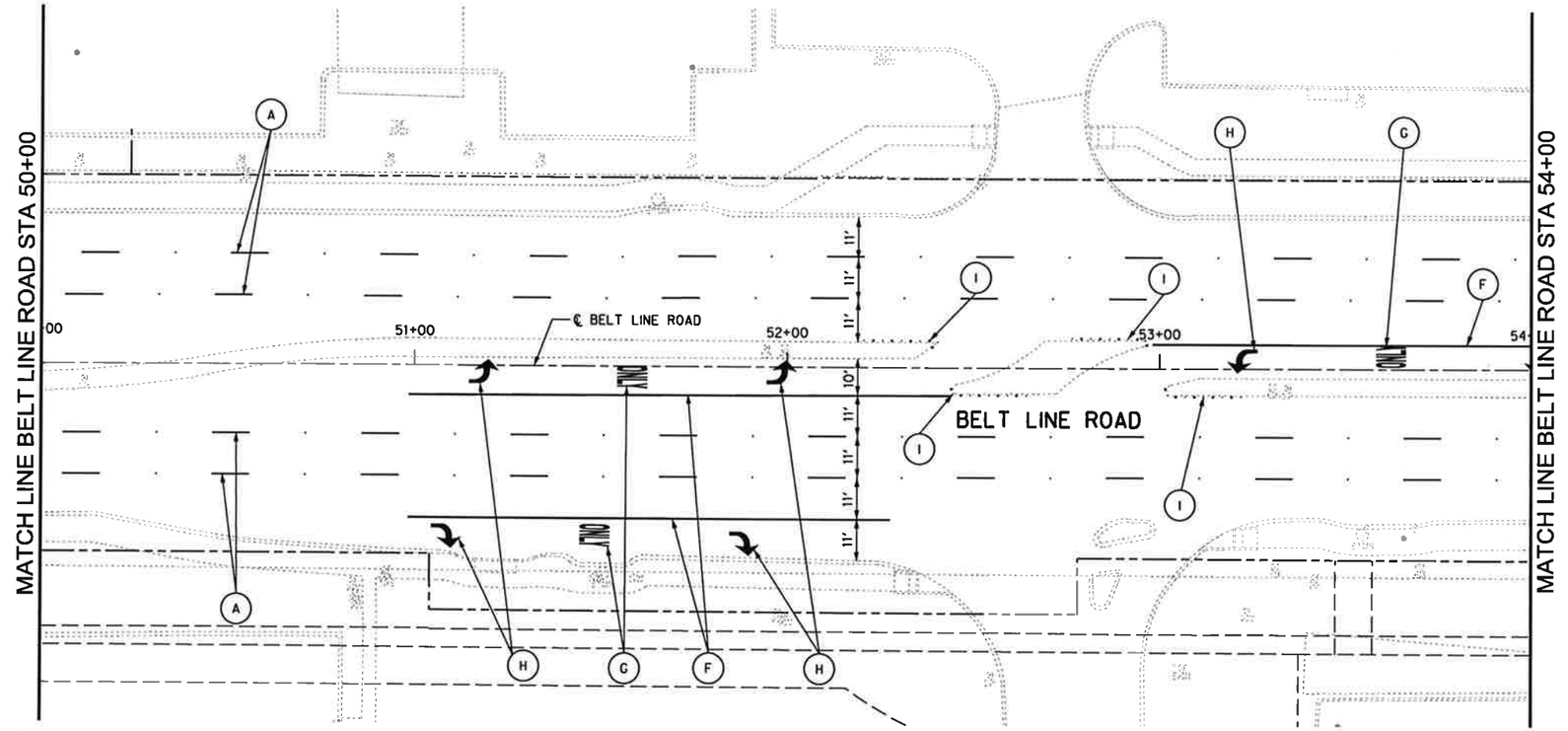

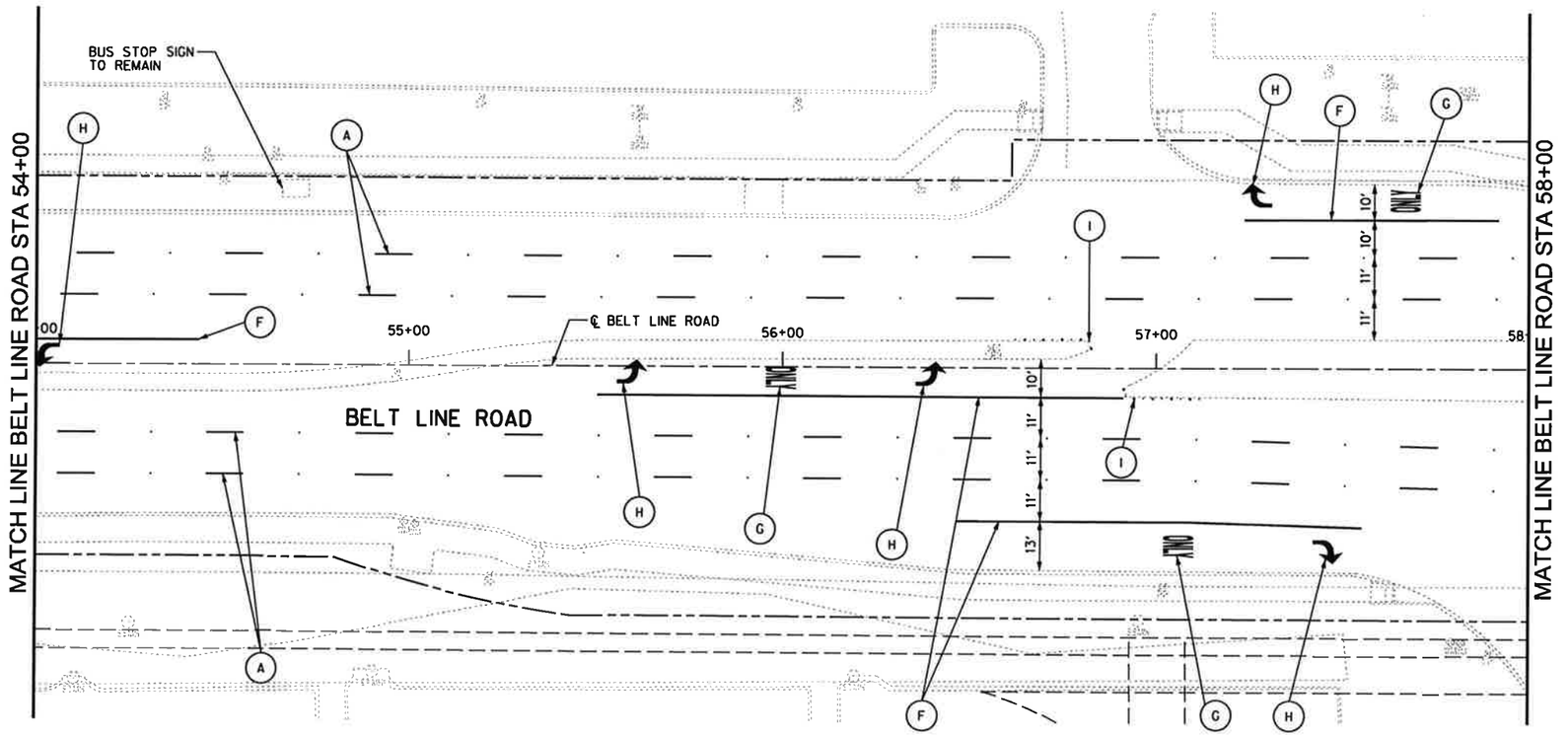

N

0 10 20 30 40 60
SCALE IN FEET

LEGEND

- (A) 4" WHITE BROKEN STRIPE 10' IN LENGTH WITH 30' GAPS SUPPLEMENTED BY TY-II-CR BUTTONS CENTERED ON GAP. CLEAR SIDE OF BUTTON SHALL FACE TRAFFIC FLOW. (SEE DETAIL 'A' ON SHEET DT-PM)
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- (K) WHITE REFLECTORIZED PAVEMENT MARKING FOR RAILROAD CROSSING (SEE SHEET RCPM-09)

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HALFF ASSOCIATES, INC.
ENGINEERS SURVEYORS SCIENTISTS

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M.E. ROMANOWSKI | 56306 PE# | SEPT 19, 2014 Date

FIRM REGISTRATION NUMBER: 312

NO.	REVISION	BY	DATE

TOWN OF ADDISON
DALLAS COUNTY, TEXAS

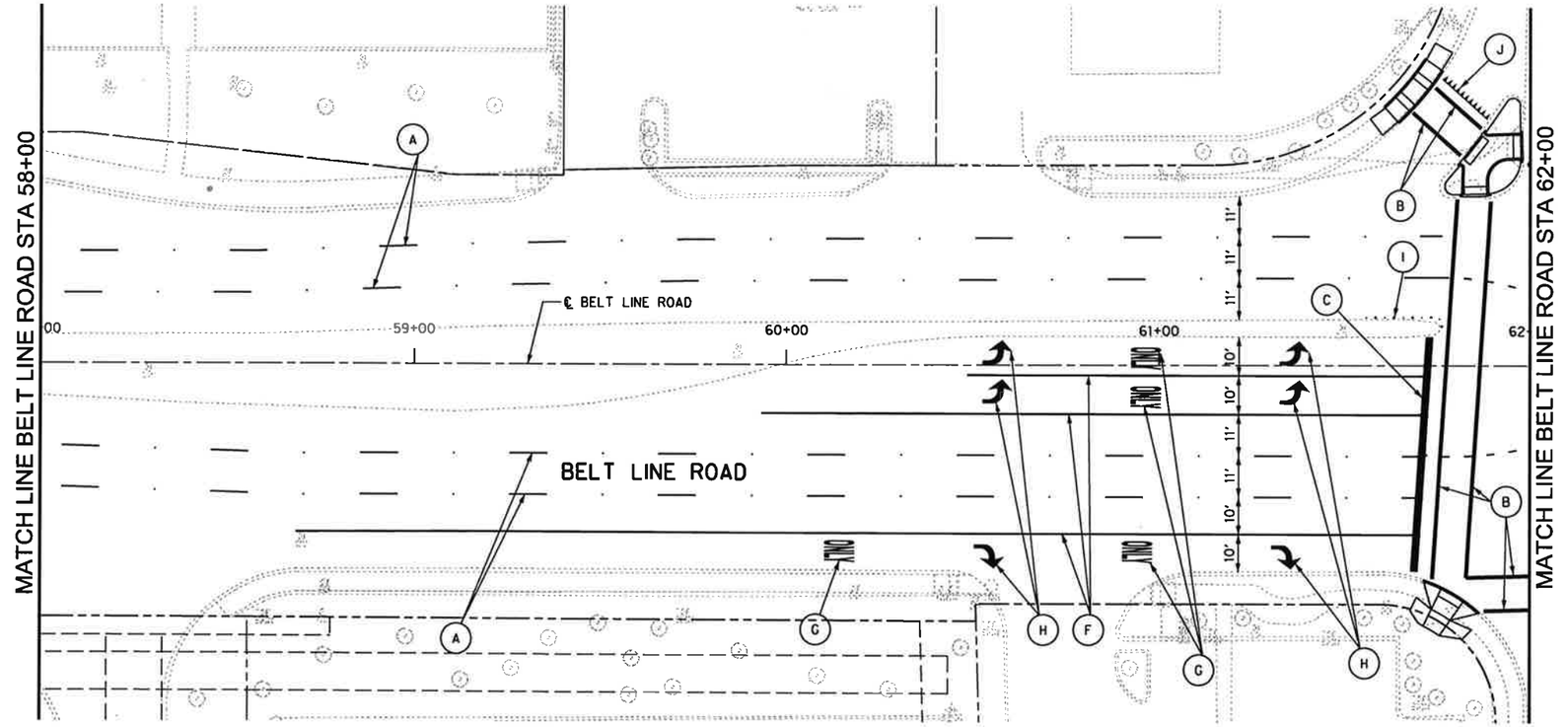
BELT LINE ROAD
OVERLAY PROJECT

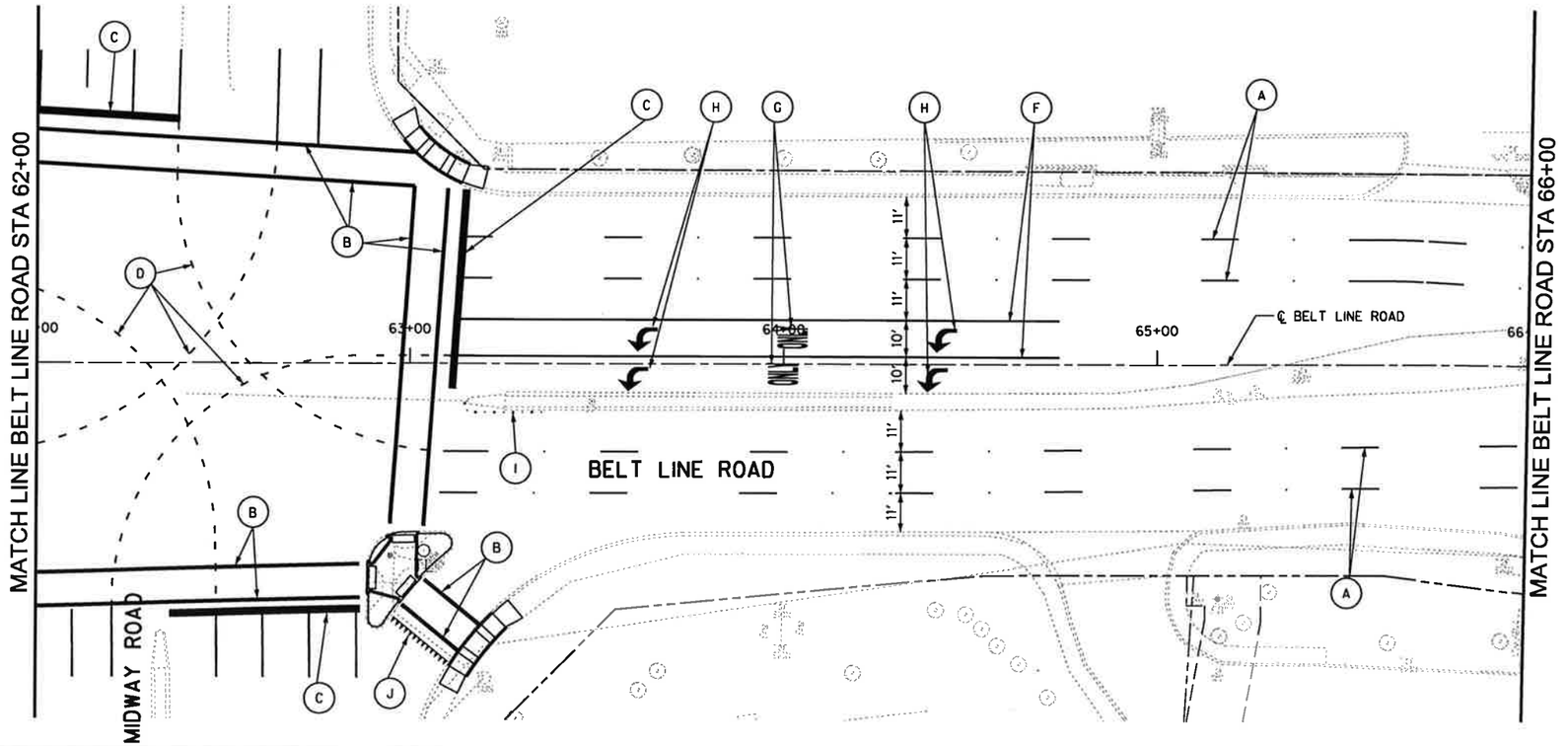
STRIPING & SIGNAGE LAYOUT
BELT LINE RD STA 50+00 TO STA 58+00

HALFF
1201 NORTH BOWSER ROAD, RICHARDSON, TEXAS 75081-2275
TEL (214) 346-6200 FAX (214) 739-0095

PROJECT	DESIGN	DRAWN	DATE	FILE	SHEET
29350	HALFF	HALFF	SEPT. 2014	29350A SNPM 06	PM-6

USER: ahl299
PROJECT # 29350 OFFICE: RCH
DATE: 8/18/2014 TIME: 1:44:16 PM FILE: 29350A SNPM 07.dgn





N

0 10 20 30 40 60
SCALE IN FEET

LEGEND

- (A) 4" WHITE BROKEN STRIPE 10' IN LENGTH WITH 30' GAPS SUPPLEMENTED BY TY-II-CR BUTTONS CENTERED ON GAP. CLEAR SIDE OF BUTTON SHALL FACE TRAFFIC FLOW. (SEE DETAIL 'A' ON SHEET DT-PM)
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- (J) WHITE REFLECTORIZED YIELD LINE (SEE DETAIL 'D' ON SHEET DT-PM)
- (K) WHITE REFLECTORIZED PAVEMENT MARKING FOR RAILROAD CROSSING (SEE SHEET RCPM-09)

NOTES:
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SHEET 65 OF 104

HALFF ASSOCIATES, INC.
ENGINEERS SURVEYORS SCIENTISTS

PRELIMINARY - FOR INTERIM REVIEW ONLY

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M.E. ROMANOWSKI	56306 PE#	SEPT 19, 2014 Date

FIRM REGISTRATION NUMBER: 312

NO.	REVISION	BY	DATE

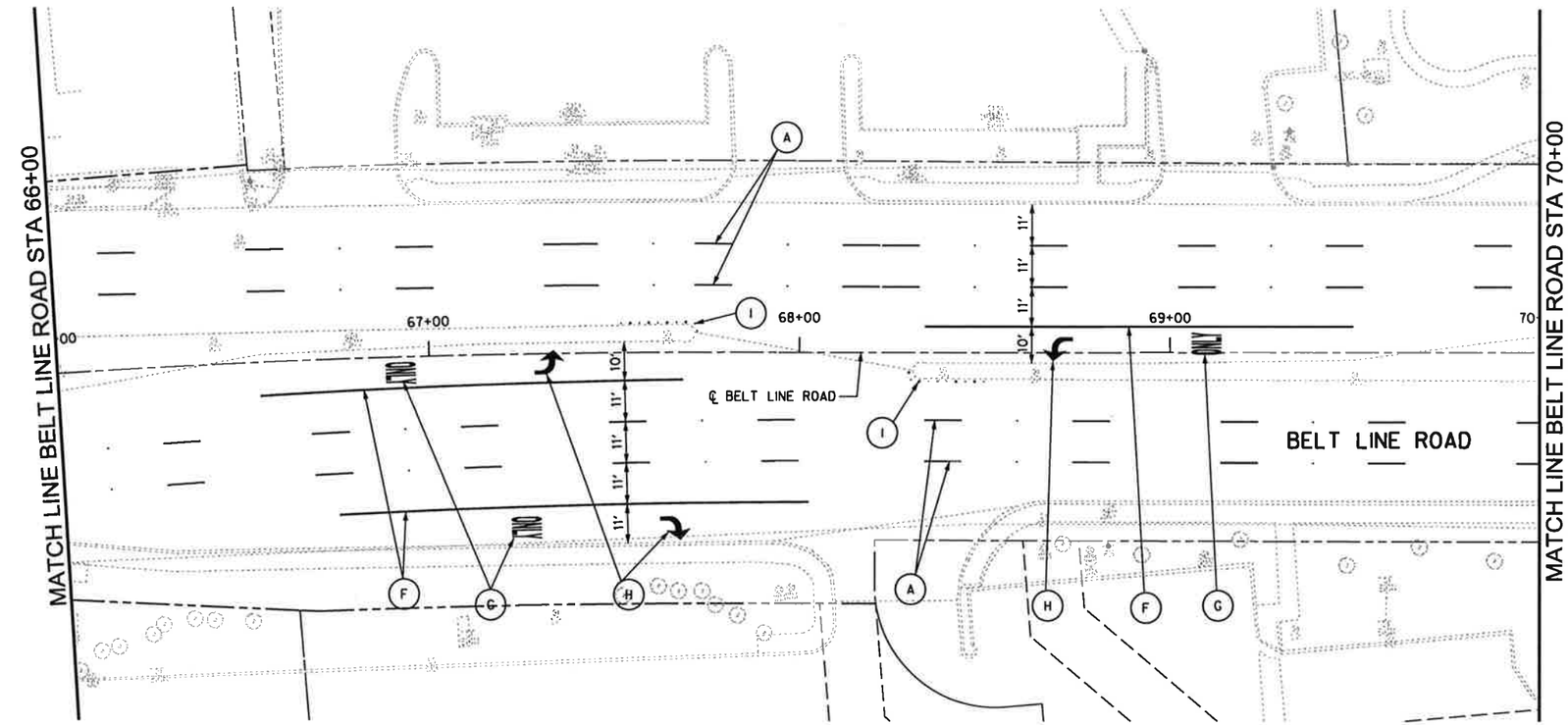
TOWN OF ADDISON
DALLAS COUNTY, TEXAS

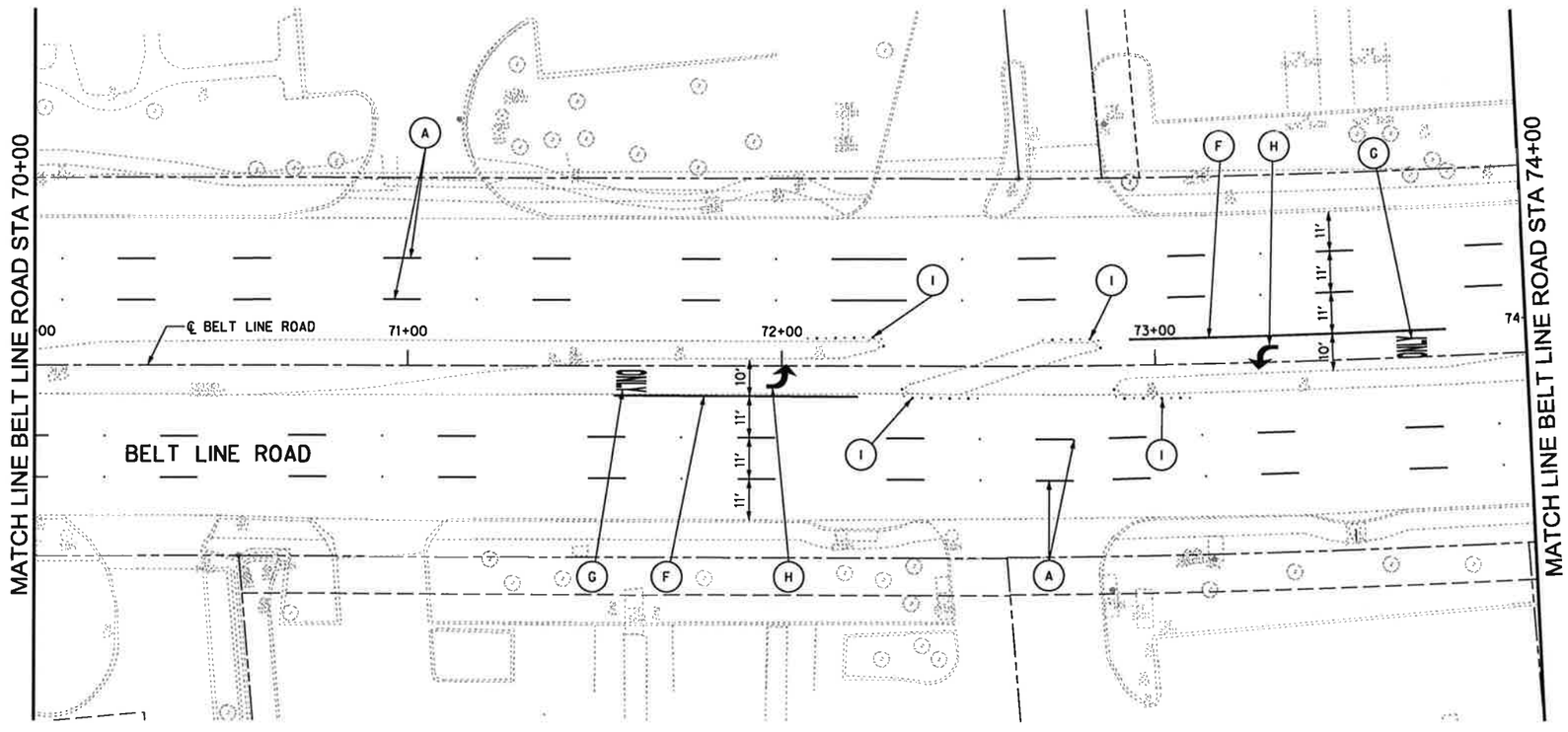
BELT LINE ROAD
OVERLAY PROJECT

STRIPING & SIGNAGE LAYOUT
BELT LINE RD STA 58+00 TO STA 66+00

HALFF
1201 NORTH BOWSER ROAD, RICHARDSON, TEXAS 75081-2275
TEL (214) 346-6200 FAX (214) 739-0095

PROJECT	DESIGN	DRAWN	DATE	FILE	SHEET
29350	HALFF	HALFF	SEPT. 2014	29350A SNPM 07	PM-7





0 10 20 30 40 60
SCALE IN FEET

N

LEGEND

- (A) 4" WHITE BROKEN STRIPE 10' IN LENGTH WITH 30' GAPS SUPPLEMENTED BY TY-II-CR BUTTONS CENTERED ON GAP. CLEAR SIDE OF BUTTON SHALL FACE TRAFFIC FLOW. (SEE DETAIL 'A' ON SHEET DT-PM)
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NOTES:
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SHEET 66 OF 104

HALFF ASSOCIATES, INC.
ENGINEERS · SURVEYORS · SCIENTISTS

PRELIMINARY - FOR INTERIM REVIEW ONLY

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M.E. ROMANOWSKI — PE# 56306 — Date SEPT 19, 2014

FIRM REGISTRATION NUMBER: 312

NO.	REVISION	BY	DATE

TOWN OF ADDISON
DALLAS COUNTY, TEXAS

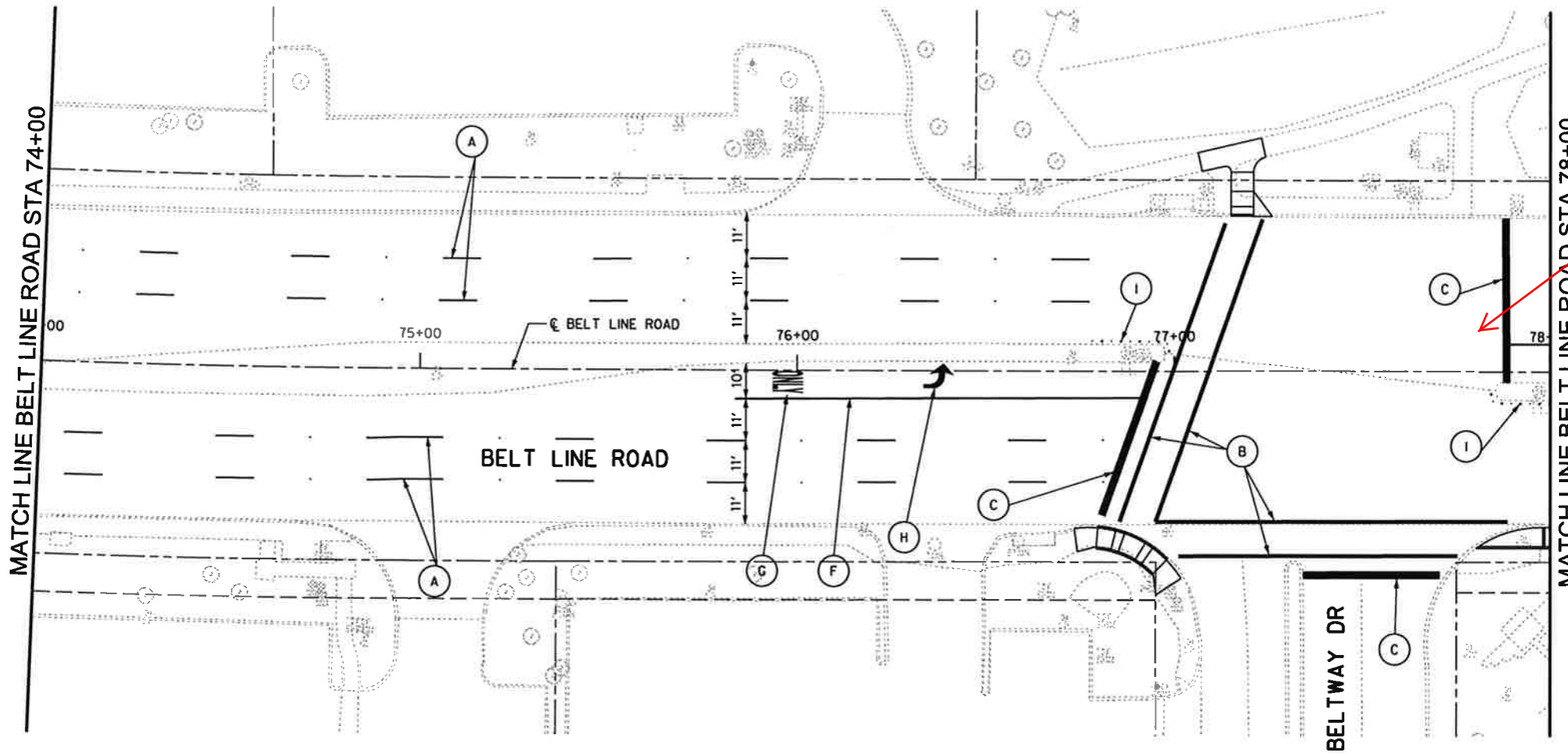
BELT LINE ROAD
OVERLAY PROJECT

STRIPING & SIGNAGE LAYOUT
BELT LINE RD STA 66+00 TO STA 74+00

HALFF
1201 NORTH BOWSER ROAD, RICHARDSON, TEXAS 75081-2275
TEL (214) 346-6200 FAX (214) 739-0095

PROJECT	DESIGN	DRAWN	DATE	FILE	SHEET
29350		HALFF	SEPT. 2014	29350A SNPM 08	PM-8

USER: ah1299
OFFICE: RCH
PROJECT # 29350
FILE: 29350A SNPM 08.dgn
TIME: 1:44:20 PM
DATE: 8/18/2014



0 10 20 30 40 60
SCALE IN FEET

Add crosswalk pavement markings to serve east side. See comments on sheet P-17.

LEGEND

- (A) 4" WHITE BROKEN STRIPE 10' IN LENGTH WITH 30' GAPS SUPPLEMENTED BY TY-II-CR BUTTONS CENTERED ON GAP. CLEAR SIDE OF BUTTON SHALL FACE TRAFFIC FLOW. (SEE DETAIL 'A' ON SHEET DT-PM)
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NOTES:
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SHEET 67 OF 104

HALFF ASSOCIATES, INC.
ENGINEERS · SURVEYORS · SCIENTISTS

PRELIMINARY - FOR INTERIM REVIEW ONLY

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M.E. ROMANOWSKI — 56306 PE# — SEPT 19, 2014 Date

FIRM REGISTRATION NUMBER: 312

NO.	REVISION	BY	DATE

TOWN OF ADDISON
DALLAS COUNTY, TEXAS

BELT LINE ROAD
OVERLAY PROJECT

STRIPING & SIGNAGE LAYOUT
BELT LINE RD STA 74+00 TO STA 82+00

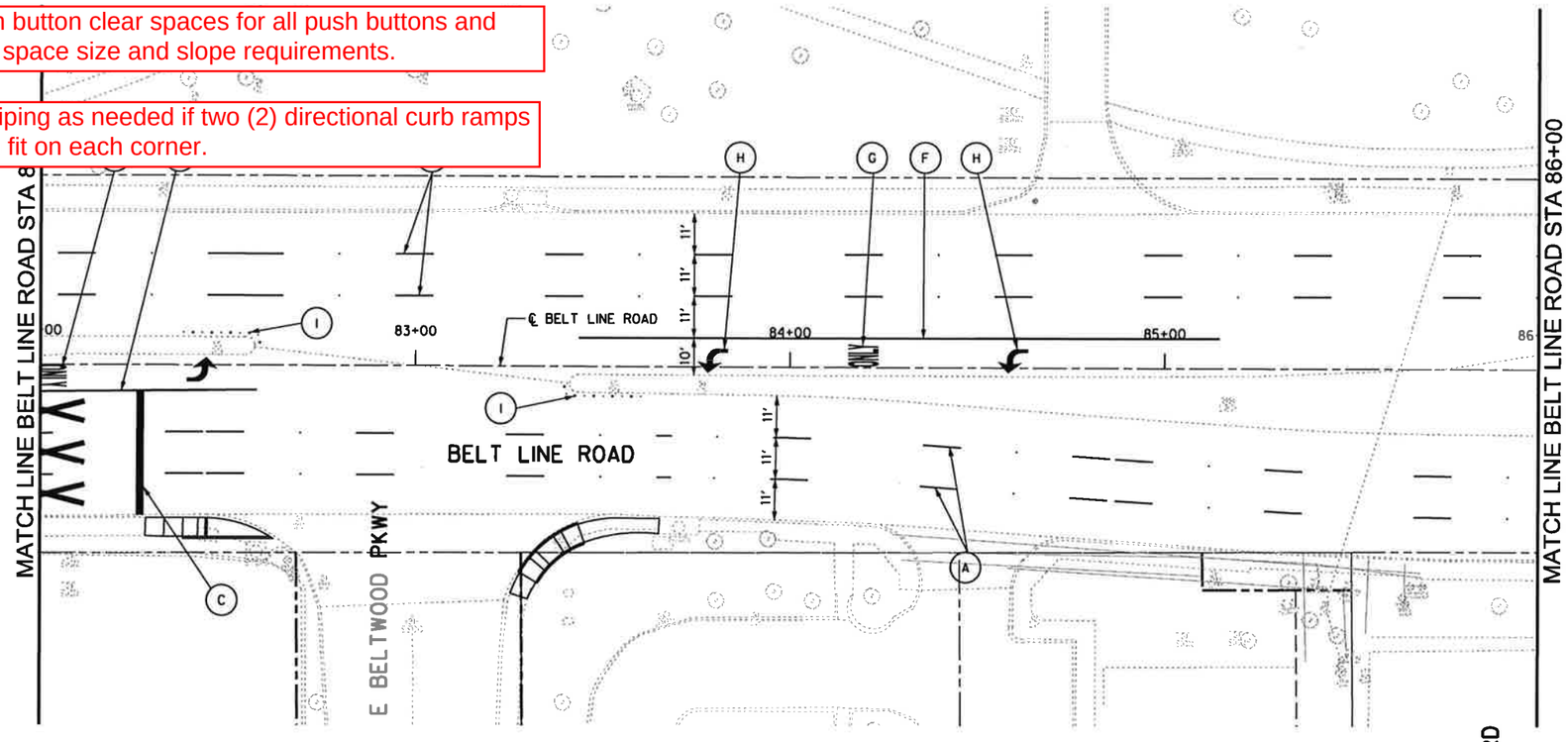
HALFF
1201 NORTH BOWSER ROAD, RICHARDSON, TEXAS 75081-2275
TEL (214) 346-6200 FAX (214) 739-0095

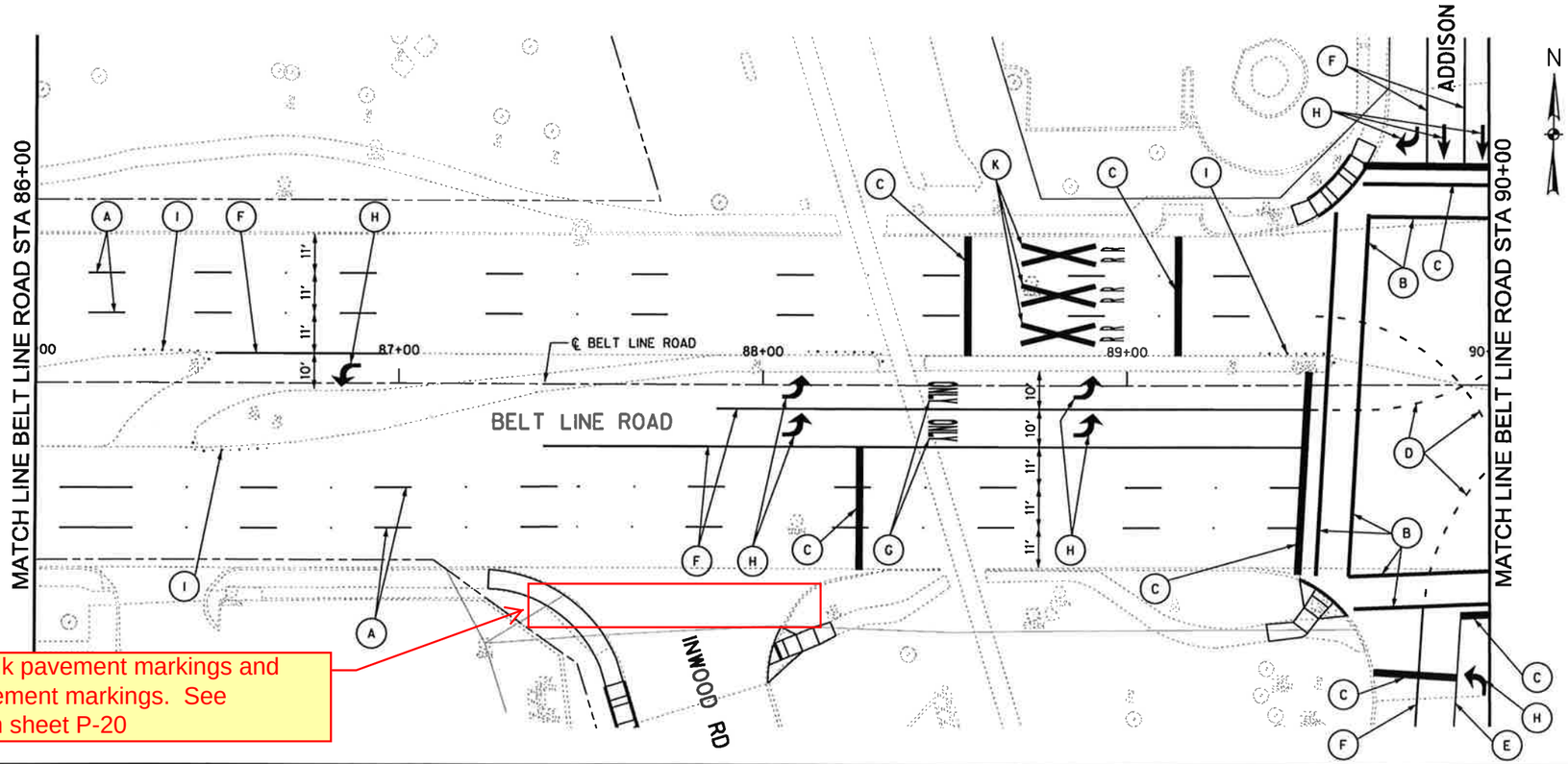
PROJECT	DESIGN	DRAWN	DATE	FILE	SHEET
29350	HALFF	HALFF	SEPT. 2014	29350A SNPM 09	PM-9

USER: dh1299
OFFICE: RCH
PROJECT # 29350
FILE: 29350A SNPM 09.dgn
TIME: 1:44:25 PM
DATE: 8/18/2014

Show push button clear spaces for all push buttons and label clear space size and slope requirements.

Update striping as needed if two (2) directional curb ramps are able to fit on each corner.





Add crosswalk pavement markings and stop bar pavement markings. See comments on sheet P-20

0 10 20 30 40 60
SCALE IN FEET

N

LEGEND

- (A) 4" WHITE BROKEN STRIPE 10' IN LENGTH WITH 30' GAPS SUPPLEMENTED BY TY-II-CR BUTTONS CENTERED ON GAP. CLEAR SIDE OF BUTTON SHALL FACE TRAFFIC FLOW. (SEE DETAIL 'A' ON SHEET DT-PM)
- (B) 12" WHITE SOLID REFLECTORIZED PAVEMENT MARKING
- (C) 24" WHITE SOLID REFLECTORIZED PAVEMENT MARKING
- (D) 4" WHITE DOT REFLECTORIZED PAVEMENT MARKING ("PUPPY TRACKS") (SEE DETAIL "F" ON SHEET DT-PM)
- (E) DOUBLE 4" YELLOW SOLID REFLECTORIZED PAVEMENT MARKING SUPPLEMENTED, BY TY-II-A-A BUTTONS. (SEE DETAIL 'B' ON SHEET DT-PM)
- (F) 8" WHITE SOLID REFLECTORIZED PAVEMENT MARKING SUPPLEMENTED BY TY I-C BUTTONS (SEE DETAIL "G" ON SHEET DT-PM)
- (G) WHITE REFLECTORIZED PAVEMENT MARKING WORD
- (H) WHITE REFLECTORIZED PAVEMENT MARKING ARROW
- (I) 4" ROUND NON-REFLECTIVE YELLOW MARKER AND YELLOW R.P.M. TYPE II-A-A (SEE DETAIL 'C' ON SHEET DT-PM)
- (J) WHITE REFLECTORIZED YIELD LINE (SEE DETAIL 'D' ON SHEET DT-PM)
- (K) WHITE REFLECTORIZED PAVEMENT MARKING FOR RAILROAD CROSSING (SEE SHEET RCPM-09)

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SHEET 68 OF 104

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TOWN OF ADDISON
DALLAS COUNTY, TEXAS

BELT LINE ROAD
OVERLAY PROJECT

STRIPING & SIGNAGE LAYOUT
BELT LINE RD STA 82+00 TO STA 90+00

HALFF
1201 NORTH BOWSER ROAD, RICHARDSON, TEXAS 75081-2275
TEL (214) 346-6200 FAX (214) 739-0095

PROJECT	DESIGN	DRAWN	DATE	FILE	SHEET
29350	HALFF	HALFF	SEPT. 2014	29350A SNPM 10	PM-10

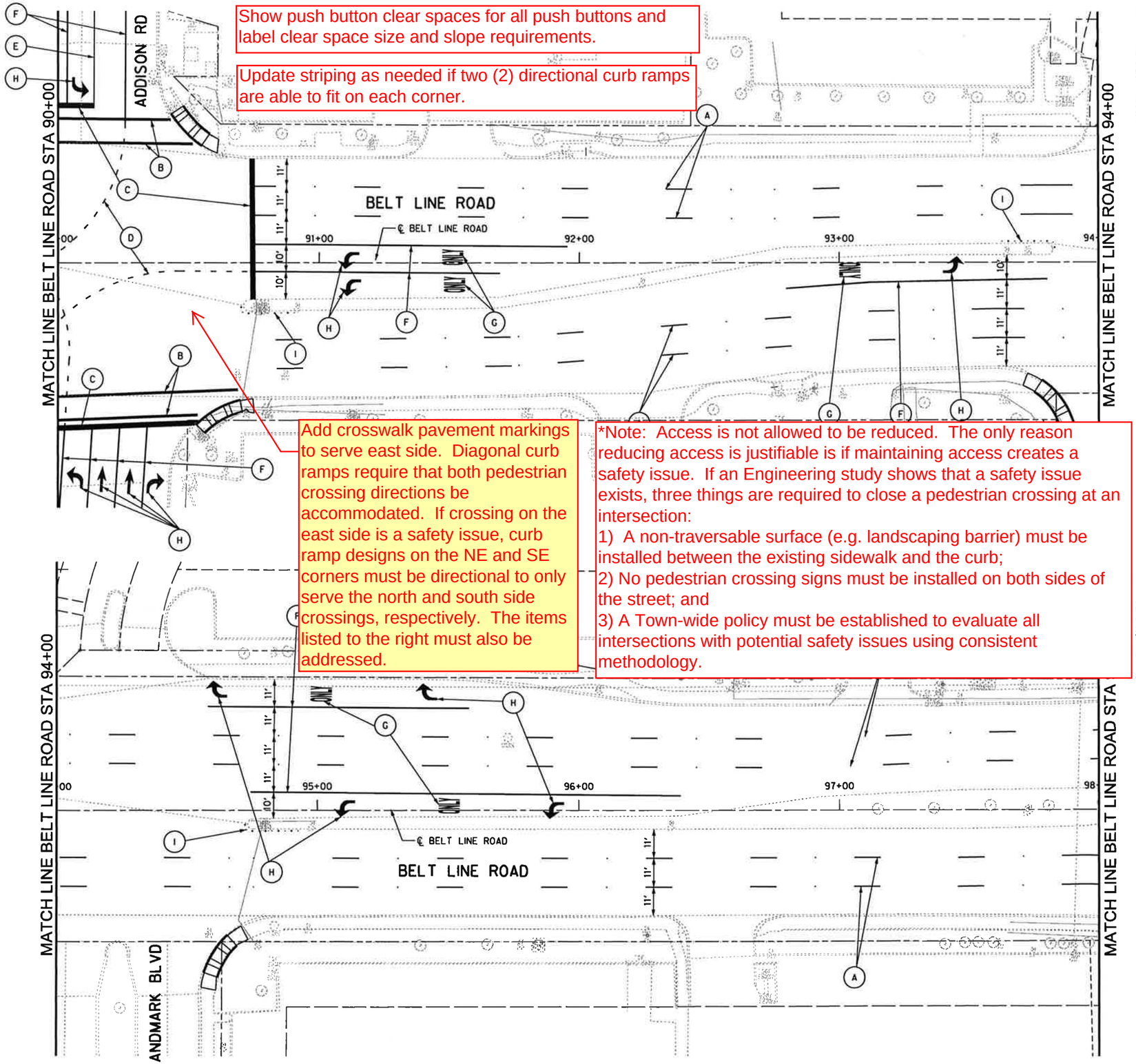
USER: ahl299
OFFICE: RCH
PROJECT # 29350
FILE: 29350A SNPM 10.dgn
TIME: 1:44:28 PM
DATE: 8/18/2014

Show push button clear spaces for all push buttons and label clear space size and slope requirements.

Update striping as needed if two (2) directional curb ramps are able to fit on each corner.

Add crosswalk pavement markings to serve east side. Diagonal curb ramps require that both pedestrian crossing directions be accommodated. If crossing on the east side is a safety issue, curb ramp designs on the NE and SE corners must be directional to only serve the north and south side crossings, respectively. The items listed to the right must also be addressed.

*Note: Access is not allowed to be reduced. The only reason reducing access is justifiable is if maintaining access creates a safety issue. If an Engineering study shows that a safety issue exists, three things are required to close a pedestrian crossing at an intersection:
1) A non-traversable surface (e.g. landscaping barrier) must be installed between the existing sidewalk and the curb;
2) No pedestrian crossing signs must be installed on both sides of the street; and
3) A Town-wide policy must be established to evaluate all intersections with potential safety issues using consistent methodology.



LEGEND

(A) 4" WHITE BROKEN STRIPE 10' IN LENGTH WITH 30' GAPS SUPPLEMENTED BY TY-II-CR BUTTONS CENTERED ON GAP. CLEAR SIDE OF BUTTON SHALL FACE TRAFFIC FLOW. (SEE DETAIL 'A' ON SHEET DT-PM)

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(G) WHITE REFLECTORIZED PAVEMENT MARKING WORD

(H) WHITE REFLECTORIZED PAVEMENT MARKING ARROW

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(J) WHITE REFLECTORIZED YIELD LINE (SEE DETAIL 'D' ON SHEET DT-PM)

(K) WHITE REFLECTORIZED PAVEMENT MARKING FOR RAILROAD CROSSING (SEE SHEET RCPM-09)

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SHEET 69 OF 104

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(PE# / Date)

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TOWN OF ADDISON
DALLAS COUNTY, TEXAS

BELT LINE ROAD
OVERLAY PROJECT

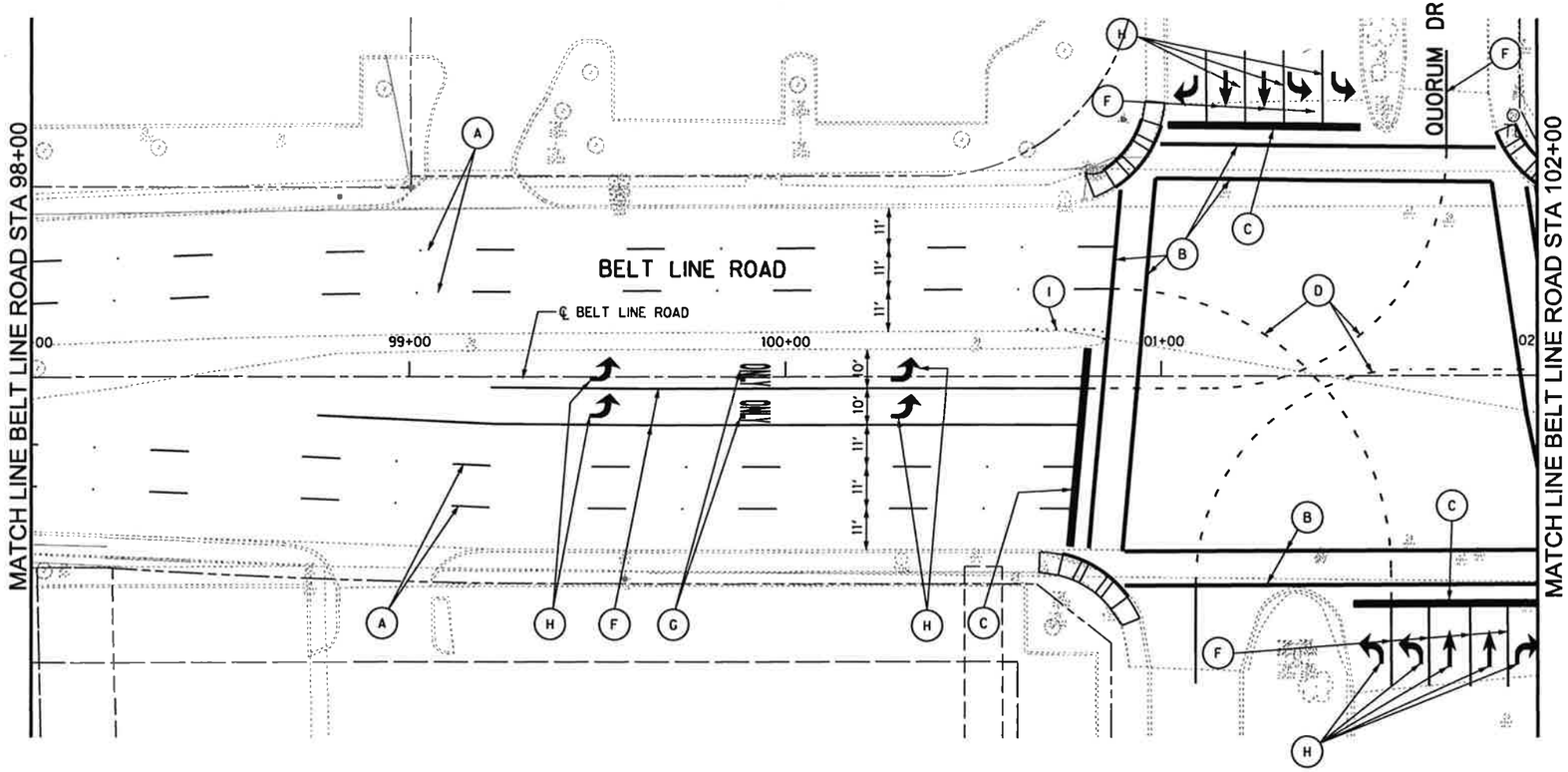
STRIPING & SIGNAGE LAYOUT
BELT LINE RD STA 90+00 TO STA 98+00

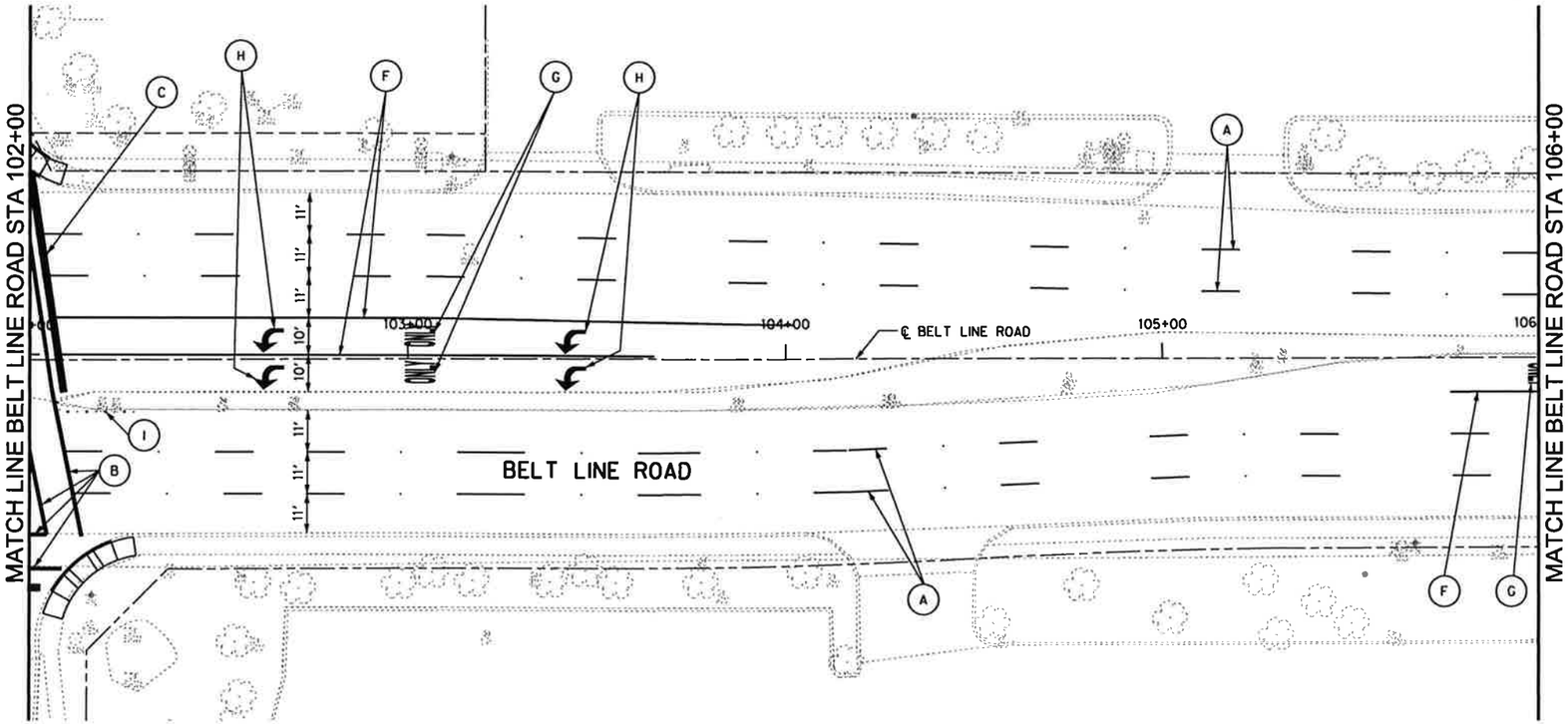
HALFF
1201 NORTH BOWSER ROAD, RICHARDSON, TEXAS 75081-2275
TEL (214) 348-8200 FAX (214) 739-0095

PROJECT	DESIGN	DRAWN	DATE	FILE	SHEET
29350	HALFF	HALFF	SEPT. 2014	29350A SNPM 11	PM-11

USER: ahl299
OFFICE: RCH
PROJECT # 29350
FILE: 29350A SNPM 11.dgn
TIME: 1:44:33 PM
DATE: 8/18/2014

USER: dh1299
OFFICE: RCH
PROJECT # 29350
FILE: 29350A SNPM 12.dgn
TIME: 10:41:45 AM
DATE: 9/10/2014





N

0 10 20 30 40 60
SCALE IN FEET

LEGEND

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SHEET 70 OF 104

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TOWN OF ADDISON
DALLAS COUNTY, TEXAS

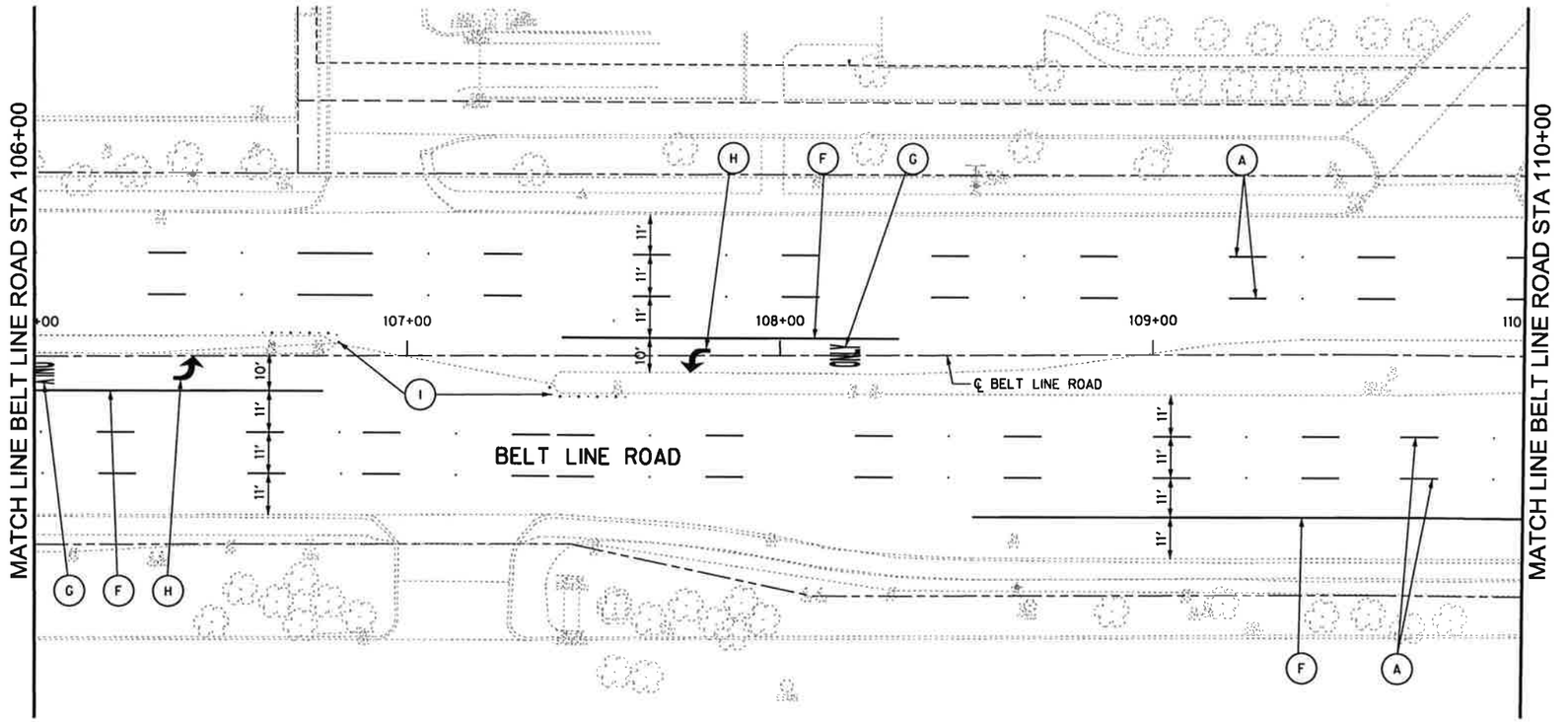
BELT LINE ROAD
OVERLAY PROJECT

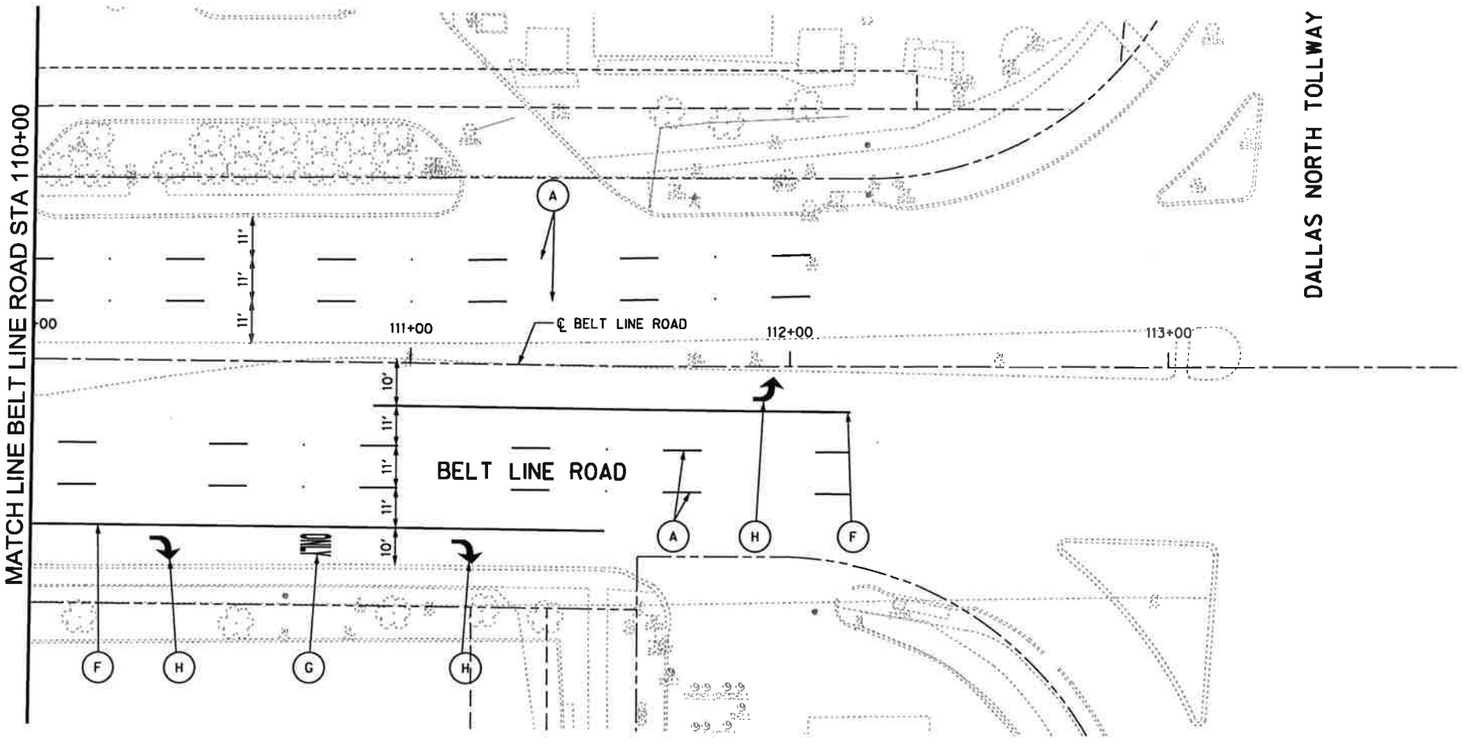
STRIPING & SIGNAGE LAYOUT
BELT LINE RD STA 98+00 TO STA 106+00

HALFF
1201 NORTH BOWSER ROAD, RICHARDSON, TEXAS 75081-2275
TEL (214) 348-8200 FAX (214) 739-0095

PROJECT	DESIGN	DRAWN	DATE	FILE	SHEET
29350	HALFF	HALFF	SEPT. 2014	29350A SNPM 12	PM-12

PROJECT • 29350 OFFICE: RCH USER: ahl299
DATE: 8/18/2014 TIME: 1:44:38 PM FILE: 29350A SNPM 13.dgn





N

0 10 20 30 40 60
SCALE IN FEET

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TOWN OF ADDISON
DALLAS COUNTY, TEXAS

BELT LINE ROAD
OVERLAY PROJECT

STRIPING & SIGNAGE LAYOUT
BELT LINE RD STA 106+00 TO STA 113+00

HALFF
1201 NORTH BOWSER ROAD, RICHARDSON, TEXAS 75081-2275
TEL (214) 346-6200 FAX (214) 739-0095

PROJECT	DESIGN	DRAWN	DATE	FILE	SHEET
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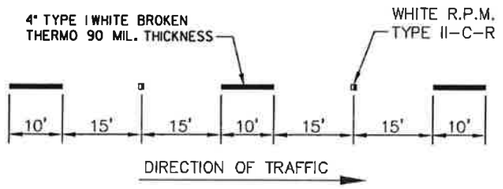
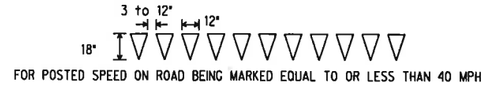
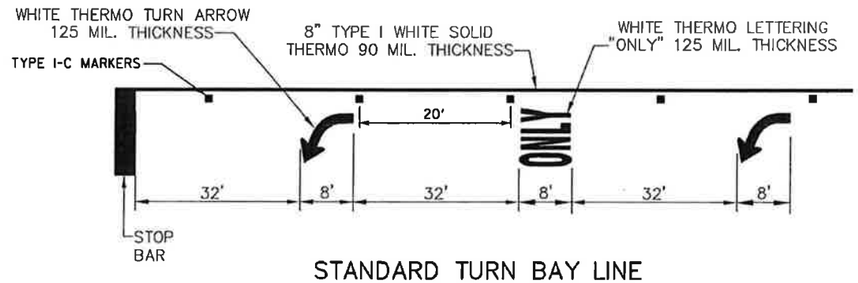


DETAIL "A"
N.T.S.



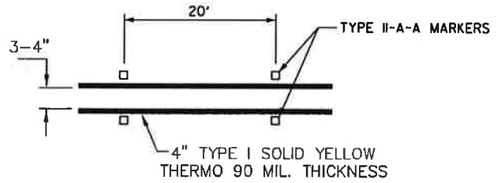
YIELD LINES

DETAIL "D"
N.T.S.



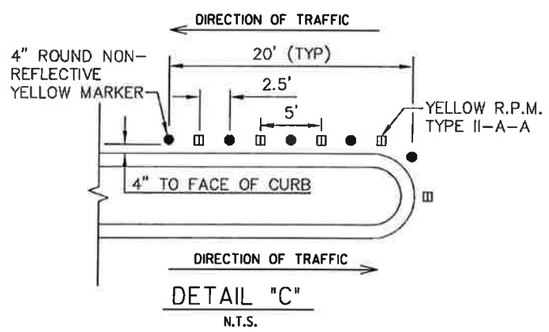
STANDARD TURN BAY LINE

DETAIL "G"
N.T.S.

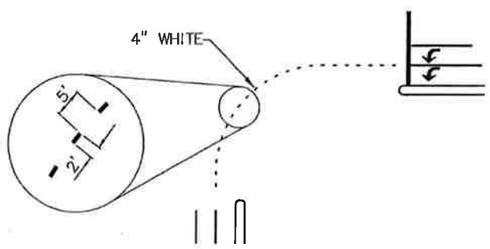


DETAIL "B"
N.T.S.

DETAIL "E"
CROSSWALK STRIPING LAYOUT
N.T.S.



DETAIL "C"
N.T.S.



"PUPPY TRACK" MARKING LAYOUT

DETAIL "F"
N.T.S.

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ENGINEERS SURVEYORS SCIENTISTS

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TOWN OF ADDISON
DALLAS COUNTY, TEXAS

BELT LINE ROAD
OVERLAY PROJECT

PAVEMENT MARKING DETAILS

HALFF
1201 NORTH BOWSER ROAD, RICHARDSON, TEXAS 75081-2275
TEL (214) 346-6200 FAX (214) 739-0095

PROJECT	DESIGN	DRAWN	DATE	FILE	SHEET
29350	HALFF	HALFF	SEPT. 2014	29350A DTSN 01	DT-PM

USER: ahl299
OFFICE: RCH
PROJECT # 29350
FILE: 29350A DTSN 01.dgn
TIME: 1:44:40 PM
DATE: 8/18/2014

USER: ahl299
OFFICE: RCH
PROJECT • 29350
FILE: 29350A TCPN 01.dgn
TIME: 10:43:19 AM
DATE: 9/10/2014

Short Term Outside Lane Closure for Sidewalk Work:

1. Outside lane closure for parkway and sidewalk construction shall only be allowed between 9:30 am and 3:30 pm.
2. Maintain access to businesses at all times.
3. Maintain a continuous pedestrian path on either side of the road at all times through the entire project limits.

Overlay and Permanent Striping Construction:

1. To be done during off-peak hours one lane at a time.
2. Use work vehicle with a trail vehicle and a shadow vehicle.
3. Open to traffic behind shadow vehicle once overlay can be driven on.
4. Maintain access at all times to businesses during their operating hours.

TRAFFIC CONTROL NOTES

1. Peak hours are 6:30 AM to 9:30 AM and 3:30 PM to 7:30 PM on weekdays.
2. Contractor shall not perform any work during the following Town events: Taste of Addison, Addison Kaboom Town, Addison Oktoberfest.
3. Maintain access to adjacent properties at all times, only one driveway closed to each property at any one time.
4. Provide 6 changeable message signs, at the locations shown in the plans for advance warning.
5. Only one consecutive median opening can be closed at a time.

SHEET 73 OF 104

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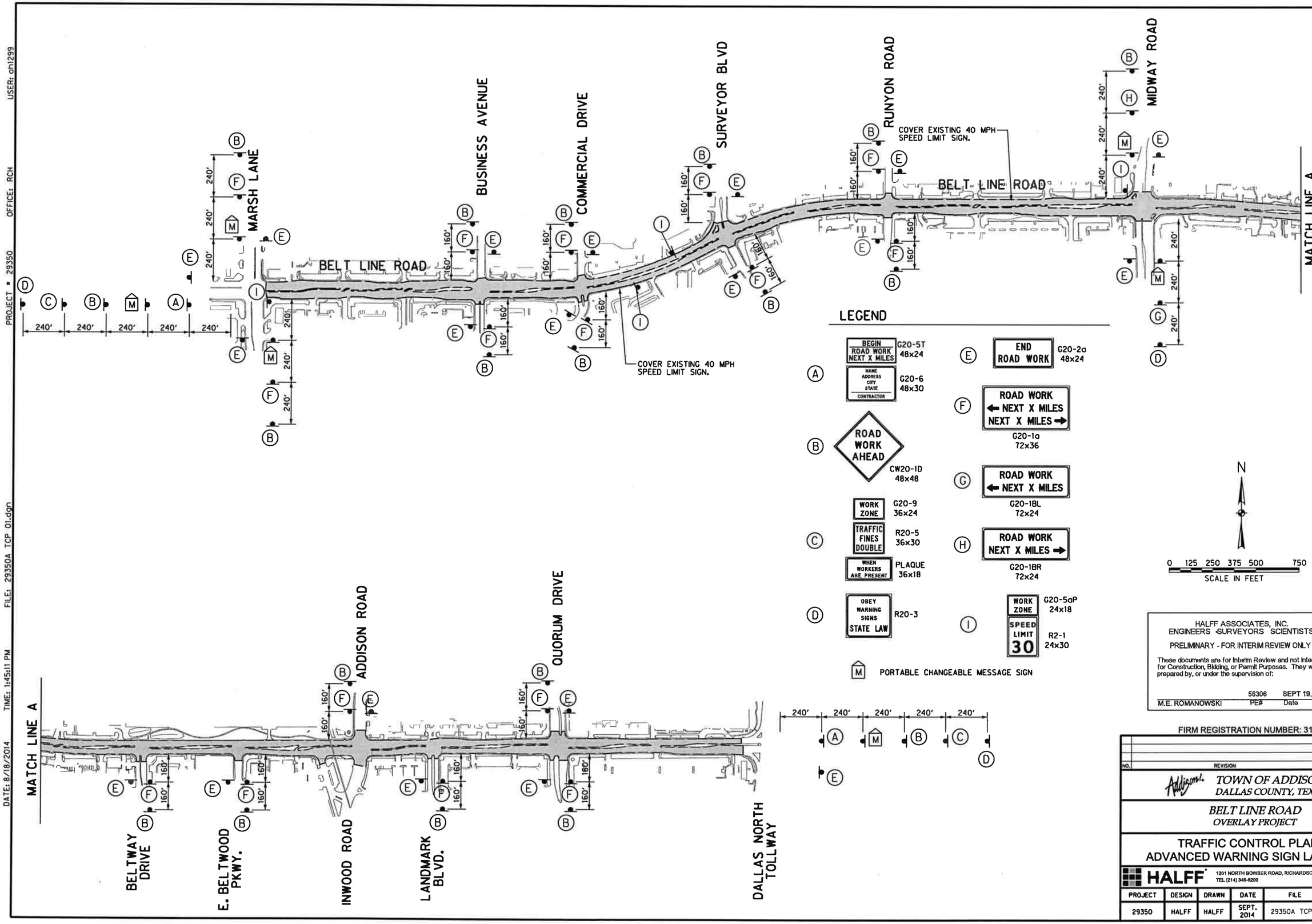
TOWN OF ADDISON
DALLAS COUNTY, TEXAS

BELT LINE ROAD
OVERLAY PROJECT

TRAFFIC CONTROL NARRATIVE & GENERAL NOTES

HALFF
1201 NORTH BOWSER ROAD, RICHARDSON, TEXAS 75081-2275
TEL (214) 346-6200 FAX (214) 739-0095

PROJECT	DESIGN	DRAWN	DATE	FILE	SHEET
29350	HALFF	HALFF	SEPT. 2014	29350 TCPN 01	TCP-00



LEGEND

	BEGIN ROAD WORK NEXT X MILES — G20-5T 48x24	E	END ROAD WORK — G20-2a 48x24
A	NAME ADDRESS CITY STATE CONTRACTOR — G20-6 48x30	F	ROAD WORK ← NEXT X MILES NEXT X MILES → — G20-1a 72x36
B	ROAD WORK AHEAD — CW20-1D 48x48	G	ROAD WORK ← NEXT X MILES — G20-1BL 72x24
	WORK ZONE — G20-9 36x24	H	ROAD WORK NEXT X MILES → — G20-1BR 72x24
C	TRAFFIC FINES DOUBLE — R20-5 36x30		
	WHEN WORKERS ARE PRESENT — PLAQUE 36x18		
D	OBEY WARNING SIGNS STATE LAW — R20-3	I	WORK ZONE G20-5aP 24x18; SPEED LIMIT 30 — R2-1 24x30

M PORTABLE CHANGEABLE MESSAGE SIGN

N

0 125 250 375 500 750
SCALE IN FEET

HALFF ASSOCIATES, INC.
ENGINEERS · SURVEYORS · SCIENTISTS

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TOWN OF ADDISON
DALLAS COUNTY, TEXAS

BELT LINE ROAD
OVERLAY PROJECT

TRAFFIC CONTROL PLAN
ADVANCED WARNING SIGN LAYOUT

HALFF
1201 NORTH BOWSER ROAD, RICHARDSON, TEXAS 75081-2275
TEL (214) 346-6200 FAX (214) 739-0095

PROJECT	DESIGN	DRAWN	DATE	FILE	SHEET
29350	HALFF	HALFF	SEPT. 2014	29350A TCP 01	TCP-0

SHEET 74 OF 104

DATE: 8/18/2014 TIME: 1:45:11 PM FILE: 29350A TCP 01.dgn
PROJECT # 29350 OFFICE: RCH USER: ah1299

USER: ahl299
OFFICE: RCH
PROJECT # 29350
FILE: 29350A TCP01-01-01.dgn
TIME: 1:45:15 PM
DATE: 8/18/2014

MIDWAY ROAD

58+00 59+00 60+00 ℄ BELT LINE ROAD 61+00 62+00 63+00

BELT LINE ROAD

CONES @ 30' SPACING MAXIMUM

WORK ZONE

CONES @ 10' SPACING MAXIMUM

295' MERGE TAPER
CONES @ 30' SPACING MAXIMUM

SHIFT TAPER
CONES @ 30' SPACING MAXIMUM

Z

SHEET 76 OF 104

TYPICAL TREATMENT FOR PARKWAY AREA CONSTRUCTION

N

0 10 20 30 40 60
SCALE IN FEET

LEGEND

- ▲ CONES
- ■ OPPOSING TRAFFIC LANE DIVIDERS (OTLD)
- ● DRUMS
- TYPE III BARRICADE
- LANES TO BE OPEN AT ALL TIMES
- LANES TO BE CLOSED DURING OFF-PEAK HOURS ONLY
- (N) NON-REMOVABLE
- (R) REMOVABLE
- (S) 4" WHITE BROKEN
- (T) 4" WHITE SOLID
- (Y) PREVIOUS PAVEMENT MARKINGS
- (Z) EXISTING RAISED PAVEMENT MARKINGS

NOTES:
1. CONTRACTOR TO ADD NECESSARY SIGNAGE AS NEEDED ACCORDING TO TMUTCD.

2. CONTRACTOR TO ENSURE THAT EQUIPMENT DOES NOT BLOCK LINE OF SIGHT FOR DRIVERS.

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NO.	REVISION	BY	DATE

TOWN OF ADDISON
DALLAS COUNTY, TEXAS

BELT LINE ROAD
OVERLAY PROJECT

TRAFFIC CONTROL PLAN - PARKWAY PHASE 1

HALFF
1201 NORTH BOWSER ROAD, RICHARDSON, TEXAS 75081-2275
TEL (214) 346-6200 FAX (214) 739-0095

PROJECT	DESIGN	DRAWN	DATE	FILE	SHEET
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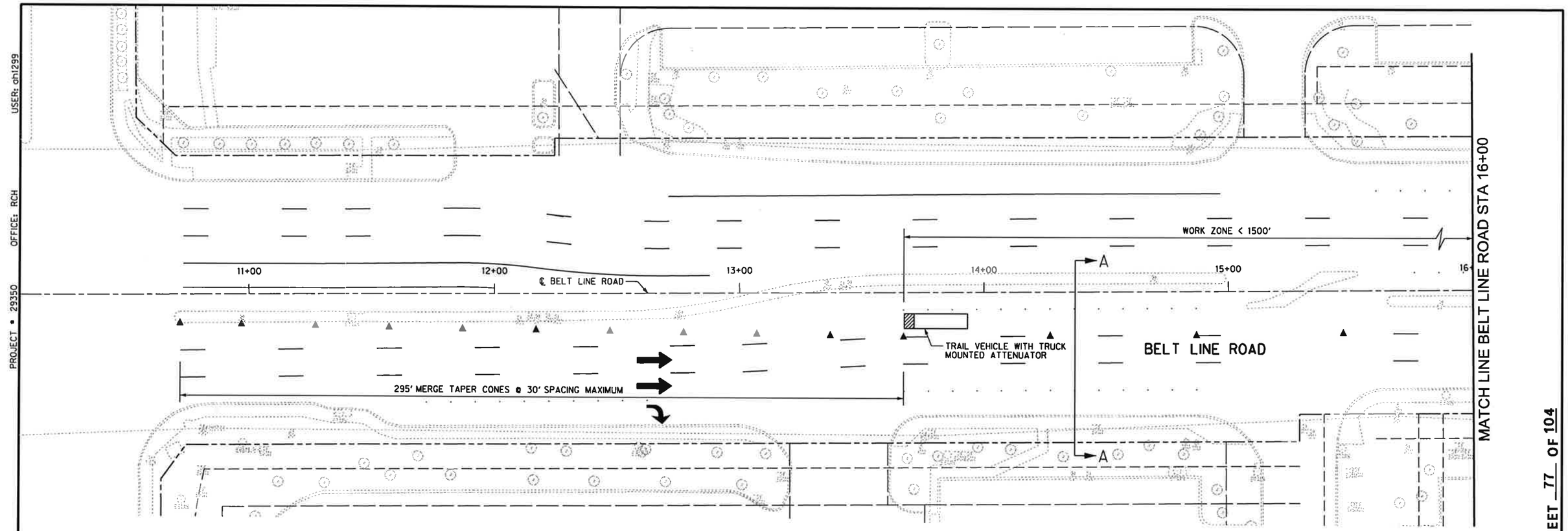
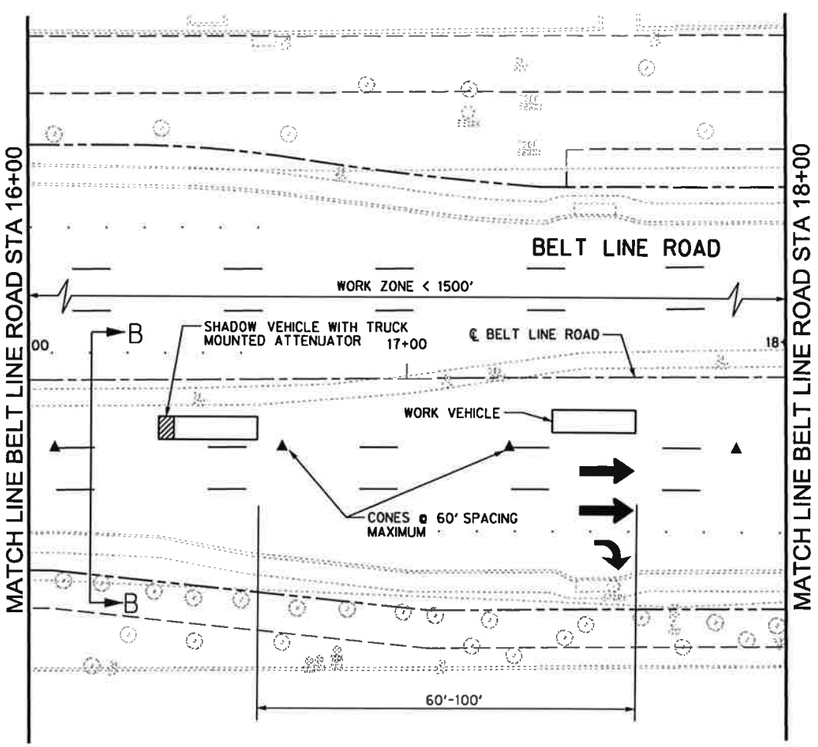
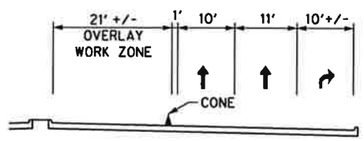
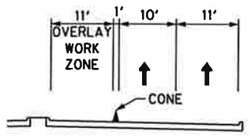




OVERLAY CONSTRUCTION TO BE DONE DURING OFF-PEAK HOURS - CONTRACTOR TO PROVIDE DETAILED TCP FOR OVERLAY WORK



SECTION A-A
(N.T.S.)



SECTION B-B
(N.T.S.)

LEGEND

- ▲ CONES
- ■ OPPOSING TRAFFIC LANE DIVIDERS (OTLD)
- ● DRUMS
- TYPE III BARRICADE
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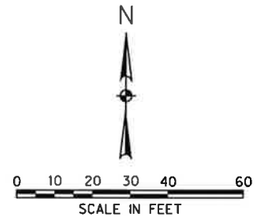
NOTES:
1. CONTRACTOR TO ADD NECESSARY SIGNAGE AS NEEDED ACCORDING TO TMUTCD.

2. CONTRACTOR TO ENSURE THAT EQUIPMENT DOES NOT BLOCK LINE OF SIGHT FOR DRIVERS.



HALFF ASSOCIATES, INC.
ENGINEERS SURVEYORS SCIENTISTS

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M.E. ROMANOWSKI	56306 PE#	SEPT 19, 2014 Date

FIRM REGISTRATION NUMBER: 312

NO.	REVISION	BY	DATE

TOWN OF ADDISON
DALLAS COUNTY, TEXAS

BELT LINE ROAD
OVERLAY PROJECT

TRAFFIC CONTROL PLAN - OVERLAY
PHASE 2, STEP 1

HALFF
1201 NORTH BOWSER ROAD, RICHARDSON, TEXAS 75081-2275
TEL (214) 348-6200 FAX (214) 739-0095

PROJECT	DESIGN	DRAWN	DATE	FILE	SHEET
29350	HALFF	HALFF	SEPT. 2014	29350A TCP02-01-01	TCP-2

SHEET 77 OF 104

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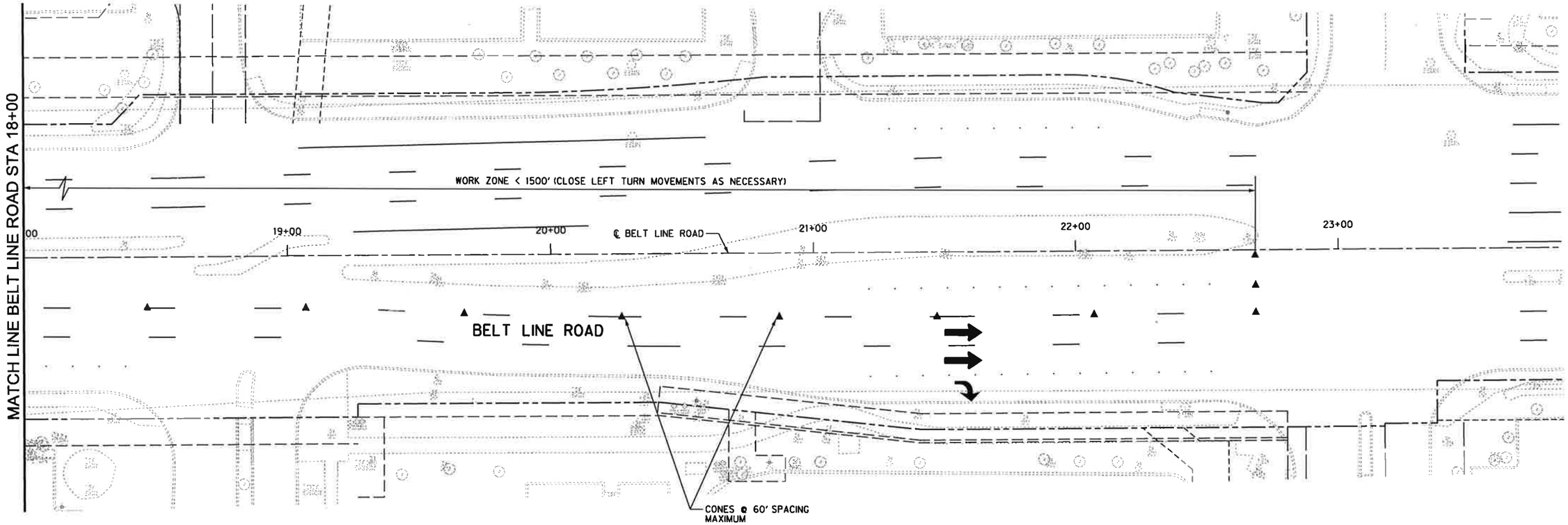

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N

0 10 20 30 40 60
SCALE IN FEET

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BELT LINE ROAD
OVERLAY PROJECT

TRAFFIC CONTROL PLAN - OVERLAY PHASE 2, STEP 1

HALFF
1201 NORTH BOWSER ROAD, RICHARDSON, TEXAS 75081-2275
TEL (214) 346-6200 FAX (214) 739-0095

PROJECT	DESIGN	DRAWN	DATE	FILE	SHEET
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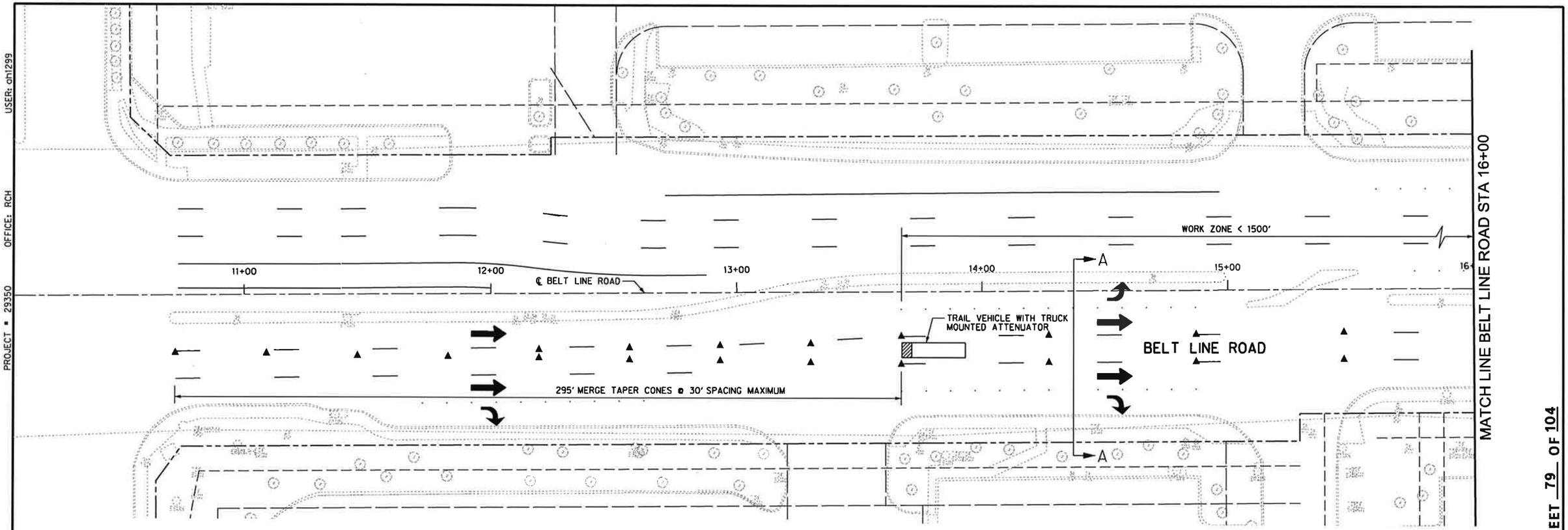
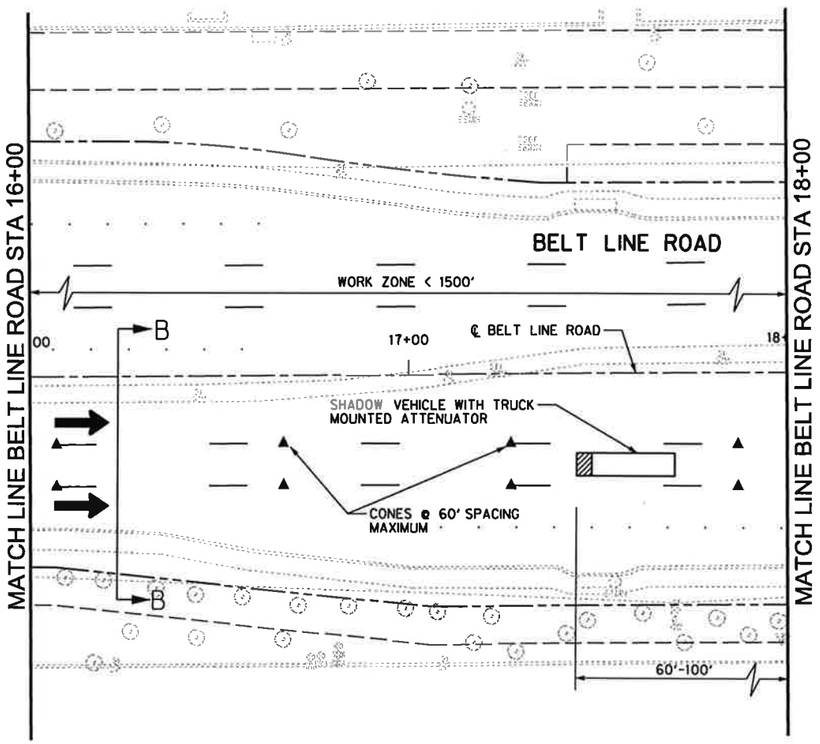
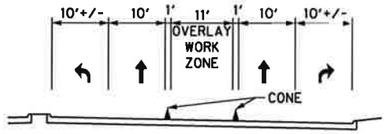
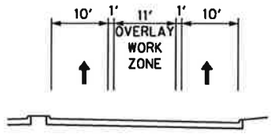






SECTION A-A
(N.T.S.)



SECTION B-B
(N.T.S.)

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BELT LINE ROAD
OVERLAY PROJECT

TRAFFIC CONTROL PLAN - OVERLAY
PHASE 2, STEP 2

HALFF
1201 NORTH BOWSER ROAD, RICHARDSON, TEXAS 75081-2275
TEL (214) 346-6200 FAX (214) 739-0095

PROJECT	DESIGN	DRAWN	DATE	FILE	SHEET
29350	HALFF	HALFF	SEPT. 2014	29350A TCP02-02-01	TCP-4

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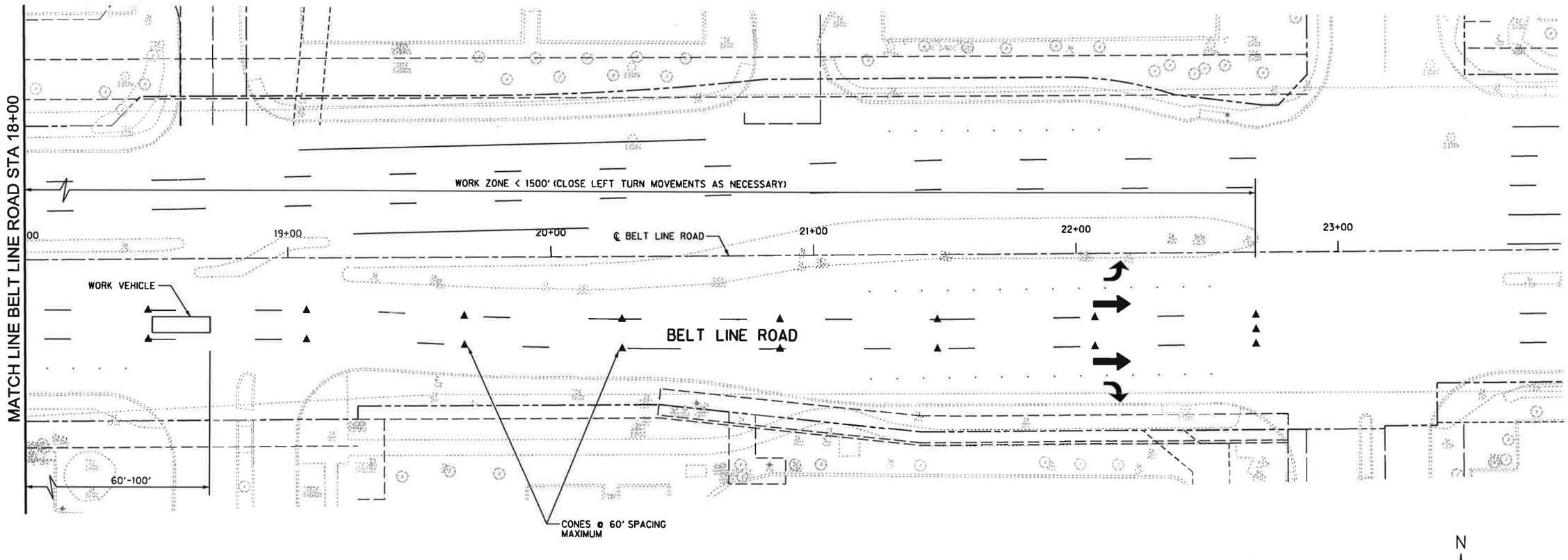

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SCALE IN FEET

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BELT LINE ROAD
OVERLAY PROJECT

TRAFFIC CONTROL PLAN - OVERLAY PHASE 2, STEP 2

HALFF
1201 NORTH BOWSER ROAD, RICHARDSON, TEXAS 75081-2275
TEL (214) 346-6200 FAX (214) 739-0095

PROJECT	DESIGN	DRAWN	DATE	FILE	SHEET
29350	HALFF	HALFF	SEPT. 2014	29350A TCP02-02-02	TCP-5

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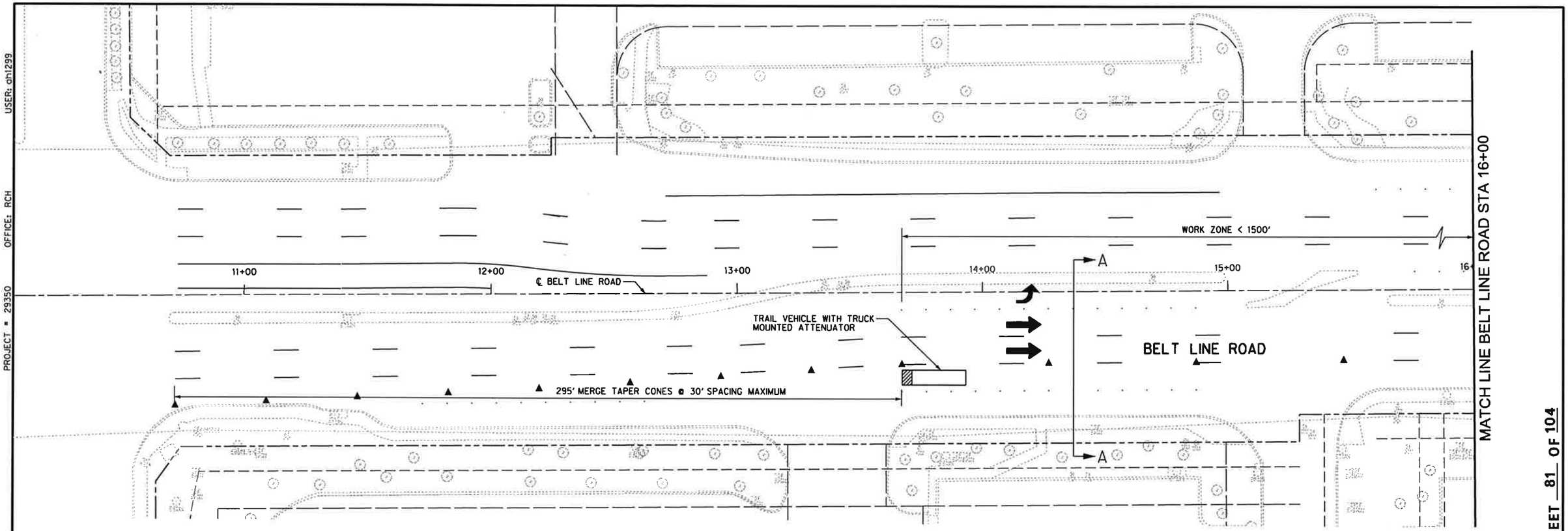
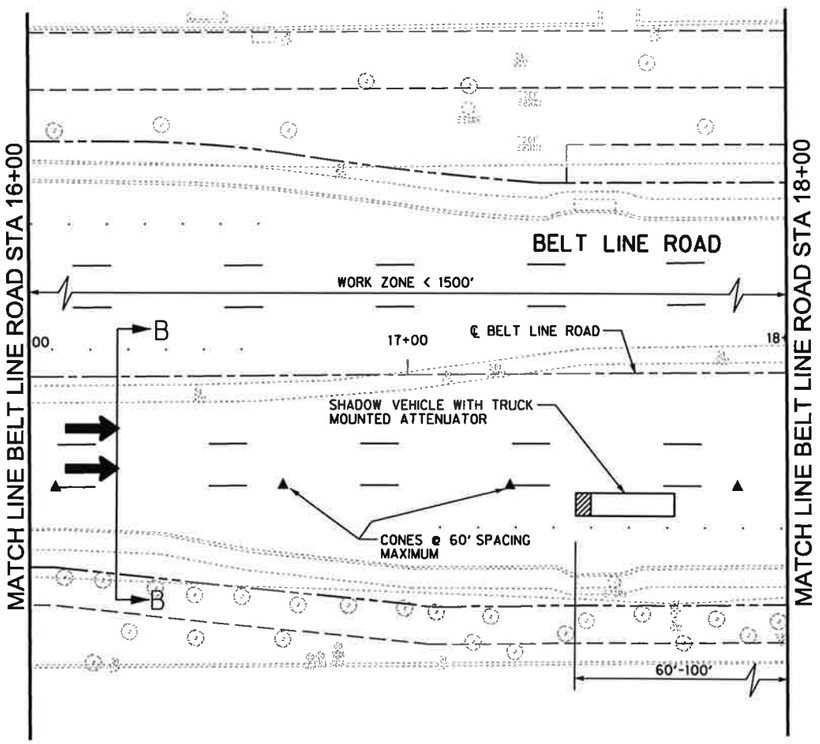
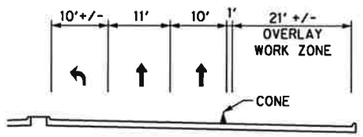
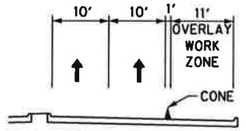






SECTION A-A
(N.T.S.)



SECTION B-B
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N

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SCALE IN FEET

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DALLAS COUNTY, TEXAS

BELT LINE ROAD
OVERLAY PROJECT

TRAFFIC CONTROL PLAN - OVERLAY PHASE 2, STEP 3

HALFF
1201 NORTH BOWSER ROAD, RICHARDSON, TEXAS 75081-2275
TEL (214) 346-6200 FAX (214) 739-0095

PROJECT	DESIGN	DRAWN	DATE	FILE	SHEET
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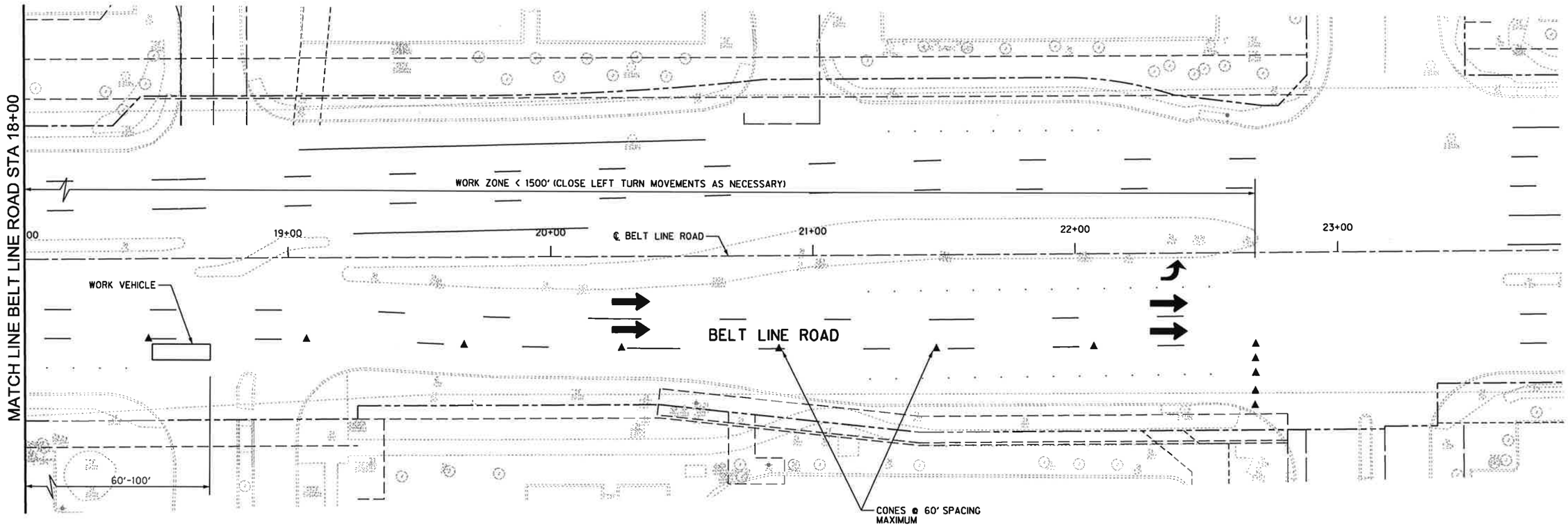

LEGEND

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TRAFFIC CONTROL PLAN - OVERLAY PHASE 2, STEP 3

HALFF
1201 NORTH BOWSER ROAD, RICHARDSON, TEXAS 75081-2275
TEL (214) 346-6200 FAX (214) 739-0095

PROJECT	DESIGN	DRAWN	DATE	FILE	SHEET
29350	HALFF	HALFF	SEPT. 2014	29350A TCP02-03-02	TCP-7

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BARRICADE AND CONSTRUCTION (BC) STANDARD SHEETS GENERAL NOTES:

1. The Barricade and Construction Standard Sheets (BC sheets) are intended to show typical examples for placement of temporary traffic control devices, construction pavement markings, and typical work zone signs. The information contained in these sheets meet or exceed the requirements shown in the "Texas Manual on Uniform Traffic Control Devices" (TMUTCD).

2. The development and design of the Traffic Control Plan (TCP) is the responsibility of the Engineer.

3. The Contractor may propose changes to the TCP that are signed and sealed by a licensed professional engineer for approval. The Engineer may develop, sign and seal Contractor proposed changes.

4. The Contractor is responsible for installing and maintaining the traffic control devices as shown in the plans. The Contractor may not move or change the approximate location of any device without the approval of the Engineer.

5. Geometric design of lane shifts and detours should, when possible, meet the applicable design criteria contained in manuals such as the American Association of State Highway and Transportation Officials (AASHTO), "A Policy on Geometric Design of Highways and Streets", the TxDOT "Roadway Design Manual" or engineering judgment.

6. When projects abut, the Engineer(s) may omit the END ROAD WORK, TRAFFIC FINES DOUBLE, and other advance warning signs if the signing would be redundant and the work areas appear continuous to the motorists. If the adjacent project is completed first, the Contractor shall erect the necessary warning signs as shown on these sheets, the TCP sheets or as directed by the Engineer. The BEGIN ROAD WORK NEXT X MILES sign shall be revised to show appropriate work zone distance.

7. The Engineer may require duplicate warning signs on the median side of divided highways where median width will permit and traffic volumes justify the signing.

8. All signs shall be constructed in accordance with the details found in the "Standard Highway Sign Designs for Texas," latest edition. Sign details not shown in this manual shall be shown in the plans or the Engineer shall provide a detail to the Contractor before the sign is manufactured.

9. The temporary traffic control devices shown in the illustrations of the BC sheets are examples. As necessary, the Engineer will determine the most appropriate traffic control devices to be used.

10. As shown on BC(2), the OBEY WARNING SIGNS STATE LAW sign and the WORK ZONE TRAFFIC FINES DOUBLE sign with plaque shall be erected in advance of the CSJ limits. However, the TRAFFIC FINES DOUBLE sign will not be required on projects consisting solely of mobile operation work, such as striping or milling edgeline rumble strips. The BEGIN ROAD WORK NEXT X MILES, CONTRACTOR and END ROAD WORK signs shall be erected at or near the CSJ limits.

11. Except for devices required by Note 10, traffic control devices should be in place only while work is actually in progress or a definite need exists.

12. The Engineer has the final decision on the location of all traffic control devices.

13. Inactive equipment and work vehicles, including workers' private vehicles must be parked away from travel lanes. They should be as close to the right-of-way line as possible, or located behind a barrier or guardrail, or as approved by the Engineer.

WORKER SAFETY APPAREL NOTES:

1. Workers on foot who are exposed to traffic or to construction equipment within the right-of-way shall wear high-visibility safety apparel meeting the requirements of ISEA "American National Standard for High-Visibility Apparel" labeled as ANSI 107-2004 standard performance for Class 2 or 3 risk exposure. Class 3 garments should be considered for high traffic volume work areas or night time work.

Only pre-qualified products shall be used. The "Compliant Work Zone Traffic Control Devices List" (CWZTCD) describes pre-qualified products and their sources and may be found on-line at the web address given below or by contacting:

Texas Department of Transportation
Traffic Operations Division - TE
Phone (512) 416-3118

THE DOCUMENTS BELOW CAN BE FOUND ON-LINE AT http://www.txdot.gov
COMPLIANT WORK ZONE TRAFFIC CONTROL DEVICES LIST (CWZTCD)
DEPARTMENTAL MATERIAL SPECIFICATIONS (DMS)
MATERIAL PRODUCER LIST (MPL)
ROADWAY DESIGN MANUAL - SEE "MANUALS (ONLINE MANUALS)"
STANDARD HIGHWAY SIGN DESIGNS FOR TEXAS (SHSD)
TEXAS MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (TMUTCD)
TRAFFIC ENGINEERING STANDARD SHEETS

Texas Department of Transportation | Traffic Operations Division Standard

BARRICADE AND CONSTRUCTION GENERAL NOTES AND REQUIREMENTS

BC(1)-13

FILE: bc-13.dgn	DN: TxDOT	CK: TxDOT	DW: TxDOT	CK: TxDOT
©TxDOT November 2002	CONT	SECT	JOB	HIGHWAY
REVISIONS				
4-03 5-10	DIST	COUNTY		SHEET NO.
9-07 7-13				

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DATE:
FILE:

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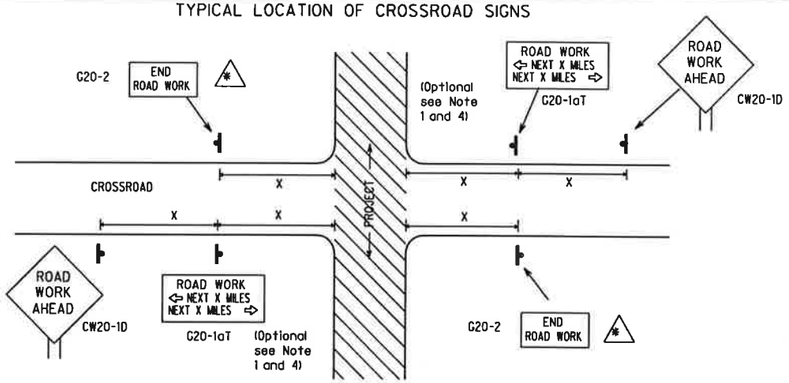
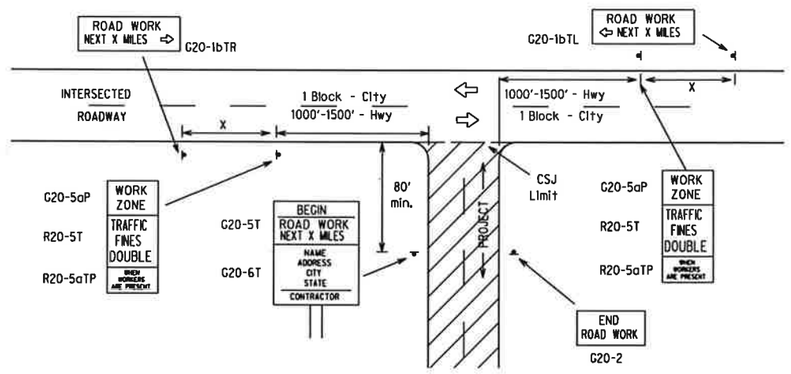
TYPICAL LOCATION OF CROSSROAD SIGNS



⚠* May be mounted on back of "ROAD WORK AHEAD"(CW20-1D) sign with approval of engineer. (See note 2 below)

1. The typical minimum signing on a crossroad approach should be a "ROAD WORK AHEAD" (CW20-1D)sign and a (G20-2) "END ROAD WORK" sign, unless noted otherwise in plans.
2. The Engineer may use the reduced size 36" x 36" ROAD WORK AHEAD (CW20-1D) sign mounted back to back with the reduced size 36" x 18" "END ROAD WORK"(G20-2) sign on low volume crossroads (see Note 4 under "Typical Construction Warning Sign Size and Spacing"). See the "Standard Highway Sign Designs for Texas" manual for sign details. The Engineer may omit the advance warning signs on low volume crossroads. The Engineer will determine whether a road is low volume. This information shall be shown in the plans.
3. Based on existing field conditions, the Engineer/Inspector may require additional signs such as FLAGGER AHEAD, LOOSE GRAVEL, or other appropriate signs. When additional signs are required, these signs will be considered part of the minimum requirements. The Engineer/Inspector will determine the proper location and spacing of any sign not shown on the BC sheets, Traffic Control Plan sheets or the Work Zone Standard Sheets.
4. The "ROAD WORK NEXT X MILES"(G20-1aT)sign shall be required at high volume crossroads to advise motorists of the length of construction in either direction from the intersection. The Engineer will determine whether a roadway is considered high volume.
5. Additional traffic control devices may be shown elsewhere in the plans for higher volume crossroads.
6. When work occurs in the intersection area, appropriate traffic control devices, as shown elsewhere in the plans or as determined by the Engineer/Inspector, shall be in place.

T-INTERSECTION



CSJ LIMITS AT T-INTERSECTION

1. The Engineer will determine the types and location of any additional traffic control devices, such as a flagger and accompanying signs, or other signs, that should be used when work is being performed at or near an intersection.
2. If construction closes the road at a T-intersection the Contractor shall place the "CONTRACTOR NAME"(G20-6T) sign behind the Type 3 Barricades for the road closure (see BC(10) also). The "ROAD WORK NEXT X MILES" left arrow(G20-1bTL) and "ROAD WORK NEXT X MILES" right arrow (G20-1bTR)" signs shall be replaced by the detour signing called for in the plans.

TYPICAL CONSTRUCTION WARNING SIGN SIZE AND SPACING

1.5.6

SIZE

Sign Number or Series	Conventional Road	Expressway/ Freeway
CW20 [4], CW21, CW22, CW23, CW25	48" x 48"	48" x 48"
CW1, CW2, CW7, CW8, CW9, CW11, CW14	36" x 36"	48" x 48"
CW3, CW4, CW5, CW6, CW8-3, CW10, CW12	48" x 48"	48" x 48"

SPACING

Posted Speed	Sign Spacing Δ "X"
MPH	Feet (Apprx.)
30	120
35	160
40	240
45	320
50	400
55	500 [2]
60	600 [2]
65	700 [2]
70	800 [2]
75	900 [2]
80	1000 [2]
*	* [3]

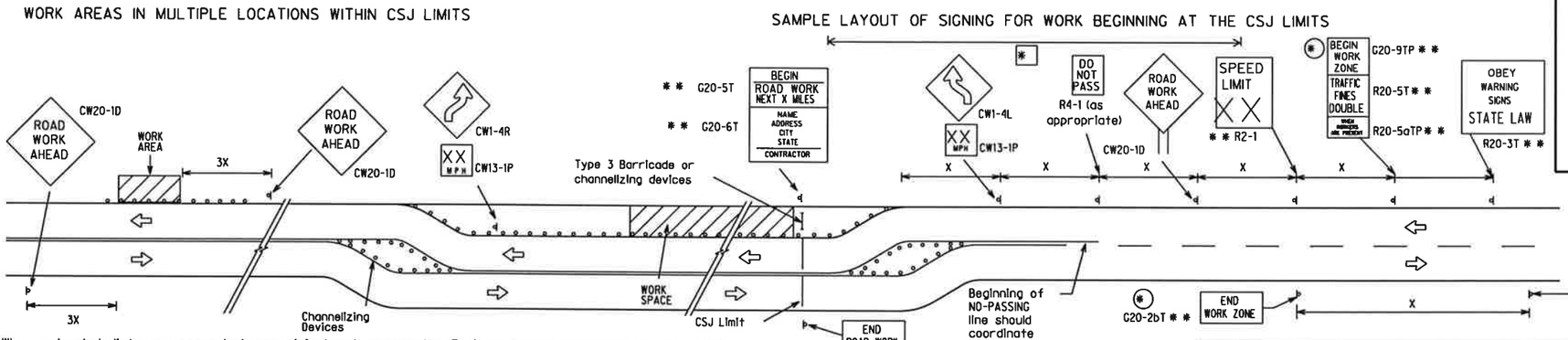
* For typical sign spacings on divided highways, expressways and freeways, see Part 6 of the "Texas Manual on Uniform Traffic Control Devices" (TMUTCD) typical application diagrams or TCP Standard Sheets.

Δ Minimum distance from work area to first Advance Warning sign nearest the work area and/or distance between each additional sign.

GENERAL NOTES

1. Special or larger size signs may be used as necessary.
2. Distance between signs should be increased as required to have 1500 feet advance warning.
3. Distance between signs should be increased as required to have 1/2 mile or more advance warning.
4. 36" x 36" "ROAD WORK AHEAD" (CW20-1D)signs may be used on low volume crossroads at the discretion of the Engineer. See Note 2 under "Typical Location of Crossroad Signs".
5. Only diamond shaped warning sign sizes are indicated.
6. See sign size listing in "TMUTCD", Sign Appendix or the "Standard Highway Sign Designs for Texas" manual for complete list of available sign design sizes.

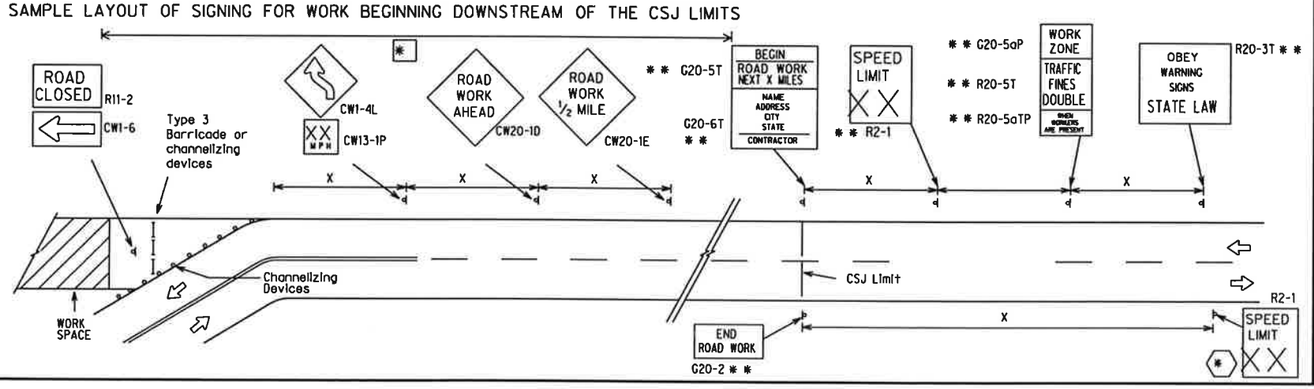
WORK AREAS IN MULTIPLE LOCATIONS WITHIN CSJ LIMITS



When extended distances occur between minimal work spaces, the Engineer/Inspector should ensure additional "ROAD WORK AHEAD"(CW20-1D)signs are placed in advance of these work areas to remind drivers they are still within the project limits. See the applicable TCP sheets for exact location and spacing of signs and channelizing devices.

SAMPLE LAYOUT OF SIGNING FOR WORK BEGINNING AT THE CSJ LIMITS

SAMPLE LAYOUT OF SIGNING FOR WORK BEGINNING DOWNSTREAM OF THE CSJ LIMITS



NOTES

The Contractor shall determine the appropriate distance to be placed on the G20-1 series signs and "BEGIN ROAD WORK NEXT X MILES"(G20-5T)sign for each specific project. This distance shall replace the "X" and shall be rounded to the nearest whole mile with the approval of the Engineer. No decimals shall be used.

(*) The "BEGIN WORK ZONE"(G20-9TP) and "END WORK ZONE" (G20-2bT) shall be used as shown on the sample layout when advance signs are required outside the CSJ Limits. They inform the motorist of entering or leaving a part of the work zone lying outside the CSJ Limits where traffic fines may double if workers are present.

** Required CSJ Limit signing. See Note 10 on BC(1). TRAFFIC FINES DOUBLE signs will not be required on projects consisting solely of mobile operations work.

[*] Area for placement of "ROAD WORK AHEAD" (CW20-1D)sign and other signs or devices as called for on the Traffic Control Plan.

⟨*⟩ Contractor will install a regulatory speed limit sign at the end of the work zone.

LEGEND	
⊢	Type 3 Barricade
○ ○ ○	Channelizing Devices
▬	Sign
X	See Typical Construction Warning Sign Size and Spacing chart or the TMUTCD for sign spacing requirements.

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Texas Department of Transportation

Traffic Operations Division Standard

BARRICADE AND CONSTRUCTION PROJECT LIMIT

BC(2)-13

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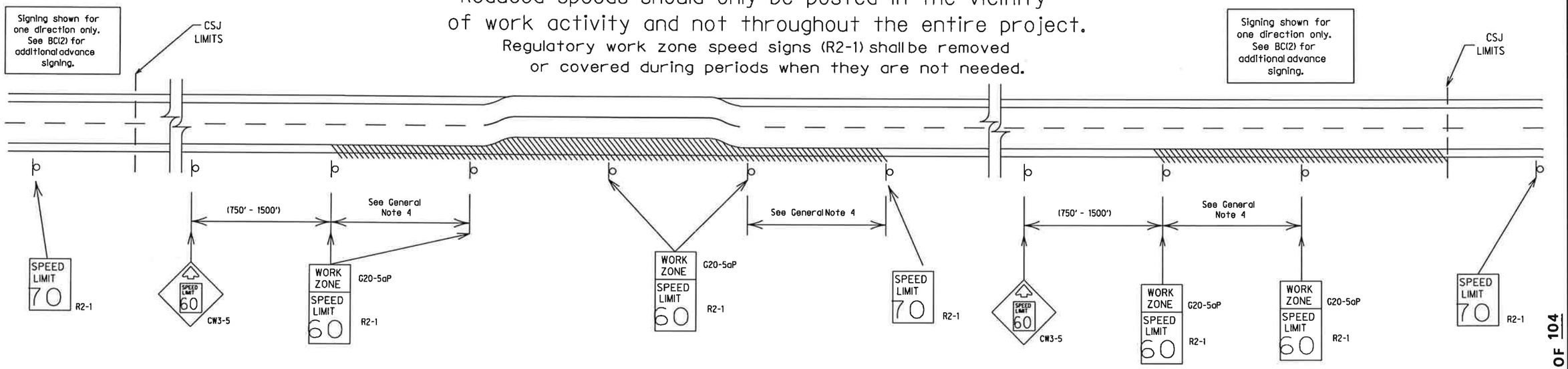
TYPICAL APPLICATION OF WORK ZONE SPEED LIMIT SIGNS

Work zone speed limits shall be regulatory, established in accordance with the "Procedures for Establishing Speed Zones," and approved by the Texas Transportation Commission, or by City Ordinance when within incorporated City Limits.

Reduced speeds should only be posted in the vicinity of work activity and not throughout the entire project.

Regulatory work zone speed signs (R2-1) shall be removed or covered during periods when they are not needed.



GUIDANCE FOR USE:

LONG/INTERMEDIATE TERM WORK ZONE SPEED LIMITS

This type of work zone speed limit should be included on the design of the traffic control plans when restricted geometrics with a lower design speed are present in the work zone and modification of the geometrics to a higher design speed is not feasible.

Long/Intermediate Term Work Zone Speed Limit signs, when approved as described above, should be posted and visible to the motorist when work activity is present. Work activity may also be defined as a change in the roadway that requires a reduced speed for motorists to safely negotiate the work area, including:

a) rough road or damaged pavement surface
b) substantial alteration of roadway geometrics (diversions)
c) construction detours
d) grade
e) width
f) other conditions readily apparent to the driver

As long as any of these conditions exist, the work zone speed limit signs should remain in place.

SHORT TERM WORK ZONE SPEED LIMITS

This type of work zone speed limit may be included on the design of the traffic control plans when workers or equipment are not behind concrete barrier, when work activity is within 10 feet of the traveled way or actually in the travelled way.

Short Term Work Zone Speed Limit signs should be posted and visible to the motorists only when work activity is present. When work activity is not present, signs shall be removed or covered.
(See Removing or Covering on BC(4)).

GENERAL NOTES

1. Regulatory work zone speed limits should be used only for sections of construction projects where speed control is of major importance.
2. Regulatory work zone speed limit signs shall be placed on supports at a 7 foot minimum mounting height.
3. Speed zone signs are illustrated for one direction of travel and are normally posted for each direction of travel.
4. Frequency of work zone speed limit signs should be:
   40 mph and greater 0.2 to 2 miles
   35 mph and less 0.2 to 1 mile
5. Regulatory speed limit signs shall have black legend and border on a white reflective background (See "Reflective Sheeting" on BC(4)).
6. Fabrication, erection and maintenance of the "ADVANCE SPEED LIMIT" (CW3-5) sign, "WORK ZONE" (G20-5aP) plaque and the "SPEED LIMIT" (R2-1) signs shall not be paid for directly, but shall be considered subsidiary to Item 502.
7. Turning signs from view, laying signs over or down will not be allowed, unless as otherwise noted under "REMOVING OR COVERING" on BC(4).
8. Techniques that may help reduce traffic speeds include but are not limited to:
   A. Law enforcement.
   B. Flagger stationed next to sign.
   C. Portable changeable message sign (PCMS).
   D. Low-power (drone) radar transmitter.
   E. Speed monitor trailers or signs.
9. Speeds shown on details above are for illustration only. Work Zone Speed Limits should only be posted as approved for each project.
10. For more specific guidance concerning the type of work, work zone conditions and factors impacting allowable regulatory construction speed zone reduction see TxDOT form #1204 in the TxDOT e-form system.

Texas Department of Transportation | Traffic Operations Division Standard

BARRICADE AND CONSTRUCTION WORK ZONE SPEED LIMIT

BC(3)-13

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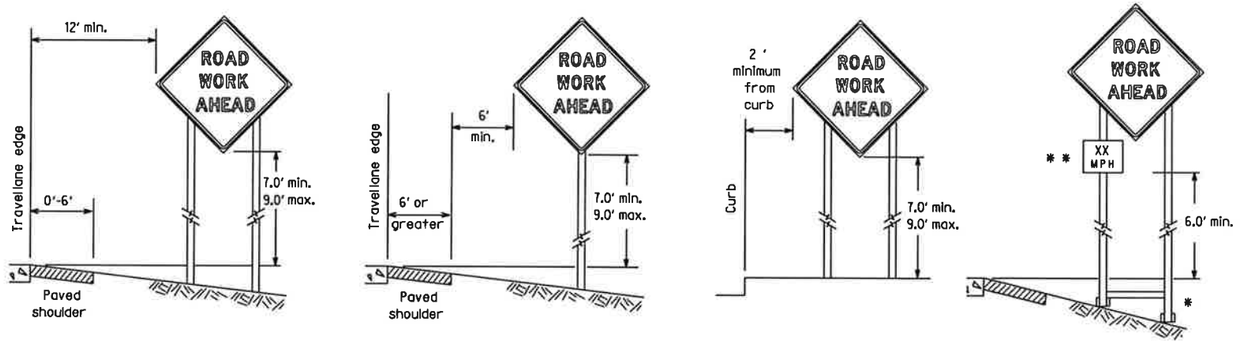
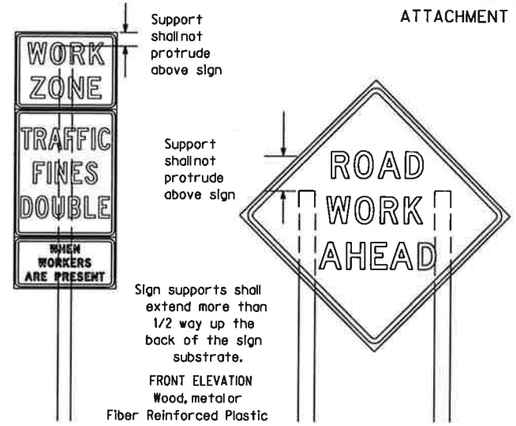
TYPICAL MINIMUM CLEARANCES FOR LONG TERM AND INTERMEDIATE TERM SIGNS

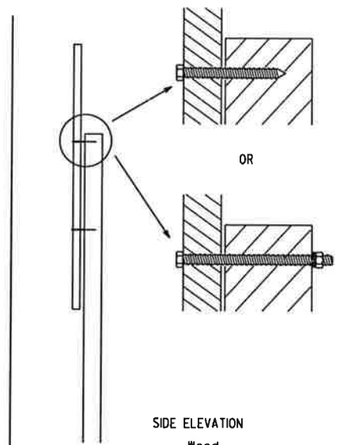


* When placing skid supports on unlevel ground, the leg post lengths must be adjusted so the sign appears straight and plumb. Objects shall NOT be placed under skids as a means of leveling.

* * When plaques are placed on dual-leg supports, they should be attached to the upright nearest the travellane. Supplemental plaques (advisory or distance) should not cover the surface of the parent sign.

ATTACHMENT FOR SIGN SUPPORTS





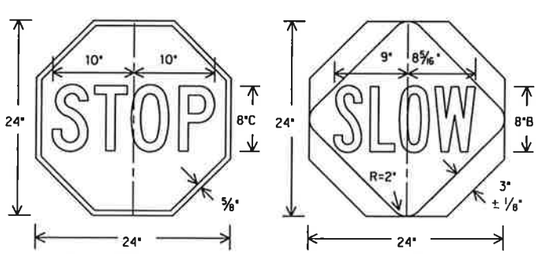
Attachment to wooden supports will be by bolts and nuts or screws. Use TxDOT's or manufacturer's recommended procedures for attaching sign substrates to other types of sign supports

Nails shall NOT be allowed. Each sign shall be attached directly to the sign support. Multiple signs shall not be joined or spliced by any means. Wood supports shall not be extended or repaired by splicing or other means.

Splicing embedded perforated square metal tubing in order to extend post height will only be allowed when the splice is made using four bolts, two above and two below the spice point. Splice must be located entirely behind the sign substrate, not near the base of the support. Splice insert lengths should be at least 5 times nominal post size, centered on the splice and of at least the same gauge material.

STOP/SLOW PADDLES

1. STOP/SLOW paddles are the primary method to control traffic by flaggers. The STOP/SLOW paddle size should be 24" x 24" as detailed below.
2. When used at night, the STOP/SLOW paddle shall be retroreflectorized.
3. STOP/SLOW paddles may be attached to a staff with a minimum length of 6' to the bottom of the sign.
4. Any lights incorporated into the STOP or SLOW paddle faces shall only be as specifically described in Section 6E.03 Hand Signaling Devices in the TMUTCD.



CONTRACTOR REQUIREMENTS FOR MAINTAINING PERMANENT SIGNS WITHIN THE PROJECT LIMITS

1. Permanent signs are used to give notice of traffic laws or regulations, call attention to conditions that are potentially hazardous to traffic operations, show route designations, destinations, directions, distances, services, points of interest, and other geographical, recreational, or cultural information. Drivers proceeding through a work zone need the same, if not better route guidance as normally installed on a roadway without construction.
2. When permanent regulatory or warning signs conflict with work zone conditions, remove or cover the permanent signs until the permanent sign message matches the roadway condition.
3. When existing permanent signs are moved and relocated due to construction purposes, they shall be visible to motorists at all times.
4. If existing signs are to be relocated on their original supports, they shall be installed on crashworthy bases as shown on the SMD Standard sheets. The signs shall meet the required mounting heights shown on the BC Sheets or the SMD Standards. This work should be paid for under the appropriate pay item for relocating existing signs.
5. If permanent signs are to be removed and relocated using temporary supports, the Contractor shall use crashworthy supports as shown on the BC sheets or the CWZTCD. The signs shall meet the required mounting heights shown on the BC Sheets or the SMD Standards during construction. This work should be paid for under the appropriate pay item for relocating existing signs.
6. Any sign or traffic control device that is struck or damaged by the Contractor or his/her construction equipment shall be replaced as soon as possible by the Contractor to ensure proper guidance for the motorists. This will be subsidiary to Item 502.

GENERAL NOTES FOR WORK ZONE SIGNS

1. Contractor shall install and maintain signs in a straight and plumb condition and/or as directed by the Engineer.
2. Wooden sign posts shall be painted white.
3. Barricades shall NOT be used as sign supports.
4. All signs shall be installed in accordance with the plans or as directed by the Engineer. Signs shall be used to regulate, warn, and guide the traveling public safely through the work zone.
5. The Contractor may furnish either the sign design shown in the plans or in the "Standard Highway Sign Designs for Texas" (SHSD). The Engineer/Inspector may require the Contractor to furnish other work zone signs that are shown in the TMUTCD but may have been omitted from the plans. Any variation in the plans shall be documented by written agreement between the Engineer and the Contractor's Responsible Person. All changes must be documented in writing before being implemented. This can include documenting the changes in the Inspector's TxDOT diary and having both the Inspector and Contractor initial and date the agreed upon changes.
6. The Contractor shall furnish sign supports listed in the "Compliant Work Zone Traffic Control Device List" (CWZTCD). The Contractor shall install the sign support in accordance with the manufacturer's recommendations. If there is a question regarding installation procedures, the Contractor shall furnish the Engineer a copy of the manufacturer's installation recommendations so the Engineer can verify the correct procedures are being followed.
7. The Contractor is responsible for installing signs on approved supports and replacing signs with damaged or cracked substrates and/or damaged or marred reflective sheeting as directed by the Engineer/Inspector.
8. Identification markings may be shown only on the back of the sign substrate. The maximum height of letters and/or company logos used for identification shall be 1 inch.
9. The Contractor shall replace damaged wood posts. New or damaged wood sign posts shall not be spliced.

DURATION OF WORK (as defined by the "Texas Manual on Uniform Traffic Control Devices" Part 6)

1. The types of sign supports, sign mounting height, the size of signs, and the type of sign substrates can vary based on the type of work being performed. The Engineer is responsible for selecting the appropriate size sign for the type of work being performed. The Contractor is responsible for ensuring the sign support, sign mounting height and substrate meets manufacturer's recommendations in regard to crashworthiness and duration of work requirements.
   a. Long-term stationary - work that occupies a location more than 3 days.
   b. Intermediate-term stationary - work that occupies a location more than one daylight period up to 3 days, or nighttime work lasting more than one hour.
   c. Short-term stationary - daytime work that occupies a location for more than 1 hour in a single daylight period.
   d. Short, duration - work that occupies a location up to 1 hour.
   e. Mobile - work that moves continuously or intermittently (stopping for up to approximately 15 minutes.)

SIGN MOUNTING HEIGHT

1. The bottom of Long-term/Intermediate-term signs shall be at least 7 feet, but not more than 9 feet, above the paved surface, except as shown for supplemental plaques mounted below other signs.
2. The bottom of Short-term/Short Duration signs shall be a minimum of 1 foot above the pavement surface but no more than 2 feet above the ground.
3. Long-term/Intermediate-term Signs may be used in lieu of Short-term/Short Duration signing.
4. Short-term/Short Duration signs shall be used only during daylight and shall be removed at the end of the workday or raised to appropriate Long-term/Intermediate sign height.
5. Regulatory signs shall be mounted at least 7 feet, but not more than 9 feet, above the paved surface regardless of work duration.

SIZE OF SIGNS

1. The Contractor shall furnish the sign sizes shown on BC (2) unless otherwise shown in the plans or as directed by the Engineer.

SIGN SUBSTRATES

1. The Contractor shall ensure the sign substrate is installed in accordance with the manufacturer's recommendations for the type of sign support that is being used. The CWZTCD lists each substrate that can be used on the different types and models of sign supports.
2. "Mesh" type materials are NOT an approved sign substrate, regardless of the tightness of the weave.
3. All wooden individual sign panels fabricated from 2 or more pieces shall have one or more plywood cleat, 1/2" thick by 6" wide, fastened to the back of the sign and extending fully across the sign. The cleat shall be attached to the back of the sign using wood screws that do not penetrate the face of the sign panel. The screws shall be placed on both sides of the splice and spaced at 6" centers. The Engineer may approve other methods of splicing the sign face.

REFLECTIVE SHEETING

1. All signs shall be retroreflective and constructed of sheeting meeting the color and retro-reflectivity requirements of DMS-8300 for rigid signs or DMS-8310 for roll-up signs. The web address for DMS specifications is shown on BC(1).
2. White sheeting, meeting the requirements of DMS-8300 Type A, shall be used for signs with a white background.
3. Orange sheeting, meeting the requirements of DMS-8300 Type B or Type C , shall be used for rigid signs with orange backgrounds.

SIGN LETTERS

1. All sign letters and numbers shall be clear, and open rounded type uppercase alphabet letters as approved by the Federal Highway Administration (FHWA) and as published in the "Standard Highway Sign Design for Texas" manual. Signs, letters and numbers shall be of first class workmanship in accordance with Department Standards and Specifications.

REMOVING OR COVERING

1. When sign messages may be confusing or do not apply, the signs shall be removed or completely covered.
2. Long-term stationary or Intermediate stationary signs installed on square metal tubing may be turned away from traffic 90 degrees when the sign message is not applicable. This technique may not be used for signs installed in the median of divided highways or near any intersections where the sign may be seen from approaching traffic.
3. Signs installed on wooden skids shall not be turned at 90 degree angles to the roadway. These signs should be removed or completely covered when not required.
4. When signs are covered, the material used shall be opaque, such as heavy mil black plastic, or other materials which will cover the entire sign face and maintain their opaque properties under automobile headlights at night, without damaging the sign sheeting.
5. Burlap shall NOT be used to cover signs.
6. Duct tape or other adhesive material shall NOT be affixed to a sign face.
7. Signs and anchor stubs shall be removed and holes backfilled upon completion of work.

SIGN SUPPORT WEIGHTS

1. Where sign supports require the use of weights to keep from turning over, the use of sandbags with dry, cohesionless sand should be used.
2. The sandbags will be tied shut to keep the sand from spilling and to maintain a constant weight.
3. Rock, concrete, iron, steel or other solid objects shall not be permitted for use as sign support weights.
4. Sandbags should weigh a minimum of 35 lbs and a maximum of 50 lbs.
5. Sandbags shall be made of a durable material that tears upon vehicular impact. Rubber (such as tire inner tubes) shall NOT be used.
6. Rubber ballasts designed for channelizing devices should not be used for ballast on portable sign supports. Sign supports designed and manufactured with rubber bases may be used when shown on the CWZTCD list.
7. Sandbags shall only be placed along or laid over the base supports of the traffic control device and shall not be suspended above ground level or hung with rope, wire, chains or other fasteners. Sandbags shall be placed along the length of the skids to weigh down the sign support.
8. Sandbags shall NOT be placed under the skid and shall not be used to level sign supports placed on slopes.

FLAGS ON SIGNS

1. Flags may be used to draw attention to warning signs. When used the flag shall be 16 inches square or larger and shall be orange or fluorescent red-orange in color. Flags shall not be allowed to cover any portion of the sign face.

Texas Department of Transportation

Traffic Operations Division Standard

BARRICADE AND CONSTRUCTION TEMPORARY SIGN NOTES

BC(4)-13

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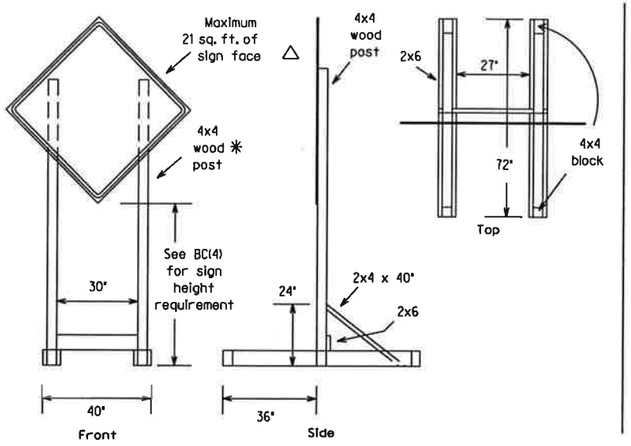
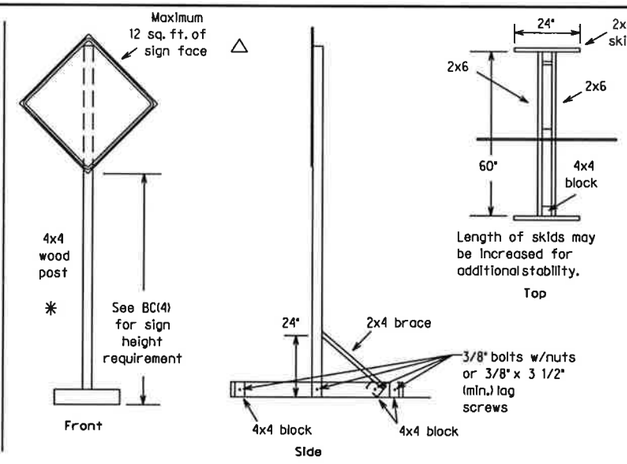
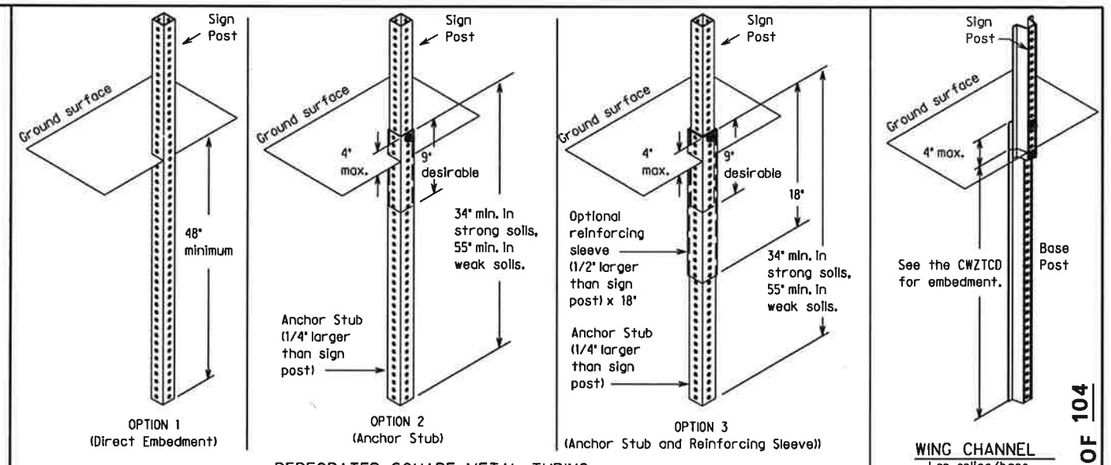




SKID MOUNTED WOOD SIGN SUPPORTS

LONG/INTERMEDIATE TERM STATIONARY - PORTABLE SKID MOUNTED SIGN SUPPORTS □



PERFORATED SQUARE METAL TUBING

GROUND MOUNTED SIGN SUPPORTS

Refer to the CWZTCD and the manufacturer's installation procedure for each type sign support.
The maximum sign square footage shall adhere to the manufacturer's recommendation.
Two post installations can be used for larger signs.

Nominal Post Size	Number of Posts	Maximum Sq. feet of Sign Face	Minimum Soil Embedment	Drilled Hole(s) Required
4 x 4	1	12	36"	NO
4 x 4	2	21	36"	NO
4 x 6	1	21	36"	YES
4 x 6	2	36	36"	YES

WOOD POST SYSTEM FOR GROUND MOUNTED SIGN SUPPORTS

WEDGE ANCHORS

Both steel and plastic Wedge Anchor Systems as shown on the SMD Standard Sheets may be used as temporary sign supports for signs up to 10 square feet of sign face. They may be set in concrete or in sturdy soils if approved by the Engineer. (See web address for "Traffic Engineering Standard Sheets" on BC(1)).

OTHER DESIGNS

MORE DETAILS OF APPROVED LONG/INTERMEDIATE AND SHORT TERM SUPPORTS CAN BE FOUND ON THE CWZTCD LIST. SEE BC(1) FOR WEBSITE LOCATION.

GENERAL NOTES

1. Nails may be used in the assembly of wooden sign supports, but 3/8" bolts with nuts or 3/8" x 3 1/2" lag screws must be used on every joint for final connection.
2. No more than 2 sign posts shall be placed within a 7 ft. circle, except for specific materials noted on the CWZTCD List.
3. When project is completed, all sign supports and foundations shall be removed from the project site. This will be considered subsidiary to Item 502.

□ See BC(4) for definition of "Work Duration."

✱ Wood sign posts MUST be one piece. Splicing will NOT be allowed. Posts shall be painted white.

△ See the CWZTCD for the type of sign substrate that can be used for each approved sign support.

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Texas Department of Transportation | Traffic Operations Division Standard

BARRICADE AND CONSTRUCTION TYPICAL SIGN SUPPORT

BC(5)-13

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WHEN NOT IN USE, REMOVE THE PCMS FROM THE RIGHT-OF-WAY OR PLACE THE PCMS BEHIND BARRIER OR GUARDRAIL WITH SIGN PANEL TURNED PARALLEL TO TRAFFIC

PORTABLE CHANGEABLE MESSAGE SIGNS

1. The Engineer/Inspector shall approve all messages used on portable changeable message signs (PCMS).
2. Messages on PCMS should contain no more than 8 words (about four to eight characters per word), not including simple words such as "TO," "FOR," "AT," etc.
3. Messages should consist of a single phase, or two phases that alternate. Three-phase messages are not allowed. Each phase of the message should convey a single thought, and must be understood by itself.
4. Use the word "EXIT" to refer to an exit ramp on a freeway; i.e., "EXIT CLOSED." Do not use the term "RAMP."
5. Always use the route or interstate designation (IH, US, SH, FM) along with the number when referring to a roadway.
6. When in use the bottom of a stationary PCMS message panel should be a minimum 7 feet above the roadway, where possible.
7. The message term "WEEKEND" should be used only if the work is to start on Saturday morning and end by Sunday evening at midnight. Actual days and hours of work should be displayed on the PCMS if work is to begin on Friday evening and/or continue into Monday morning.
8. The Engineer/Inspector may select one of two options which are available for displaying a two-phase message on a PCMS. Each phase may be displayed for either four seconds each or for three seconds each.
9. Do not "flash" messages or words included in a message. The message should be steady burn or continuous while displayed.
10. Do not present redundant information on a two-phase message; i.e., keeping two lines of the message the same and changing the third line.
11. Do not use the word "Danger" in message.
12. Do not display the message "LANES SHIFT LEFT" or "LANES SHIFT RIGHT" on a PCMS. Drivers do not understand the message.
13. Do not display messages that scroll horizontally or vertically across the face of the sign.
14. The following table lists abbreviated words and two-word phrases that are acceptable for use on a PCMS. Both words in a phrase must be displayed together. Words or phrases not on this list should not be abbreviated, unless shown in the TMUTCD.
15. PCMS character height should be at least 18 inches for trailer mounted units. They should be visible from at least 1/2 (.5) mile and the text should be legible from at least 600 feet at night and 800 feet in daylight. Truck mounted units must have a character height of 10 inches and must be legible from at least 400 feet.
16. Each line of text should be centered on the message board rather than left or right justified.
17. If disabled, the PCMS should default to an illegible display that will not alarm motorists and will only be used to alert workers that the PCMS has malfunctioned. A pattern such as a series of horizontal solid bars is appropriate.

WORD OR PHRASE	ABBREVIATION
Access Road	ACCS RD
Alternate	ALT
Avenue	AVE
Best Route	BEST RTE
Boulevard	BLVD
Bridge	BRDG
Cannot	CANT
Center	CTR
Construction Ahead	CONST AHD
CROSSING	XING
Detour Route	DETOUR RTE
Do Not	DONT
East	E
Eastbound	(route) E
Emergency	EMER
Emergency Vehicle	EMER VEH
Entrance, Enter	ENT
Express Lane	EXP LN
Expressway	EXPWY
XXXX Feet	XXXX FT
Fog Ahead	FOG AHD
Freeway	FRWY, FWY
Freeway Blocked	FWY BLKD
Friday	FRI
Hazardous Driving	HAZ DRIVING
Hazardous Material	HAZMAT
High-Occupancy	HOV
Vehicle Highway	HWY
Hour(s)	HR, HRS
Information	INFO
It Is	ITS
Junction	JCT
Left	LFT
Left Lane	LFT LN
Lane Closed	LN CLOSED
Lower Level	LWR LEVEL
Maintenance	MAINT

WORD OR PHRASE	ABBREVIATION
Major	MAJ
Miles	MI
Miles Per Hour	MPH
Minor	MNR
Monday	MON
Normal	NORM
North	N
Northbound	(route) N
Parking	PKING
Road	RD
Right Lane	RT LN
Saturday	SAT
Service Road	SERV RD
Shoulder	SHLDR
Slippery	SLIP
South	S
Southbound	(route) S
Speed	SPD
Street	ST
Sunday	SUN
Telephone	PHONE
Temporary	TEMP
Thursday	THURS
To Downtown	TO DWNTN
Traffic	TRAF
Travelers	TRVLRS
Tuesday	TUES
Time Minutes	TIME MIN
Upper Level	UPR LEVEL
Vehicles (s)	VEH, VEHS
Warning	WARN
Wednesday	WED
Weight Limit	WT LIMIT
West	W
Westbound	(route) W
Wet Pavement	WET PVMT
Will Not	WONT

Roadway designation * IH-number, US-number, SH-number, FM-number

RECOMMENDED PHASES AND FORMATS FOR PCMS MESSAGES DURING ROADWORK ACTIVITIES

(The Engineer may approve other messages not specifically covered here.)

Phase 1: Condition Lists

Road/Lane/Ramp Closure List

FREEWAY CLOSED X MILE	FRONTAGE ROAD CLOSED
ROAD CLOSED AT SH XXX	SHOULDER CLOSED XXX FT
ROAD CLSD AT FM XXXX	RIGHT LN CLOSED XXX FT
RIGHT X LANES CLOSED	RIGHT X LANES OPEN
CENTER LANE CLOSED	DAYTIME LANE CLOSURES
NIGHT LANE CLOSURES	I-XX SOUTH EXIT CLOSED
VARIOUS LANES CLOSED	EXIT XXX CLOSED X MILE
EXIT CLOSED	RIGHT LN TO BE CLOSED
MALL DRIVEWAY CLOSED	X LANES CLOSED TUE - FRI
XXXXXXXX BLVD CLOSED	

Other Condition List

ROADWORK XXX FT	ROAD REPAIRS XXXX FT
FLAGGER XXXX FT	LANE NARROWS XXXX FT
RIGHT LN NARROWS XXXX FT	TWO-WAY TRAFFIC XX MILE
MERGING TRAFFIC XXXX FT	CONST TRAFFIC XXX FT
LOOSE GRAVEL XXXX FT	UNEVEN LANES XXXX FT
DETOUR X MILE	ROUGH ROAD XXXX FT
ROADWORK PAST SH XXXX	ROADWORK NEXT FRI-SUN
BUMP XXXX FT	US XXX EXIT X MILES
TRAFFIC SIGNAL XXXX FT	LANES SHIFT *

* LANES SHIFT in Phase 1 must be used with STAY IN LANE in Phase 2.

Phase 2: Possible Component Lists

Action to Take/Effect on Travel List

MERGE RIGHT	FORM X LINES RIGHT
DETOUR NEXT X EXITS	USE XXXXX RD EXIT
USE EXIT XXX	USE EXIT I-XX NORTH
STAY ON US XXX SOUTH	USE I-XX E TO I-XX N
TRUCKS USE US XXX N	WATCH FOR TRUCKS
WATCH FOR TRUCKS	EXPECT DELAYS
EXPECT DELAYS	PREPARE TO STOP
REDUCE SPEED XXX FT	END SHOULDER USE
USE OTHER ROUTES	WATCH FOR WORKERS
STAY IN LANE *	

Location List

AT FM XXXX
BEFORE RAILROAD CROSSING
NEXT X MILES
PAST US XXX EXIT
XXXXXXX TO XXXXXXX
US XXX TO FM XXXX

Warning List

SPEED LIMIT XX MPH
MAXIMUM SPEED XX MPH
MINIMUM SPEED XX MPH
ADVISORY SPEED XX MPH
RIGHT LANE EXIT
USE CAUTION
DRIVE SAFELY
DRIVE WITH CARE

** Advance Notice List

TUE-FRI XX AM- X PM
APR XX-XX X PM-X AM
BEGINS MONDAY
BEGINS MAY XX
MAY X-X XX PM - XX AM
NEXT FRI-SUN
XX AM TO XX PM
NEXT TUE AUG XX
TONIGHT XX PM- XX AM

* STAY IN LANE must be used with LANES SHIFT in Phase 1.

** See Application Guidelines Note 6.

APPLICATION GUIDELINES

1. Only 1 or 2 phases are to be used on a PCMS.
2. The 1st phase (or both) should be selected from the "Road/Lane/Ramp Closure List" and the "Other Condition List".
3. A 2nd phase can be selected from the "Action to Take/Effect on Travel, Location, General Warning, or Advance Notice Phase Lists".
4. A Location Phase is necessary only if a distance or location is not included in the first phase selected.
5. If two PCMS are used in sequence, they must be separated by a minimum of 1000 ft. Each PCMS shall be limited to two phases, and should be understandable by themselves.
6. For advance notice, when the current date is within seven days of the actual work date, calendar days should be replaced with days of the week. Advance notification should typically be for no more than one week prior to the work.

WORDING ALTERNATIVES

1. The words RIGHT, LEFT and ALL can be interchanged as appropriate.
2. Roadway designations IH, US, SH, FM and LP can be interchanged as appropriate.
3. EAST, WEST, NORTH and SOUTH (or abbreviations E, W, N and S) can be interchanged as appropriate.
4. Highway names and numbers replaced as appropriate.
5. ROAD, HIGHWAY and FREEWAY can be interchanged as needed.
6. AHEAD may be used instead of distances if necessary.
7. FT and MI, MILE and MILES interchanged as appropriate.
8. AT, BEFORE and PAST interchanged as needed.
9. Distances or AHEAD can be eliminated from the message if a location phase is used.

PCMS SIGNS WITHIN THE R.O.W. SHALL BE BEHIND GUARDRAIL OR CONCRETE BARRIER OR SHALL HAVE A MINIMUM OF FOUR (4) PLASTIC DRUMS PLACED PERPENDICULAR TO TRAFFIC ON THE UPSTREAM SIDE OF THE PCMS, WHEN EXPOSED TO ONE DIRECTION OF TRAFFIC. WHEN EXPOSED TO TWO WAY TRAFFIC, THE FOUR DRUMS SHOULD BE PLACED WITH ONE DRUM AT EACH OF THE FOUR CORNERS OF THE UNIT.

FULL MATRIX PCMS SIGNS

1. When Full Matrix PCMS signs are used, the character height and legibility/visibility requirements shall be maintained as listed in Note 15 under "PORTABLE CHANGEABLE MESSAGE SIGNS" above.
2. When symbol signs, such as the "Flagger Symbol" (CW20-7) are represented graphically on the Full Matrix PCMS sign and, with the approval of the Engineer, it shall maintain the legibility/visibility requirement listed above.
3. When symbol signs are represented graphically on the Full Matrix PCMS, they shall only supplement the use of the static sign represented, and shall not substitute for, or replace that sign.
4. A full matrix PCMS may be used to simulate a flashing arrow board provided it meets the visibility, flash rate and dimming requirements on BC(7), for the same size arrow.

Texas Department of Transportation — Traffic Operations Division Standard

BARRICADE AND CONSTRUCTION PORTABLE CHANGEABLE MESSAGE SIGN (PCMS)

BC(6)-13

FILE: bc-13.dgn	DN: TxDOT	CK: TxDOT	DW: TxDOT	CK: TxDOT
©TxDOT November 2002	CONT	SECT	JOB	HIGHWAY
REVISIONS 9-07 7-13	DIST	COUNTY		SHEET NO.
100				

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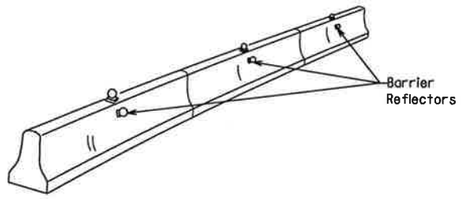
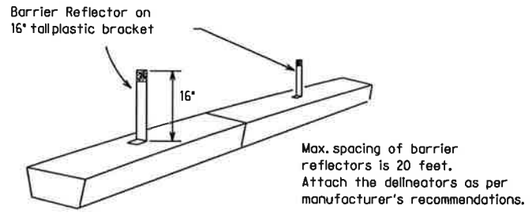
1. Barrier Reflectors shall be pre-qualified, and conform to the color and reflectivity requirements of DMS-8600. A list of prequalified Barrier Reflectors can be found at the Material Producer List web address shown on BC(1).
2. Color of Barrier Reflectors shall be as specified in the TMUTCD. The cost of the reflectors shall be considered subsidiary to Item 512.

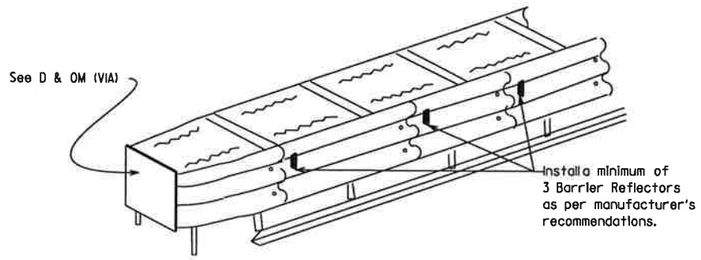


CONCRETE TRAFFIC BARRIER (CTB)

3. Where traffic is on one side of the CTB, two (2) Barrier Reflectors shall be mounted in approximately the midsection of each section of CTB. An alternate mounting location is uniformly spaced at one end of each CTB. This will allow for attachment of a barrier grapple without damaging the reflector. The Barrier Reflector mounted on the side of the CTB shall be located directly below the reflector mounted on top of the barrier, as shown in the detail above.
4. Where CTB separates two-way traffic, three barrier reflectors shall be mounted on each section of CTB. The reflector unit on top shall have two yellow reflective faces (Bi-Directional)while the reflectors on each side of the barrier shall have one yellow reflective face, as shown in the detail above.
5. When CTB separates traffic traveling in the same direction, no barrier reflectors will be required on top of the CTB.
6. Barrier Reflector units shall be yellow or white in color to match the edgeline being supplemented.
7. Maximum spacing of Barrier Reflectors is forty (40) feet.
8. Pavement markers or temporary flexible-reflective roadway marker tabs shall NOT be used as CTB delineation.
9. Attachment of Barrier Reflectors to CTB shall be per manufacturer's recommendations.
10. Missing or damaged Barrier Reflectors shall be replaced as directed by the Engineer.
11. Single slope barriers shall be delineated as shown on the above detail.



LOW PROFILE CONCRETE BARRIER (LPCB)



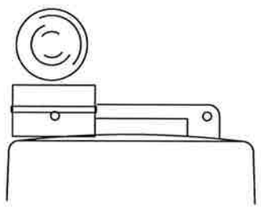
DELINEATION OF END TREATMENTS

END TREATMENTS FOR CTB'S USED IN WORK ZONES

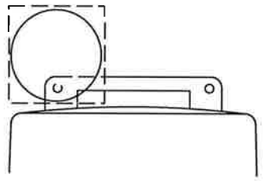
End treatments used on CTB's in work zones shall meet crashworthy standards as defined in the National Cooperative Highway Research Report 350. Refer to the CWZTCD List for approved end treatments and manufacturers.

BARRICADE AND CONSTRUCTION ARROW PANEL, REFLECTORS, WARNING LIGHTS & ATTENUATOR

BARRIER REFLECTORS FOR CONCRETE TRAFFIC BARRIER AND ATTENUATORS



Type C Warning Light or approved substitute mounted on a drum adjacent to the travelway.



Warning reflector may be round or square.Must have a yellow reflective surface area of at least 30 square inches

WARNING LIGHTS

1. Warning lights shall meet the requirements of the TMUTCD.
2. Warning lights shall NOT be installed on barricades.
3. Type A-Low Intensity Flashing Warning Lights are commonly used with drums. They are intended to warn of or mark a potentially hazardous area. Their use shall be as indicated on this sheet and/or other sheets of the plans by the designation "FL". The Type A Warning Lights shall not be used with signs manufactured with Type B or C sheeting meeting the requirements of Departmental Material Specification DMS-8300.
4. Type-C and Type D 360 degree Steady Burn Lights are intended to be used in a series for delineation to supplement other traffic control devices. Their use shall be as indicated on this sheet and/or other sheets of the plans by the designation "SB".
5. The Engineer/Inspector or the plans shall specify the location and type of warning lights to be installed on the traffic control devices.
6. When required by the Engineer, the Contractor shall furnish a copy of the warning lights certification. The warning light manufacturer will certify the warning lights meet the requirements of the latest ITE Purchase Specifications for Flashing and Steady-Burn Warning Lights.
7. When used to delineate curves, Type-C and Type D Steady Burn Lights should only be placed on the outside of the curve, not the inside.
8. The location of warning lights and warning reflectors on drums shall be as shown elsewhere in the plans.

WARNING LIGHTS MOUNTED ON PLASTIC DRUMS

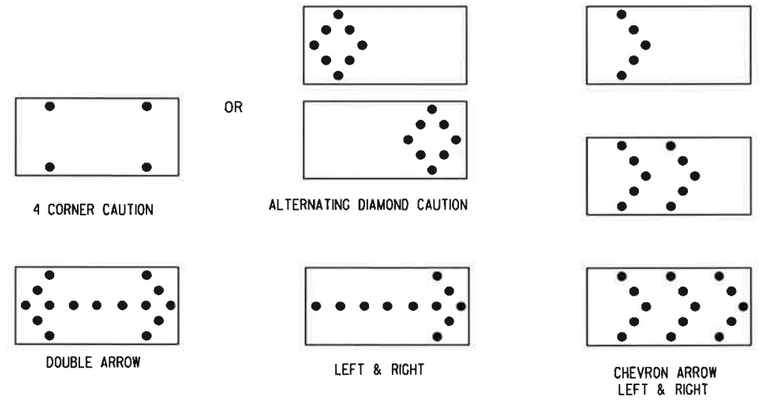
1. Type A flashing warning lights are intended to warn drivers that they are approaching or are in a potentially hazardous area.
2. Type A random flashing warning lights are not intended for delineation and shall not be used in a series.
3. A series of sequential flashing warning lights placed on channelizing devices to form a merging taper may be used for delineation. If used, the successive flashing of the sequential warning lights should occur from the beginning of the taper to the end of the merging taper in order to identify the desired vehicle path. The rate of flashing for each light shall be 65 flashes per minute, plus or minus 10 flashes.
4. Type C and D steady-burn warning lights are intended to be used in a series to delineate the edge of the travel lane on detours, on lane changes, on lane closures, and on other similar conditions.
5. Type A, Type C and Type D warning lights shall be installed at locations as detailed on other sheets in the plans.
6. Warning lights shall not be installed on a drum that has a sign, chevron or vertical panel.
7. The maximum spacing for warning lights on drums should be identical to the channelizing device spacing.

WARNING REFLECTORS MOUNTED ON PLASTIC DRUMS AS A SUBSTITUTE FOR TYPE C (STEADY BURN) WARNING LIGHTS

1. A warning reflector or approved substitute may be mounted on a plastic drum as a substitute for a Type C, steady burn warning light at the discretion of the Contractor unless otherwise noted in the plans.
2. The warning reflector shall be yellow in color and shall be manufactured using a sign substrate approved for use with plastic drums listed on the CWZTCD.
3. The warning reflector shall have a minimum retroreflective surface area (one-side) of 30 square inches.
4. Round reflectors shall be fully reflectorized, including the area where attached to the drum.
5. Square substrates must have a minimum of 30 square inches of reflectorized sheeting. They do not have to be reflectorized where it attaches to the drum.
6. The side of the warning reflector facing approaching traffic shall have sheeting meeting the color and retroreflectivity requirements for DMS 8300-Type B or Type C.
7. When used near two-way traffic, both sides of the warning reflector shall be reflectorized.
8. The warning reflector should be mounted on the side of the handle nearest approaching traffic.
9. The maximum spacing for warning reflectors should be identical to the channelizing device spacing requirements.

Arrow Boards may be located behind channelizing devices in place for a shoulder taper or merging taper, otherwise they shall be delineated with four (4) channelizing devices placed perpendicular to traffic on the upstream side of traffic.

1. The Flashing Arrow Board should be used for all lane closures on multi-lane roadways, or slow moving maintenance or construction activities on the travel lanes.
2. Flashing Arrow Boards should not be used on two-lane, two-way roadways, detours, diversions or work on shoulders unless the "CAUTION" display (see detail below) is used.
3. The Engineer/Inspector shall choose all appropriate signs, barricades and/or other traffic control devices that should be used in conjunction with the Flashing Arrow Board.
4. The Flashing Arrow Board should be able to display the following symbols:



5. The "CAUTION" display consists of four corner lamps flashing simultaneously, or the Alternating Diamond Caution mode as shown.
6. The straight line caution display is NOT ALLOWED.
7. The Flashing Arrow Board shall be capable of minimum 50 percent dimming from rated lamp voltage. The flashing rate of the lamps shall not be less than 25 nor more than 40 flashes per minute.
8. Minimum lamp "on time" shall be approximately 50 percent for the flashing arrow and equal intervals of 25 percent for each sequential phase of the flashing chevron.
9. The sequential arrow display is NOT ALLOWED.
10. The flashing arrow display is the TxDOT standard; however, the sequential Chevron display may be used during daylight operations.
11. The Flashing Arrow Board shall be mounted on a vehicle, trailer or other suitable support.
12. A Flashing Arrow Board SHALL NOT BE USED to laterally shift traffic.
13. A full matrix PCMS may be used to simulate a Flashing Arrow Board provided it meets visibility, flash rate and dimming requirements on this sheet for the same size arrow.
14. Minimum mounting height of trailer mounted Arrow Boards should be 7 feet from roadway to bottom of panel.

REQUIREMENTS			
TYPE	MINIMUM SIZE	MINIMUM NUMBER OF PANEL LAMPS	MINIMUM VISIBILITY DISTANCE
B	30 x 60	13	3/4 mile
C	48 x 96	15	1 mile

ATTENTION
Flashing Arrow Boards shall be equipped with automatic dimming devices.

WHEN NOT IN USE, REMOVE THE ARROW BOARD FROM THE RIGHT-OF-WAY OR PLACE THE ARROW BOARD BEHIND CONCRETE TRAFFIC BARRIER OR GUARDRAIL.

FLASHING ARROW BOARDS

SHEET 7 OF 12

TRUCK-MOUNTED ATTENUATORS

1. Truck-mounted attenuators (TMA) used on TxDOT facilities must meet the requirements outlined in the National Cooperative Highway Research Report No. 350 (NCHRP 350) or the Manual for Assessing Safety Hardware (MASH).
2. Refer to the CWZTCD for the requirements of Level 2 or Level 3 TMAs.
3. Refer to the CWZTCD for a list of approved TMAs.
4. TMAs are required on freeways unless otherwise noted in the plans.
5. A TMA should be used anytime that it can be positioned 30 to 100 feet in advance of the area of crew exposure without adversely affecting the work performance.
6. The only reason a TMA should not be required is when a work area is spread down the roadway and the work crew is an extended distance from the TMA.

Texas Department of Transportation

Traffic Operations Division Standard

BARRICADE AND CONSTRUCTION ARROW PANEL, REFLECTORS, WARNING LIGHTS & ATTENUATOR

BC(7)-13

FILE: bc-13.dgn	DN: TxDOT	CK: TxDOT	DW: TxDOT	CK: TxDOT
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REVISIONS				
9-07	DIST	COUNTY		SHEET NO.
7-13				

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SHEET 89 OF 104

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GENERAL NOTES

1. For long term stationary work zones on freeways, drums shall be used as the primary channelizing device.
2. For intermediate term stationary work zones on freeways, drums should be used as the primary channelizing device but may be replaced in tangent sections by vertical panels, or 42" two-piece cones. In tangent sections one-piece cones may be used with the approval of the Engineer but only if personnel are present on the project at all times to maintain the cones in proper position and location.
3. For short term stationary work zones on freeways, drums are the preferred channelizing device but may be replaced in tapers, transitions and tangent sections by vertical panels, two-piece cones or one-piece cones as approved by the Engineer.
4. Drums and all related items shall comply with the requirements of the current version of the "Texas Manual on Uniform Traffic Control Devices" (TMUTCD) and the "Compliant Work Zone Traffic Control Devices List" (CWZTCD).
5. Drums, bases, and related materials shall exhibit good workmanship and shall be free from objectionable marks or defects that would adversely affect their appearance or serviceability.
6. The Contractor shall have a maximum of 24 hours to replace any plastic drums identified for replacement by the Engineer/Inspector. The replacement device must be an approved device.

GENERAL DESIGN REQUIREMENTS

Pre-qualified plastic drums shall meet the following requirements:

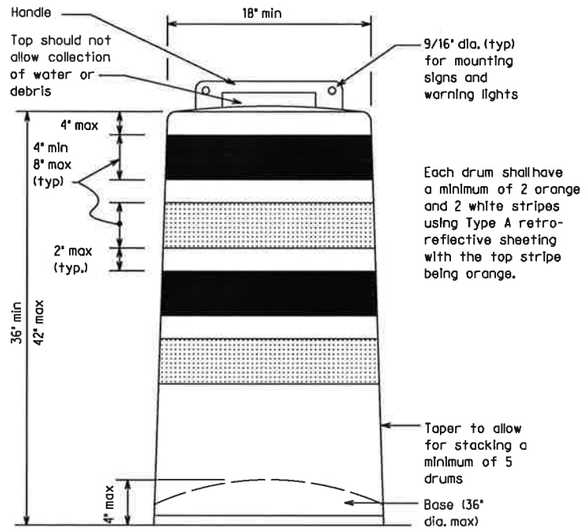
1. Plastic drums shall be a two-piece design; the "body" of the drum shall be the top portion and the "base" shall be the bottom.
2. The body and base shall lock together in such a manner that the body separates from the base when impacted by a vehicle traveling at a speed of 20 MPH or greater but prevents accidental separation due to normal handling and/or air turbulence created by passing vehicles.
3. Plastic drums shall be constructed of lightweight flexible, and deformable materials. The Contractor shall NOT use metal drums or single piece plastic drums as channelization devices or sign supports.
4. Drums shall present a profile that is a minimum of 18 inches in width at the 36 inch height when viewed from any direction. The height of drum unit (body installed on base) shall be a minimum of 36 inches and a maximum of 42 inches.
5. The top of the drum shall have a built-in handle for easy pickup and shall be designed to drain water and not collect debris. The handle shall have a minimum of two widely spaced 9/16 inch diameter holes to allow attachment of a warning light, warning reflector unit or approved compliant sign.
6. The exterior of the drum body shall have a minimum of four alternating orange and white retroreflective circumferential stripes not less than 4 inches nor greater than 8 inches in width. Any non-reflectorized space between any two adjacent stripes shall not exceed 2 inches in width.
7. Bases shall have a maximum width of 36 inches, a maximum height of 4 inches, and a minimum of two footholds of sufficient size to allow base to be held down while separating the drum body from the base.
8. Plastic drums shall be constructed of ultra-violet stabilized, orange, high-density polyethylene (HDPE) or other approved material.
9. Drum body shall have a maximum unballasted weight of 11 lbs.
10. Drum and base shall be marked with manufacturer's name and model number.

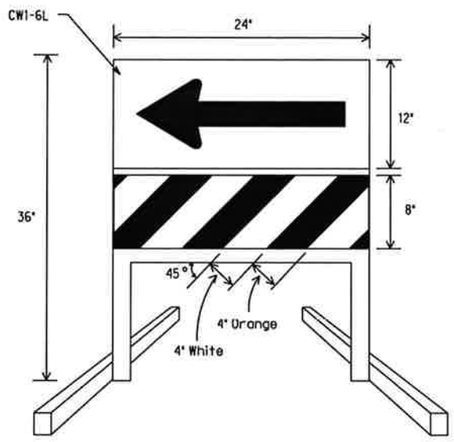
RETROREFLECTIVE SHEETING

1. The stripes used on drums shall be constructed of sheeting meeting the color and retroreflectivity requirements of Departmental Materials Specification DMS-8300, "Sign Face Materials." Type A reflective sheeting shall be supplied unless otherwise specified in the plans.
2. The sheeting shall be suitable for use on and shall adhere to the drum surface such that, upon vehicular impact, the sheeting shall remain adhered in-place and exhibit no delaminating, cracking, or loss of retroreflectivity other than that loss due to abrasion of the sheeting surface.

BALLAST

1. Unballasted bases shall be large enough to hold up to 50 lbs. of sand. This base, when filled with the ballast material, should weigh between 35 lbs (minimum) and 50 lbs (maximum). The ballast may be sand in one to three sandbags separate from the base, sand in a sand-filled plastic base, or other ballasting devices as approved by the Engineer. Stacking of sandbags will be allowed, however height of sandbags above pavement surface may not exceed 12 inches.
2. Bases with built-in ballast shall weigh between 40 lbs. and 50 lbs. Built-in ballast can be constructed of an integral crumb rubber base or a solid rubber base.
3. Recycled truck tire sidewalls may be used for ballast on drums approved for this type of ballast on the CWZTCD list.
4. The ballast shall not be heavy objects, water, or any material that would become hazardous to motorists, pedestrians, or workers when the drum is struck by a vehicle.
5. When used in regions susceptible to freezing, drums shall have drainage holes in the bottoms so that water will not collect and freeze becoming a hazard when struck by a vehicle.
6. Ballast shall not be placed on top of drums.
7. Adhesives may be used to secure base of drums to pavement.

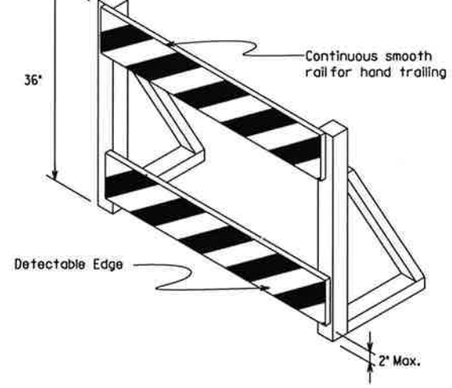




DIRECTION INDICATOR BARRICADE

1. The Direction Indicator Barricade may be used in tapers, transitions, and other areas where specific directional guidance to drivers is necessary.
2. If used, the Direction Indicator Barricade should be used in series to direct the driver through the transition and into the intended travel lane.
3. The Direction Indicator Barricade shall consist of One-Direction Large Arrow (CW1-6) sign in the size shown with a black arrow on a background of Type B_{FL} or Type C_{FL} Orange retroreflective sheeting above a rail with Type A retroreflective sheeting in alternating 4" white and orange stripes sloping downward at an angle of 45 degrees in the direction road users are to pass. Sheeting types shall be as per DMS 8300.
4. Double arrows on the Direction Indicator Barricade will not be allowed.
5. Approved manufacturers are shown on the CWZTCD List. Ballast shall be as approved by the manufacturers instructions.

This detail is not intended for fabrication. See note 3 and the CWZTCD list for providers of approved Detectable Pedestrian Barricades



DETECTABLE PEDESTRIAN BARRICADES

1. When existing pedestrian facilities are disrupted, closed, or relocated in a TTC zone, the temporary facilities shall be detectable and include accessibility features consistent with the features present in the existing pedestrian facility.
2. Where pedestrians with visual disabilities normally use the closed sidewalk, a device that is detectable by a person with a visual disability traveling with the aid of a long cane shall be placed across the full width of the closed sidewalk.
3. Detectable pedestrian barricades similar to the one pictured above, longitudinal channelizing devices, some concrete barriers, and wood or chain link fencing with a continuous detectable edging can satisfactorily delineate a pedestrian path.
4. Tape, rope, or plastic chain strung between devices are not detectable, do not comply with the design standards in the "Americans with Disabilities Act Accessibility Guidelines for Buildings and Facilities (ADAAG)" and should not be used as a control for pedestrian movements.
5. Warning lights shall not be attached to detectable pedestrian barricades.
6. Detectable pedestrian barricades may use 8" nominal barricade rails as shown on BC(10) provided that the top rail provides a smooth continuous rail suitable for hand trailing with no splinters, burrs, or sharp edges.

18" x 24" Sign
(Maximum Sign Dimension)
Chevron CW1-8, Opposing Traffic Lane Divider, Driveway sign D70a, Keep Right R4 series or other signs as approved by Engineer

12" x 24"
Vertical Panel
mount with diagonals sloping down towards travel way

Plywood, Aluminum or Metal sign substrates shall NOT be used on plastic drums

SIGNS, CHEVRONS, AND VERTICAL PANELS MOUNTED ON PLASTIC DRUMS

1. Signs used on plastic drums shall be manufactured using substrates listed on the CWZTCD.
2. Chevrons and other work zone signs with an orange background shall be manufactured with Type B or Type C Orange sheeting meeting the color and retroreflectivity requirements of DMS-8300, "Sign Face Material," unless otherwise specified in the plans.
3. Vertical Panels shall be manufactured with orange and white sheeting meeting the requirements of DMS-8300 Type A Diagonal stripes on Vertical Panels shall slope down toward the intended traveled lane.
4. Other sign messages (text or symbolic) may be used as approved by the Engineer. Sign dimensions shall not exceed 18 inches in width or 24 inches in height, except for the R9 series signs discussed in note 8 below.
5. Signs shall be installed using a 1/2 inch bolt (nominal) and nut, two washers, and one locking washer for each connection.
6. Mounting bolts and nuts shall be fully engaged and adequately torqued. Bolts should not extend more than 1/2 inch beyond nuts.
7. Chevrons may be placed on drums on the outside of curves, on merging tapers or on shifting tapers. When used in these locations they may be placed on every drum or spaced not more than on every third drum. A minimum of three (3) should be used at each location called for in the plans.
8. R9-9, R9-10, R9-11 and R9-11a Sidewalk Closed signs which are 24 inches wide may be mounted on plastic drums, with approval of the Engineer.

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Texas Department of Transportation

Traffic Operations Division Standard

BARRICADE AND CONSTRUCTION CHANNELIZING DEVICES

BC(8)-13

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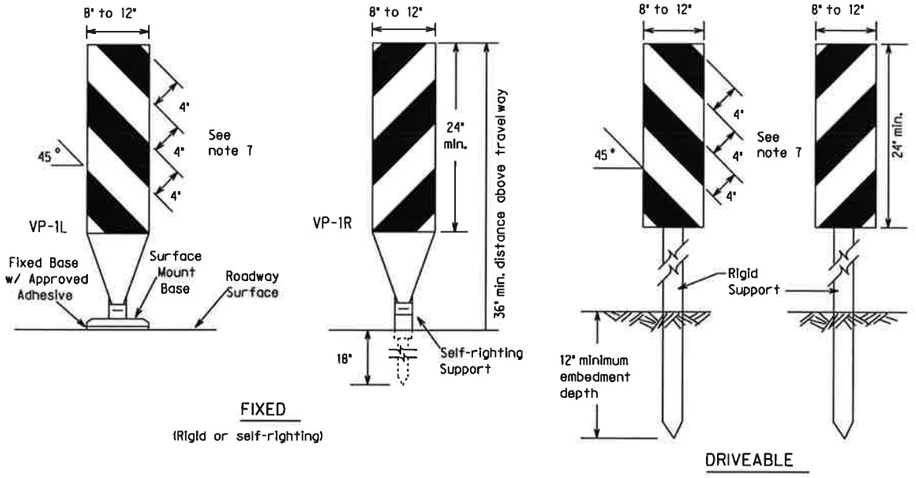
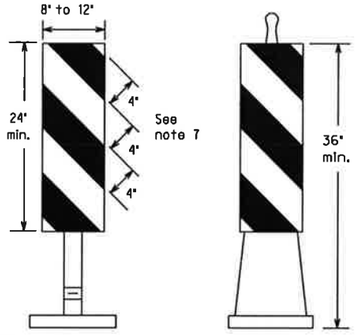


FIXED

(Rigid or self-righting)

DRIVEABLE

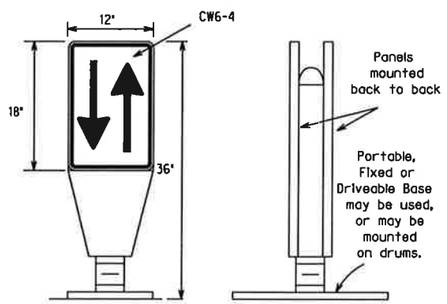


(Rigid or self-righting)

PORTABLE

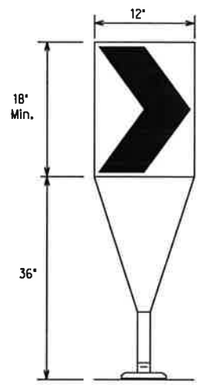
1. Vertical Panels (VP's) are normally used to channelize traffic or divide opposing lanes of traffic.
2. VP's may be used in daytime or nighttime situations. They may be used at the edge of shoulder drop-offs and other areas such as lane transitions where positive daytime and nighttime delineation is required. The Engineer/Inspector shall refer to the Roadway Design Manual Appendix B "Treatment of Pavement Drop-offs in Work Zones" for additional guidelines on the use of VP's for drop-offs.
3. VP's should be mounted back to back if used at the edge of cuts adjacent to two-way two lane roadways. Stripes are to be reflective orange and reflective white and should always slope downward toward the travel lane.
4. VP's used on expressways and freeways or other high speed roadways, may have more than 270 square inches of retroreflective area facing traffic.
5. Self-righting supports are available with portable base. See "Compliant Work Zone Traffic Control Devices List" (CWZTCD).
6. Sheeting for the VP's shall be retroreflective Type A conforming to Departmental Material Specification DMS-8300, unless noted otherwise.
7. Where the height of reflective material on the vertical panels is 36 inches or greater, a panel stripe of 6 inches shall be used.

VERTICAL PANELS (VPs)



1. Opposing Traffic Lane Dividers (OTLD) are delineation devices designed to convert a normal one-way roadway section to two-way operation. OTLD's are used on temporary centerlines. The upward and downward arrows on the sign's face indicate the direction of traffic on either side of the divider. The base is secured to the pavement with an adhesive or rubber weight to minimize movement caused by a vehicle impact or wind gust.
2. The OTLD may be used in combination with 42" cones or VPs.
3. Spacing between the OTLD shall not exceed 500 feet. 42" cones or VPs placed between the OTLD's should not exceed 100 foot spacing.
4. The OTLD shall be orange with a black non-reflective legend. Sheeting for the OTLD shall be retroreflective Type B for Type C conforming to Departmental Material Specification DMS-8300, unless noted otherwise. The legend shall meet the requirements of DMS-8300.

OPPOSING TRAFFIC LANE DIVIDERS (OTLD)



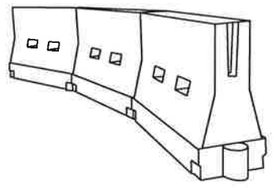
Fixed Base w/ Approved Adhesive (Driveable Base, or Flexible Support can be used)

1. The chevron shall be a vertical rectangle with a minimum size of 12 by 18 inches.
2. Chevrons are intended to give notice of a sharp change of alignment with the direction of travel and provide additional emphasis and guidance for vehicle operators with regard to changes in horizontal alignment of the roadway.
3. Chevrons, when used, shall be erected on the outside of a sharp curve or turn, or on the far side of an intersection. They shall be in line with and at right angles to approaching traffic. Spacing should be such that the motorist always has three in view, until the change in alignment eliminates its need.
4. To be effective, the chevron should be visible for at least 500 feet.
5. Chevrons shall be orange with a black nonreflective legend. Sheeting for the chevron shall be retroreflective Type B for Type C conforming to Departmental Material Specification DMS-8300, unless noted otherwise. The legend shall meet the requirements of DMS-8300.
6. For Long Term Stationary use on tapers or transitions on freeways and divided highways self-righting chevrons may be used to supplement plastic drums but not to replace plastic drums.

CHEVRONS

GENERAL NOTES

1. Work Zone channelizing devices illustrated on this sheet may be installed in close proximity to traffic and are suitable for use on high or low speed roadways. The Engineer/Inspector shall ensure that spacing and placement is uniform and in accordance with the "Texas Manual on Uniform Traffic Control Devices" (TMUTCD).
2. Channelizing devices shown on this sheet may have a driveable, fixed or portable base. The requirement for self-righting channelizing devices must be specified in the General Notes or other plan sheets.
3. Channelizing devices on self-righting supports should be used in work zone areas where channelizing devices are frequently impacted by errant vehicles or vehicle related wind gusts making alignment of the channelizing devices difficult to maintain. Locations of these devices shall be detailed elsewhere in the plans. These devices shall conform to the TMUTCD and the "Compliant Work Zone Traffic Control Devices List" (CWZTCD).
4. The Contractor shall maintain devices in a clean condition and replace damaged, nonreflective, faded, or broken devices and bases as required by the Engineer/Inspector. The Contractor shall be required to maintain proper device spacing and alignment.
5. Portable bases shall be fabricated from virgin and/or recycled rubber. The portable bases shall weigh a minimum of 30 lbs.
6. Pavement surfaces shall be prepared in a manner that ensures proper bonding between the adhesives, the fixed mount bases and the pavement surface. Adhesives shall be prepared and applied according to the manufacturer's recommendations.
7. The installation and removal of channelizing devices shall not cause detrimental effects to the final pavement surfaces, including pavement surface discoloration or surface integrity. Driveable bases shall not be permitted on final pavement surfaces. The Engineer/Inspector shall approve all application and removal procedures of fixed bases.



LONGITUDINAL CHANNELIZING DEVICES (LCD)

1. LCDs are crashworthy, lightweight, deformable devices that are highly visible, have good target value and can be connected together. They are not designed to contain or redirect a vehicle on impact.
2. LCDs may be used instead of a line of cones or drums.
3. LCDs shall be placed in accordance to application and installation requirements specific to the device, and used only when shown on the CWZTCD list.
4. LCDs should not be used to provide positive protection for obstacles, pedestrians or workers.
5. LCDs shall be supplemented with retroreflective delineation as required for temporary barriers on BC(7) when placed roughly parallel to the travel lanes.
6. LCDs used as barricades placed perpendicular to traffic should have at least one row of reflective sheeting meeting the requirements for barricade rails as shown on BC(10) placed near the top of the LCD along the full length of the device.

WATER BALLASTED SYSTEMS USED AS BARRIERS

1. Water ballasted systems used as barriers shall not be used solely to channelize road users, but also to protect the work space per the appropriate NCHRP 350 crashworthiness requirements based on roadway speed and barrier application.
2. Water ballasted systems used to channelize vehicular traffic shall be supplemented with retroreflective delineation or channelizing devices to improve daytime/nighttime visibility. They may also be supplemented with pavement markings.
3. Water ballasted systems used as barriers shall be placed in accordance to application and installation requirements specific to the device, and used only when shown on the CWZTCD list.
4. Water ballasted systems used as barriers should not be used for a merging taper except in low speed (less than 45 MPH) urban areas. When used on a taper in a low speed urban area, the taper shall be delineated and the taper length should be designed to optimize road user operations considering the available geometric conditions.
5. When water ballasted systems used as barriers have blunt ends exposed to traffic, they should be attenuated as per manufacturer recommendations or flared to a point outside the clear zone.

If used to channelize pedestrians, longitudinal channelizing devices or water ballasted systems must have a continuous detectable bottom for users of long canes and the top of the unit shall not be less than 32 inches in height.

HOLLOW OR WATER BALLASTED SYSTEMS USED AS LONGITUDINAL CHANNELIZING DEVICES OR BARRIERS

Posted Speed *	Formula	Minimum Desirable Taper Lengths ** 10' Offset	11' Offset	12' Offset	Suggested Maximum Spacing of Channelizing Devices On a Taper	On a Tangent
30	$L=\frac{WS^2}{60}$	150'	165'	180'	30'	60'
35		205'	225'	245'	35'	70'
40		265'	295'	320'	40'	80'
45	$L=WS$	450'	495'	540'	45'	90'
50		500'	550'	600'	50'	100'
55		550'	605'	660'	55'	110'
60		600'	660'	720'	60'	120'
65		650'	715'	780'	65'	130'
70		700'	770'	840'	70'	140'
75		750'	825'	900'	75'	150'
80		800'	880'	960'	80'	160'

** Taper lengths have been rounded off.
L=Length of Taper (FT.) W=Width of Offset (FT.)
S=Posted Speed (MPH)

SUGGESTED MAXIMUM SPACING OF CHANNELIZING DEVICES AND MINIMUM DESIRABLE TAPER LENGTHS

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Texas Department of Transportation

Traffic Operations Division Standard

BARRICADE AND CONSTRUCTION CHANNELIZING DEVICES

BC(9)-13

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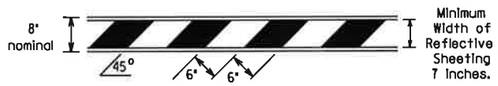
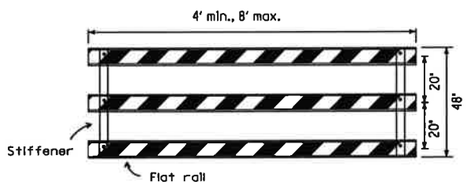
TYPE 3 BARRICADES

1. Refer to the Compliant Work Zone Traffic Control Devices List (CWZTCD) for details of the Type 3 Barricades and a list of all materials used in the construction of Type 3 Barricades.
2. Type 3 Barricades shall be used at each end of construction projects closed to all traffic.
3. Barricades extending across a roadway should have stripes that slope downward in the direction toward which traffic must turn in detouring. When both right and left turns are provided, the chevron striping may slope downward in both directions from the center of the barricade. Where no turns are provided at a closed road striping should slope downward in both directions toward the center of roadway.
4. Striping of rails, for the right side of the roadway, should slope downward to the left. For the left side of the roadway, striping should slope downward to the right.
5. Identification markings may be shown only on the back of the barricade rails. The maximum height of letters and/or company logos used for identification shall be 1".
6. Barricades shall not be placed parallel to traffic unless an adequate clear zone is provided.
7. Warning lights shall NOT be installed on barricades.
8. Where barricades require the use of weights to keep from turning over, the use of sandbags with dry, cohesionless sand is recommended. The sandbags will be tied shut to keep the sand from spilling and to maintain a constant weight. Sand bags shall not be stacked in a manner that covers any portion of a barricade rails reflective sheeting. Rock, concrete, iron, steel or other solid objects will NOT be permitted. Sandbags should weigh a minimum of 35 lbs and a maximum of 50 lbs. Sandbags shall be made of a durable material that tears upon vehicular impact. Rubber (such as tire inner tubes) shall not be used for sandbags. Sandbags shall only be placed along or upon the base supports of the device and shall not be suspended above ground level or hung with rope, wire, chains or other fasteners.
9. Sheeting for barricades shall be retroreflective Type A conforming to Departmental Material Specification DMS-8300 unless otherwise noted.

Barricades shall NOT be used as a sign support.



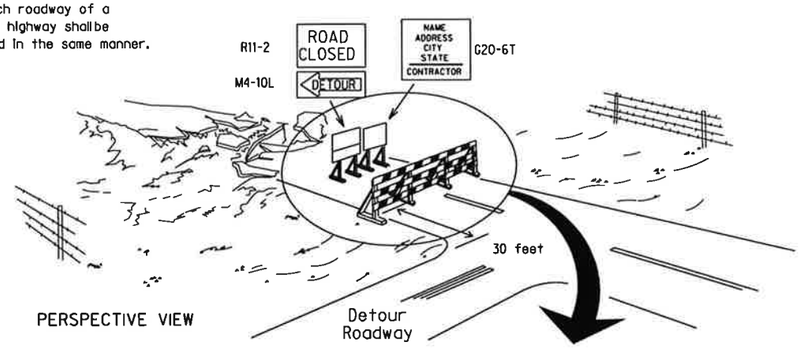
TYPICAL STRIPING DETAIL FOR BARRICADE RAIL



Stiffener may be inside or outside of support, but no more than 2 stiffeners shall be allowed on one barricade.

TYPICAL PANEL DETAIL
FOR SKID OR POST TYPE BARRICADES

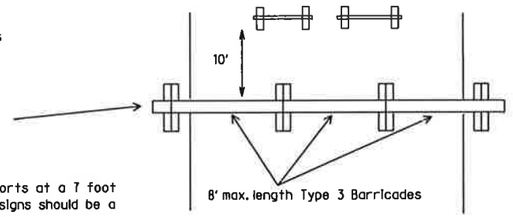
Each roadway of a divided highway shall be barricaded in the same manner.



PERSPECTIVE VIEW

The three rails on Type 3 barricades shall be reflectorized orange and reflective white stripes on one side facing one-way traffic and both sides for two-way traffic.

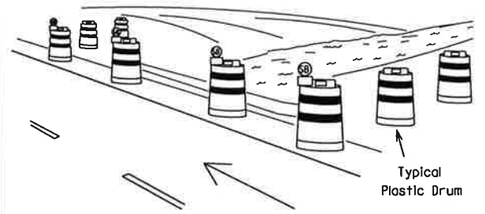
Barricade striping should slant downward in the direction of detour.



PLAN VIEW

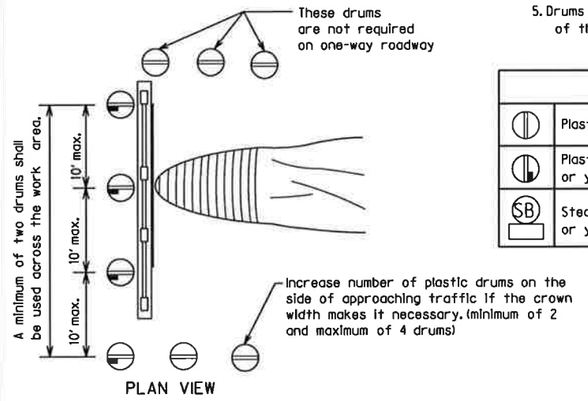
1. Signs should be mounted on independent supports at a 7 foot mounting height in center of roadway. The signs should be a minimum of 10 feet behind Type 3 Barricades.
2. Advance signing shall be as specified elsewhere in the plans.

TYPE 3 BARRICADE (POST AND SKID) TYPICAL APPLICATION



PERSPECTIVE VIEW

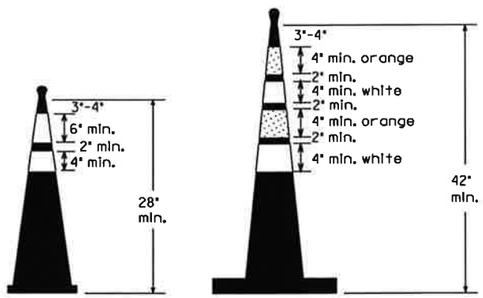
1. Where positive redirectional capability is provided, drums may be omitted.
2. Plastic construction fencing may be used with drums for safety as required in the plans.
3. Vertical Panels on flexible support may be substituted for drums when the shoulder width is less than 4 feet.
4. When the shoulder width is greater than 12 feet, steady-burn lights may be omitted if drums are used.
5. Drums must extend the length of the culvert widening.



PLAN VIEW

LEGEND	
	Plastic drum
	Plastic drum with steady burn light or yellow warning reflector
SB	Steady burn warning light or yellow warning reflector

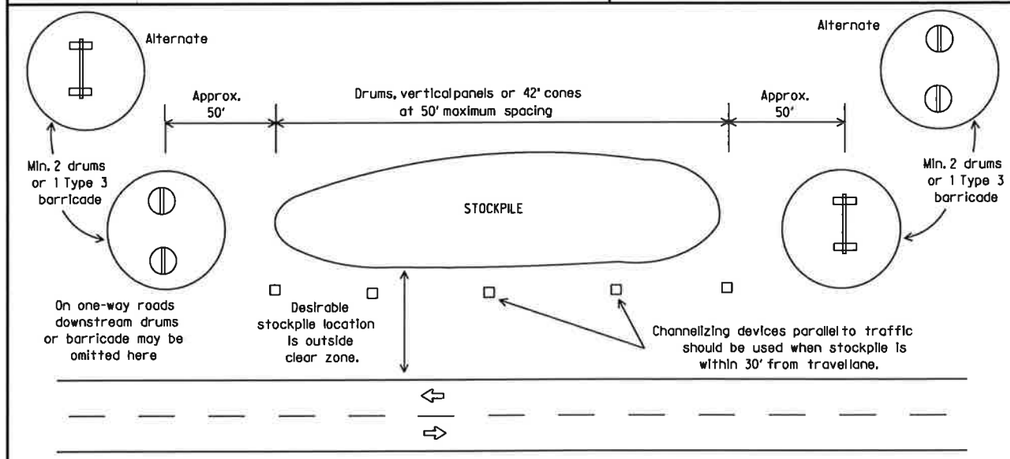
CULVERT WIDENING OR OTHER ISOLATED WORK WITHIN THE PROJECT LIMITS



28" Cones shall have a minimum weight of 9 1/2 lbs.

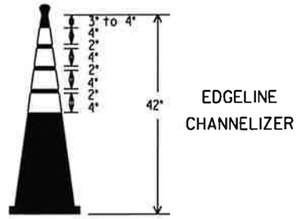
42" 2-piece cones shall have a minimum weight of 30 lbs. including base.

1. Traffic cones and tubular markers shall be predominantly orange, and meet the height and weight requirements shown above.
2. One-piece cones have the body and base of the cone molded in one consolidated unit. Two-piece cones have a cone shaped body and a separate rubber base, or ballast, that is added to keep the device upright and in place.
3. Two-piece cones may have a handle or loop extending up to 8" above the minimum height shown, in order to aid in retrieving the device.
4. Cones or tubular markers used at night shall have white or white and orange reflective bands as shown above. The reflective bands shall have a smooth, sealed outer surface and meet the requirements of Departmental Material Specification DMS-8300 Type A.
5. 28" cones and tubular markers are generally suitable for short duration and short-term stationary work as defined on BC(4). These should not be used for intermediate-term or long-term stationary work unless personnel is on-site to maintain them in their proper upright position.
6. 42" two-piece cones, vertical panels or drums are suitable for all work zone durations.
7. Cones or tubular markers used on each project should be of the same size and shape.



TRAFFIC CONTROL FOR MATERIAL STOCKPILES

THIS DEVICE SHALL NOT BE USED ON PROJECTS LET AFTER MARCH 2014.



1. This device is intended only for use in place of a vertical panel to channelize traffic by indicating the edge of the travel lane. It is not intended to be used in transitions or tapers.
2. This device shall not be used to separate lanes of traffic (opposing or otherwise) or warn of objects.
3. This device is based on a 42 inch, two-piece cone with an alternate striping pattern: four 4 inch retroreflective bands, with an approximate 2 inch gap between bands. The color of the band should correspond to the color of the edgeline (yellow for left edgeline, white for right edgeline) for which the device is substituted or for which it supplements. The reflectorized bands shall be retroreflective Type A conforming to Departmental Material Specification DMS-8300, unless otherwise noted.
4. The base must weigh a minimum of 30 lbs.

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BARRICADE AND CONSTRUCTION CHANNELIZING DEVICES

BC(10)-13

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WORK ZONE PAVEMENT MARKINGS

GENERAL

1. The Contractor shall be responsible for maintaining work zone and existing pavement markings, in accordance with the standard specifications and special provisions, on all roadways open to traffic within the CSJ limits unless otherwise stated in the plans.
2. Color, patterns and dimensions shall be in conformance with the "Texas Manual on Uniform Traffic Control Devices" (TMUTCD).
3. Additional supplemental pavement marking details may be found in the plans or specifications.
4. Pavement markings shall be installed in accordance with the TMUTCD and as shown on the plans.
5. When short term markings are required on the plans, short term markings shall conform with the TMUTCD, the plans and details as shown on the Standard Plan Sheet WZ(STPM).
6. When standard pavement markings are not in place and the roadway is opened to traffic, DO NOT PASS signs shall be erected to mark the beginning of the sections where passing is prohibited and PASS WITH CARE signs at the beginning of sections where passing is permitted.
7. All work zone pavement markings shall be installed in accordance with Item 662, "Work Zone Pavement Markings."

RAISED PAVEMENT MARKERS

1. Raised pavement markers are to be placed according to the patterns on BC(12).
2. All raised pavement markers used for work zone markings shall meet the requirements of Item 672, "RAISED PAVEMENT MARKERS" and Departmental Material Specification DMS-4200 or DMS-4300.

PREFABRICATED PAVEMENT MARKINGS

1. Removable prefabricated pavement markings shall meet the requirements of DMS-8241.
2. Non-removable prefabricated pavement markings (foil back) shall meet the requirements of DMS-8240.

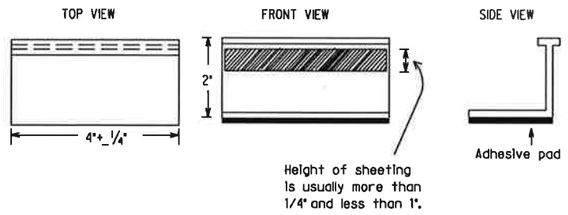
MAINTAINING WORK ZONE PAVEMENT MARKINGS

1. The Contractor will be responsible for maintaining work zone pavement markings within the work limits.
2. Work zone pavement markings shall be inspected in accordance with the frequency and reporting requirements of work zone traffic control device inspections as required by Form 599.
3. The markings should provide a visible reference for a minimum distance of 300 feet during normal daylight hours and 160 feet when illuminated by automobile low-beam headlights at night, unless sight distance is restricted by roadway geometrics.
4. Markings failing to meet this criteria within the first 30 days after placement shall be replaced at the expense of the Contractor as per Specification Item 662.

REMOVAL OF PAVEMENT MARKINGS

1. Pavement markings that are no longer applicable, could create confusion or direct a motorist toward or into the closed portion of the roadway shall be removed or obliterated before the roadway is opened to traffic.
2. The above shall not apply to detours in place for less than three days, where flaggers and/or sufficient channelizing devices are used in lieu of markings to outline the detour route.
3. Pavement markings shall be removed to the fullest extent possible, so as not to leave a discernable marking. This shall be by any method approved by TxDOT Specification Item 677 for "Eliminating Existing Pavement Markings and Markers".
4. The removal of pavement markings may require resurfacing or seal coating portions of the roadway as described in Item 677.
5. Subject to the approval of the Engineer, any method that proves to be successful on a particular type pavement may be used.
6. Blast cleaning may be used but will not be required unless specifically shown in the plans.
7. Over-painting of the markings SHALL NOT BE permitted.
8. Removal of raised pavement markers shall be as directed by the Engineer.
9. Removal of existing pavement markings and markers will be paid for directly in accordance with Item 677, "ELIMINATING EXISTING PAVEMENT MARKINGS AND MARKERS," unless otherwise stated in the plans.
10. Black-out marking tape may be used to cover conflicting existing markings for periods less than two weeks when approved by the Engineer.

Temporary Flexible-Reflective Roadway Marker Tabs



STAPLES OR NAILS SHALL NOT BE USED TO SECURE TEMPORARY FLEXIBLE-REFLECTIVE ROADWAY MARKER TABS TO THE PAVEMENT SURFACE

1. Temporary flexible-reflective roadway marker tabs used as guidemarks shall meet the requirements of DMS-8242.
2. Tabs detailed on this sheet are to be inspected and accepted by the Engineer or designated representative. Sampling and testing is not normally required, however at the option of the Engineer, either "A" or "B" below may be imposed to assure quality before placement on the roadway.
   A. Select five (5) or more tabs at random from each lot or shipment and submit to the Construction Division, Materials and Pavement Section to determine specification compliance.
   B. Select five (5) tabs and perform the following test. Affix five (5) tabs at 24 inch intervals on an asphaltic pavement in a straight line. Using a medium size passenger vehicle or pickup, run over the markers with the front and rear tires at a speed of 35 to 40 miles per hour, four (4) times in each direction. No more than one (1) out of the five (5) reflective surfaces shall be lost or displaced as a result of this test.
3. Small design variances may be noted between tab manufacturers.
4. See Standard Sheet WZ(STPM) for tab placement on new pavements. See Standard Sheet TCP(7-1) for tab placement on seal coat work.

RAISED PAVEMENT MARKERS USED AS GUIDEMARKS

1. Raised pavement markers used as guidemarks shall be from the approved product list, and meet the requirements of DMS-4200.
2. All temporary construction raised pavement markers provided on a project shall be of the same manufacturer.
3. Adhesive for guidemarks shall be bituminous material hot applied or butyl rubber pad for all surfaces, or thermoplastic for concrete surfaces.

Guidemarks shall be designated as:
YELLOW - (two amber reflective surfaces with yellow body).
WHITE - (one silver reflective surface with white body).

DEPARTMENTAL MATERIAL SPECIFICATIONS	
PAVEMENT MARKERS (REFLECTORIZED)	DMS-4200
TRAFFIC BUTTONS	DMS-4300
EPOXY AND ADHESIVES	DMS-6100
BITUMINOUS ADHESIVE FOR PAVEMENT MARKERS	DMS-6130
PERMANENT PREFABRICATED PAVEMENT MARKINGS	DMS-8240
TEMPORARY REMOVABLE, PREFABRICATED PAVEMENT MARKINGS	DMS-8241
TEMPORARY FLEXIBLE, REFLECTIVE ROADWAY MARKER TABS	DMS-8242

A list of prequalified reflective raised pavement markers, non-reflective traffic buttons, roadway marker tabs and other pavement markings can be found at the Material Producer List web address shown on BC(1).

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Traffic Operations Division Standard

BARRICADE AND CONSTRUCTION PAVEMENT MARKINGS

BC(11)-13

FILE: bc-13.dgn	DN: TxDOT	CK: TxDOT	DW: TxDOT	CK: TxDOT
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2-98 11-02 7-13	DIST	COUNTY		SHEET NO.
1-02 9-07				

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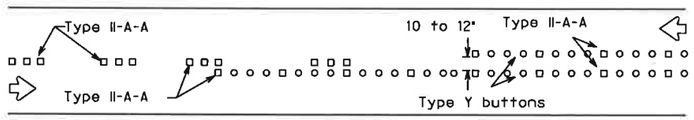
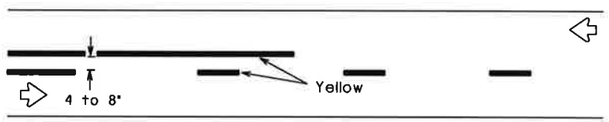
PAVEMENT MARKING PATTERNS

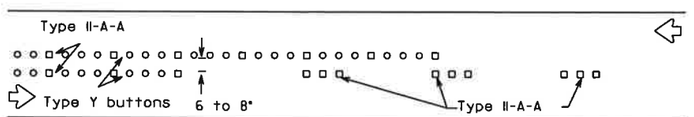
REFLECTORIZED PAVEMENT MARKINGS - PATTERN A



RAISED PAVEMENT MARKERS - PATTERN A



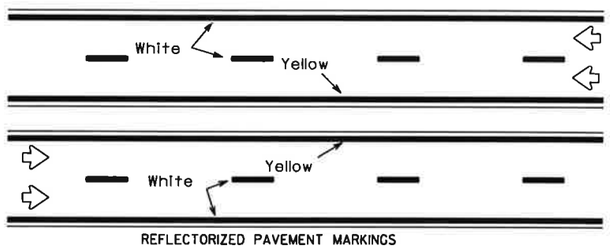
REFLECTORIZED PAVEMENT MARKINGS - PATTERN B



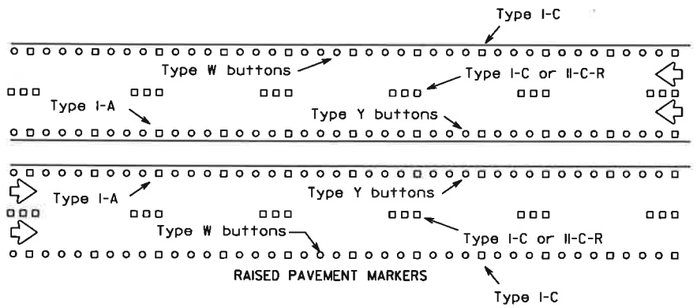
RAISED PAVEMENT MARKERS - PATTERN B

Pattern A is the TXDOT Standard, however Pattern B may be used if approved by the Engineer.
Prefabricated markings may be substituted for reflectorized pavement markings.

CENTER LINE & NO-PASSING ZONE BARRIER LINES FOR TWO-LANE, TWO-WAY HIGHWAYS



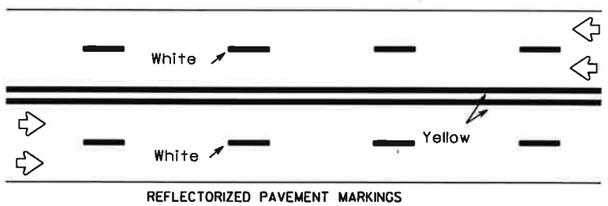
REFLECTORIZED PAVEMENT MARKINGS



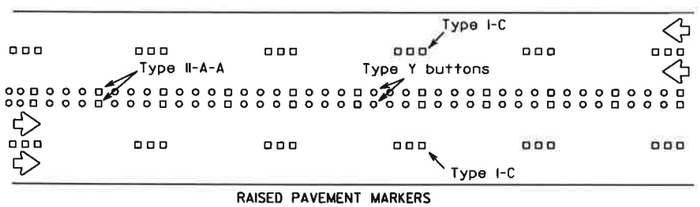
RAISED PAVEMENT MARKERS

Prefabricated markings may be substituted for reflectorized pavement markings.

EDGE & LANE LINES FOR DIVIDED HIGHWAY



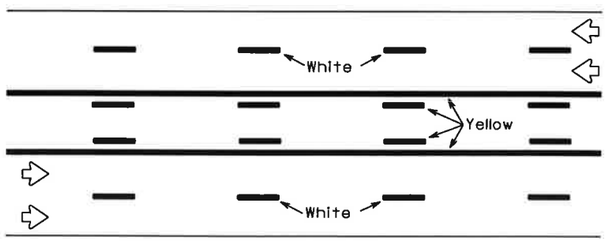
REFLECTORIZED PAVEMENT MARKINGS



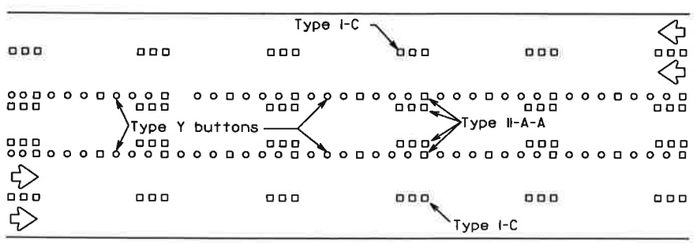
RAISED PAVEMENT MARKERS

Prefabricated markings may be substituted for reflectorized pavement markings.

LANE & CENTER LINES FOR MULTILANE UNDIVIDED HIGHWAYS



REFLECTORIZED PAVEMENT MARKINGS



RAISED PAVEMENT MARKERS

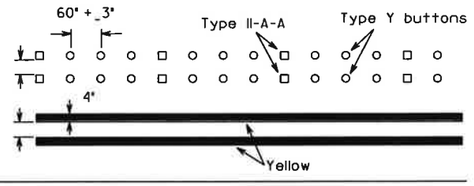
Prefabricated markings may be substituted for reflectorized pavement markings.

TWO-WAY LEFT TURN LANE

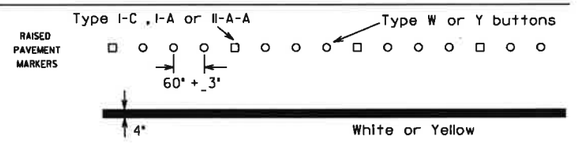
STANDARD WORK ZONE PAVEMENT MARKINGS DETAILS

SOLID LINES

DOUBLE NO-PASSING LINE

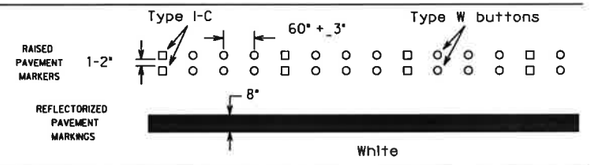


EDGE LINE OR SINGLE NO-PASSING LINE



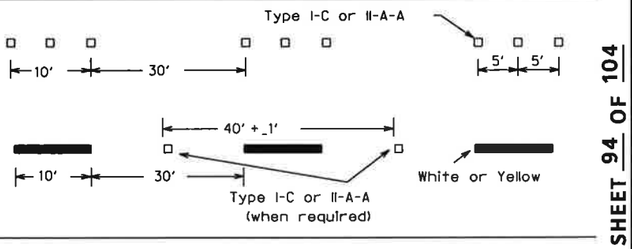
WIDE LINE

(FOR LEFT TURN CHANNELIZING LINE OR CHANNELIZING LINE USED TO DISCOURAGE LANE CHANGING.)



BROKEN LINES

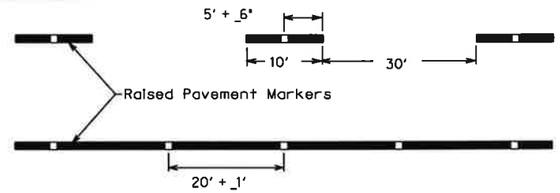
CENTER LINE OR LANE LINE



AUXILIARY OR LANEDROP LINE

REMOVABLE MARKINGS WITH RAISED PAVEMENT MARKERS

If raised pavement markers are used to supplement REMOVABLE markings, the markers shall be applied to the top of the tape at the approximate mid length of tape used for broken lines or at 20 foot spacing for solid lines. This allows an easier removal of raised pavement markers and tape.



Centerline only - not to be used on edge lines

Raised pavement markers used as standard pavement markings shall be from the approved products list and meet the requirements of Item 672 "RAISED PAVEMENT MARKERS."

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Texas Department of Transportation

Traffic Operations Division Standard

BARRICADE AND CONSTRUCTION PAVEMENT MARKING PATTERNS

BC(12)-13

FILE: bc-13.dgn	DN: TxDOT	CK: TxDOT	DW: TxDOT	CK: TxDOT
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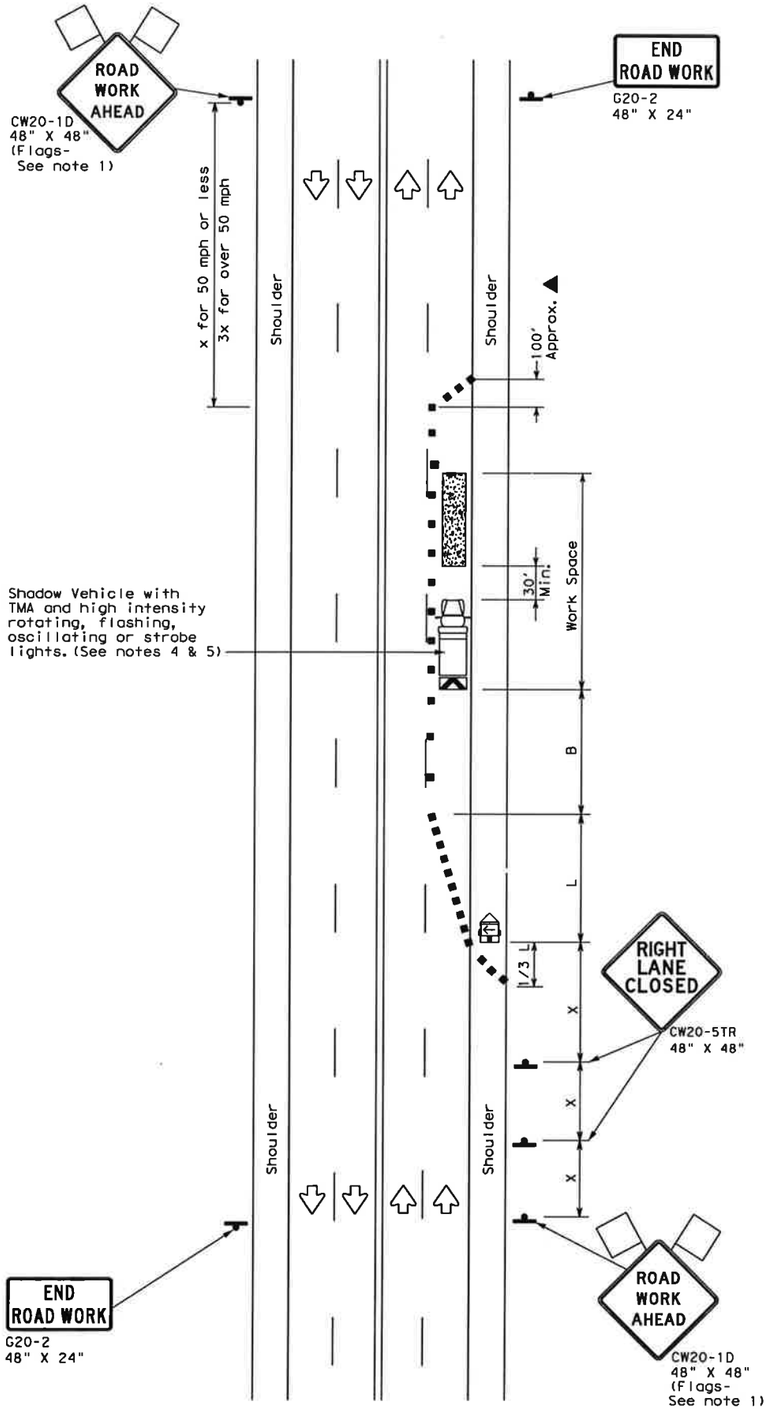
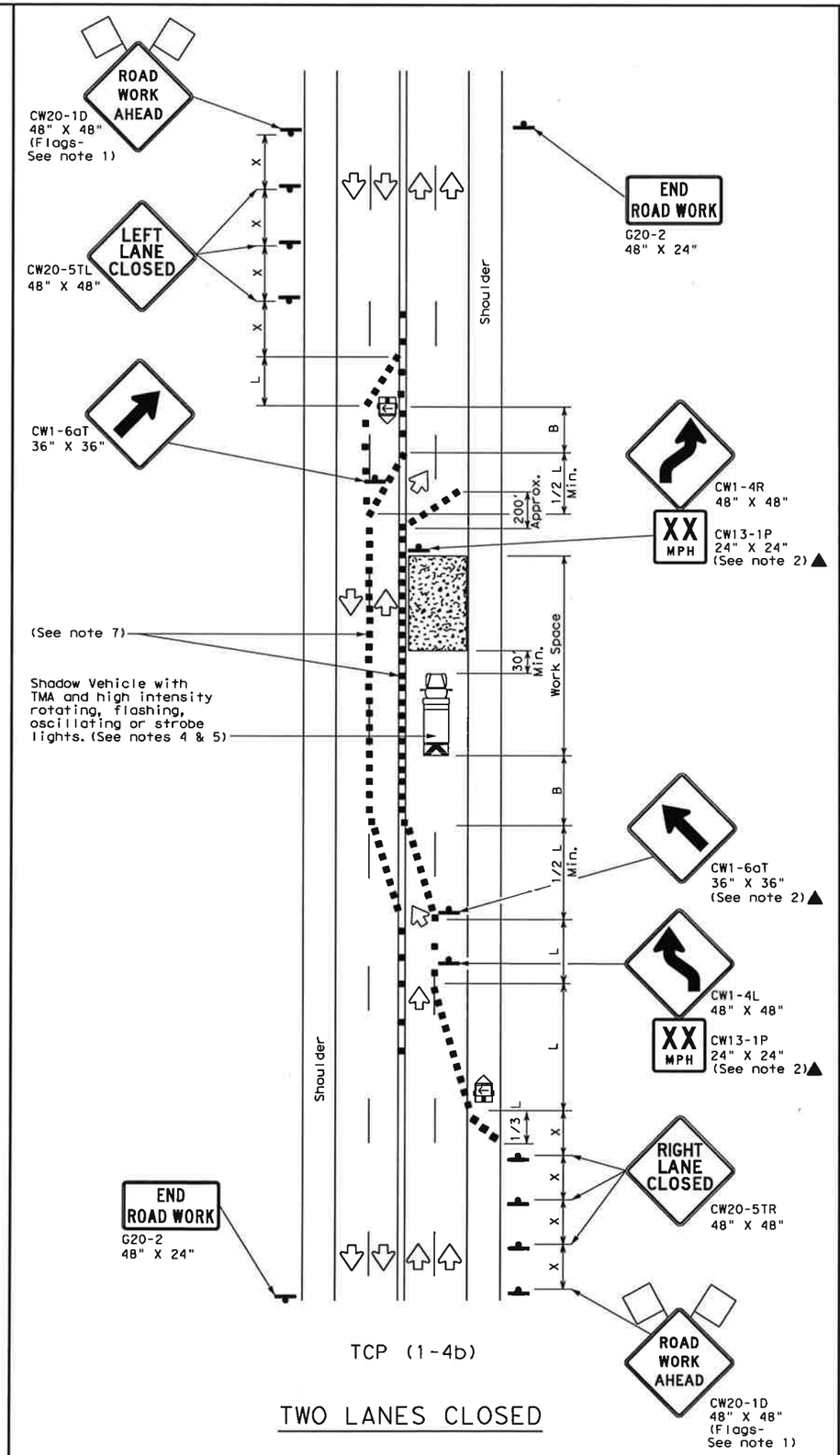


TCP (1-4a)

ONE LANE CLOSED



TCP (1-4b)

TWO LANES CLOSED

LEGEND			
	Type 3 Barricade		Channelizing Devices
	Heavy Work Vehicle		Truck Mounted Attenuator (TMA)
	Trailer Mounted Flashing Arrow Board	M	Portable Changeable Message Sign (PCMS)
	Sign		Traffic Flow
	Flag		Flagger

Posted Speed *	Formula	Minimum Desirable Taper Lengths ** 10' Offset	11' Offset	12' Offset	Suggested Maximum Spacing of Channelizing Devices: On a Taper	On a Tangent	Minimum Sign Spacing "X" Distance	Suggested Longitudinal Buffer Space "B"
30	$L=\frac{WS^2}{60}$	150'	165'	180'	30'	60'	120'	90'
35		205'	225'	245'	35'	70'	160'	120'
40		265'	295'	320'	40'	80'	240'	155'
45	L=WS	450'	495'	540'	45'	90'	320'	195'
50		500'	550'	600'	50'	100'	400'	240'
55		550'	605'	660'	55'	110'	500'	295'
60		600'	660'	720'	60'	120'	600'	350'
65		650'	715'	780'	65'	130'	700'	410'
70		700'	770'	840'	70'	140'	800'	475'
75		750'	825'	900'	75'	150'	900'	540'

* Conventional Roads Only
** Taper lengths have been rounded off.
L=Length of Taper(FT) W=Width of Offset(FT) S=Posted Speed(MPH)

TYPICAL USAGE				
MOBILE	SHORT DURATION	SHORT TERM STATIONARY	INTERMEDIATE TERM STATIONARY	LONG TERM STATIONARY
	✓	✓		

GENERAL NOTES

1. Flags attached to signs where shown are REQUIRED.
2. All traffic control devices illustrated are REQUIRED, except those denoted with the triangle symbol may be omitted when stated elsewhere in the plans, or for routine maintenance work, when approved by the Engineer.
3. The CW20-1D "ROAD WORK AHEAD" sign may be repeated if the visibility of the work zone is less than 1500 feet.
4. A Shadow Vehicle with a TMA should be used anytime it can be positioned 30 to 100 feet in advance of the area of crew exposure without adversely affecting the performance or quality of the work. If workers are no longer present but road or work conditions require the traffic control to remain in place, Type 3 Barricades or other channelizing devices may be substituted for the Shadow Vehicle and TMA.
5. Additional Shadow Vehicles with TMAs may be positioned off the paved surface, next to those shown in order to protect wider work spaces.

TCP (1-4a)

6. If this TCP is used for a left lane closure , CW20-5TL "LEFT LANE CLOSED" signs shall be used and channelizing devices shall be placed on the centerline where needed to protect the work space from opposing traffic with the arrow panel placed in the closed lane near the end of the merging taper.

TCP (1-4b)

7. Where traffic is directed over a yellow centerline, channelizing devices which separate two-way traffic should be spaced on tapers at 20' or 15' if posted speeds are 35 mph or slower, and for tangent sections, at 1/2S where S is the speed in mph. This tighter device spacing is intended for the areas of conflicting markings, not the entire work zone.

For construction or maintenance contract work, specific project requirements for shadow vehicles can be found in the project GENERAL NOTES for Item 502, Barricades, Signs and Traffic Handling.

Texas Department of Transportation
Traffic Operations Division

TRAFFIC CONTROL PLAN LANE CLOSURES ON MULTILANE CONVENTIONAL ROADS

TCP(1-4)-12

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REVISIONS
2-94 2-12
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1-97
4-98

CONT	SECT	JOB	HIGHWAY

DIST	COUNTY	SHEET NO.

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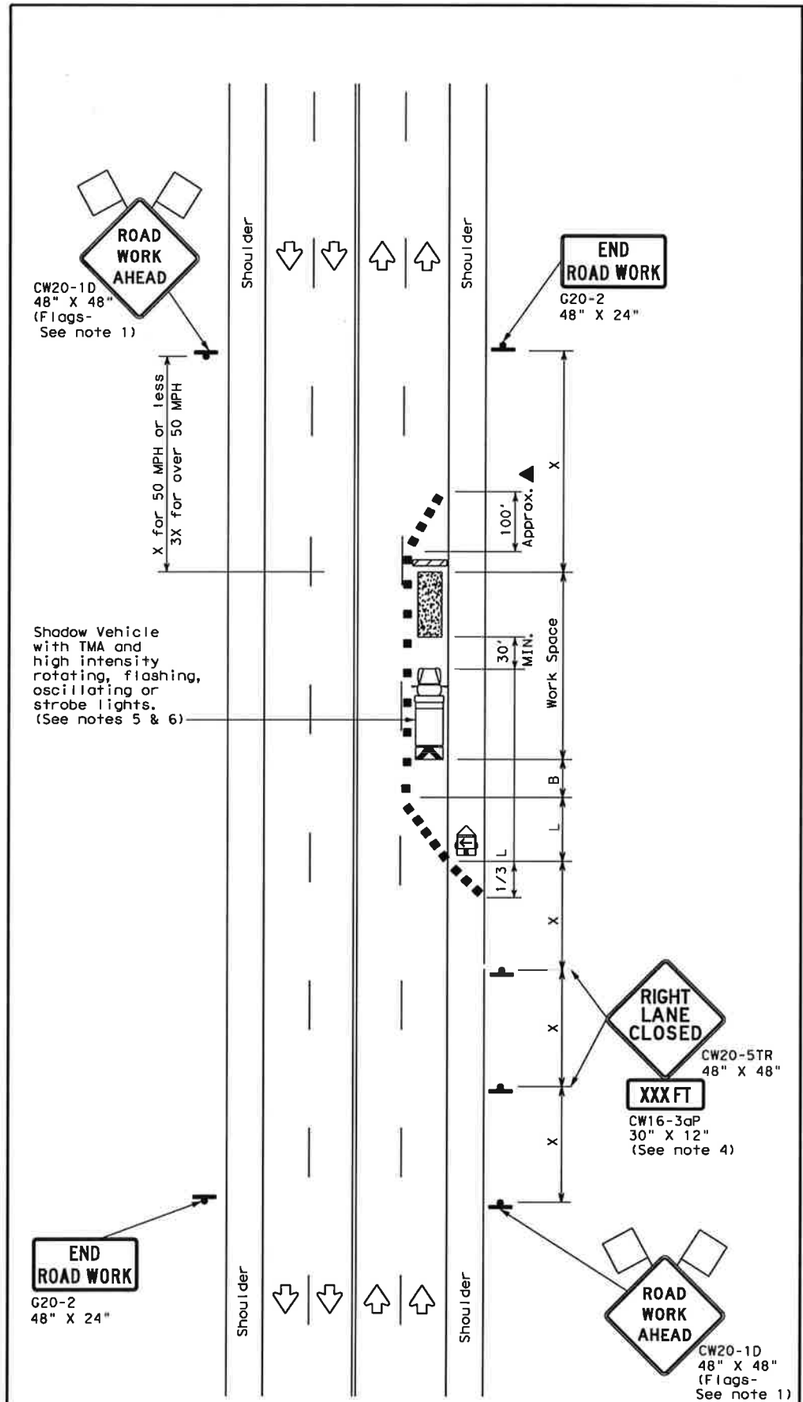
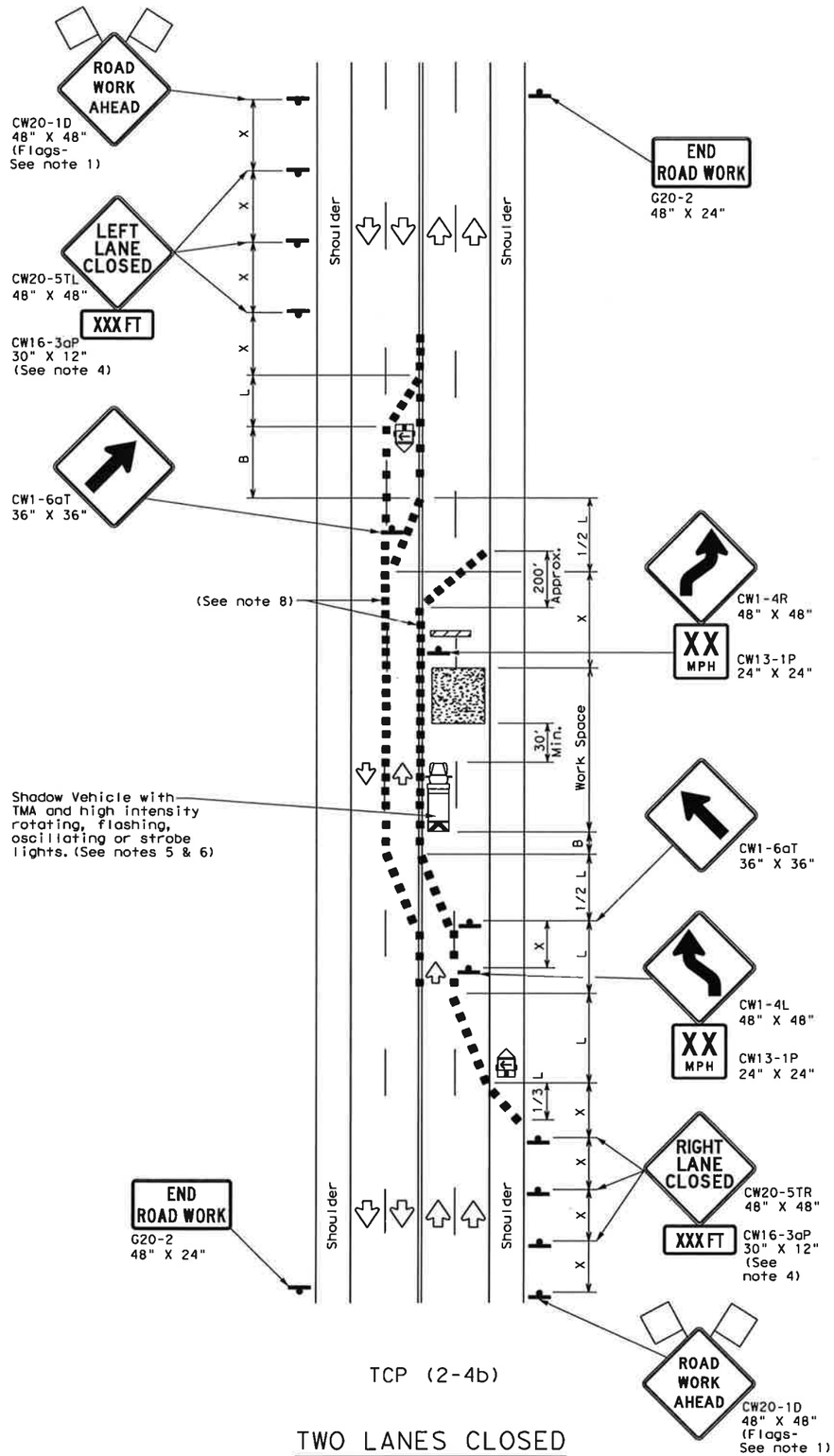


TCP (2-4a)

ONE LANE CLOSED



TCP (2-4b)

TWO LANES CLOSED

LEGEND			
	Type 3 Barricade	■ ■	Channelizing Devices
	Heavy Work Vehicle		Truck Mounted Attenuator (TMA)
	Trailer Mounted Flashing Arrow Board	M	Portable Changeable Message Sign (PCMS)
	Sign		Traffic Flow
	Flag		Flagger

Posted Speed *	Formula	Minimum Desirable Taper Lengths ** 10' Offset	11' Offset	12' Offset	Suggested Maximum Spacing of Channelizing Devices On a Taper	On a Tangent	Minimum Sign Spacing "X" Distance	Suggested Longitudinal Buffer Space "B"
30	$L=\frac{WS^2}{60}$	150'	165'	180'	30'	60'	120'	90'
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40		265'	295'	320'	40'	80'	240'	155'
45	L=WS	450'	495'	540'	45'	90'	320'	195'
50		500'	550'	600'	50'	100'	400'	240'
55		550'	605'	660'	55'	110'	500'	295'
60		600'	660'	720'	60'	120'	600'	350'
65		650'	715'	780'	65'	130'	700'	410'
70		700'	770'	840'	70'	140'	800'	475'
75		750'	825'	900'	75'	150'	900'	540'

* Conventional Roads Only

** Taper lengths have been rounded off.
L=Length of Taper(FT) W=Width of Offset(FT) S=Posted Speed(MPH)

TYPICAL USAGE				
MOBILE	SHORT DURATION	SHORT TERM STATIONARY	INTERMEDIATE TERM STATIONARY	LONG TERM STATIONARY
		✓	✓	

GENERAL NOTES

1. Flags attached to signs where shown, are REQUIRED.
2. All traffic control devices illustrated are REQUIRED, except those denoted with the triangle symbol may be omitted when stated elsewhere in the plans, or for routine maintenance work, when approved by the Engineer.
3. The downstream taper is optional. When used, it should be 100 feet minimum length per lane.
4. For short term applications, when post mounted signs are not used, the distance legend may be shown on the sign face rather than on a CW16-3aP supplemental plaque.
5. A Shadow Vehicle with a TMA should be used anytime it can be positioned 30 to 100 feet in advance of the area of crew exposure without adversely affecting the performance or quality of the work. If workers are no longer present but road or work conditions require the traffic control to remain in place, Type 3 Barricades or other channelizing devices may be substituted for the Shadow Vehicle and TMA.
6. Additional Shadow Vehicles with TMAs may be positioned in each closed lane, on the shoulder or off the paved surface, next to those shown in order to protect a wider work space.

TCP (2-4a)

7. If this TCP is used for a left lane closure, CW20-5TL "LEFT LANE CLOSED"signs shall be used and channelizing devices shall be placed on the centerline to protect the work space from opposing traffic with the arrow board placed in the closed lane near the end of the merging taper.

TCP (2-4b)

8. For shorter durations where traffic is directed over a yellow centerline, channelizing devices which separate two-way traffic should be spaced on tapers at 20' or 15' if posted speeds are 35 mph or slower, and for tangent sections, at 1/2(S) where S is the speed in mph. This tighter devices spacing is intended for the area of conflicting markings, not the entire work zone.

For construction or maintenance contract work, specific project requirements for shadow vehicles can be found in the project GENERAL NOTES for Item 502, Barricades, Signs and Traffic Handling.

Texas Department of Transportation
Traffic Operations Division

TRAFFIC CONTROL PLAN
LANE CLOSURES ON MULTILANE CONVENTIONAL ROADS

TCP(2-4)-12

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DN: TXDOT	CK: TXDOT	DW: TXDOT	CK: TXDOT

REVISIONS	CONT	SECT	JOB	HIGHWAY
8-95 2-12				
1-97				
4-98	DIST	COUNTY		SHEET NO.
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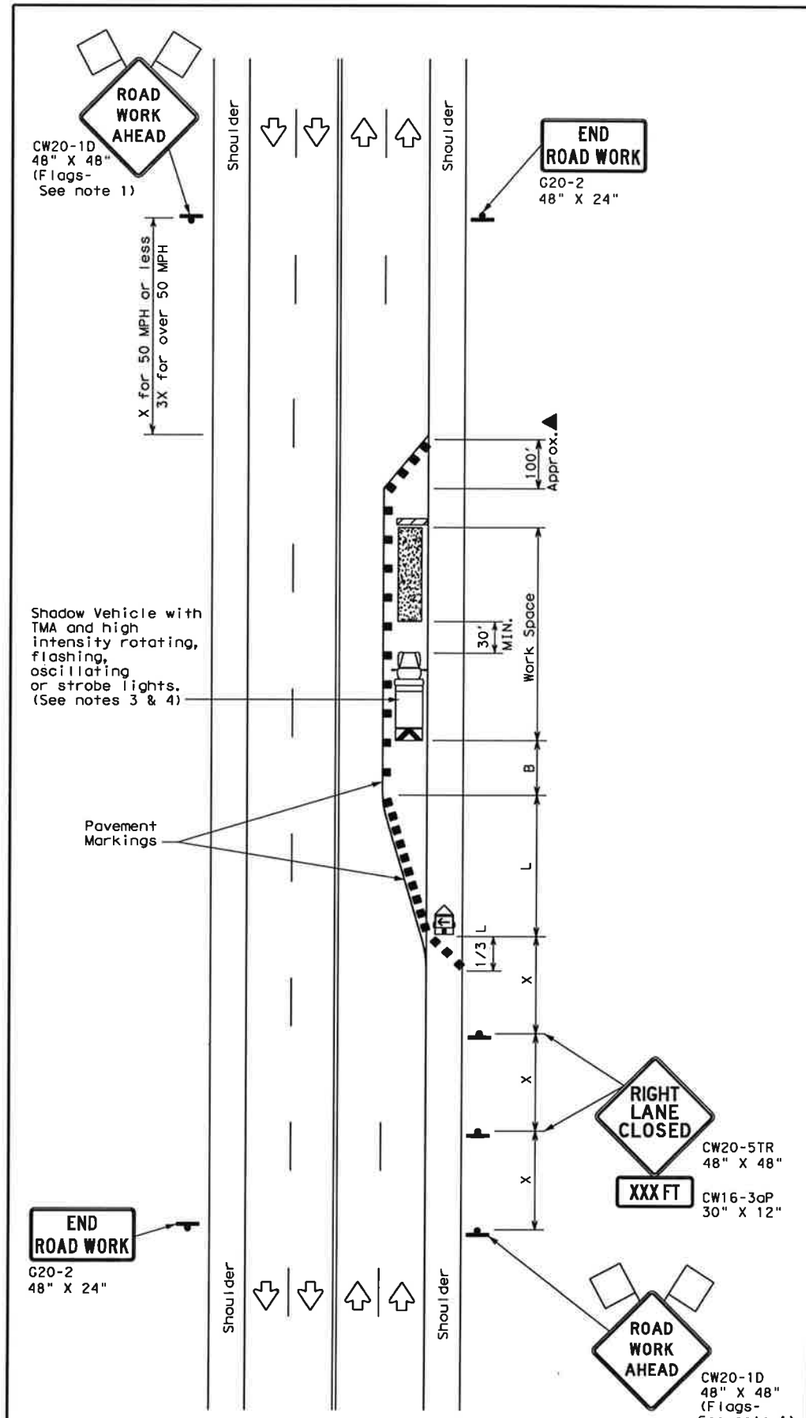
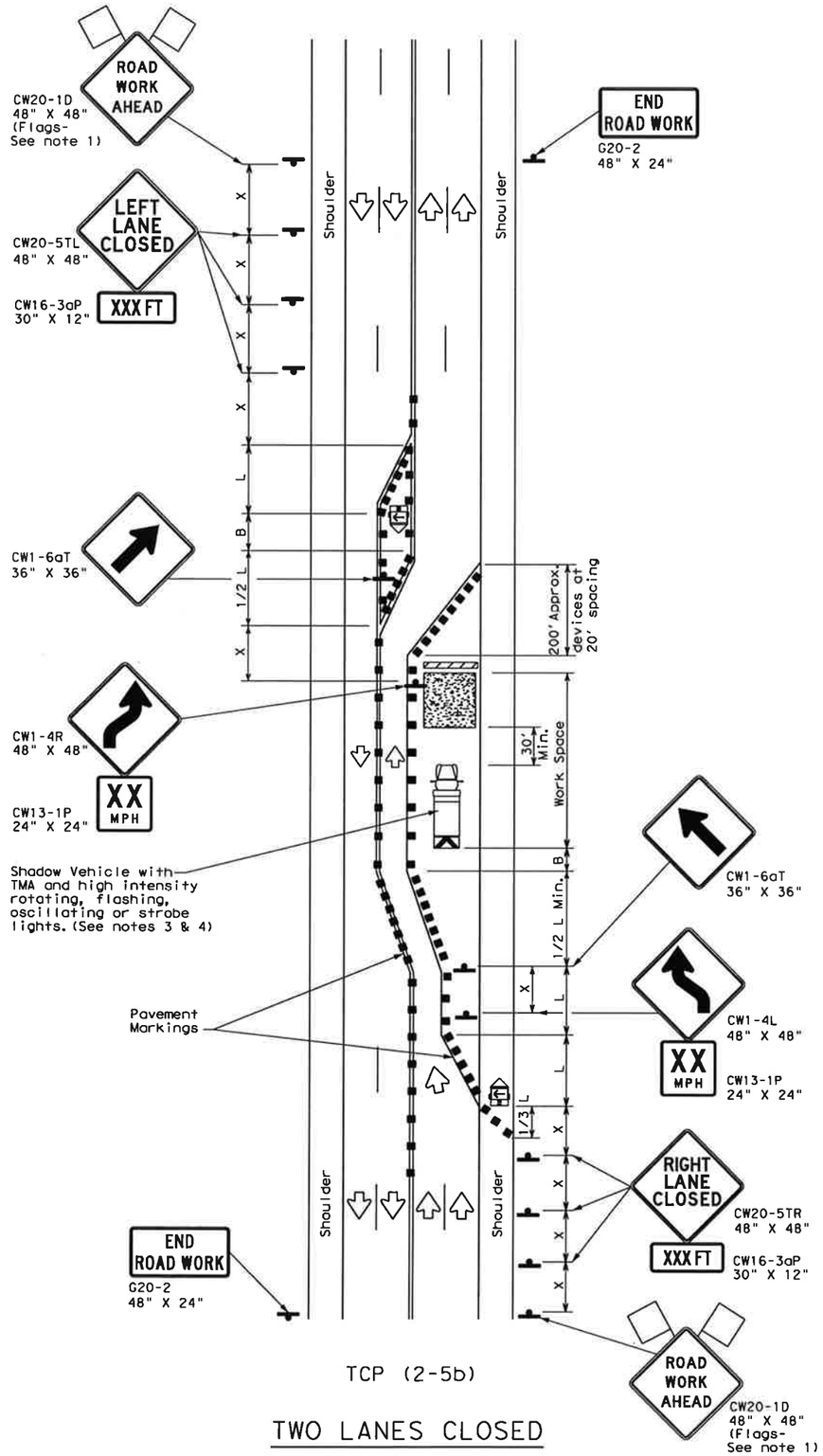


TCP (2-5a)

ONE LANE CLOSED



TCP (2-5b)

TWO LANES CLOSED

LEGEND			
	Type 3 Barricade	■ ■	Channelizing Devices
	Heavy Work Vehicle		Truck Mounted Attenuator (TMA)
	Trailer Mounted Flashing Arrow Board	M	Portable Changeable Message Sign (PCMS)
	Sign		Traffic Flow
	Flag		Flagger

Posted Speed *	Formula	Minimum Desirable Taper Lengths ** 10' Offset	11' Offset	12' Offset	Suggested Maximum Spacing of Channelizing Devices On a Taper	On a Tangent	Minimum Sign Spacing "X" Distance	Suggested Longitudinal Buffer Space "B"
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40		265'	295'	320'	40'	80'	240'	155'
45	L = WS	450'	495'	540'	45'	90'	320'	195'
50		500'	550'	600'	50'	100'	400'	240'
55		550'	605'	660'	55'	110'	500'	295'
60		600'	660'	720'	60'	120'	600'	350'
65		650'	715'	780'	65'	130'	700'	410'
70		700'	770'	840'	70'	140'	800'	475'
75		750'	825'	900'	75'	150'	900'	540'

* Conventional Roads Only

** Taper lengths have been rounded off.
L=Length of Taper(FT) W=Width of Offset(FT) S=Posted Speed(MPH)

TYPICAL USAGE				
MOBILE	SHORT DURATION	SHORT TERM STATIONARY	INTERMEDIATE TERM STATIONARY	LONG TERM STATIONARY
			✓	✓

GENERAL NOTES

1. Flags attached to signs where shown, are REQUIRED.
2. All traffic control devices illustrated are REQUIRED, except those denoted with the triangle symbol may be omitted when stated elsewhere in the plans, or for routine maintenance work, when approved by the Engineer.
3. A Shadow Vehicle with a TMA should be used anytime it can be positioned 30 to 100 feet in advance of the area of crew eposure without adversely affecting the performance or quality of the work. If workers are no longer present but road or work conditions require the traffic control to remain in place, Type 3 Barricades or other channelizing devices may be substitutued for the Shadow Vehicle and TMA.
4. Additional Shadow Vehicles with TMAs may be positioned in each closed lane, on the shoulder or off the paved surface, next to those shown in order to protect a wider work space.
5. The downstream taper is optional. When used, it should be 100 feet approximately per lane, with channelizing devices spaced at 20 feet.

TCP (2-5a)

6. If this TCP is used for a left lane closure, CW20-5TL "LEFT LANE CLOSED" signs shall be used and channelizing devices shall be placed on the centerline to protect the work space from opposing traffic, with the arrow board placed in the closed lane near the end of the merging taper.

TCP (2-5b)

7. Conflicting pavement markings shall be removed for long-term projects.

For construction or maintenance contract work, specific project requirements for shadow vehicles can be found in the project GENERAL NOTES for Item 502, Barricades, Signs and Traffic Handling.

Texas Department of Transportation
Traffic Operations Division

TRAFFIC CONTROL PLAN LONG TERM LANE CLOSURES MULTILANE CONVENTIONAL RDS.

TCP(2-5)-12

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1-97
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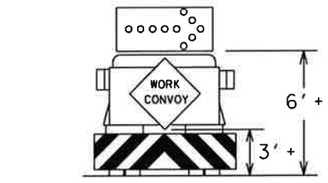
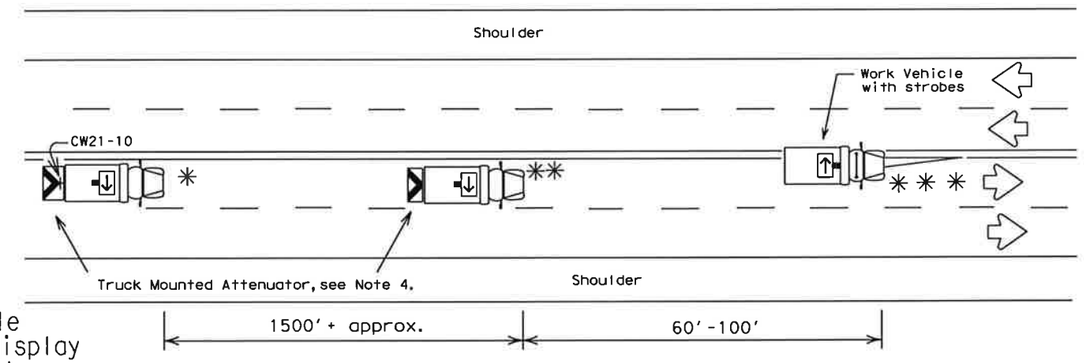
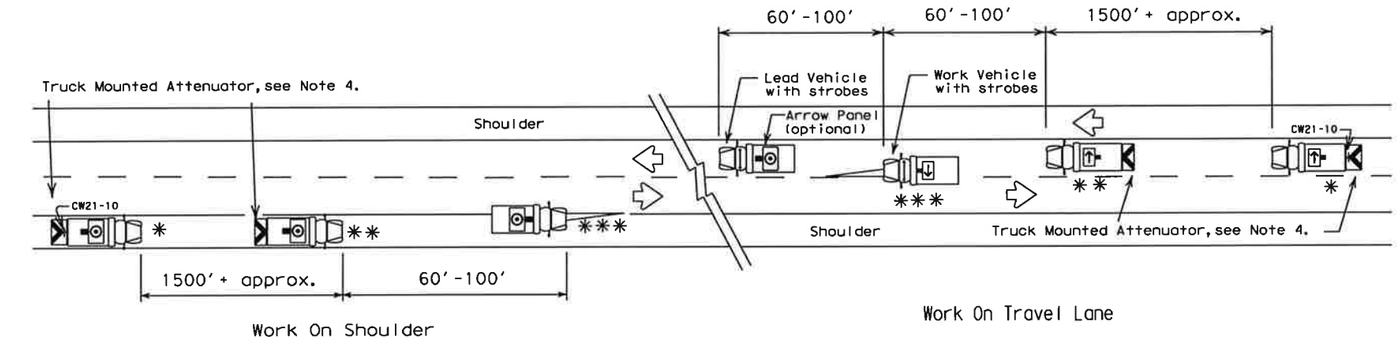


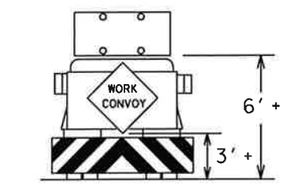
Typical Trail Vehicle
with RIGHT Directional display
Flashing Arrow Panel



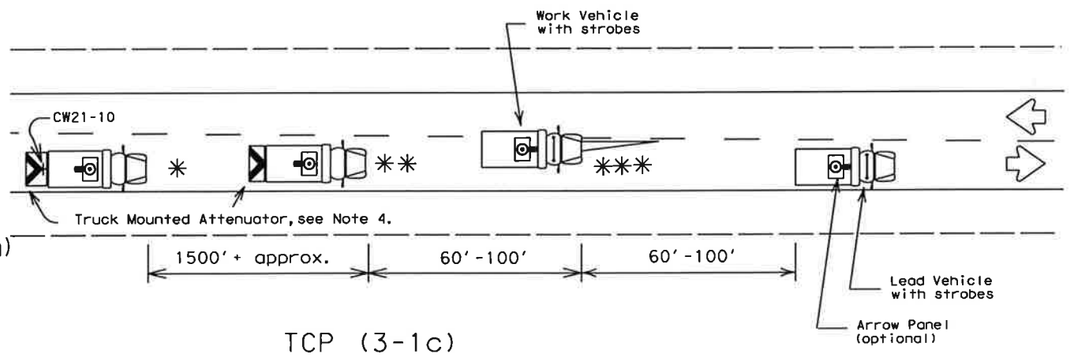
TCP (3-1a)
Undivided Multilane Roadway



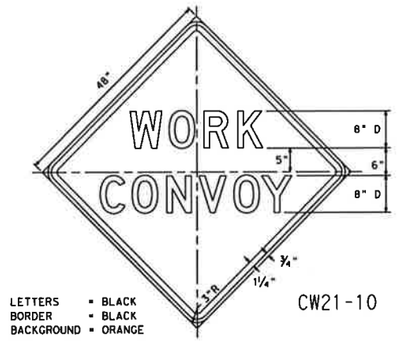
TCP (3-1b)
Two-Way Roadway With Paved Shoulders



Typical Trail Vehicle
with (four corner flash)
CAUTION display
Flashing Arrow Panel



TCP (3-1c)
Two-Way Roadway Without Paved Shoulders



LETTERS = BLACK
BORDER = BLACK
BACKGROUND = ORANGE

CW21-10

Legend:

- ✱ TRAIL VEHICLE
- ✱✱ SHADOW VEHICLE
- ✱✱✱ WORK VEHICLE
- Truck mounted attenuator
- HEAVY WORK VEHICLE

Arrow Panel Displays

- RIGHT Directional
- LEFT Directional
- RIGHT or LEFT Directional
- CAUTION mode

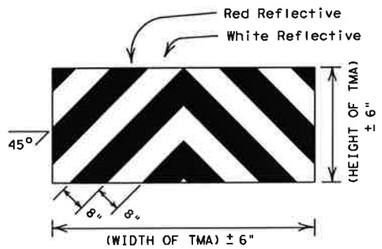
GENERAL NOTES:

1. TRAIL, SHADOW, LEAD, and work vehicles shall be equipped with arrow panels as illustrated. The Engineer will determine if the LEAD VEHICLE and/or TRAIL VEHICLE are required based on prevailing roadway conditions, traffic volume, and sight distance restrictions.
2. All traffic control devices shall be in accordance with the "Texas Manual on Uniform Traffic Control Devices" (TMUTCD), latest edition.
3. The use of yellow rotating beacons or strobe lights on vehicles are required unless otherwise stated elsewhere in the plans.
4. The use of truck mounted attenuators (TMA) on the SHADOW VEHICLE and the TRAIL VEHICLE are required.
5. Optional striping on the back panel of all truck mounted attenuators shall be 8" red and white reflective sheeting placed in an inverted "V" design. Reflective sheeting shall meet or exceed the reflectivity and color requirements of DEPARTMENTAL MATERIAL SPECIFICATION D-9-8300, TYPE C.
6. Flashing Arrow Panels shall be Type B or Type C as per BC Standards. The panel operation shall be controlled from inside the vehicle.
7. Each vehicle shall have two-way radio communication capability.
8. When work convoys must change lanes, the TRAIL VEHICLE should change lanes first to shadow the other convoy vehicles.
9. Vehicle spacing between TRAIL VEHICLE and SHADOW VEHICLE will vary depending on sight distance restrictions. Motorists approaching the work convoy should be able to see the TRAIL VEHICLE in time to slow down and/or change lanes as they approach the TRAIL VEHICLE.

Only pre-qualified products shall be used. A list of compliant products and their sources may be obtained by writing or faxing:

Standards Engineer
Traffic Operations Division - TE
Texas Department of Transportation
125 East 11th Street
Austin, Texas 78701-2483
Phone (512) 416-3335
Fax (512) 416-3161
E-mail TRF-STANDARD@mailgw.dot.state.tx.us

Shadow and trail vehicle shall be equipped with Truck Mounted Attenuator.



OPTIONAL STRIPING FOR TMA

STRIPING FOR TMA WILL BE REQUIRED ON ALL PROJECTS AWARDED AFTER JANUARY 1, 2000

Texas Department of Transportation
Traffic Operations Division

TRAFFIC CONTROL PLAN
MOBILE OPERATIONS
UNDIVIDED HIGHWAYS

TCP(3-1)-98

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REVISIONS	DN: TXDOT	CK: TXDOT	DW: TXDOT	CK: TXDOT
2-94	CONT	SECT	JOB	HIGHWAY
8-95				
1-97	DIST	COUNTY		SHEET NO.
4-98				

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FILE:

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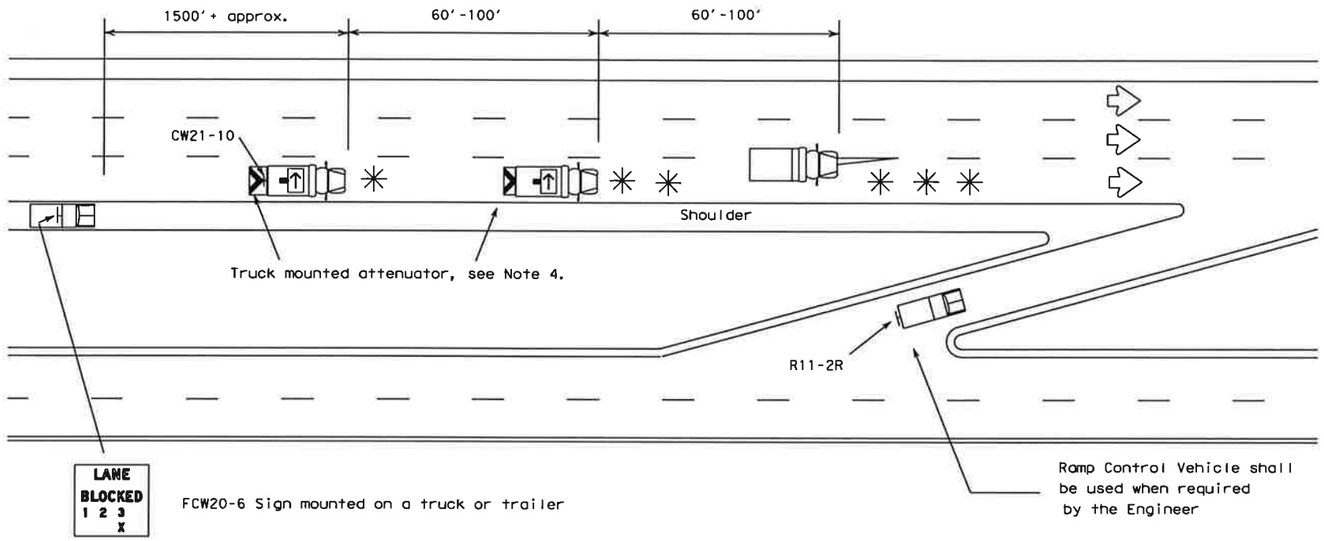
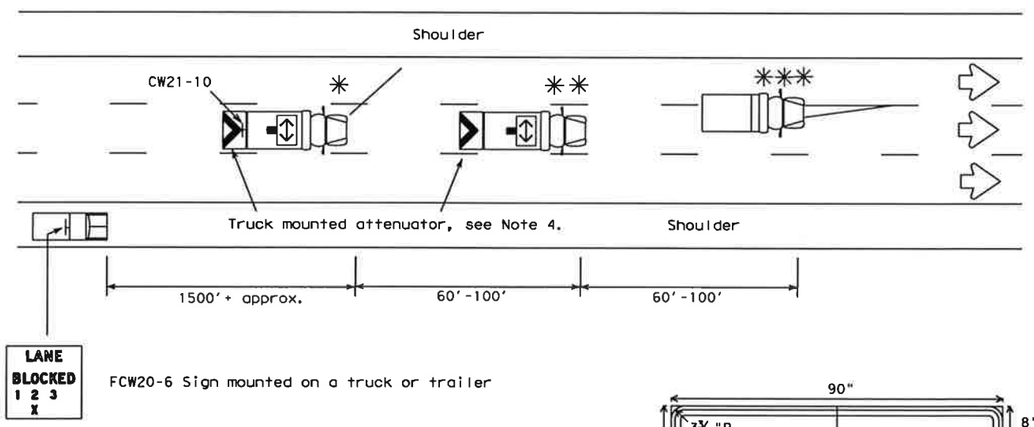
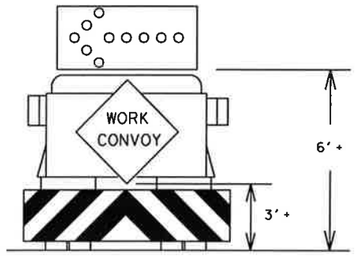
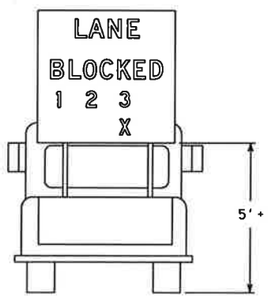




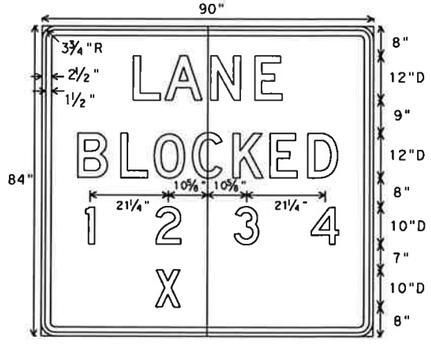
Shadow and trail vehicle shall be equipped with Truck Mounted Attenuator.



Typical Trail Vehicle
with LEFT Directional display
Flashing Arrow Panel

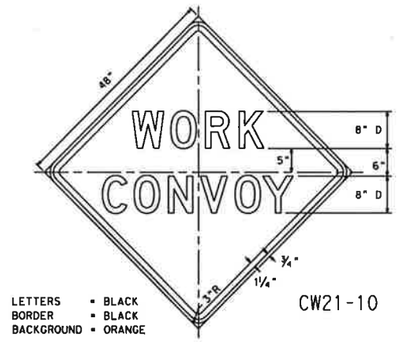


Typical Advance
Warning Vehicle



FCW20-6

LETTERS = BLACK
BORDER = BLACK
BACKGROUND = ORANGE



LETTERS = BLACK
BORDER = BLACK
BACKGROUND = ORANGE

CW21-10

Legend:

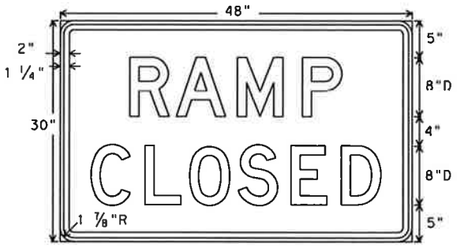
- ✱ TRAIL VEHICLE
- ✱✱ SHADOW VEHICLE
- ✱✱✱ WORK VEHICLE
- Truck mounted attenuator
- HEAVY WORK VEHICLE

Arrow Panel Displays

- RIGHT Directional
- LEFT Directional
- RIGHT or LEFT Directional
- CAUTION mode

GENERAL NOTES:

1. TRAIL, SHADOW, LEAD, and work vehicles shall be equipped with arrow panels as illustrated. The Engineer will determine if the LEAD VEHICLE and/or TRAIL VEHICLE are required based on prevailing roadway conditions, traffic volume, and sight distance restrictions.
2. All traffic control devices shall be in accordance with the "Texas Manual on Uniform Traffic Control Devices" (TMUTCD), latest edition.
3. The use of yellow rotating beacons or strobe lights on vehicles are required unless otherwise stated elsewhere in the plans.
4. The use of truck mounted attenuators (TMA) on the SHADOW VEHICLE and the TRAIL VEHICLE are required.
5. Optional striping on the back panel of all truck mounted attenuators shall be 8" red and white reflective sheeting placed in an inverted "V" design. Reflective sheeting shall meet or exceed the reflectivity and color requirements of DEPARTMENTAL MATERIAL SPECIFICATION D-9-8300, TYPE C.
6. Flashing Arrow Panels shall be Type B or Type C as per BC Standards. The panel operation shall be controlled from inside the vehicle.
7. Each vehicle shall have two-way radio communication capability.
8. When work convoys must change lanes, the TRAIL VEHICLE should change lanes first to shadow the other convoy vehicles.
9. Vehicle spacing between TRAIL VEHICLE and SHADOW VEHICLE will vary depending on sight distance restrictions. Motorists approaching the work convoy should be able to see the TRAIL VEHICLE in time to slow down and/or change lanes as they approach the TRAIL VEHICLE.
10. The LANE BLOCKED sign (FCW20-6) shall be used on divided highways and may be mounted on a truck or trailer. For divided highways with two lanes in each direction, the RIGHT or LEFT LANE CLOSED sign (CW20-5, 48" x 48") may be substituted for the LANE BLOCKED sign (FCW20-6).



R11-2R

LETTERS = BLACK
BORDER = BLACK
BACKGROUND = WHITE

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Standards Engineer
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Texas Department of Transportation
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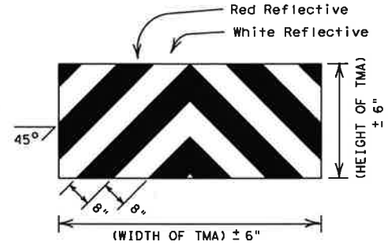

OPTIONAL STRIPING FOR TMA

STRIPING FOR TMA WILL BE REQUIRED ON ALL PROJECTS AWARDED AFTER JANUARY 1, 2000

Texas Department of Transportation
Traffic Operations Division

TRAFFIC CONTROL PLAN
MOBILE OPERATIONS
DIVIDED HIGHWAYS
TCP(3-2)-98

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8-95				
1-97	DIST	COUNTY		SHEET NO.
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SHEET 99 OF 104

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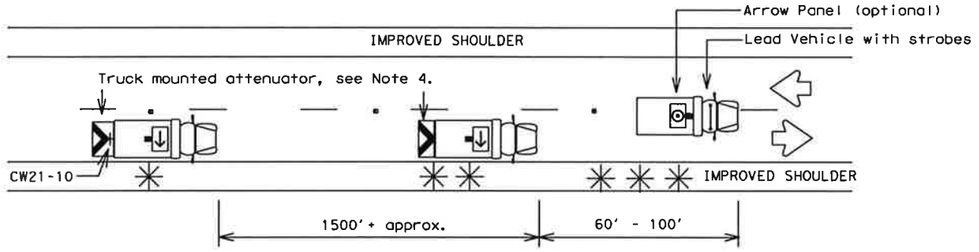
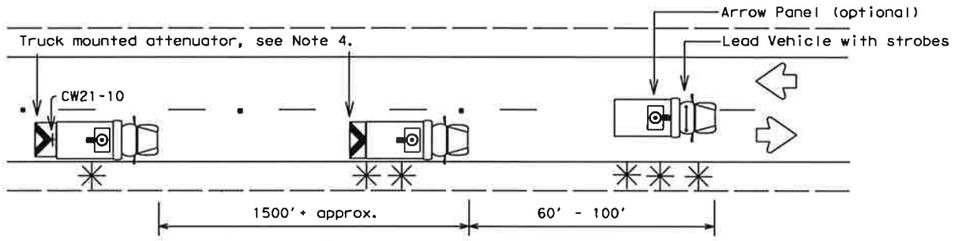
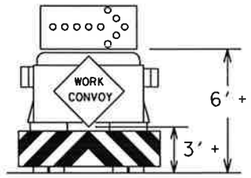


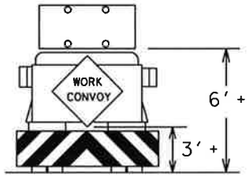
Two Lane Highway With Paved Shoulders (work on travel lane)



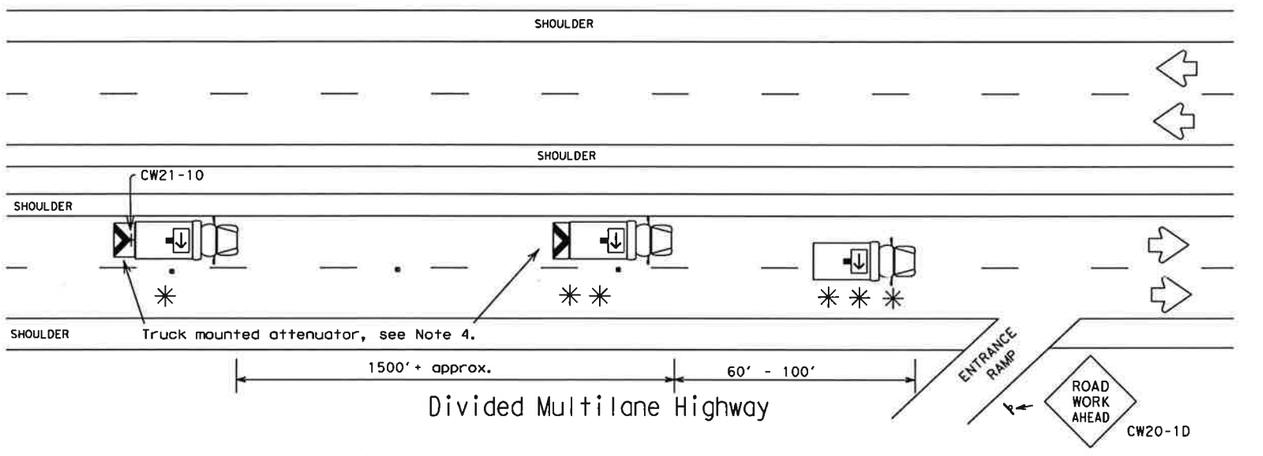
Two Lane Highway Without Paved Shoulders (work on travel lane)



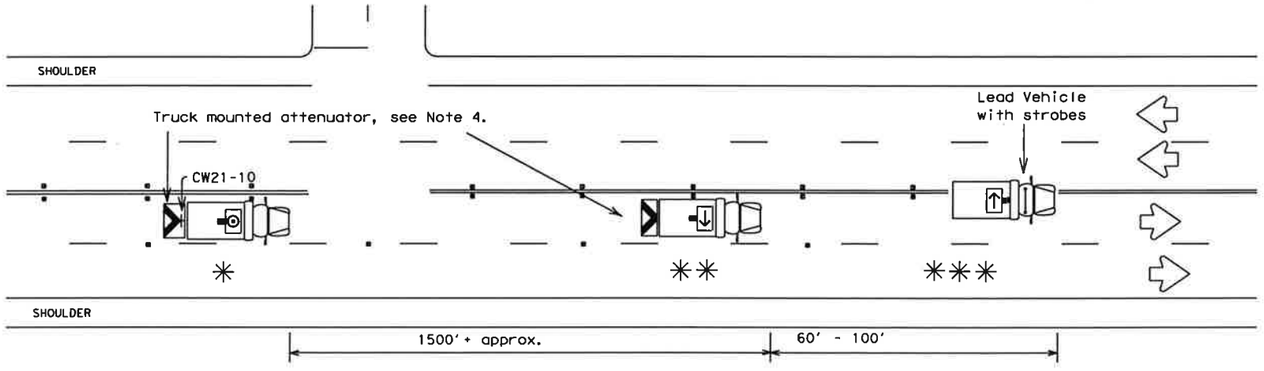
TYPICAL TRAIL VEHICLE
RIGHT Directional display
Flashing Arrow Panel



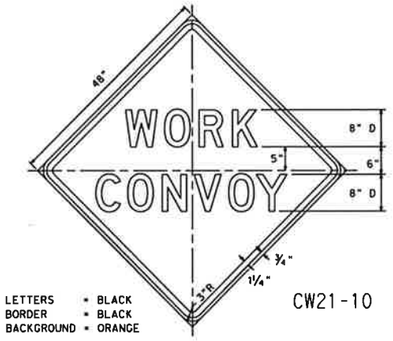
TYPICAL TRAIL VEHICLE
with (four corner flash)
CAUTION display
Flashing Arrow Panel



Divided Multilane Highway



Undivided Multilane Highway



CW21-10

Legend:

- ✱ TRAIL VEHICLE
- ✱✱ SHADOW VEHICLE
- ✱✱✱ WORK VEHICLE
- Truck mounted attenuator
- HEAVY WORK VEHICLE

Arrow Panel Displays

- RIGHT Directional
- LEFT Directional
- RIGHT or LEFT Directional
- CAUTION mode

GENERAL NOTES:

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5. Optional striping on the back panel of all truck mounted attenuators shall be 8" red and white reflective sheeting placed in an inverted "V" design. Reflective sheeting shall meet or exceed the reflectivity and color requirements of DEPARTMENTAL MATERIAL SPECIFICATION D-9-8300, TYPE C.
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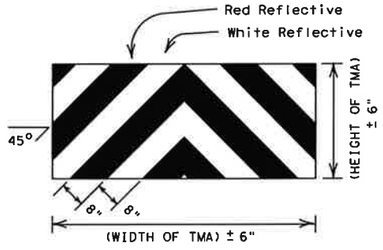

OPTIONAL STRIPING FOR TMA

STRIPING FOR TMA WILL BE REQUIRED ON ALL PROJECTS AWARDED AFTER JANUARY 1, 2000

Shadow and trail vehicle shall be equipped with Truck Mounted Attenuator.

Texas Department of Transportation
Traffic Operations Division

TRAFFIC CONTROL PLAN MOBILE OPERATIONS RAISED PAVEMENT MARKER INSTALLATION TCP(3-3)-98

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CONT	SECT	JOB	HIGHWAY
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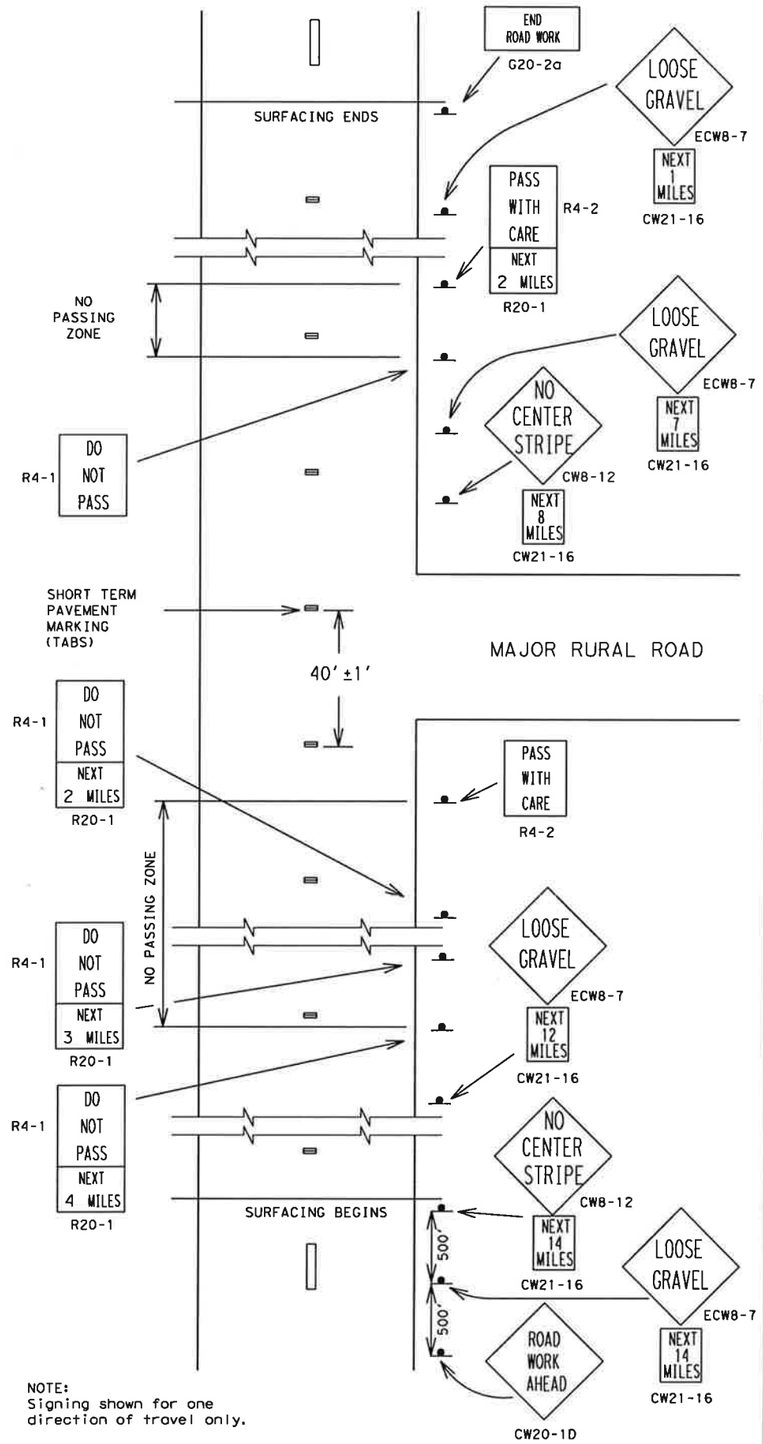
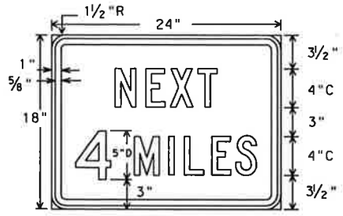
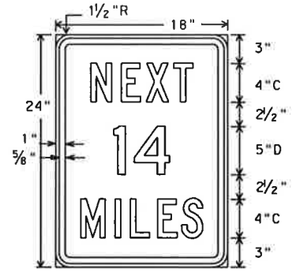




R20-1
24"x18"

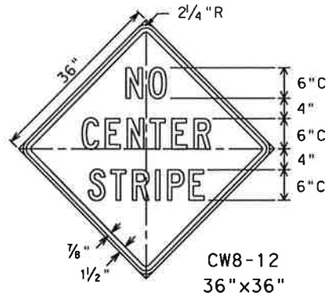
Legend - Black
Border - Black
Background - White Refl.

FOR USE WITH REGULATORY SIGNS ONLY



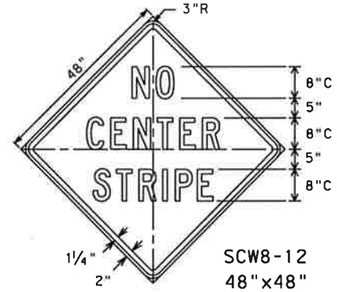
CW21-16
18"x24"

Legend - Black
Border - Black
Background - Orange Refl.



CW8-12
36"x36"

Legend - Black
Border - Black
Background - Orange Refl.



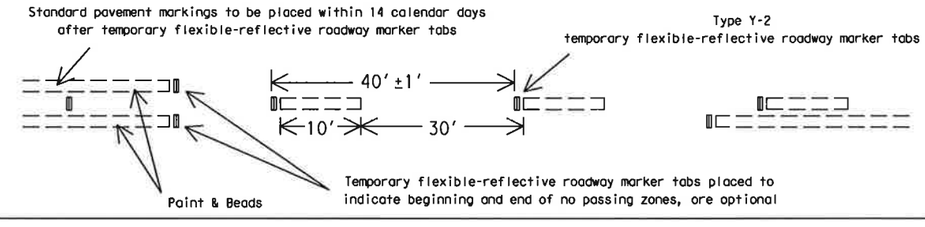
SCW8-12
48"x48"

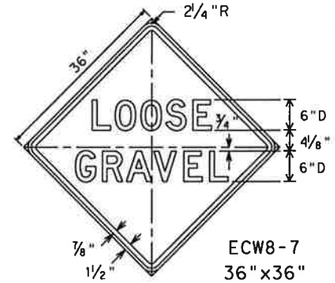
Legend - Black
Border - Black
Background - Orange Refl.

FOR USE WITH CONSTRUCTION WARNING SIGNS ONLY

TEMPORARY FLEXIBLE-REFLECTIVE ROADWAY MARKER TABS

for surfacing projects only





ECW8-7
36"x36"

Legend - Black
Border - Black
Background - Orange Refl.

SHEET 101 OF 104

GENERAL NOTES

The traffic control devices detailed on this sheet will be furnished and erected as directed by the Engineer on sections of roadway where the surfacing operation has covered or obliterated existing pavement markings. These traffic control devices are to be used to supplement those required by BC Standards.

"DO NOT PASS" SIGN (R4-1) and NO-PASSING ZONES

Prior to the beginning of construction, all currently striped no-passing zones should be signed with the DO NOT PASS sign (R4-1) and PASS WITH CARE sign (R4-2) placed at the beginning and end of each zone for each direction of travel except as otherwise provided herein. Signs marking these individual no-passing zones need not be covered prior to construction if the signs supplement the existing pavement markings.

At the discretion of the Engineer, in areas of numerous no-passing zones, several zones may be combined and signed as a single zone. If passing is to be prohibited over one or more lengthy sections, a DO NOT PASS sign and a NEXT XX MILES sign (R20-1) may be used at the beginning of such zones. The DO NOT PASS and NEXT XX MILES signs should be repeated every mile to the end of the no-passing zone. In areas where there is considerable distance between no-passing zones, the end of a no-passing zone may be signed with a PASS WITH CARE and NEXT XX MILES sign.

Depending on traffic volumes and length of sections, it may be desirable to prohibit passing throughout the project to prevent damage to windshields and lights. The DO NOT PASS and NEXT XX MILES sign should be used and repeated as often as necessary for this purpose. Where several existing zones are to be combined into one individual no-passing zone, the sign at the beginning of the zone should be covered until the surfacing operation has passed this location so as not to have the DO NOT PASS sign conflict with existing pavement markings. Also, unless one days operation completes the entire length of such combined zones, care must be taken to place DO NOT PASS and PASS WITH CARE signs in order to sign the beginning and end of the no-passing zones in the area where the surfacing operation has stopped for the day.

R4-1 and R4-2 signs should be mounted on fixed supports as detailed on BC Standards. These signs are to remain in place until standard pavement markings are placed.

"NO CENTER STRIPE" SIGN (CW21-15)

At the time construction activity obliterates the existing centerline (low volume roads may not have an existing centerline), a NO CENTER STRIPE sign (CW8-12) should be erected at each end of the work area and just beyond major rural intersections and other location deemed necessary by the Engineer. Where possible, the signs erected at each end of the work area should be located in such a manner that drivers can read the sign and immediately see the change to no centerline. The NO CENTER STRIPE sign should be supplemented with the NEXT XX MILES sign (CW21-16) mounted below it.

The NO CENTER STRIPE sign should be erected as detailed on BC Standards. These signs are to remain in place until standard pavement markings are placed.

"LOOSE GRAVEL" SIGN (ECW8-7)

When construction begins, a LOOSE GRAVEL sign (ECW8-7) should be erected at each end of the work area and repeated at intervals of approximately two (2) miles in rural areas and closer in urban areas. The LOOSE GRAVEL sign should be supplemented with the NEXT XX MILES sign (CW21-16) mounted below it.

The LOOSE GRAVEL sign should be erected as detailed on BC Standards. They should remain in place until the loose gravel condition no longer exists.

PAVEMENT MARKINGS

Short term pavement markings for surfacing projects shall use Temporary Flexible-reflective Roadway Marker Tabs. Tabs are to be installed to provide true alignment for striping crews or as directed by the Engineer. Tabs will be placed at the spacing indicated. Tabs should be applied to the pavement no more than two (2) days before the surfacing is applied. After the surfacing is rolled and swept the cover over the reflective strip shall be removed. Tabs shall NOT be used to simulate edge lines.

Only pre-qualified products shall be used. A list of compliant products and their sources may be obtained by writing or faxing:

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Texas Department of Transportation
125 East 11th Street
Austin, Texas 78701-2483
Phone (512) 416-3335
Fax (512) 416-3161
E-mail TRF-STANDARD@mailgw.dot.state.tx.us

TYPICAL USAGE:				
MOBILE	SHORT DURATION	SHORT TERM STATIONARY	INTERMEDIATE TERM STATIONARY	LONG TERM STATIONARY
	✓	✓	✓	✓

Texas Department of Transportation
Traffic Operations Division

TRAFFIC CONTROL DETAILS for SURFACING OPERATIONS

TCP(7-1)-98

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REVISIONS	DN: TXDOT	CK: TXDOT	DW: TXDOT	CK: TXDOT
4-92	CONT	SECT	JOB	HIGHWAY
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DATE:
FILE:

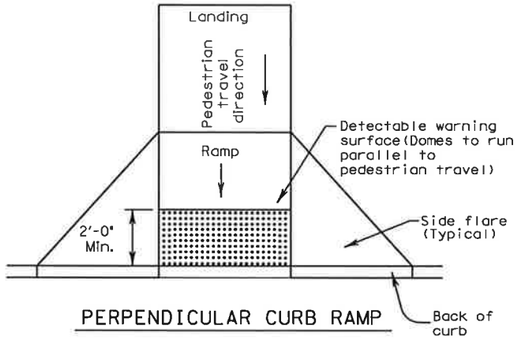
General Notes

Curb Ramps

1. Install a curb ramp or blended transition at each pedestrian street crossing.
2. All slopes shown are maximum allowable. Lesser slopes that will still drain properly should be used. Adjust curb ramp length or grade of approach sidewalks as directed.
3. The minimum sidewalk width is 5'. Where the sidewalk is adjacent to the back of curb, a 6' sidewalk width is desirable. Where a 5' sidewalk cannot be provided due to site constraints, sidewalk width may be reduced to 4' for short distances. 5'x 5' passing areas at intervals not to exceed 200' are required.
4. Landings shall be 5'x 5' minimum with a maximum 2% slope in any direction.
5. Maneuvering space at the bottom of curb ramps shall be a minimum of 4'x 4' wholly contained within the crosswalk and wholly outside the parallel vehicular travel path.
6. Maximum allowable cross slope on sidewalk and curb ramp surfaces is 2%.
7. Provide flared sides where the pedestrian circulation path crosses the curb ramp. Flared sides shall be sloped at 10% maximum, measured parallel to the curb. Returned curbs may be used only where pedestrians would not normally walk across the ramp, either because the adjacent surface is planted, substantially obstructed, or otherwise protected.
8. Additional information on curb ramp location, design, light reflective value and texture may be found in the current edition of the Texas Accessibility Standards (TAS) and 16 TAC 68.102.
9. To serve as a pedestrian refuge area, the median should be a minimum of 6' wide, measured from back of curbs. Medians should be designed to provide accessible passage over or through them.
10. Small channelization islands, which do not provide a minimum 5'x 5' landing at the top of curb ramps, shall be cut through level with the surface of the street.
11. Crosswalk dimensions, crosswalk markings and stop bar locations shall be as shown elsewhere in the plans. At intersections where crosswalk markings are not required, curb ramps shall align with theoretical crosswalks unless otherwise directed.
12. Handrails are not required on curb ramps. Provide curb ramps wherever on accessible route crosses (penetrates) a curb.
13. Curb ramps and landings shall be constructed and paid for in accordance with Item 531 "Sidewalks".
14. Place concrete at a minimum depth of 5" for ramps, flares and landings, unless otherwise directed.
15. Provide a smooth transition where the curb ramps connect to the street.
16. Curbs shown on sheet 1 within the limits of payment are considered part of the curb ramp for payment, whether it is concrete curb, gutter, or combined curb and gutter.
17. Existing features that comply with TAS may remain in place unless otherwise shown on the plans.

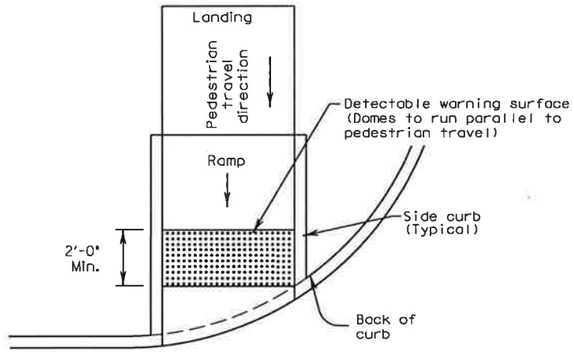
Detectable Warning Material

18. Curb ramps must contain a detectable warning surface that consists of raised truncated domes complying with Section 705 of the TAS. The surface must contrast visually with adjoining surfaces, including side flares. Furnish and install an approved cast-in-place dark brown or dark red detectable warning surface material adjacent to uncolored concrete, unless specified elsewhere in the plans.
19. Detectable Warning Materials must meet TxDOT Departmental Materials Specification DMS 4350 and be listed on the Material Producer List. Install products in accordance with manufacturer's specifications.
20. Detectable warning surfaces must be slip resistant and not allow water to accumulate.
21. Detectable warning surfaces shall be a minimum of 24" in depth in the direction of pedestrian travel, and extend the full width of the curb ramp or landing where the pedestrian access route enters the street.
22. Detectable warning surfaces shall be located so that the edge nearest the curb line is at the back of curb. Align the rows of domes to be perpendicular to the grade break between the ramp run and the street. Detectable warning surfaces may be curved along the corner radius.
23. Shaded areas on Sheet 1 of 4 indicate the approximate location for the detectable warning surface for each curb ramp type.



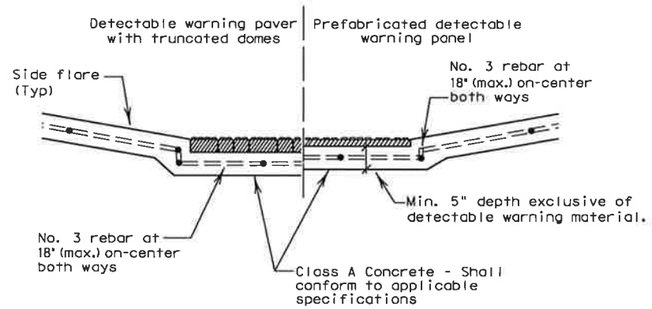
PERPENDICULAR CURB RAMP

Typical placement of detectable warning surface on sloping ramp run.

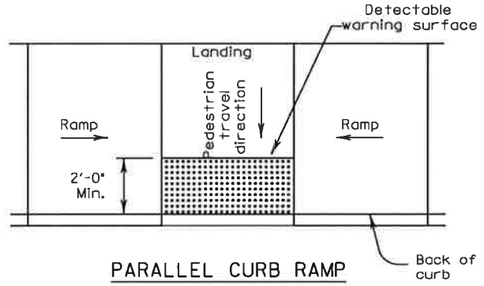


DIRECTIONAL CURB RAMP

Typical placement of detectable warning surface on sloping ramp run.



SECTION: CURB RAMP AT DETECTABLE WARNING



PARALLEL CURB RAMP

Typical placement of detectable warning surface on landing at street edge.

DETECTABLE WARNINGS

Detectable Warning Pavers

24. Furnish detectable warning paver units meeting all requirements of ASTM C-936, C-33. Lay in a two by two unit basket weave pattern or as directed.
25. Lay full-size units first followed by closure units consisting of at least 25 percent of a full unit. Cut detectable warning paver units using a power saw.

Sidewalks

26. Provide clear ground space at operable parts, including pedestrian push buttons. Operable parts shall be placed within one or more reach ranges specified in TAS 308.
27. Place traffic signal or illumination poles, ground boxes, controller boxes, signs, drainage facilities and other items so as not to obstruct the pedestrian access route or clear ground space.
28. Street grades and cross slopes shall be as shown elsewhere in the plans.
29. Changes in level greater than 1/4 inch are not permitted.
30. The least possible grade should be used to maximize accessibility. The running slope of sidewalks and crosswalks within the public right of way may follow the grade of the parallel roadway. Where a continuous grade greater than 5% must be provided, handrails may be desirable to improve accessibility. Handrails may also be needed to protect pedestrians from potentially hazardous conditions. If provided, handrails shall comply with TAS 505.
31. Handrail extensions shall not protrude into the usable landing area or into intersecting pedestrian routes.
32. Driveways and turnouts shall be constructed and paid for in accordance with Item "Intersections, Driveways and Turnouts". Sidewalks shall be constructed and paid for in accordance with Item, "Sidewalks".
33. Sidewalk details are shown elsewhere in the plans.

Texas Department of Transportation

Design Division Standard

PEDESTRIAN FACILITIES CURB RAMPS

PED-12A

FILE: ped12a.dgn	DN: TxDOT	CK: PK	DW: TxDOT	CK: HD
©TxDOT March 2002	CONT	SECT	JOB	HIGHWAY
REVISIONS				
VP June 13, 2012	DIST	COUNTY		SHEET NO.

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DATE:
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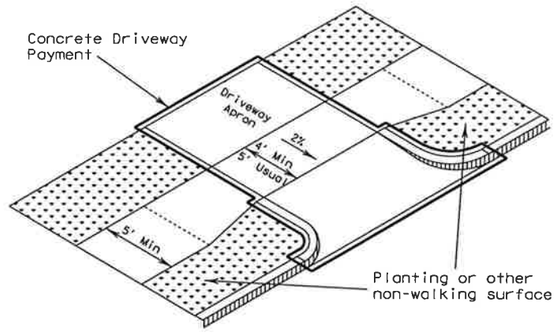
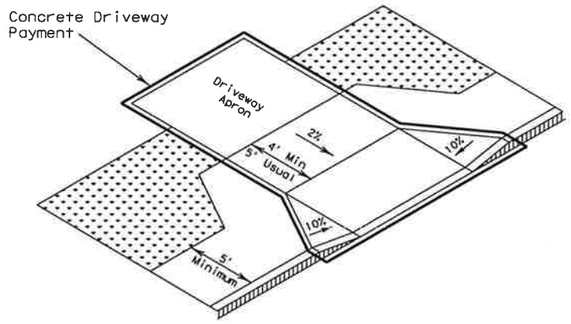
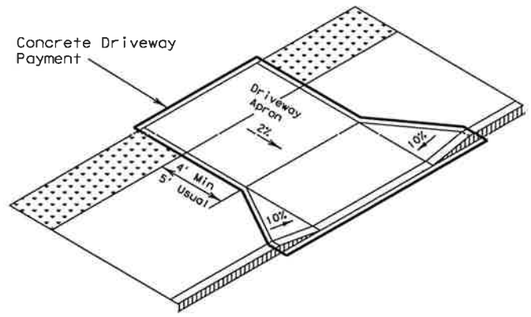


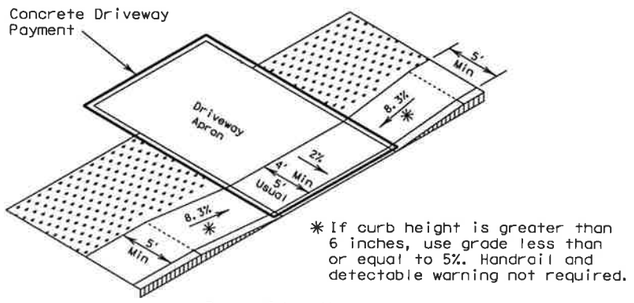
Setback sidewalk



Apron offset sidewalk



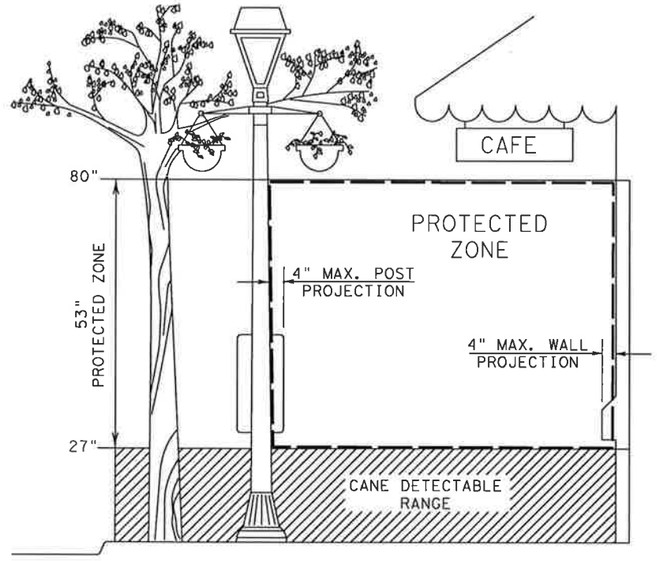
Wide sidewalk



* If curb height is greater than 6 inches, use grade less than or equal to 5%. Handrail and detectable warning not required.

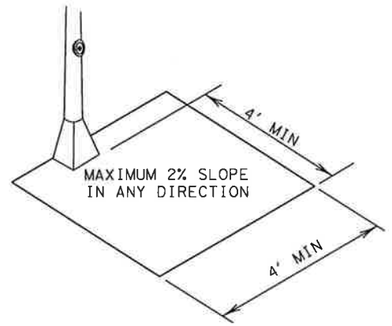
Ramp sidewalk

SIDEWALK TREATMENT AT DRIVEWAYS

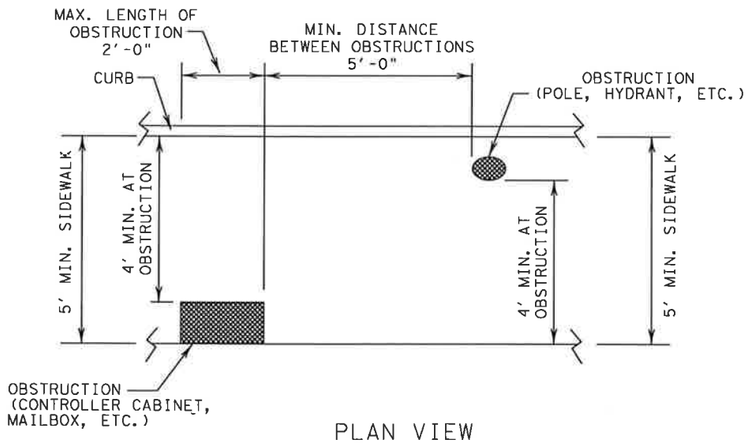


PROTECTED ZONE

In pedestrian circulation area, maximum 4" projection for post or wall mounted objects between 27"and 80" above the surface.



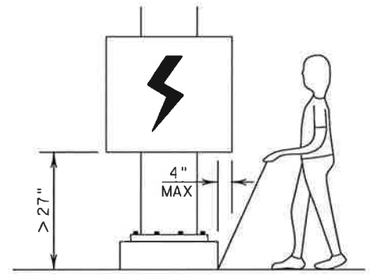
CLEAR GROUND SPACE ADJACENT TO PEDESTRIAN PUSH BUTTON



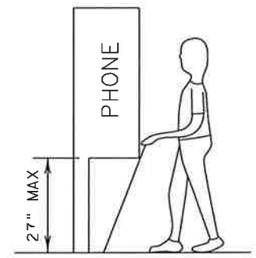
PLAN VIEW

PLACEMENT OF STREET FIXTURES

(ITEMS NOT INTENDED FOR PUBLIC USE. MINIMUM 4' x 4' CLEAR GROUND SPACE REQUIRED AT PUBLIC USE FIXTURES.)



When an obstruction of a height greater than 27" from the surface would create a protrusion of more than 4" into the pedestrian circulation area, construct additional curb or foundation at the bottom to provide a maximum 4" overhang.



Protruding objects of a height ≤ 27" are detectable by cane and do not require additional treatment.

DETECTION BARRIER FOR VERTICAL CLEARANCE < 80"

Texas Department of Transportation | Design Division Standard

PEDESTRIAN FACILITIES CURB RAMPS

PED-12A

FILE: ped12a.dgn	DN: TxDOT	CK: PK	DW: TxDOT	CK: HD
© TxDOT March 2002	CONT	SECT	JOB	HIGHWAY
REVISIONS VP June 13, 2012	DIST	COUNTY		SHEET NO.

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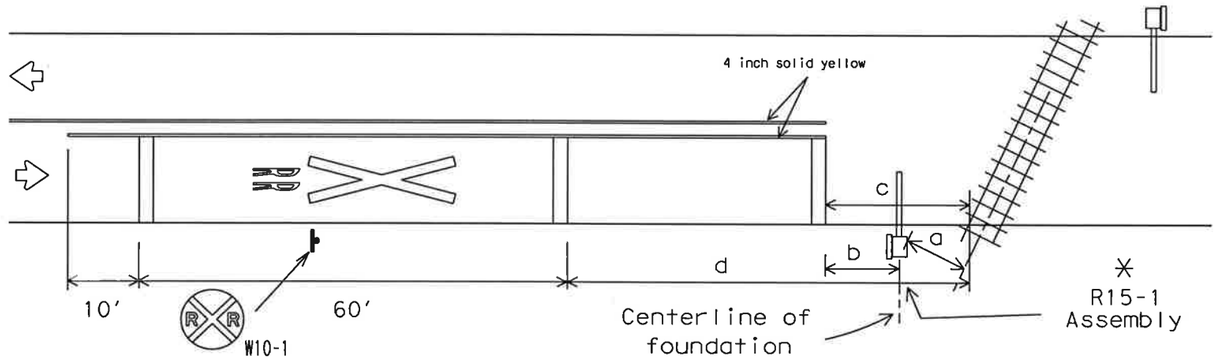
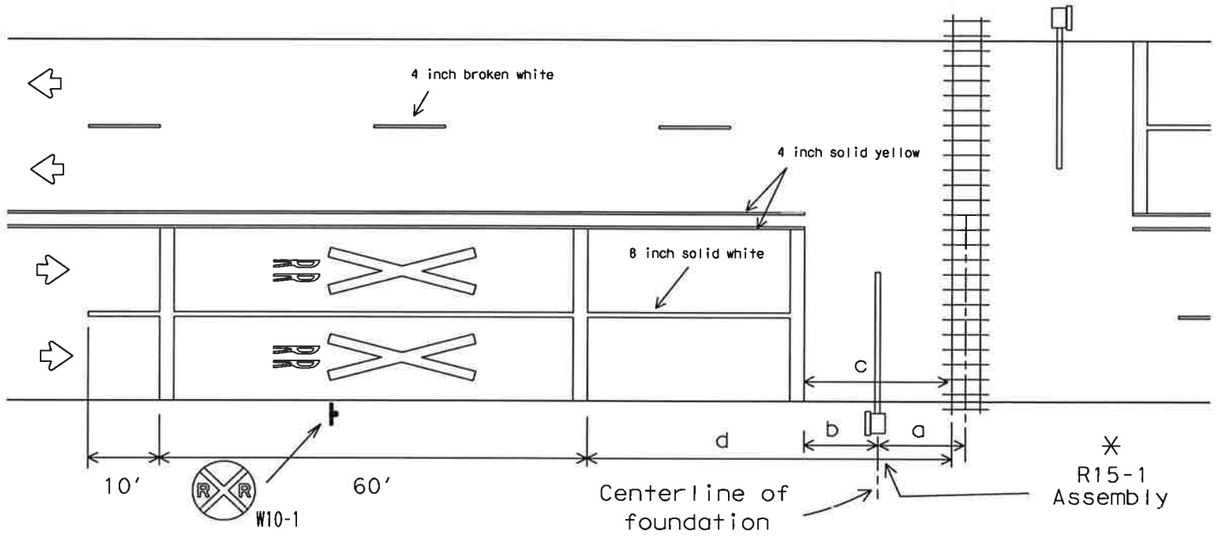
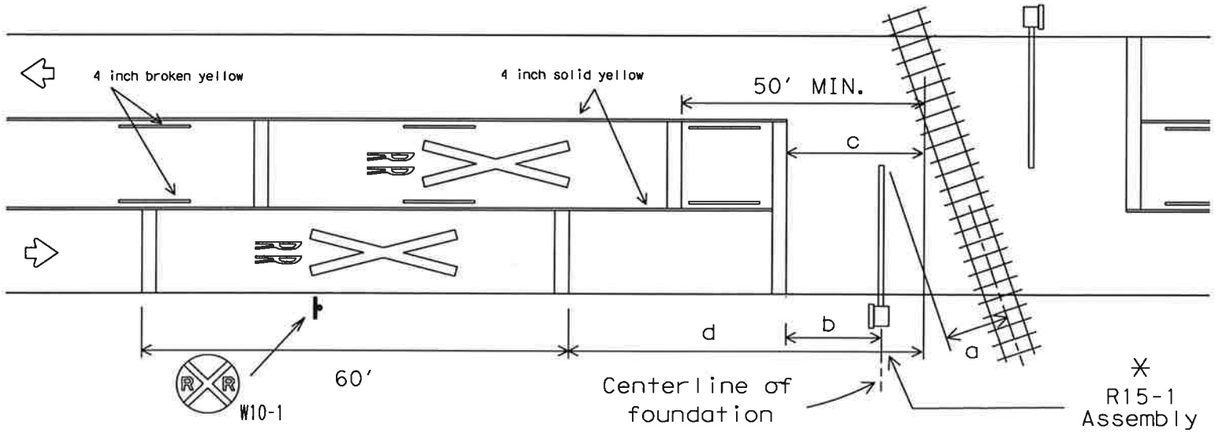


Two Lane, Two-Way



Undivided Multilane Roadway



Two-Way Left Turn Lane (TWLTL)

DATE:
FILE:

a =

12 feet minimum, 15 feet usual, if active warning devices are present. Distance "a" should be measured from the centerline of * R15-1 assembly to the centerline of nearest track.

b =

Stop lines should be approximately 8 feet in advance of the active warning devices.

Stop line should be approximately 15 feet from near rail if only passive devices (R15-1, plus R15-2 when applicable) are present.

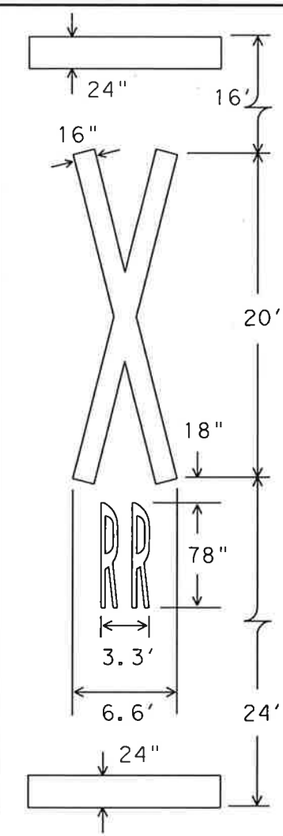
c =

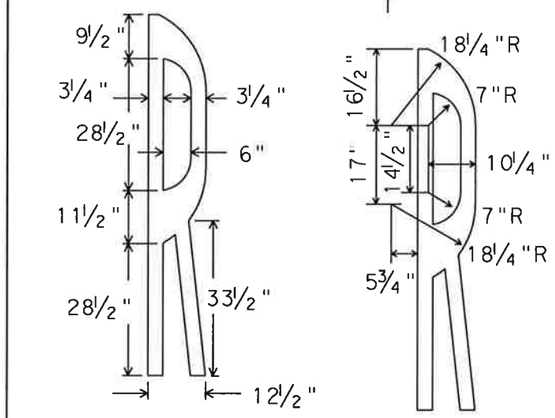
15 feet desirable minimum. R15-1 should be placed between stop line and rails with adequate distance provided for "a".

** d =

Approach Speed(mph)	Desirable Placement (feet)
20	190
25	290
30	415
35	515
40	615
45	715
50	815
55	915
60	1065
65	1165
70	1215

** Local conditions may require alternate placement locations.





To be placed as shown in typical details when pavement markings are installed.

W10-1

Where Pavement markings are not installed:
Placement of the Highway-Rail Grade Crossing Advance Warning sign shall be in accordance with Chapter 2A and Table 2C-4 Condition (B) of the TMUTCD. (see note#2)

ESTIMATED QUANTITIES

(for Contractor Information ONLY)

24 INCH WHITE TRANSVERSE MARKINGS AND STOP LINES

No. of Approach Lanes (Include TWLTL)	LANE WIDTH (FT) 11	12	13	14
1	33	36	39	42
2	66	72	78	84
3	99	108	117	126
4	132	144	156	168

4 INCH SOLID YELLOW NO PASSING LINE = "d" - "c" + 70

For: Two Lane, Two-Way, Single Lane Approach per Direction

8 INCH SOLID WHITE LANE LINE = "d" - "a" + 70

For: Two-Way or One-Way Traffic, 2 or More Approach Lanes in Same Direction (Do NOT Include TWLTL)

GENERAL NOTES

1. The pavement markings on an approach to a railroad grade crossing shall consist of:
   a. The RR Xing symbol,
   b. Three transverse 24" lines, and
   c. Lane lines: a solid no passing line for two-way traffic approaches, or solid lane lines for multilane approaches.
2. Identical markings shall be placed in each approach lane on all paved approaches to highway-rail grade crossings where signals or automatic gates are located, and at all other highway-rail grade crossings where the posted or statutory highway speed is 40 mph or greater. Pavement markings shall not be required at highway-rail grade crossings where the posted or statutory highway speed is less than 40 mph, or in urban areas, if an engineering study indicates that other installed devices provide suitable warning and control.
3. For bidding purposes, the RR Xing symbol will be measured and paid for as for each lane in place. The transverse markings and lane lines will be measured and paid for by the linealfoot.
4. Centerlines shall be yellow, other markings shall be white.
5. Approach lanes less than 8 foot width shall NOT have markings.
6. Markings should NOT be placed where less than 110 feet of approach roadway is available for placement.
7. RR Xing symbols should be placed approximately in the center of the approach lane.
8. All transverse markings, including stop lines, shall be placed at right angles to the centerline and across all approach lanes.
9. Existing non-standard markings shall be removed to the fullest extent possible so as not to leave a discernable marking, by any method approved by the engineer. OVERPAINTING WILL NOT BE ALLOWED.
10. Additional markings and placement details may be found in the TMUTCD, Appendix H.
11. The Engineer may require additional longitudinal markings if the distance between the stop lines is greater than 80 feet. Markings are not required across or between the rails unless specified elsewhere in the plans.

* R15-1 Assembly

May consist of one or more of the following:

R15-1	Crossbuck Sign
R15-2	Multiple Track Sign
R15-4	Report Sign
	Mast Flashers
	Cantilevers
	Gates

SHEET 104 OF 104

Texas Department of Transportation
Traffic Operations Division

RAILROAD CROSSING PAVEMENT MARKING TYPICAL DETAILS

RCPM-09

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REVISIONS	DN: TXDOT	CK: TXDOT	DW: TXDOT	CK: TXDOT
4-92	CONT	SECT	JOB	HIGHWAY
8-95				
2-96				
8-09	DIST	COUNTY		SHEET NO.

Appendix I: Action Log

Town of Addison
ADA Self-Evaluation and Transition Plan
Action Log
1/3/2018

Facility Type	GPS ID	Project Name	Cost Projection	Priority		Funding Year	Year Completed
Building	8	Service Center	$ 32,025	2	High		
Building	9	Stone Cottage	$ 2,100	2	High		
Building	11	Town Hall	$ 24,675	2	High		
Building	2	Athletic Club	$ 5,250	3	High		
Building	5	Finance Building	$ 165,900	3	High		
Building	9	Stone Cottage	$ 4,725	3	High		
Building	11	Town Hall	$ 168,525	3	High		
Building	2	Athletic Club	$ 32,603	4	High		
Building	3	Central Fire Station	$ 71,400	4	High		
Building	4	Conference Centre	$ 2,625	4	High		
Building	5	Finance Building	$ 11,025	4	High		
Building	6	Fire Station No. 2	$ 66,675	4	High		
Building	7	Police & Courts Building	$ 406,875	4	High		
Building	8	Service Center	$ 32,025	4	High		
Building	9	Stone Cottage	$ 4,725	4	High		
Building	10	Theatre Centre	$ 182,700	4	High		
Building	11	Town Hall	$ 41,475	4	High		
Building Sidewalk	100	Service Center	$ 6,149	1	High		
Building Sidewalk	101	Police and Courts	$ 2,442	1	High		
Building Sidewalk	102	Central Fire Station	$ 4,715	1	High		
Building Sidewalk	103	Conference Center / Theatre Center / Stone Cottage	$ 781	1	High		
Building Sidewalk	104	Central Fire Station	$ 1,231	1	High		
Building Sidewalk	105	Athletic Club	$ 14,800	1	High		
Building Sidewalk	107	TreeHouse	$ 4,344	1	High		
Building Sidewalk	108	Town Hall	$ 3,189	1	High		
Building Sidewalk	109	Finance Building	$ 5,258	1	High		
Building Unsignalized Intersection	90013	Intersection of Athletic Club and parking lot (Lat. 32.9505; Long. -96.8486)	$ 1,000	2	High		
Building Unsignalized Intersection	90017	Intersection of Athletic Club and parking lot (Lat. 32.9496; Long. -96.8482)	$ 3,000	2	High		
Building Unsignalized Intersection	90023	Intersection of Police and Courts and parking lot (Lat. 32.9664; Long. -96.8308)	$ 7,000	2	High		
Building Unsignalized Intersection	90024	Intersection of Central Fire Station and parking lot (Lat. 32.9659; Long. -96.8303)	$ 3,000	2	High		
Building Unsignalized Intersection	90026	Intersection of Service Center and parking lot (Lat. 32.9809; Long. -96.8392)	$ 5,000	2	High		
Building Unsignalized Intersection	90027	Intersection of Finance Building and parking lot (Lat. 32.9535; Long. -96.8138)	$ 8,000	2	High		
Building Unsignalized Intersection	90010	Intersection of TreeHouse and parking lot (Lat. 32.9478; Long. -96.8405)	$ 3,000	3	High		
Building Unsignalized Intersection	90025	Intersection of Central Fire Station and parking lot (Lat. 32.9654; Long. -96.8303)	$ 3,000	3	High		
Park	7	Vitruvian Park	$ 2,363	2	High		
Park	2	Addison Town Park	$ 4,200	3	High		
Park	5	Redding Dog Trail Park	$ 3,150	3	High		
Park	6	Spruill Park	$ 3,150	3	High		
Park	7	Vitruvian Park	$ 2,625	3	High		
Park	2	Addison Town Park	$ 5,250	4	High		
Park	4	Les Lacs Park	$ 11,550	4	High		
Park	5	Redding Dog Trail Park	$ 11,550	4	High		
Park	7	Vitruvian Park	$ 5,250	4	High		
Park Sidewalk	200	Spruill Park	$ 8,089	1	High		
Park Sidewalk	201	Addison Circle Park	$ 10,432	1	High		
Park Sidewalk	202	Beckert Park	$ 14,154	1	High		
Park Sidewalk	203	Les Lacs Park	$ 30,299	1	High		
Park Sidewalk	205	Addison Town Park	$ 21,558	1	High		
Park Sidewalk	206	Vitruvian Park	$ 15,464	1	High		
Park Sidewalk	207	Redding Trail	$ 33,630	1	High		
Park Unsignalized Intersection	90001	Intersection of Vitruvian Park and parking lot (Lat. 32.9339; Long. -96.8499)	$ 9,000	2	High		
Park Unsignalized Intersection	90002	Intersection of Vitruvian Trail and parking lot (Lat. 32.9339; Long. -96.8508)	$ 4,000	2	High		
Park Unsignalized Intersection	90003	Intersection of Vitruvian Trail and roundabout (Lat. 32.9340; Long. -96.8496)	$ 13,000	2	High		
Park Unsignalized Intersection	90009	Intersection of Addison Town Park and parking lot (Lat. 32.9423; Long. -96.8526)	$ 8,000	2	High		
Park Unsignalized Intersection	90011	Intersection of Redding Trail and Le Grande Dr access point (Lat. 32.9471; Long. -96.8433)	$ 6,000	2	High		
Park Unsignalized Intersection	90018	Intersection of Redding Trail and midblock crossing (Lat. 32.9462; Long. -96.8474)	$ 13,000	2	High		
Park Unsignalized Intersection	90021	Intersection of Addison Circle Park and Festival Way	$ 3,000	2	High		
Park Unsignalized Intersection	90022	Intersection of Addison Circle Park and ramp (Lat. 32.9612; Long. -96.8264)	$ 3,000	2	High		
Airport Building	3	4726 George Haddaway Drive	$ 2,625	2	High		
Airport Building	6	4551 Glenn Curtiss Drive	$ 3,150	2	High		
Airport Building	9	4666 Glenn Curtiss Drive	$ 13,650	2	High		
Airport Building	10	4680 Glenn Curtiss Drive	$ 9,450	2	High		
Airport Building	16	Wylie Post Office Building	$ 12,075	2	High		
Airport Building	1	4700 Airport Pkwy	$ 3,150	3	High		
Airport Building	2	4736 Airport Pkwy	$ 21,000	3	High		
Airport Building	3	4726 George Haddaway Drive	$ 14,700	3	High		
Airport Building	4	4730 George Haddaway Drive	$ 2,625	3	High		
Airport Building	5	4540 Glenn Curtiss Drive	$ 2,625	3	High		
Airport Building	6	4551 Glenn Curtiss Drive	$ 3,150	3	High		
Airport Building	7	4553 Glenn Curtiss Drive	$ 47,250	3	High		
Airport Building	8	4555 Glenn Curtiss Drive	$ 9,450	3	High		
Airport Building	9	4666 Glenn Curtiss Drive	$ 10,500	3	High		
Airport Building	10	4680 Glenn Curtiss Drive	$ 8,925	3	High		
Airport Building	11	4553 Jimmy Doolittle Drive	$ 8,400	3	High		
Airport Building	12	4660 Jimmy Doolittle Drive	$ 8,400	3	High		
Airport Building	13	4666 Jimmy Doolittle Drive	$ 16,275	3	High		
Airport Building	14	Pilot Lounge North	$ 4,200	3	High		
Airport Building	16	Wylie Post Office Building	$ 8,925	3	High		
Airport Building	1	4700 Airport Pkwy	$ 11,025	4	High		
Airport Building	2	4736 Airport Pkwy	$ 9,345	4	High		
Airport Building	3	4726 George Haddaway Drive	$ 17,325	4	High		
Airport Building	4	4730 George Haddaway Drive	$ 18,690	4	High		
Airport Building	5	4540 Glenn Curtiss Drive	$ 525	4	High		
Airport Building	6	4551 Glenn Curtiss Drive	$ 23,100	4	High		
Airport Building	7	4553 Glenn Curtiss Drive	$ 12,705	4	High		
Airport Building	8	4555 Glenn Curtiss Drive	$ 16,475	4	High		
Airport Building	9	4666 Glenn Curtiss Drive	$ 5,250	4	High		
Airport Building	10	4680 Glenn Curtiss Drive	$ 2,625	4	High		
Airport Building	13	4666 Jimmy Doolittle Drive	$ 1,575	4	High		
Airport Building	15	Pilot Lounge West	$ 5,775	4	High		
Airport Building	16	Wylie Post Office Building	$ 103,425	4	High		
Signalized Intersection	1	Intersection of Addison Rd and Sojourn Dr	$ 63,000	2	High		
Signalized Intersection	4	Intersection of Quorum Dr and Keller Springs Rd	$ 69,000	2	High		
Signalized Intersection	5	Intersection of Addison Rd and Airport Pkwy	$ 60,000	2	High		
Signalized Intersection	8	Intersection of Arapaho Rd and Quorum Dr	$ 29,000	2	High		
Signalized Intersection	9	Intersection of Arapaho Rd and Spectrum Dr	$ 33,000	2	High		
Signalized Intersection	11	Intersection of Arapaho Rd and Edwin Lewis Dr	$ 54,000	2	High		
Signalized Intersection	12	Intersection of Quorum Dr and Edwin Lewis Dr	$ 90,000	2	High		
Signalized Intersection	14	Intersection of Belt Line Rd and Midway Rd	$ 96,000	2	High		
Signalized Intersection	16	Intersection of Vitruvian Way and Ponte Ave	$ 25,000	2	High		
Signalized Intersection	18	Intersection of Spring Valley Rd and Greenhill School St	$ 53,000	2	High		
PROW Sidewalk	1	Keller Springs Rd	$ 99,644	1	High		
PROW Sidewalk	2	Quorum Dr	$ 107,564	1	High		
PROW Sidewalk	3	Airport Pkwy	$ 81,148	1	High		
PROW Sidewalk	4	Morris Ave	$ 39,533	1	High		
PROW Sidewalk	5	Addison Cir	$ 80,182	1	High		

Facility Type	GPS ID	Project Name	Cost Projection	Priority		Funding Year	Year Completed
PROW Sidewalk	6	Spectrum Dr	$ 93,757	1	High		
PROW Sidewalk	7	Addison Rd	$ 36,334	1	High		
PROW Sidewalk	8	Arapaho Rd	$ 85,459	1	High		
PROW Sidewalk	9	Edwin Lewis Dr	$ 30,759	1	High		
PROW Sidewalk	10	Belt Line Rd	$ 199,826	1	High		
PROW Sidewalk	11	Arapaho Rd	$ 408	1	High		
PROW Sidewalk	12	Beltway Dr	$ 119,601	1	High		
PROW Sidewalk	13	Quorum Dr	$ 112,051	1	High		
PROW Sidewalk	14	Oaks N Dr	$ 135,520	1	High		
PROW Sidewalk	15	Paladium Dr	$ 87,156	1	High		
PROW Sidewalk	16	Montford Dr	$ 14,840	1	High		
PROW Sidewalk	17	Proton Rd	$ 107,039	1	High		
PROW Sidewalk	18	Les Lacs Ave	$ 131,937	1	High		
PROW Sidewalk	19	Woodshadow Ln	$ 81,421	1	High		
PROW Sidewalk	20	Longfellow Ct	$ 33,876	1	High		
PROW Sidewalk	21	Brookwood Ln	$ 107,796	1	High		
PROW Sidewalk	22	Brookwood Ln Trail	$ 274	1	High		
PROW Sidewalk	23	Beau Park Ln	$ 15,282	1	High		
PROW Sidewalk	24	Brookwood Ln	$ 30,138	1	High		
PROW Sidewalk	25	Spring Valley Rd	$ 61,372	1	High		
Railroad Crossing	2	Quorum Dr 500' south of Addison Cir	$ 44,000	1	High		
Railroad Crossing	6	Spectrum Dr 475' south of Addison Cir	$ 75,000	1	High		
Railroad Crossing	10	Belt Line Rd 150' west of Addison Rd	$ 75,000	1	High		
Unsignalized Intersection	100	Intersection of Keller Springs Rd and driveway (Lat. 32.9686; Long. -96.8290)	$ 11,000	2	High		
Unsignalized Intersection	101	Intersection of Keller Springs Rd and driveway (Lat. 32.9686; Long. -96.8288)	$ 12,000	2	High		
Unsignalized Intersection	103	Intersection of Keller Springs Rd and driveway (Lat. 32.9686; Long. -96.8272)	$ 13,000	2	High		
Unsignalized Intersection	104	Intersection of Keller Springs Rd and driveway (Lat. 32.9686; Long. -96.8270)	$ 12,000	2	High		
Unsignalized Intersection	105	Intersection of Keller Springs Rd and driveway (Lat. 32.9686; Long. -96.8268)	$ 11,000	2	High		
Unsignalized Intersection	106	Intersection of Keller Springs Rd and driveway (Lat. 32.9686; Long. -96.8253)	$ 8,000	2	High		
Unsignalized Intersection	107	Intersection of Keller Springs Rd and driveway (Lat. 32.9686; Long. -96.8241)	$ 9,000	2	High		
Unsignalized Intersection	108	Intersection of Keller Springs Rd and driveway (Lat. 32.9686; Long. -96.8239)	$ 11,000	2	High		
Unsignalized Intersection	109	Intersection of Keller Springs Rd and driveway (Lat. 32.9685; Long. -96.8231)	$ 11,000	2	High		
Unsignalized Intersection	110	Intersection of Keller Springs Rd and Mary Kay Way	$ 38,000	2	High		
Unsignalized Intersection	112	Intersection of Quorum Dr and driveway (Lat. 32.9673; Long. -96.8257)	$ 15,000	2	High		
Unsignalized Intersection	117	Intersection of Quorum Dr and Parkview Pl	$ 33,000	2	High		
Unsignalized Intersection	118	Intersection of Quorum Dr and Goodman Ave	$ 6,000	2	High		
Unsignalized Intersection	119	Intersection of Quorum Dr and Morris Ave	$ 33,000	2	High		
Unsignalized Intersection	121	Intersection of Airport Pkwy and driveway (Lat. 32.9660; Long. -96.8294)	$ 5,000	2	High		
Unsignalized Intersection	122	Intersection of Airport Pkwy and driveway (Lat. 32.9660; Long. -96.8287)	$ 11,000	2	High		
Unsignalized Intersection	123	Intersection of Airport Pkwy and driveway (Lat. 32.9660; Long. -96.8284)	$ 18,000	2	High		
Unsignalized Intersection	124	Intersection of Airport Pkwy and driveway (Lat. 32.9660; Long. -96.8278)	$ 5,000	2	High		
Unsignalized Intersection	125	Intersection of Airport Pkwy and driveway (Lat. 32.9660; Long. -96.8274)	$ 23,000	2	High		
Unsignalized Intersection	126	Intersection of Airport Pkwy and driveway (Lat. 32.9660; Long. -96.8271)	$ 11,000	2	High		
Unsignalized Intersection	131	Intersection of Morris Ave and Artist Way	$ 41,000	2	High		
Unsignalized Intersection	132	Intersection of Morris Ave and Artist Way	$ 20,000	2	High		
Unsignalized Intersection	134	Intersection of Spectrum Dr and Morris Ave	$ 32,000	2	High		
Unsignalized Intersection	135	Intersection of Addison Rd and Addison Cir	$ 29,000	2	High		
Unsignalized Intersection	138	Intersection of Spectrum Dr and driveway (Lat. 32.9587; Long. -96.8247)	$ 14,000	2	High		
Unsignalized Intersection	139	Intersection of Edwin Lewis Dr and Spectrum Dr	$ 38,000	2	High		
Unsignalized Intersection	140	Intersection of Spectrum Dr and driveway (Lat. 32.9561; Long. -96.8245)	$ 11,000	2	High		
Unsignalized Intersection	141	Intersection of Spectrum Dr and driveway (Lat. 32.9557; Long. -96.8233)	$ 11,000	2	High		
Unsignalized Intersection	146	Intersection of Arapaho Rd and driveway (Lat. 32.9585; Long. -96.8272)	$ 18,000	2	High		
Unsignalized Intersection	147	Intersection of Arapaho Rd and driveway (Lat. 32.9590; Long. -96.8250)	$ 9,000	2	High		
Unsignalized Intersection	148	Intersection of Arapaho Rd and driveway (Lat. 32.9590; Long. -96.8241)	$ 11,000	2	High		
Unsignalized Intersection	149	Intersection of Arapaho Rd and driveway (Lat. 32.9592; Long. -96.8235)	$ 23,000	2	High		
Unsignalized Intersection	150	Intersection of Arapaho Rd and driveway (Lat. 32.9594; Long. -96.8224)	$ 15,000	2	High		
Unsignalized Intersection	152	Intersection of Addison Rd and driveway (Lat. 32.9597; Long. -96.8298)	$ 5,000	2	High		
Unsignalized Intersection	171	Intersection of Edwin Lewis Dr and driveway (Lat. 32.9577; Long. -96.8251)	$ 13,000	2	High		
Unsignalized Intersection	172	Intersection of Belt Line Rd and driveway (Lat. 32.9543; Long. -96.8380)	$ 11,000	2	High		
Unsignalized Intersection	175	Intersection of Belt Line Rd and driveway (Lat. 32.9542; Long. -96.8370)	$ 15,000	2	High		
Unsignalized Intersection	177	Intersection of Belt Line Rd and driveway (Lat. 32.9541; Long. -96.8363)	$ 8,000	2	High		
Unsignalized Intersection	178	Intersection of Belt Line Rd and driveway (Lat. 32.9541; Long. -96.8361)	$ 4,000	2	High		
Unsignalized Intersection	180	Intersection of Belt Line Rd and driveway (Lat. 32.9541; Long. -96.8355)	$ 35,000	2	High		
Unsignalized Intersection	181	Intersection of Belt Line Rd and driveway (Lat. 32.9540; Long. -96.8347)	$ 13,000	2	High		
Unsignalized Intersection	182	Intersection of Belt Line Rd and driveway (Lat. 32.9541; Long. -96.8343)	$ 21,000	2	High		
Unsignalized Intersection	188	Intersection of Belt Line Rd and driveway (Lat. 32.9541; Long. -96.8294)	$ 3,000	2	High		
Unsignalized Intersection	189	Intersection of Belt Line Rd and driveway (Lat. 32.9540; Long. -96.8291)	$ 9,000	2	High		
Unsignalized Intersection	191	Intersection of Belt Line Rd and driveway (Lat. 32.9540; Long. -96.8277)	$ 8,000	2	High		
Unsignalized Intersection	194	Intersection of Belt Line Rd and driveway (Lat. 32.9541; Long. -96.8268)	$ 13,000	2	High		
Unsignalized Intersection	195	Intersection of Belt Line Rd and driveway (Lat. 32.9540; Long. -96.8252)	$ 22,000	2	High		
Unsignalized Intersection	196	Intersection of Belt Line Rd and driveway (Lat. 32.9541; Long. -96.8249)	$ 12,000	2	High		
Unsignalized Intersection	197	Intersection of Belt Line Rd and driveway (Lat. 32.9540; Long. -96.8243)	$ 15,000	2	High		
Unsignalized Intersection	198	Intersection of Belt Line Rd and driveway (Lat. 32.9541; Long. -96.8234)	$ 11,000	2	High		
Unsignalized Intersection	199	Intersection of Belt Line Rd and driveway (Lat. 32.9540; Long. -96.8228)	$ 26,000	2	High		
Unsignalized Intersection	200	Intersection of Quorum Dr and driveway (Lat. 32.9531; Long. -96.8260)	$ 23,000	2	High		
Unsignalized Intersection	202	Intersection of Quorum Dr and driveway (Lat. 32.9528; Long. -96.8260)	$ 13,000	2	High		
Unsignalized Intersection	203	Intersection of Quorum Dr and driveway (Lat. 32.9521; Long. -96.8255)	$ 28,000	2	High		
Unsignalized Intersection	204	Intersection of Quorum Dr and driveway (Lat. 32.9519; Long. -96.8253)	$ 18,000	2	High		
Unsignalized Intersection	205	Intersection of Quorum Dr and driveway (Lat. 32.9513; Long. -96.8252)	$ 5,000	2	High		
Unsignalized Intersection	206	Intersection of Quorum Dr and driveway (Lat. 32.9510; Long. -96.8252)	$ 18,000	2	High		
Unsignalized Intersection	207	Intersection of Quorum Dr and driveway (Lat. 32.9508; Long. -96.8251)	$ 8,000	2	High		
Unsignalized Intersection	208	Intersection of Quorum Dr and driveway (Lat. 32.9505; Long. -96.8252)	$ 13,000	2	High		
Unsignalized Intersection	211	Intersection of Quorum Dr and driveway (Lat. 32.9500; Long. -96.8254)	$ 28,000	2	High		
Unsignalized Intersection	212	Intersection of Quorum Dr and driveway (Lat. 32.9499; Long. -96.8255)	$ 5,000	2	High		
Unsignalized Intersection	213	Intersection of Quorum Dr and driveway (Lat. 32.9495; Long. -96.8256)	$ 6,000	2	High		
Unsignalized Intersection	214	Intersection of Quorum Dr and midblock crossing (Lat. 32.9493; Long. -96.8256)	$ 45,000	2	High		
Unsignalized Intersection	215	Intersection of Quorum Dr and Landmark Pl (west)	$ 22,000	2	High		
Unsignalized Intersection	216	Intersection of Quorum Dr and Landmark Pl (east)	$ 16,000	2	High		
Unsignalized Intersection	217	Intersection of Landmark Pl and driveway (Lat. 32.9486; Long. -96.8246)	$ 5,000	2	High		
Unsignalized Intersection	224	Intersection of Montfort Dr and driveway (Lat. 32.9502; Long. -96.8179)	$ 5,000	2	High		
Unsignalized Intersection	225	Intersection of Montfort Dr and driveway (Lat. 32.9498; Long. -96.8177)	$ 8,000	2	High		
Unsignalized Intersection	226	Intersection of Montfort Dr and driveway (Lat. 32.9495; Long. -96.8176)	$ 11,000	2	High		
Unsignalized Intersection	228	Intersection of Beltway Dr and Proton Dr	$ 33,000	2	High		
Unsignalized Intersection	229	Intersection of Beltway Dr and driveway (Lat. 32.9504; Long. -96.8491)	$ 24,000	2	High		
Unsignalized Intersection	232	Intersection of Beltway Dr and driveway (Lat. 32.9511; Long. -96.8477)	$ 5,000	2	High		
Unsignalized Intersection	248	Intersection of Proton Dr and Redding Trail	$ 2,000	2	High		
Unsignalized Intersection	255	Intersection of Proton Dr and driveway (Lat. 32.9460; Long. -96.8417)	$ 11,000	2	High		
Unsignalized Intersection	257	Intersection of Proton Dr and driveway (Lat. 32.9459; Long. -96.8410)	$ 8,000	2	High		
Unsignalized Intersection	301	Intersection of Spring Valley Rd and driveway (Lat. 32.9399; Long. -96.8523)	$ 10,000	2	High		
Unsignalized Intersection	303	Intersection of Spring Valley Rd and driveway (Lat. 32.9398; Long. -96.8511)	$ 6,000	2	High		
Unsignalized Intersection	304	Intersection of Spring Valley Rd and driveway (Lat. 32.9399; Long. -96.8502)	$ 6,000	2	High		
Unsignalized Intersection	306	Intersection of Spring Valley Rd and driveway (Lat. 32.9398; Long. -96.8494)	$ 4,000	2	High		
Unsignalized Intersection	90019	Intersection of Brookwood Ln and midblock ramp (Lat. 32.9442; Long. -96.8530)	$ 17,000	2	High		
Unsignalized Intersection	90020	Intersection of Les Lacs Park and parking lot (Lat. 32.9508; Long. -96.8491)	$ 10,000	2	High		
Unsignalized Intersection	90061	Intersection of Quorum Dr and midblock crossing (Lat. 32.9508; Long. -96.8251)	$ 16,000	2	High		
Unsignalized Intersection	90063	Intersection of Addison Cir and driveway (Lat. 32.9614; Long. -96.8292)	$ 13,000	2	High		
Unsignalized Intersection	90064	Intersection of Addison Cir and Circle Dr (Lat. 32.9615; Long. -96.8283)	$ 33,000	2	High		
Unsignalized Intersection	90065	Intersection of Addison Cir and driveway (Lat. 32.9614; Long. -96.8276)	$ 8,000	2	High		
Unsignalized Intersection	90066	Intersection of Addison Cir and Witt Pl	$ 25,000	2	High		
Unsignalized Intersection	90067	Intersection of Addison Cir and Quorum dr	$ 42,000	2	High		
Unsignalized Intersection	90068	Intersection of Quorum Dr and ramp (Lat. 32.9619; Long. -96.8258)	$ 3,000	2	High		
Unsignalized Intersection	90069	Intersection of Addison Cir and ramp (Lat. 32.9614; Long. -96.8267)	$ 4,000	2	High		
Unsignalized Intersection	90070	Intersection of Quorum Dr and ramp (Lat. 32.9625; Long. -96.8258)	$ 11,000	2	High		

Facility Type	GPS ID	Project Name	Cost Projection	Priority		Funding Year	Year Completed
Unsignalized Intersection	90072	Intersection of Quorum Dr and ramp (Lat. 32.9633; Long. -96.8258)	$ 3,000	2	High		
Unsignalized Intersection	90073	Intersection of Morris Ave and driveway (Lat. 32.9627; Long. -96.8242)	$ 14,000	2	High		
Unsignalized Intersection	90075	Intersection of Morris Ave and driveway (Lat. 32.9627; Long. -96.8254)	$ 18,000	2	High		
Unsignalized Intersection	90076	Intersection of Morris Ave and ramp (Lat. 32.9627; Long. -96.8275)	$ 6,000	2	High		
Unsignalized Intersection	90077	Intersection of Morris Ave and Witt Pl	$ 14,000	2	High		
Unsignalized Intersection	90082	Intersection of Spectrum Dr and driveway (Lat. 32.9582; Long. -96.8247)	$ 8,000	2	High		
Unsignalized Intersection	90114	Intersection of Addison Cir and Lewis Pl	$ 19,000	2	High		
Unsignalized Intersection	90115	Intersection of Addison Rd and Festival Way	$ 19,000	2	High		
Unsignalized Intersection	90116	Intersection of Addison Cir and Spectrum Dr (south)	$ 25,000	2	High		
Unsignalized Intersection	90117	Intersection of Addison Cir and Spectrum Dr (north)	$ 46,000	2	High		
Unsignalized Intersection	90118	Intersection of Addison Cir and Mildred Pl	$ 20,000	2	High		
Unsignalized Intersection	90119	Intersection of Addison Cir and east crossing (Lat. 32.9620; Long. -96.8233)	$ 12,000	2	High		
Unsignalized Intersection	90120	Intersection of Addison Cir and driveway (Lat. 32.9621; Long. -96.8227)	$ 9,000	2	High		
Unsignalized Intersection	90121	Intersection of Addison Cir and west crossing (Lat. 32.9616; Long. -96.8250)	$ 11,000	2	High		
Unsignalized Intersection	111	Intersection of Quorum Dr and driveway (Lat. 32.9677; Long. -96.8257)	$ 5,000	3	High		
Unsignalized Intersection	113	Intersection of Quorum Dr and driveway (Lat. 32.9668; Long. -96.8257)	$ 5,000	3	High		
Unsignalized Intersection	116	Intersection of Quorum Dr and Marcus Ave	$ 22,000	3	High		
Unsignalized Intersection	153	Intersection of Addison Rd and driveway (Lat. 32.9593; Long. -96.8298)	$ 5,000	3	High		
Unsignalized Intersection	90040	Intersection of Brookwood Ln and driveway (Lat. 32.9443; Long. -96.8496)	$ 5,000	3	High		
Unsignalized Intersection	235	Intersection of Beltway Dr and Surveyor Blvd	$ 35,000	4	High		
Building	1	Addison Circle Park Pavilion	$ 840	5	Medium		
Building	2	Athletic Club	$ 19,216	5	Medium		
Building	3	Central Fire Station	$ 23,993	5	Medium		
Building	4	Conference Centre	$ 17,325	5	Medium		
Building	5	Finance Building	$ 7,980	5	Medium		
Building	6	Fire Station No. 2	$ 10,054	5	Medium		
Building	7	Police & Courts Building	$ 38,194	5	Medium		
Building	8	Service Center	$ 41,318	5	Medium		
Building	10	Theatre Centre	$ 31,369	5	Medium		
Building	11	Town Hall	$ 13,992	5	Medium		
Building	1	Addison Circle Park Pavilion	$ 630	6	Medium		
Building	2	Athletic Club	$ 13,125	6	Medium		
Building	3	Central Fire Station	$ 4,200	6	Medium		
Building	5	Finance Building	$ 1,575	6	Medium		
Building	6	Fire Station No. 2	$ 2,310	6	Medium		
Building	7	Police & Courts Building	$ 20,738	6	Medium		
Building	8	Service Center	$ 15,226	6	Medium		
Building	10	Theatre Centre	$ 2,625	6	Medium		
Building	11	Town Hall	$ 6,300	6	Medium		
Building	2	Athletic Club	$ 3,308	7	Medium		
Building	3	Central Fire Station	$ 4,200	7	Medium		
Building	6	Fire Station No. 2	$ 1,050	7	Medium		
Building	7	Police & Courts Building	$ 6,143	7	Medium		
Building	8	Service Center	$ 10,921	7	Medium		
Building	9	Stone Cottage	$ 4,725	7	Medium		
Building	10	Theatre Centre	$ 21,210	7	Medium		
Building	11	Town Hall	$ 4,200	7	Medium		
Building	2	Athletic Club	$ 3,150	8	Medium		
Building	3	Central Fire Station	$ 5,250	8	Medium		
Building	7	Police & Courts Building	$ 15,750	8	Medium		
Building	9	Stone Cottage	$ 5,250	8	Medium		
Building	11	Town Hall	$ 1,050	8	Medium		
Building Sidewalk	101	Police and Courts	$ 3,386	2	Medium		
Building Sidewalk	102	Central Fire Station	$ 1,644	2	Medium		
Building Sidewalk	103	Conference Center / Theatre Center / Stone Cottage	$ 8,729	2	Medium		
Building Sidewalk	105	Athletic Club	$ 36,346	2	Medium		
Building Sidewalk	107	TreeHouse	$ 4,354	2	Medium		
Building Sidewalk	108	Town Hall	$ 378	2	Medium		
Building Unsignalized Intersection	90111	Intersection of Finance Building and driveway (Lat. 32.9533; Long. -96.8140)	$ 6,000	5	Medium		
Park	1	Addison Circle Park	$ 4,200	5	Medium		
Park	2	Addison Town Park	$ 1,050	5	Medium		
Park	4	Les Lacs Park	$ 2,625	5	Medium		
Park	4	Les Lacs Park	$ 5,513	6	Medium		
Park	5	Redding Dog Trail Park	$ 2,625	6	Medium		
Park	7	Vitruvian Park	$ 2,730	6	Medium		
Park	2	Addison Town Park	$ 7,350	7	Medium		
Park	3	Beckert Park	$ 2,100	7	Medium		
Park	6	Spruill Park	$ 525	7	Medium		
Park	7	Vitruvian Park	$ 525	7	Medium		
Park Sidewalk	200	Spruill Park	$ 31,288	2	Medium		
Park Sidewalk	201	Addison Circle Park	$ 31,002	2	Medium		
Park Sidewalk	202	Beckert Park	$ 36,948	2	Medium		
Park Sidewalk	203	Les Lacs Park	$ 120,816	2	Medium		
Park Sidewalk	204	Redding Trail Dog Park	$ 988	2	Medium		
Park Sidewalk	205	Addison Town Park	$ 47,032	2	Medium		
Park Sidewalk	206	Vitruvian Park	$ 72,966	2	Medium		
Park Sidewalk	207	Redding Trail	$ 181,732	2	Medium		
Airport Building	1	4700 Airport Pkwy	$ 525	5	Medium		
Airport Building	2	4736 Airport Pkwy	$ 6,825	5	Medium		
Airport Building	3	4726 George Haddaway Drive	$ 4,725	5	Medium		
Airport Building	4	4730 George Haddaway Drive	$ 1,313	5	Medium		
Airport Building	7	4553 Glenn Curtiss Drive	$ 5,250	5	Medium		
Airport Building	8	4555 Glenn Curtiss Drive	$ 788	5	Medium		
Airport Building	9	4666 Glenn Curtiss Drive	$ 2,888	5	Medium		
Airport Building	10	4680 Glenn Curtiss Drive	$ 2,100	5	Medium		
Airport Building	11	4553 Jimmy Doolittle Drive	$ 3,150	5	Medium		
Airport Building	12	4660 Jimmy Doolittle Drive	$ 1,050	5	Medium		
Airport Building	13	4666 Jimmy Doolittle Drive	$ 525	5	Medium		
Airport Building	14	Pilot Lounge North	$ 9,030	5	Medium		
Airport Building	15	Pilot Lounge West	$ 525	5	Medium		
Airport Building	2	4736 Airport Pkwy	$ 1,050	6	Medium		
Airport Building	3	4726 George Haddaway Drive	$ 525	6	Medium		
Airport Building	4	4730 George Haddaway Drive	$ 2,625	6	Medium		
Airport Building	6	4551 Glenn Curtiss Drive	$ 1,050	6	Medium		
Airport Building	7	4553 Glenn Curtiss Drive	$ 12,075	6	Medium		
Airport Building	8	4555 Glenn Curtiss Drive	$ 1,050	6	Medium		
Airport Building	9	4666 Glenn Curtiss Drive	$ 525	6	Medium		
Airport Building	13	4666 Jimmy Doolittle Drive	$ 105	6	Medium		
Airport Building	14	Pilot Lounge North	$ 1,575	6	Medium		
Airport Building	16	Wylie Post Office Building	$ 32,813	6	Medium		
Airport Building	7	4553 Glenn Curtiss Drive	$ 525	7	Medium		
Airport Building	8	4555 Glenn Curtiss Drive	$ 263	7	Medium		
Airport Building	9	4666 Glenn Curtiss Drive	$ 2,625	7	Medium		
Airport Building	11	4553 Jimmy Doolittle Drive	$ 2,625	7	Medium		
Airport Building	12	4660 Jimmy Doolittle Drive	$ 525	7	Medium		
Airport Building	16	Wylie Post Office Building	$ 1,050	7	Medium		
Airport Building	8	4555 Glenn Curtiss Drive	$ 210	8	Medium		
Airport Building	14	Pilot Lounge North	$ 525	8	Medium		
Airport Building	15	Pilot Lounge West	$ 630	8	Medium		
Airport Building	16	Wylie Post Office Building	$ 14,700	8	Medium		
Signalized Intersection	2	Intersection of Addison Rd and Westgrove Dr	$ 82,000	5	Medium		
Signalized Intersection	3	Intersection of Addison Rd and Keller Springs Rd	$ 40,000	5	Medium		

Facility Type	GPS ID	Project Name	Cost Projection	Priority		Funding Year	Year Completed
Signalized Intersection	6	Intersection of Quorum Dr and Airport Pkwy	$ 61,000	5	Medium		
Signalized Intersection	10	Intersection of Arapaho Rd and Addison Rd	$ 47,000	5	Medium		
Signalized Intersection	13	Intersection of Belt Line Rd and Quorum Dr	$ 94,000	5	Medium		
PROW Sidewalk	1	Keller Springs Rd	$ 71,007	2	Medium		
PROW Sidewalk	2	Quorum Dr	$ 165,461	2	Medium		
PROW Sidewalk	3	Airport Pkwy	$ 62,258	2	Medium		
PROW Sidewalk	4	Morris Ave	$ 74,748	2	Medium		
PROW Sidewalk	5	Addison Cir	$ 63,884	2	Medium		
PROW Sidewalk	6	Spectrum Dr	$ 94,322	2	Medium		
PROW Sidewalk	7	Addison Rd	$ 57,172	2	Medium		
PROW Sidewalk	8	Arapaho Rd	$ 85,949	2	Medium		
PROW Sidewalk	9	Edwin Lewis Dr	$ 26,521	2	Medium		
PROW Sidewalk	10	Belt Line Rd	$ 154,454	2	Medium		
PROW Sidewalk	11	Arapaho Rd	$ 8,509	2	Medium		
PROW Sidewalk	12	Beltway Dr	$ 153,525	2	Medium		
PROW Sidewalk	13	Quorum Dr	$ 80,320	2	Medium		
PROW Sidewalk	14	Oaks N Dr	$ 20,555	2	Medium		
PROW Sidewalk	15	Paladium Dr	$ 14,809	2	Medium		
PROW Sidewalk	16	Montford Dr	$ 11,104	2	Medium		
PROW Sidewalk	17	Proton Rd	$ 88,893	2	Medium		
PROW Sidewalk	18	Les Lacs Ave	$ 75,888	2	Medium		
PROW Sidewalk	19	Woodshadow Ln	$ 12,545	2	Medium		
PROW Sidewalk	20	Longfellow Ct	$ 3,603	2	Medium		
PROW Sidewalk	21	Brookwood Ln	$ 31,453	2	Medium		
PROW Sidewalk	23	Beau Park Ln	$ 3,392	2	Medium		
PROW Sidewalk	24	Brookwood Ln	$ 1,721	2	Medium		
PROW Sidewalk	25	Spring Valley Rd	$ 43,688	2	Medium		
Unsignalized Intersection	7	Intersection of Addison Rd and Lindbergh Dr / Broadway St	$ 83,000	5	Medium		
Unsignalized Intersection	15	Intersection of Landmark Pl and Landmark Blvd	$ 31,000	5	Medium		
Unsignalized Intersection	114	Intersection of Quorum Dr and Meridian Ln	$ 17,000	5	Medium		
Unsignalized Intersection	115	Intersection of Quorum Dr and Calloway Dr	$ 50,000	5	Medium		
Unsignalized Intersection	120	Intersection of Quorum Dr and McEntire Pl	$ 23,000	5	Medium		
Unsignalized Intersection	127	Intersection of Airport Pkwy and driveway (Lat. 32.9660; Long. -96.8261)	$ 11,000	5	Medium		
Unsignalized Intersection	129	Intersection of Airport Pkwy and Dallas Pkwy	$ 16,000	5	Medium		
Unsignalized Intersection	130	Intersection of Addison Rd and Morris Ave	$ 38,000	5	Medium		
Unsignalized Intersection	133	Intersection of Morris Ave and Mildred Pl	$ 22,000	5	Medium		
Unsignalized Intersection	136	Intersection of Addison Cir and Dallas Pkwy	$ 36,000	5	Medium		
Unsignalized Intersection	137	Intersection of Spectrum Dr and McEntire Pl	$ 27,000	5	Medium		
Unsignalized Intersection	142	Intersection of Spectrum Dr and Dallas Pkwy	$ 11,000	5	Medium		
Unsignalized Intersection	143	Intersection of Arapaho Rd and driveway (Lat. 32.9577; Long. -96.8294)	$ 13,000	5	Medium		
Unsignalized Intersection	144	Intersection of Arapaho Rd and driveway (Lat. 32.9578; Long. -96.8290)	$ 18,000	5	Medium		
Unsignalized Intersection	145	Intersection of Arapaho Rd and driveway (Lat. 32.9582; Long. -96.8280)	$ 11,000	5	Medium		
Unsignalized Intersection	154	Intersection of Addison Rd and driveway (Lat. 32.9592; Long. -96.8298)	$ 7,000	5	Medium		
Unsignalized Intersection	155	Intersection of Addison Rd and driveway (Lat. 32.9585; Long. -96.8298)	$ 16,000	5	Medium		
Unsignalized Intersection	156	Intersection of Addison Rd and driveway (Lat. 32.9572; Long. -96.8298)	$ 8,000	5	Medium		
Unsignalized Intersection	157	Intersection of Addison Rd and driveway (Lat. 32.9570; Long. -96.8298)	$ 8,000	5	Medium		
Unsignalized Intersection	158	Intersection of Addison Rd and driveway (Lat. 32.9567; Long. -96.8298)	$ 10,000	5	Medium		
Unsignalized Intersection	159	Intersection of Addison Rd and driveway (Lat. 32.9563; Long. -96.8298)	$ 6,000	5	Medium		
Unsignalized Intersection	160	Intersection of Addison Rd and driveway (Lat. 32.9559; Long. -96.8298)	$ 6,000	5	Medium		
Unsignalized Intersection	161	Intersection of Addison Rd and driveway (Lat. 32.9557; Long. -96.8298)	$ 6,000	5	Medium		
Unsignalized Intersection	162	Intersection of Addison Rd and driveway (Lat. 32.9555; Long. -96.8298)	$ 4,000	5	Medium		
Unsignalized Intersection	163	Intersection of Addison Rd and driveway (Lat. 32.9554; Long. -96.8298)	$ 6,000	5	Medium		
Unsignalized Intersection	164	Intersection of Addison Rd and driveway (Lat. 32.9552; Long. -96.8298)	$ 8,000	5	Medium		
Unsignalized Intersection	166	Intersection of Addison Rd and driveway (Lat. 32.9548; Long. -96.8298)	$ 6,000	5	Medium		
Unsignalized Intersection	167	Intersection of Edwin Lewis Dr and driveway (Lat. 32.9577; Long. -96.8280)	$ 18,000	5	Medium		
Unsignalized Intersection	168	Intersection of Edwin Lewis Dr and driveway (Lat. 32.9578; Long. -96.8271)	$ 9,000	5	Medium		
Unsignalized Intersection	169	Intersection of Edwin Lewis Dr and driveway (Lat. 32.9577; Long. -96.8269)	$ 9,000	5	Medium		
Unsignalized Intersection	173	Intersection of Belt Line Rd and driveway (Lat. 32.9543; Long. -96.8377)	$ 11,000	5	Medium		
Unsignalized Intersection	174	Intersection of Belt Line Rd and driveway (Lat. 32.9543; Long. -96.8374)	$ 17,000	5	Medium		
Unsignalized Intersection	176	Intersection of Belt Line Rd and driveway (Lat. 32.9542; Long. -96.8366)	$ 6,000	5	Medium		
Unsignalized Intersection	179	Intersection of Belt Line Rd and driveway (Lat. 32.9542; Long. -96.8360)	$ 13,000	5	Medium		
Unsignalized Intersection	183	Intersection of Belt Line Rd and driveway (Lat. 32.9540; Long. -96.8327)	$ 5,000	5	Medium		
Unsignalized Intersection	184	Intersection of Belt Line Rd and E Beltwood Pkwy	$ 35,000	5	Medium		
Unsignalized Intersection	185	Intersection of Belt Line Rd and driveway (Lat. 32.9540; Long. -96.8316)	$ 11,000	5	Medium		
Unsignalized Intersection	186	Intersection of Belt Line Rd and driveway (Lat. 32.9540; Long. -96.8310)	$ 8,000	5	Medium		
Unsignalized Intersection	187	Intersection of Belt Line Rd and Inwood Rd (west offset)	$ 20,000	5	Medium		
Unsignalized Intersection	190	Intersection of Belt Line Rd and Landmark Blvd	$ 63,000	5	Medium		
Unsignalized Intersection	192	Intersection of Belt Line Rd and driveway (Lat. 32.9541; Long. -96.8275)	$ 11,000	5	Medium		
Unsignalized Intersection	193	Intersection of Belt Line Rd and driveway (Lat. 32.9540; Long. -96.8269)	$ 14,000	5	Medium		
Unsignalized Intersection	201	Intersection of Quorum Dr and driveway (Lat. 32.9529; Long. -96.8259)	$ 16,000	5	Medium		
Unsignalized Intersection	218	Intersection of Oaks N Dr and driveway (Lat. 32.9533; Long. -96.8143)	$ 11,000	5	Medium		
Unsignalized Intersection	219	Intersection of Oaks N Dr and midblock crossing (Lat. 32.9527; Long. -96.8143)	$ 8,000	5	Medium		
Unsignalized Intersection	227	Intersection of Beltway Dr and Les Lacs Ave	$ 52,000	5	Medium		
Unsignalized Intersection	234	Intersection of Beltway Dr and driveway (Lat. 32.9512; Long. -96.8473)	$ 13,000	5	Medium		
Unsignalized Intersection	236	Intersection of Beltway Dr and driveway (Lat. 32.9512; Long. -96.8452)	$ 11,000	5	Medium		
Unsignalized Intersection	237	Intersection of Beltway Dr and driveway (Lat. 32.9512; Long. -96.8445)	$ 5,000	5	Medium		
Unsignalized Intersection	238	Intersection of Beltway Dr and driveway (Lat. 32.9512; Long. -96.8438)	$ 5,000	5	Medium		
Unsignalized Intersection	239	Intersection of Beltway Dr and driveway (Lat. 32.9514; Long. -96.8432)	$ 5,000	5	Medium		
Unsignalized Intersection	240	Intersection of Beltway Dr and Towne Lake Cir	$ 11,000	5	Medium		
Unsignalized Intersection	242	Intersection of Beltway Dr and driveway (Lat. 32.9519; Long. -96.8396)	$ 11,000	5	Medium		
Unsignalized Intersection	243	Intersection of Proton Dr and Ridgelake Ct	$ 19,000	5	Medium		
Unsignalized Intersection	244	Intersection of Proton Dr and Lakeview Ct	$ 25,000	5	Medium		
Unsignalized Intersection	245	Intersection of Proton Dr and Weller Run Ct	$ 20,000	5	Medium		
Unsignalized Intersection	246	Intersection of Proton Dr and Canot Ln	$ 18,000	5	Medium		
Unsignalized Intersection	247	Intersection of Les Lacs Ave and Proton Dr	$ 41,000	5	Medium		
Unsignalized Intersection	249	Intersection of Proton Dr and Lexus Ave	$ 36,000	5	Medium		
Unsignalized Intersection	250	Intersection of Proton Dr and Lakecrest Dr	$ 29,000	5	Medium		
Unsignalized Intersection	251	Intersection of Proton Dr and Heritage Ln	$ 27,000	5	Medium		
Unsignalized Intersection	252	Intersection of Proton Dr and Vintage Ln	$ 36,000	5	Medium		
Unsignalized Intersection	253	Intersection of Proton Dr and Azure Ln	$ 19,000	5	Medium		
Unsignalized Intersection	254	Intersection of Proton Dr and Berklee Dr	$ 12,000	5	Medium		
Unsignalized Intersection	256	Intersection of Proton Dr and driveway (Lat. 32.9460; Long. -96.8415)	$ 19,000	5	Medium		
Unsignalized Intersection	258	Intersection of Proton Dr and driveway (Lat. 32.9459; Long. -96.8402)	$ 13,000	5	Medium		
Unsignalized Intersection	260	Intersection of Proton Dr and driveway (Lat. 32.9459; Long. -96.8395)	$ 4,000	5	Medium		
Unsignalized Intersection	261	Intersection of Proton Dr and driveway (Lat. 32.9459; Long. -96.8393)	$ 11,000	5	Medium		
Unsignalized Intersection	262	Intersection of Les Lacs Ave and Chatham Ct Dr	$ 59,000	5	Medium		
Unsignalized Intersection	263	Intersection of Les Lacs Ave and Lakeway Ct	$ 23,000	5	Medium		
Unsignalized Intersection	264	Intersection of Les Lacs Ave and Waterside Ct	$ 35,000	5	Medium		
Unsignalized Intersection	265	Intersection of Les Lacs Ave and Waterford Dr	$ 37,000	5	Medium		
Unsignalized Intersection	266	Intersection of Les Lacs Ave and Beau Park Ln	$ 54,000	5	Medium		
Unsignalized Intersection	267	Intersection of Les Lacs Ave and Meadowcreek Cir	$ 36,000	5	Medium		
Unsignalized Intersection	268	Intersection of Les Lacs Ave and Waterford Dr	$ 37,000	5	Medium		
Unsignalized Intersection	269	Intersection of Les Lacs Ave and Brookwood Ln	$ 21,000	5	Medium		
Unsignalized Intersection	270	Intersection of Les Lacs Ave and Wayside Ct	$ 52,000	5	Medium		
Unsignalized Intersection	271	Intersection of Les Lacs Ave and Bentwater Ct	$ 59,000	5	Medium		
Unsignalized Intersection	272	Intersection of Woodshadow Ln and Flanders Ct	$ 36,000	5	Medium		
Unsignalized Intersection	273	Intersection of Woodshadow Ln and Windsor Ct	$ 33,000	5	Medium		
Unsignalized Intersection	274	Intersection of Woodshadow Ln and Stratford Ct	$ 40,000	5	Medium		
Unsignalized Intersection	275	Intersection of Woodshadow Ln and Dickenson Ct	$ 23,000	5	Medium		
Unsignalized Intersection	276	Intersection of Brookwood Ln and Flanders Ct	$ 26,000	5	Medium		
Unsignalized Intersection	277	Intersection of Brookwood Ln and Ponder Ct	$ 46,000	5	Medium		
Unsignalized Intersection	278	Intersection of Brookwood Ln and Poe Ct	$ 38,000	5	Medium		
Unsignalized Intersection	279	Intersection of Brookwood Ln and Walden Ct	$ 33,000	5	Medium		
Unsignalized Intersection	280	Intersection of Brookwood Ln and Princeton Ct	$ 38,000	5	Medium		

Facility Type	GPS ID	Project Name	Cost Projection	Priority		Funding Year	Year Completed
Unsignalized Intersection	281	Intersection of Brookwood Ln and Dove Ct	$ 47,000	5	Medium		
Unsignalized Intersection	282	Intersection of Brookwood Ln and Whitman Ct	$ 36,000	5	Medium		
Unsignalized Intersection	284	Intersection of Brookwood Ln and Hawthorne Ct	$ 26,000	5	Medium		
Unsignalized Intersection	285	Intersection of Brookwood Ln and Blueberry Ct	$ 38,000	5	Medium		
Unsignalized Intersection	286	Intersection of Brookwood Ln and Hemmingway Ct	$ 28,000	5	Medium		
Unsignalized Intersection	287	Intersection of Brookwood Ln and Parker Ct	$ 18,000	5	Medium		
Unsignalized Intersection	288	Intersection of Brookwood Ln and Cambridge Ct	$ 17,000	5	Medium		
Unsignalized Intersection	289	Intersection of Brookwood Ln and Evergreen Ct	$ 28,000	5	Medium		
Unsignalized Intersection	290	Intersection of Brookwood Ln and Dartmouth Ct	$ 31,000	5	Medium		
Unsignalized Intersection	291	Intersection of Brookwood Ln and Camelot Ct	$ 32,000	5	Medium		
Unsignalized Intersection	292	Intersection of Brookwood Ln and Aspen Ct	$ 20,000	5	Medium		
Unsignalized Intersection	293	Intersection of Spring Valley Rd and driveway (Lat. 32.9399; Long. -96.8552)	$ 15,000	5	Medium		
Unsignalized Intersection	294	Intersection of Spring Valley Rd and driveway (Lat. 32.9399; Long. -96.8550)	$ 18,000	5	Medium		
Unsignalized Intersection	297	Intersection of Spring Valley Rd and driveway (Lat. 32.9399; Long. -96.8545)	$ 9,000	5	Medium		
Unsignalized Intersection	298	Intersection of Spring Valley Rd and driveway (Lat. 32.9399; Long. -96.8543)	$ 15,000	5	Medium		
Unsignalized Intersection	299	Intersection of Spring Valley Rd and driveway (Lat. 32.9399; Long. -96.8533)	$ 5,000	5	Medium		
Unsignalized Intersection	300	Intersection of Spring Valley Rd and driveway (Lat. 32.9399; Long. -96.8531)	$ 15,000	5	Medium		
Unsignalized Intersection	90028	Intersection of Spring Valley Rd and driveway (Lat. 32.9399; Long. -96.8544)	$ 8,000	5	Medium		
Unsignalized Intersection	90030	Intersection of Spring Valley Rd and driveway (Lat. 32.9399; Long. -96.8537)	$ 11,000	5	Medium		
Unsignalized Intersection	90031	Intersection of Beau Park Ln and Woodshadow Ln	$ 30,000	5	Medium		
Unsignalized Intersection	90035	Intersection of Brookwood Ln and Greenleaf Ct	$ 37,000	5	Medium		
Unsignalized Intersection	90039	Intersection of Brookwood Ln and Emerald Ct	$ 25,000	5	Medium		
Unsignalized Intersection	90060	Intersection of Belt Line Rd and driveway (Lat. 32.9541; Long. -96.8330)	$ 8,000	5	Medium		
Unsignalized Intersection	90071	Intersection of Quorum Dr and driveway (Lat. 32.9650; Long. -96.8257)	$ 5,000	5	Medium		
Unsignalized Intersection	90074	Intersection of Morris Ave and Seabolt Pl	$ 14,000	5	Medium		
Unsignalized Intersection	90078	Intersection of Morris Ave and driveway (Lat. 32.9627; Long. -96.8289)	$ 7,000	5	Medium		
Unsignalized Intersection	90079	Intersection of Airport Pkwy and driveway (Lat. 32.9659; Long. -96.8241)	$ 11,000	5	Medium		
Unsignalized Intersection	90081	Intersection of Keller Springs Rd and Ledgemont Ln	$ 25,000	5	Medium		
Unsignalized Intersection	90113	Intersection of Addison Rd and driveway (Lat. 32.9543; Long. -96.8298)	$ 3,000	5	Medium		
Unsignalized Intersection	90122	Intersection of Quorum Dr and driveway (Lat. 32.9595; Long. -96.8260)	$ 8,000	5	Medium		
Unsignalized Intersection	90123	Intersection of Spectrum Dr and driveway (Lat. 32.9612; Long. -96.8239)	$ 6,000	5	Medium		
Unsignalized Intersection	220	Intersection of Oaks N Dr and Trafalgar Ct	$ 41,000	6	Medium		
Unsignalized Intersection	221	Intersection of Oaks N Dr and Paladium Dr	$ 28,000	6	Medium		
Unsignalized Intersection	222	Intersection of Paladium Dr and Lochinvar Dr	$ 22,000	6	Medium		
Unsignalized Intersection	223	Intersection of Paladium Dr and Lochinvar Dr	$ 17,000	6	Medium		
Unsignalized Intersection	241	Intersection of Beltway Dr and driveway (Lat. 32.9517; Long. -96.8409)	$ 5,000	6	Medium		
Unsignalized Intersection	259	Intersection of Proton Dr and driveway (Lat. 32.9459; Long. -96.8399)	$ 5,000	6	Medium		
Unsignalized Intersection	295	Intersection of Spring Valley Rd and driveway (Lat. 32.9399; Long. -96.8549)	$ 3,000	6	Medium		
Unsignalized Intersection	90029	Intersection of Spring Valley Rd and driveway (Lat. 32.9399; Long. -96.8547)	$ 5,000	6	Medium		
Unsignalized Intersection	90032	Intersection of Beau Park Ln and driveway (Lat. 32.9444; Long. -96.8527)	$ 5,000	6	Medium		
Unsignalized Intersection	90033	Intersection of Beau Park Ln and driveway (Lat. 32.9443; Long. -96.8527)	$ 5,000	6	Medium		
Unsignalized Intersection	90036	Intersection of Brookwood Ln and driveway (Lat. 32.9442; Long. -96.8525)	$ 5,000	6	Medium		
Unsignalized Intersection	90037	Intersection of Brookwood Ln and driveway (Lat. 32.9442; Long. -96.8513)	$ 5,000	6	Medium		
Unsignalized Intersection	90038	Intersection of Brookwood Ln and driveway (Lat. 32.9442; Long. -96.8503)	$ 5,000	6	Medium		
Unsignalized Intersection	90041	Intersection of Brookwood Ln and driveway (Lat. 32.9446; Long. -96.8496)	$ 5,000	6	Medium		
Unsignalized Intersection	90042	Intersection of Brookwood Ln and driveway (Lat. 32.9447; Long. -96.8496)	$ 5,000	6	Medium		
Unsignalized Intersection	90043	Intersection of Brookwood Ln and driveway (Lat. 32.9442; Long. -96.8537)	$ 5,000	6	Medium		
Unsignalized Intersection	90044	Intersection of Brookwood Ln and driveway (Lat. 32.9442; Long. -96.8543)	$ 5,000	6	Medium		
Unsignalized Intersection	90045	Intersection of Woodshadow Ln and driveway (Lat. 32.9443; Long. -96.8551)	$ 9,000	6	Medium		
Unsignalized Intersection	90046	Intersection of Woodshadow Ln and driveway (Lat. 32.9446; Long. -96.8552)	$ 5,000	6	Medium		
Unsignalized Intersection	90047	Intersection of Woodshadow Ln and driveway (Lat. 32.9447; Long. -96.8551)	$ 5,000	6	Medium		
Unsignalized Intersection	90048	Intersection of Woodshadow Ln and driveway (Lat. 32.9449; Long. -96.8549)	$ 5,000	6	Medium		
Unsignalized Intersection	90049	Intersection of Woodshadow Ln and driveway (Lat. 32.9449; Long. -96.8548)	$ 9,000	6	Medium		
Unsignalized Intersection	90050	Intersection of Woodshadow Ln and driveway (Lat. 32.9449; Long. -96.8543)	$ 5,000	6	Medium		
Unsignalized Intersection	90051	Intersection of Woodshadow Ln and driveway (Lat. 32.9449; Long. -96.8541)	$ 5,000	6	Medium		
Unsignalized Intersection	90052	Intersection of Woodshadow Ln and driveway (Lat. 32.9447; Long. -96.8529)	$ 9,000	6	Medium		
Unsignalized Intersection	90053	Intersection of Woodshadow Ln and driveway (Lat. 32.9448; Long. -96.8531)	$ 9,000	6	Medium		
Unsignalized Intersection	90054	Intersection of Woodshadow Ln and driveway (Lat. 32.9448; Long. -96.8532)	$ 5,000	6	Medium		
Unsignalized Intersection	90055	Intersection of Woodshadow Ln and driveway (Lat. 32.9449; Long. -96.8535)	$ 5,000	6	Medium		
Unsignalized Intersection	90056	Intersection of Woodshadow Ln and driveway (Lat. 32.9449; Long. -96.8536)	$ 5,000	6	Medium		
Unsignalized Intersection	90057	Intersection of Woodshadow Ln and driveway (Lat. 32.9449; Long. -96.8538)	$ 5,000	6	Medium		
Unsignalized Intersection	90058	Intersection of Les Lacs Ave and driveway (Lat. 32.9474; Long. -96.8536)	$ 5,000	6	Medium		
Unsignalized Intersection	90083	Intersection of Paladium Dr and driveway (Lat. 32.9490; Long. -96.8170)	$ 9,000	6	Medium		
Unsignalized Intersection	90084	Intersection of Paladium Dr and driveway (Lat. 32.9491; Long. -96.8168)	$ 9,000	6	Medium		
Unsignalized Intersection	90085	Intersection of Paladium Dr and driveway (Lat. 32.9491; Long. -96.8166)	$ 9,000	6	Medium		
Unsignalized Intersection	90086	Intersection of Paladium Dr and driveway (Lat. 32.9492; Long. -96.8164)	$ 9,000	6	Medium		
Unsignalized Intersection	90087	Intersection of Paladium Dr and driveway (Lat. 32.9493; Long. -96.8163)	$ 5,000	6	Medium		
Unsignalized Intersection	90088	Intersection of Paladium Dr and driveway (Lat. 32.9494; Long. -96.8161)	$ 5,000	6	Medium		
Unsignalized Intersection	90089	Intersection of Paladium Dr and driveway (Lat. 32.9496; Long. -96.8160)	$ 9,000	6	Medium		
Unsignalized Intersection	90090	Intersection of Paladium Dr and driveway (Lat. 32.9500; Long. -96.8155)	$ 5,000	6	Medium		
Unsignalized Intersection	90091	Intersection of Paladium Dr and driveway (Lat. 32.9498; Long. -96.8158)	$ 5,000	6	Medium		
Unsignalized Intersection	90092	Intersection of Paladium Dr and driveway (Lat. 32.9499; Long. -96.8157)	$ 5,000	6	Medium		
Unsignalized Intersection	90093	Intersection of Oaks N Dr and driveway (Lat. 32.9504; Long. -96.8156)	$ 9,000	6	Medium		
Unsignalized Intersection	90094	Intersection of Oaks N Dr and driveway (Lat. 32.9501; Long. -96.8154)	$ 5,000	6	Medium		
Unsignalized Intersection	90095	Intersection of Oaks N Dr and driveway (Lat. 32.9505; Long. -96.8157)	$ 9,000	6	Medium		
Unsignalized Intersection	90096	Intersection of Oaks N Dr and driveway (Lat. 32.9506; Long. -96.8157)	$ 5,000	6	Medium		
Unsignalized Intersection	90097	Intersection of Oaks N Dr and driveway (Lat. 32.9507; Long. -96.8158)	$ 9,000	6	Medium		
Unsignalized Intersection	90098	Intersection of Oaks N Dr and driveway (Lat. 32.9509; Long. -96.8160)	$ 9,000	6	Medium		
Unsignalized Intersection	90099	Intersection of Oaks N Dr and driveway (Lat. 32.9508; Long. -96.8159)	$ 5,000	6	Medium		
Unsignalized Intersection	90100	Intersection of Oaks N Dr and driveway (Lat. 32.9510; Long. -96.8160)	$ 5,000	6	Medium		
Unsignalized Intersection	90101	Intersection of Oaks N Dr and driveway (Lat. 32.9512; Long. -96.8158)	$ 5,000	6	Medium		
Unsignalized Intersection	90102	Intersection of Oaks N Dr and driveway (Lat. 32.9513; Long. -96.8156)	$ 9,000	6	Medium		
Unsignalized Intersection	90103	Intersection of Oaks N Dr and driveway (Lat. 32.9511; Long. -96.8159)	$ 5,000	6	Medium		
Unsignalized Intersection	90104	Intersection of Oaks N Dr and driveway (Lat. 32.9514; Long. -96.8154)	$ 9,000	6	Medium		
Unsignalized Intersection	90105	Intersection of Oaks N Dr and driveway (Lat. 32.9516; Long. -96.8151)	$ 5,000	6	Medium		
Unsignalized Intersection	90106	Intersection of Oaks N Dr and driveway (Lat. 32.9516; Long. -96.8150)	$ 5,000	6	Medium		
Unsignalized Intersection	90107	Intersection of Oaks N Dr and driveway (Lat. 32.9519; Long. -96.8146)	$ 9,000	6	Medium		
Unsignalized Intersection	90108	Intersection of Oaks N Dr and driveway (Lat. 32.9520; Long. -96.8145)	$ 5,000	6	Medium		
Unsignalized Intersection	90109	Intersection of Oaks N Dr and driveway (Lat. 32.9521; Long. -96.8145)	$ 5,000	6	Medium		
Unsignalized Intersection	90110	Intersection of Oaks N Dr and driveway (Lat. 32.9522; Long. -96.8144)	$ 5,000	6	Medium		
Unsignalized Intersection	90112	Intersection of Oaks N Dr and driveway (Lat. 32.9524; Long. -96.8143)	$ 3,000	6	Medium		
Building	2	Athletic Club	$ 525	9	Low		
Building	3	Central Fire Station	$ 3,675	9	Low		
Building	8	Service Center	$ 5,775	9	Low		
Building	11	Town Hall	$ 368	9	Low		
Building	7	Police & Courts Building	$ 525	10	Low		
Building	8	Service Center	$ 105	10	Low		
Building	2	Athletic Club	$ 525	11	Low		
Building	5	Finance Building	$ 525	11	Low		
Building	1	Addison Circle Park Pavilion	$ 10,500	12	Low		
Building	2	Athletic Club	$ 29,925	12	Low		
Building	4	Conference Centre	$ 2,835	12	Low		
Building	5	Finance Building	$ 105	12	Low		
Building	8	Service Center	$ 3,990	12	Low		
Building	10	Theatre Centre	$ 525	12	Low		
Building Sidewalk	105	Athletic Club	$ 3,253	3	Low		
Building Unsignalized Intersection	90012	Intersection of Fire Station and parking lot (Lat. 32.9508; Long. -96.8482)	$ 1,000	9	Low		
Building Unsignalized Intersection	90014	Intersection of Athletic Club and parking lot (Lat. 32.9503; Long. -96.8488)	$ 8,000	9	Low		
Building Unsignalized Intersection	90015	Intersection of Athletic Club and parking lot (Lat. 32.9498; Long. -96.8492)	$ 3,000	9	Low		
Building Unsignalized Intersection	90016	Intersection of Athletic Club and parking lot (Lat. 32.9496; Long. -96.8490)	$ 1,000	9	Low		
Park	4	Les Lacs Park	$ 263	9	Low		
Park	2	Addison Town Park	$ 105	10	Low		
Park	7	Vitruvian Park	$ 1,260	11	Low		
Park	1	Addison Circle Park	$ 525	12	Low		

Facility Type	GPS ID	Project Name	Cost Projection	Priority		Funding Year	Year Completed
Park Sidewalk	201	Addison Circle Park	$ 6,225	3	Low		
Park Sidewalk	206	Vitruvian Park	$ 6,733	3	Low		
Park Sidewalk	207	Redding Trail	$ 26,644	3	Low		
Park Unsignalized Intersection	90004	Intersection of Vitruvian Trail and Ponte Ave crossing (Lat. 32.9346; Long. -96.8503)	$ 2,000	9	Low		
Park Unsignalized Intersection	90005	Intersection of Vitruvian Trail and Bella ln	$ 2,000	9	Low		
Park Unsignalized Intersection	90006	Intersection of Vitruvian Trail and Ponte Ave	$ 4,000	9	Low		
Airport Building	6	4551 Glenn Curtiss Drive	$ 1,575	9	Low		
Airport Building	16	Wylie Post Office Building	$ 5,514	9	Low		
Airport Building	9	4666 Glenn Curtiss Drive	$ 2,625	10	Low		
Airport Building	1	4700 Airport Pkwy	$ 157,500	11	Low		
Airport Building	7	4553 Glenn Curtiss Drive	$ 157,500	11	Low		
Airport Building	11	4553 Jimmy Doolittle Drive	$ 157,500	11	Low		
Airport Building	16	Wylie Post Office Building	$ 157,500	11	Low		
Airport Building	6	4551 Glenn Curtiss Drive	$ 2,625	12	Low		
Airport Building	9	4666 Glenn Curtiss Drive	$ 1,575	12	Low		
Airport Building	12	4660 Jimmy Doolittle Drive	$ 105	12	Low		
Airport Building	16	Wylie Post Office Building	$ 30,975	12	Low		
PROW Sidewalk	1	Keller Springs Rd	$ 16,437	3	Low		
PROW Sidewalk	2	Quorum Dr	$ 5,976	3	Low		
PROW Sidewalk	3	Airport Pkwy	$ 39,787	3	Low		
PROW Sidewalk	4	Morris Ave	$ 7,863	3	Low		
PROW Sidewalk	5	Addison Cir	$ 9,708	3	Low		
PROW Sidewalk	7	Addison Rd	$ 33,586	3	Low		
PROW Sidewalk	8	Arapaho Rd	$ 9,739	3	Low		
PROW Sidewalk	9	Edwin Lewis Dr	$ 5,057	3	Low		
PROW Sidewalk	10	Belt Line Rd	$ 42,404	3	Low		
PROW Sidewalk	12	Beltway Dr	$ 20,576	3	Low		
PROW Sidewalk	13	Quorum Dr	$ 11,592	3	Low		
PROW Sidewalk	14	Oaks N Dr	$ 6,951	3	Low		
PROW Sidewalk	18	Les Lacs Ave	$ 3,428	3	Low		
PROW Sidewalk	19	Woodshadow Ln	$ 328	3	Low		
PROW Sidewalk	20	Longfellow Ct	$ 797	3	Low		
PROW Sidewalk	23	Beau Park Ln	$ 1,681	3	Low		
PROW Sidewalk	24	Brookwood Ln	$ 3,622	3	Low		
PROW Sidewalk	25	Spring Valley Rd	$ 13,772	3	Low		
Unsignalized Intersection	17	Intersection of Spring Valley Rd and Vitruvian Way	$ 17,000	9	Low		
Unsignalized Intersection	165	Intersection of Addison Rd and driveway (Lat. 32.9549; Long. -96.8298)	$ 3,000	9	Low		
Unsignalized Intersection	170	Intersection of Edwin Lewis Dr and driveway (Lat. 32.9577; Long. -96.8254)	$ 8,000	9	Low		
Unsignalized Intersection	230	Intersection of Beltway Dr and driveway (Lat. 32.9509; Long. -96.8483)	$ 6,000	9	Low		
Unsignalized Intersection	231	Intersection of Beltway Dr and driveway (Lat. 32.9510; Long. -96.8482)	$ 3,000	9	Low		
Unsignalized Intersection	305	Intersection of Spring Valley Rd and driveway (Lat. 32.9398; Long. -96.8500)	$ 1,000	9	Low		
Unsignalized Intersection	90059	Intersection of Beltway Dr and fire station parking driveway (Lat. 32.9510; Long. -96.8483)	$ 8,000	9	Low		
Unsignalized Intersection	302	Intersection of Spring Valley Rd and Woodway Dr	$ 9,000	13	Low		
		TOTAL	**$ 13,251,056**				