



JANUARY 2014



# City of Frisco ADA Self-Evaluation and Transition Plan



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## Introduction

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. The City of Frisco (City) has undertaken a comprehensive evaluation of its policies, programs, and facilities to determine the extent to which individuals with disabilities may be restricted in their access to City services and activities.

This document describes the process developed to complete the evaluation of the City's activities, provides policy and program recommendations, and presents a Transition Plan for the modification of facilities, public rights-of way, and programs to ensure accessibility, which will guide the planning and implementation of necessary program and facility modifications over the next 5 years. The ADA Self-Evaluation and Transition Plan is significant in that it establishes the City's ongoing commitment to the development and maintenance of policies, programs, and facilities that include all of its citizenry.

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## 1. Executive Summary

### Frisco's ADA Self-Evaluation and Transition Plan

#### Federal Accessibility Requirements

The City is obligated to observe all requirements of Title I in its employment practices; Title II in its policies, programs, and services; any parts of Titles IV and V that apply to the City and its programs, services, or facilities; and all requirements specified in the ADA Accessibility Guidelines (ADAAG) that apply to facilities and other physical holdings.

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

- Completion of a self-evaluation;
- Development of an ADA complaint procedure;
- Designation of a person who is responsible for overseeing Title II compliance; and
- Development of a transition plan if the self-evaluation identifies any structural modifications necessary for compliance. Copies of the self-evaluations must be retained and available for public review for three years.

#### ADA Self-Evaluation and Transition Plan Process and Summary Findings

The process developed for the preparation of the ADA Self-Evaluation and Transition Plan included program and policy review and prioritization of architectural barriers for removal.

#### POLICIES, PROCEDURES, AND PROGRAMS

In 2011 the City began an evaluation of its policies, programs, and procedures to determine current levels of service and the extent to which its policies and programs created barriers to accessibility for persons with disabilities. A survey of all departmental ADA Liaisons provided information on the nature of the programs, forms, and methods used to advertise each program's services and activities, a profile of current participants, the types of equipment and materials used, testing and entrance requirements, the level of staff training, and any special modifications provided.

Information provided by department staff, meetings with City staff, and input gathered at a public workshop revealed that the City's existing policies, programs, and procedures often present barriers to accessibility for people with disabilities. It is the intent of the City to address citywide programmatic accessibility barriers by providing improvements in the following areas:

- Non-Discrimination on the Basis of Disability,
- Facilities, Programs, and Services,
- Public Meetings,
- Communications,
- Staff Training, and
- Funding.

Additionally, when a policy, program, or procedure creates an accessibility barrier that is unique to a department or a certain program, the City's ADA Coordinator will coordinate with the department head

# Frisco ADA Self-Evaluation and Transition Plan

## PART 1: EXECUTIVE SUMMARY

or program manager to address the matter in the most reasonable and accommodating manner.

### ADA STAFF TRAINING

One of the needs requested by City staff at the beginning of the Transition Plan development was additional ADA training. In general, City staff members were mostly unaware of the everyday accessibility problems encountered by persons with disabilities. They had some limited experience working with individuals with disabilities but receive little to no training to better handle citizens with disabilities. Many staff members may not be aware of the different types of reasonable modifications that would make their services accessible. Few programs have made adaptations to their programs regarding accessibility.

To address the desire for more and improved training, two training modules were conducted for City staff. These training modules were conducted in February of 2012 and focused on the program access and technical requirements of the ADA outlined as follows:

- Role of ADA Coordinators;
- Program access overview;

- Hiring practices and employee issues;
- Standardized, appropriate language for outreach and written material;
- How to acquire or use assistive devices;
- A list of potential “accommodations” or program modifications that might apply;
- Interior and exterior path of travel requirements; and
- Public rights of way design standards.

### FACILITIES TRANSITION PLAN UPDATE

In 2011, the City conducted a survey of architectural barriers in numerous City owned facilities. These surveys were the first phase of facility evaluations and represent the highest public volume locations. They also provide a good mixture of facility types and will provide the City an overview of the architectural barriers that prevent people with disabilities from using its facilities and participating in its programs. The list of facilities surveyed included below:

Public Buildings	Parks
Frisco Athletic Center	Warren Sports Complex
City Hall / Library	Oakbrook Park
Convention Center	Harold Bacchus Park
Arterial Intersections	Public Arterial Sidewalks
22 (signalized) / 31 (unsignalized)	4.5 Miles



It should be noted that approximately 4.5 miles of arterial sidewalks were included in the sidewalk inventory. The specific arterial sidewalks were selected first based on pedestrian activity along the corridors and proximity to major traffic generators. All areas within the City are planned to be included in the sidewalk inventory. Future phases of the inventory will complete the remainder of the arterial system followed by the collector and local residential streets.

### FACILITY SURVEYS

The survey process was accomplished using teams of surveyors equipped with measuring devices and GPS based survey forms. The surveys identified physical barriers in City facilities based on ADAAG standards. Recommendations to mitigate physical barriers and photos of each facility were recorded during the survey process and were included in the facility reports. Surveyors were also required to note if the specific facility was in close proximity to a significant pedestrian attraction (e.g., government office, medical facility, school, etc.). This additional information assisted the consultant team and City staff in prioritizing barriers for removal. The photos also provided a visual reference for evaluating the physical and programmatic barriers posed by each architectural barrier.

Each physical barrier identified as part of the facility surveys was given a removal priority of either “High”, “Medium”, or “Low”, based on the severity of the non-compliance. Each facility type had a different set of parameters to establish this classification. The various parameters and elements addressed in the facility survey include:

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Buildings and Parks		
Building or Site Feature	Types of Spaces	Recreation Features
<ul style="list-style-type: none"> <li>– Parking Area</li> <li>– Passenger Loading Zone</li> <li>– Curb Ramp</li> <li>– Walk</li> <li>– Ramp</li> <li>– Stairway</li> <li>– Hazard</li> <li>– Door or Gate</li> <li>– Sign</li> <li>– Drinking Fountain</li> <li>– Telephone</li> <li>– Building Level or Lift</li> <li>– Elevator</li> <li>– Turnstile</li> <li>– Automated Teller Machine</li> <li>– Transaction Counter</li> </ul>	<ul style="list-style-type: none"> <li>– Corridor or Aisle</li> <li>– Room</li> <li>– Multiple User Restroom</li> <li>– Single User Restroom</li> <li>– Toilet Room</li> <li>– Bathing Facility</li> <li>– Locker Room</li> <li>– Library</li> <li>– Kitchen/Kitchenette</li> <li>– Eating Area/Vending</li> <li>– Machines</li> <li>– Auditorium</li> <li>– Area of Rescue Assistance</li> </ul>	<ul style="list-style-type: none"> <li>– Games and Sports Area</li> <li>– Grandstand/Bleachers</li> <li>– Swimming Pool/Wading Pool/Spa</li> <li>– Picnic Area</li> <li>– Site Furnishings: Fixed Trash/ Recycling</li> <li>– Fixed Bench</li> <li>– Utilities in Recreation Areas</li> <li>– Play Equipment Area</li> <li>– Fishing Piers and Platforms</li> <li>– Boating Facilities</li> <li>– Golf Course</li> </ul>

Arterial Sidewalks	Intersections	Signalized Intersections
<ul style="list-style-type: none"> <li>– Cross slope</li> <li>– Width</li> <li>– Obstructions</li> <li>– Heaving</li> <li>– Sinking</li> <li>– Cracking</li> <li>– Ponding</li> <li>– Pavement condition at driveway</li> <li>– Crosswalk marking condition</li> <li>– Cross slope at driveway</li> <li>– Missing sidewalk</li> </ul>	<ul style="list-style-type: none"> <li>– Crosswalk marking condition</li> <li>– Crosswalk marking placement</li> <li>– Pavement condition at cross street</li> <li>– Cross slope at cross street</li> <li>– Ramp exists where needed</li> <li>– Flare cross slope</li> <li>– Ramp running slope</li> <li>– Ramp cross slope</li> <li>– Ramp width</li> <li>– Obstructions</li> <li>– Textured surface</li> <li>– Color contrast</li> <li>– Landing area size and cross slope</li> <li>– Ramp transition</li> <li>– Ponding at base of ramp</li> </ul>	<ul style="list-style-type: none"> <li>– Pedestrian pushbutton diameter</li> <li>– Pedestrian pushbutton height</li> <li>– No access to pedestrian pushbutton</li> <li>– Clear floor space for pedestrian pushbutton</li> </ul>

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## PART 1: EXECUTIVE SUMMARY

### FACILITY REPORTS

A facility report was produced for each facility, detailing each item found to be in noncompliance with ADAAG standards. The facility report for each site includes:

- *Barrier Summary:* Each specific barrier encountered during the survey process was listed.
- *Conceptual Solution:* A feasible conceptual solution to resolving the barrier was provided in text format.
- *Cost Projection:* A cost projection was provided for the removal of each barrier.
- *Priority Level:* A priority was given for each barrier removal.
- *Priority Ranking:* Within each priority level, each specific barrier location was ranked based on proximity to attractors, adjacent residential population, citizen request history, adjacent street classification, accident history, and available funding.
- *Reference Map:* A reference map was provided locating each facility within the City (excludes buildings and parks).
- *Photos:* Photos are provided for each facility and each specific barrier encountered during the survey.

### FACILITY COST PROJECTIONS

In order to identify funding sources and develop a reasonable implementation schedule, cost projection summaries for the initial study areas were developed for each facility type by priority. To develop these summaries, recent bid tabulations from City construction projects, along with the project team's experience with similar types of projects, were the basis for the unit prices used to calculate the improvement costs. A percentage (15%) was added to the improvement costs for engineering and surveying. Similarly, a 20% contingency was added to the subtotal to account for increases in unit prices in the future.

Facility Type	High	Medium	Low	Total
Buildings	\$66,900	---	---	\$66,900
Parks	\$219,700	---	---	\$219,700
Signalized Intersections	\$498,000	\$7,000	---	\$505,000
Arterial Sidewalks	\$320,446	\$188,552	\$230,002	\$739,000
<b>Total</b>	<b>\$1,105,046</b>	<b>\$195,552</b>	<b>\$230,002</b>	<b>\$1,530,600</b>



# Frisco ADA Self-Evaluation and Transition Plan

## PART 1: EXECUTIVE SUMMARY

### PROPOSED 5-YEAR IMPROVEMENT PLAN

The following table details the barrier removal costs and proposed implementation schedule for the study by facility type. This 5 year plan will serve as the implementation schedule for the Transition Plan development. A detailed curb ramp and sidewalk barrier removal plan was also prepared and is included in the Appendix. The City reserves the right to change the barrier removal priorities on an ongoing basis in order to allow flexibility in accommodating community requests, petitions for reasonable modifications from persons with disabilities, and changes in City programs.

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

Year	Buildings	Parks	Signalized Intersections	Arterial Sidewalks	Annual Infrastructure Improvement Budget	Approximate Self Evaluation Fee	Total
1	\$13,380	\$43,940	\$101,000	\$147,800	\$306,120		\$306,120
2	\$13,380	\$43,940	\$101,000	\$147,800	\$306,120		\$306,120
3	\$13,380	\$43,940	\$101,000	\$147,800	\$306,120		\$306,120
4	\$13,380	\$43,940	\$101,000	\$147,800	\$306,120		\$306,120
5	\$13,380	\$43,940	\$101,000	\$147,800	\$306,120	\$45,000	\$351,120
<b>Total</b>	<b>\$66,900</b>	<b>\$219,700</b>	<b>\$505,000</b>	<b>\$739,000</b>			<b>\$1,575,600</b>

Year	Annual Infrastructure Improvement Budget	Approximate Self Evaluation Update Fee	Total
1	\$306,120		\$306,120
2	\$306,120		\$306,120
3	\$306,120		\$306,120
4	\$306,120		\$306,120
5	\$306,120	\$45,000	\$351,120
<b>Total</b>			<b>\$1,575,600</b>

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## PART 1: EXECUTIVE SUMMARY

### UNDUE BURDEN

The City does not have to take any action that it can demonstrate would result in a fundamental alteration in the nature of a program or activity, would create a hazardous condition for other people, or would represent an undue financial and administrative burden.

The determination that an undue financial burden would exist must be based on an evaluation of all resources available for use in a program. For example, if a barrier removal action is judged unduly burdensome, the City must consider other options for providing access that would ensure that individuals with disabilities receive the benefits and services of the program or activity.

### ONGOING ACCESSIBILITY IMPROVEMENTS

The City maintains hundreds of miles of arterial and residential streets, many of which contain curbs, gutters, and sidewalks. Per City code, property owners are responsible for the maintenance of curbs, gutters, and sidewalks adjacent to their property. Home Owners Associations (HOA) are responsible for appurtenances (alleys, storm sewer, sidewalks, barrier-free ramps, street lights and signs, etc.) on private streets.

The City improves accessibility through a number of projects and programs. Through the Capital Improvement Program (CIP), accessibility is incorporated into the design of projects for pedestrian safety, pedestrian paths, and traffic signals. There is also an annual project for the construction of sidewalks and pedestrian ramps. Ramps are installed or upgraded on all projects where streets are reconstructed or overlaid.

New commercial and residential development projects are required to install sidewalks, curb ramps, and other accessible pedestrian improvements as required by law.

The Engineering Services and Public Works Departments receive and evaluate requests from a variety of sources for sidewalk repairs on an ongoing

basis, and makes repairs if warranted. A list is kept of locations that may warrant more extensive long-term repairs based on available funding. The Engineering Services and Public Works Departments coordinates accessibility improvements on CIP projects, through the sidewalk program as described above, and also construct ramps from a prioritized list.

It is the intent of the City to keep its programs up-to-date through increased community involvement and partnerships with organizations of, and those offering services to, persons with disabilities.

### MEASURING THE SUCCESS OF THE ADA SELF-EVALUATION AND TRANSITION PLAN DEVELOPMENT

It is the intent of the City to periodically evaluate the success of improving access to its programs by compiling statistical measures of success. Much of this can be accomplished through regular updates (every 5 years) of the Transition Plan and continuing with regular meetings of the Liaison Committee. Examples of some potential measures of success include:

- Measuring the level of public participation in programs.
- Revising evaluation forms to include questions about how adequately special needs were met.
- Tracking the number of people with disabilities who participate in selected programs.
- Tracking the number of requests for programs that are accessible to people with disabilities.
- Tracking attendance and repeat registrants.
- Asking staff to evaluate the success of a program.
- Surveying program participants about desired improvements.
- Conducting an initial assessment/suggestion box program for accessibility.
- Soliciting feedback from personal contact (such as word-of-mouth reports).

# Frisco ADA Self-Evaluation and Transition Plan

## PART 1: EXECUTIVE SUMMARY

- Comparing programs to goals and objectives published by the federal government.
- Preparing and distributing a participants' questionnaire to measure increases in participation and other appropriate measures.
- Maintaining the ADA-related information on the City of Frisco website.



## 2. Introduction

## Frisco's ADA Self-Evaluation and Transition Plan

### 2.1 Legislative Mandate

The development of a Transition Plan is a requirement of the federal regulations implementing the Rehabilitation Act of 1973, which require that all organizations receiving federal funds make their programs available without discrimination toward people with disabilities. The Act, which has become known as the “civil rights act” of persons with disabilities, states that:

*No otherwise qualified handicapped individual in the United States shall, solely by reason of handicap, be excluded from the participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance. (Section 504)*

Subsequent to the enactment of the Rehabilitation Act, Congress passed the Americans with Disabilities Act (ADA) on July 26, 1990. Title II of the ADA covers programs, activities, and services of public entities. The Department of Justice's Title II regulation adopts the general prohibitions of discrimination established under Section 504 and incorporates specific prohibitions of discrimination for the ADA. Title II provides protections to individuals with disabilities that are at least equal to those provided by the nondiscrimination provisions of Title V of the Rehabilitation Act.

Title II of the ADA provides that public entities must identify and evaluate all programs, activities, and

services and review all policies, practices, and procedures that govern administration of the entity's programs, activities, and services. This report, and certain documents incorporated by reference, establishes the City's ADA Self Evaluation and Transition Plan.

### 2.2 ADA Self-Evaluation and Transition Plan Development Requirements and Process

The self-evaluation is the City's assessment of its current policies, practices, and procedures. The self-evaluation identifies and makes recommendations to correct those policies and practices that are inconsistent with Title II requirements. As part of this self-evaluation the City has:

- Through written responses from Departmental ADA Liaisons, the City's programs, activities, and services were reviewed for access; and
- Reviewed all of the policies, practices, and procedures that govern the administration of the City's programs, activities, and services.

Specifically, the City may not, either directly or through contractual arrangements, do any of the following:

- Deny persons with disabilities the opportunity to participate as members of advisory boards and commissions;
- Deny persons with disabilities the opportunity to participate in services, programs, or activities that are not separate or different from those offered

# Frisco ADA Self-Evaluation and Transition Plan

## PART 2: INTRODUCTION

others, even if the City offers permissibly separate or different activities; and

- In determining the location of facilities, make selections that have the effect of excluding or discriminating against persons with disabilities.

The ADA sets forth specific requirements for preparation of an acceptable Transition Plan. At a minimum, the elements of the plan should include:

- A list of the physical barriers in the City's facilities that limit the accessibility of its programs, activities, or services to individuals with disabilities;
- A detailed outline of the methods to be used to remove these barriers and make the facilities accessible;
- A schedule for taking the steps necessary to achieve compliance with the ADA, Title II; and
- The name of the individual responsible for the plan's implementation. For the City, that person is Ben Brezina who is the ADA Coordinator for the City.

### 2.3 Discrimination and Accessibility

There are two kinds of accessibility: program accessibility and physical accessibility.

Absence of discrimination requires that both types of accessibility be provided. Programmatic accessibility includes physical accessibility, but also entails all of the policies, practices, and procedures that permit people with disabilities to participate in programs and to access important information. Physical accessibility requires that a facility be barrier-free. Barriers include any obstacles that prevent or restrict the entrance to or use of a facility. Program accessibility requires that individuals with disabilities be provided an equally effective opportunity to participate in or benefit from a public entity's programs and services.

Program accessibility may be achieved by either structural or non-structural methods. Non-structural methods include acquisition or redesign of equipment, assignment of aides to beneficiaries, and provision of services at alternate sites.

Programs offered by the City to the public must be accessible. Accessibility includes advertisement, orientation, eligibility, participation, testing or evaluation, physical access, provision of auxiliary aids, transportation, policies, and communication.

The City may achieve program accessibility by a number of methods:

- Structural methods such as altering an existing facility;
- Acquisition or redesign of equipment;
- Assignment of aides; and
- Providing services at alternate accessible sites.

When choosing a method of providing program access, the City will give priority to the one that results in the most integrated setting appropriate to encourage interaction among all users, including individuals with disabilities. In compliance with the requirements of the ADA, the City provides equality of opportunity, but does not guarantee equality of results.

Additionally, the City website is an amenity offered to all citizens. In order for the website to be considered accessible and compliant with both ADA and Section 508, it must be formatted to be usable by a reading device for people with low or no vision. The City will need to take the website through a series of tests to ensure it is properly formatted. There are a number of existing companies capable of providing this service.

### 2.4 Undue Burden

Undue burden means significant difficulty or expense. In determining whether an action would result in an undue burden, factors to be considered include:

- The nature and cost of the action needed under this part;
- The overall financial resources of the site or sites involved in the action; the number of persons employed at the site; the effect on expenses and resources; legitimate safety requirements that are necessary for safe operation, including crime prevention measures; or the impact otherwise of the action upon the operation of the site;
- The geographic separateness, and the administrative or fiscal relationship of the site or sites in question to any parent corporation or entity;
- If applicable, the overall financial resources of any parent corporation or entity; the overall size of the parent corporation or entity with respect to the number of its employees; the number, type, and location of its facilities; and
- If applicable, the type of operation or operations of any parent corporation or entity, including the composition, structure, and functions of the workforce of the parent corporation or entity.

The determination that undue burdens would result must be based on an evaluation of all resources available for use in the program. For example, if a barrier removal action is judged unduly burdensome, the City must consider other options for providing access to the benefits and services of the program or activity by individuals with disabilities.

### 2.5 Ongoing Accessibility Improvements

The City maintains hundreds of miles of arterial and residential streets, many of which contain curbs, gutters, and sidewalks. Per City code, property owners

are responsible for the maintenance of curbs, gutters, and sidewalks adjacent to their property. Home Owners Associations (HOA) are responsible for appurtenances (alleys, storm sewer, sidewalks, barrier-free ramps, street lights and signs, etc.) on private streets.

The City improves accessibility through a number of projects and programs. Through the Capital Improvement Program (CIP), accessibility is incorporated into the design of projects for pedestrian safety, pedestrian paths, and traffic signals. There is also an annual project for the construction of sidewalks and pedestrian ramps. Ramps are installed or upgraded on all projects where streets are reconstructed or overlaid.

New commercial and residential development projects are required to install sidewalks, curb ramps, and other accessible pedestrian improvements as required by law. The Engineering Services and Public Works Departments receive and evaluate requests from a variety of sources for sidewalk repairs on an ongoing basis, and makes repairs if warranted. A list is kept of locations that may warrant more extensive long-term repairs based on available funding. The Engineering Services and Public Works Departments coordinate accessibility improvements on CIP projects, through the sidewalk program as described above, and also construct ramps from a prioritized list.

Over the last decade, the City has completed numerous accessibility improvement projects. The following is a summary of projects completed to date and their associated construction costs.

It is the intent of the City to keep its programs up-to-date through increased community involvement and partnerships with organizations of, and those offering services to, persons with disabilities.



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## PART 2: INTRODUCTION

Project Description	Date Completed	Construction Cost
Mike Simpson Miracle League Field	2004-2005	\$300,000
Preston Road Crosswalk Improvements	2012	\$205,000
Teel Parkway Sidewalk Improvements	2013	\$43,000
Hope Park	2013	\$220,000
<b>Total</b>		<b>\$768,000</b>

## 2.6 Facility Survey

In 2011, the City conducted a physical audit of numerous City owned facilities to identify facility barriers and get general recommendations for alterations necessary to meet state and federal accessibility standards. This is the first phase of facilities evaluations and represents both the highest public volume and a good mixture of facility types. The list of facilities surveyed is listed below. The reports for these facilities and the specific architectural modifications required to make them accessible are provided in Appendix C).

Public Buildings	Parks
Frisco Athletic Center	Warren Sports Complex
City Hall / Library	Oakbrook Park
Convention Center	Harold Bacchus Park
Arterial Intersections	Public Arterial Sidewalks
22 (signalized) / 31 (unsignalized)	4.5 Miles

## 2.7 Self Evaluation

In 2011 the City conducted a self-evaluation of the compliance of all City programs. The City distributed questionnaires to Departmental ADA Liaisons to acquire direct information regarding access related issues within each City department. The following departments and entities participated in this survey, which represents all City departments:

- Building Inspection
- City Manager Office
- City Secretary Office
- Communications
- Construction Inspection
- Engineering

- Facilities
- Fire
- Human Resources
- Information Technology
- Library
- Municipal Court
- Parks, Recreation, and Senior Center
- Planning
- Police
- Public Works
- Utility Billing

See City of Frisco Organization Chart located in Appendix A. Findings from each program provider's responses can be found in Section 4.1. A copy of the survey questionnaire can be found in Appendix B.

- Provide a realistic schedule with cost projections for the removal of barriers; and
- Identify funding sources and opportunities to implement a barrier removal program.

A summary of many definitions found in the ADA are provided in Appendix F. Please refer to the Americans with Disabilities Act for the full text of definitions and explanations.

## 2.8 City of Frisco's Approach

This Transition Plan, in accordance with Title II of the Americans with Disabilities Act, included a survey of City programs, practices, and policies; along with a sampling of City infrastructure including buildings and parking lots, parks, signalized intersections, and sidewalk corridors.

The ADA Transition Plan development was led by City Staff, a consultant team, and Liaison Committee.

The project goals include:

- Improve accessibility for all citizens;
- Encourage participation from public and disabled community;
- Educate City staff and the public on the requirements of the ADA;
- Develop a comprehensive list of barriers;
- Provide detailed outline of methods to remove barriers;

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## 3. Public Outreach

### Frisko's ADA Self-Evaluation and Transition Plan

The City provided several opportunities to receive input from the public concerning this transition plan. The following sections detail these opportunities.

#### 3.1 Liaison Committee

At the beginning of the project, a Liaison Committee was formed to develop the initial study areas, self-evaluation and prioritization methodology, and receive input on the project in general. This committee was composed of representatives from various departments in the City. Recommendations from the committee were invaluable in the preparation of this Transition Plan.

#### 3.2 Public Workshop

A public workshop was held on June 10, 2013 from 6 - 8 p.m. Several members of the disabled community attended this workshop and provided valuable input that was incorporated into this plan. Many comments were received during the meeting. A sampling of these comments is summarized below:

- It is hoped that the implementation of an ADA transition plan will lead to additional provisions for the disabled, such as increased city support for social activities or swimming/water safety programs. Concerning children with disabilities, a parent advisory committee for developing such programs would be beneficial.
- Provisionary parking for the disabled is currently not free at some city owned locations including Pizza Hut Park. It would be nice if the transition plan could help drive the notion that parking for the disabled should be free of charge at all city owned locations.

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## 4. Self-Evaluation

### Frisco's ADA Self-Evaluation and Transition Plan

#### 4.1 Programs, Policies, and Practices

The City has set up an ADA Coordinator “system” to better cover the needs of employees and citizens with disabilities. This system has an ADA Liaison representative, or designee, within each department who reports to the City’s ADA Coordinator regarding the needs of their department and the programs that department is responsible to manage. The City’s ADA Coordinator, or designee, will follow-up with each department ADA Liaison to coordinate the implementation of plans, programs, policies and procedures.

In those situations where a policy, program, or procedure creates a barrier to accessibility that is unique to a department or a certain program, the ADA Liaison, or designee, will coordinate with the department head or program manager to address the removal of the barrier in the most reasonable and accommodating manner.

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

The City does not have to take any action that it can demonstrate would result in a fundamental alteration in the nature of a program or activity, would create a hazardous condition for other people, or would represent an undue financial and administrative burden. This determination can only be made by

the ADA Coordinator or designee and must be accompanied by a written statement of the reasons for reaching that conclusion.

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

The City may achieve program accessibility by a number of methods:

- Structural methods such as altering an existing facility;
- Acquisition or redesign of equipment;
- Assignment of aides; and
- Providing services at alternate accessible sites.

When choosing a method of providing program access, the City should endeavor to give priority to the one that result in the most integrated setting appropriate to encourage interaction among all users, including individuals with disabilities. In compliance with the requirements of the ADA, the City provides equality of opportunity but does not guarantee equality of results.

The self-evaluation of the City’s services, programs, and activities required and involved the participation of every City department. The questionnaire included a review of the following information:



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- Program or service description for each program/ service offered by each department.
- Characterization of program or service participants, along with a description of any participation requirements, and any adaptations made to assist persons with disabilities.
- List of facilities where program or service takes place.
- Information about the training provided or available to those administering the programs.
- Information regarding transportation procedures and methods used to accommodate persons with disabilities.
- Information regarding communication procedures for audio/visual presentations, telephone communication, participant notifications, and documents/publications, including any modifications or equipment used to accommodate people with disabilities.
- Information regarding 9-1-1 services for people with sensory impairments.
- Description of emergency evacuation procedures designed to accommodate people with disabilities.
- Information regarding automated electronic equipment used in a program or service accessible to all participants.
- Methods used to ensure that all public meetings relating to a program or service are designed to accommodate persons with disabilities.
- Licensing information.

Copies of the questionnaires for specific City departments are included in Appendix B. Each department questionnaire includes a description of programs and services, a contact person, location(s) of operations, and practices that facilitate the participation of persons with disabilities in programs and activities.

### 4.1.1 Customer Service

#### SELF-EVALUATION FINDINGS:

In-person interaction with the public is one of the primary functions of any City department. The City as a whole and almost all departments do not have widely-understood and established procedures for determining reasonable modifications to achieve program accessibility. The Human Resources Department does have some policies in place, so the issue is establishing effective communication about those policies and educating the other departments.

- Employees that reported contact with Customers get little training on handling customers with disabilities, as a matter of fact many complained that they haven't received any training on handling customers with disabilities. Without training, handling a person with a disability can become intimidating to a customer contact employee.
- No department charges an additional fee to persons with disabilities for modifying programs, but a few did not know they are not allowed to charge additionally. This should be included in any future training.
- Some departments do not notify the public of their right to participate in programs and meetings, and of how to request auxiliary aids in accessible formats such as assistive listening devices or alternate formats for documents.
- Most City departments have utilized some form of communication modification, such as paper and pencil or a reader, but are unaware of all of the additional options that can be offered or where to get them if they need them.
- Training, when offered, has not been mandatory so there has been no consistent flow of information about handling people with disabilities.

### RECOMMENDED ACTIONS:

- The facilities reviewed as part of this phase of the project all have compliant transaction counters, however not all facilities were reviewed. As necessary, make appropriate modifications to non-compliant transaction counters, to ensure accessibility and to regular practices to accommodate the needs of individuals with disabilities when providing customer service at any City transaction counters. Make sure the modified counter is open during all hours of operation.
- Review the reports for each City owned building to provide accessible facilities, especially accessible parking and entrances and all customer contact interior spaces ensuring full, nondiscriminatory compliance. Review each facility owned by the City and ensure their parking, entrances, interior path of travel, restrooms, telephones and all goods and services also comply with these requirements.
- Provide standard equipment at each site where programs are administered to facilitate basic communications access. Equipment may include paper and pencil, a copy machine to enlarge print, and access to TDD or TTY and training about the Relay Texas (7-1-1) System for the deaf.
- Identify and provide training for staff using the City TTY as well as the relay service used for telephone communications and/or use an alternative method of communication such as email, text, notes or sign language interpreters.
- Allow the use of service animals to assist persons in accessing City programs and facilities. Since service animals are not always dogs, staff should be made aware of the definition of a service animal and when not to accept them.
- Assign a staff member to be a greeter at public meetings and events. Identify the staff member as a resource for persons with disabilities who may require assistance.
- Develop criteria for determining reasonable modifications to provide program accessibility,

which may include acquisition or redesign of equipment, assignment of aides to persons with disabilities, and provision of services at alternative accessible sites. The following is a suggested approach:

- Requests for reasonable modification in programs or services should be made to the department responsible for the program or service. Each department should have a responsible party that keeps the ADA coordinator informed throughout the process.
- When requested by a citizen, the department offering the program or service should meet with the individual with a disability to identify which aspects of the program limit participation and what modifications can be made. This may not be mandatory.
- The department offering the program or service should consult with the affected program or service staff to determine the reasonable modification. The department offering the program or service may also consult with the City's ADA Coordinator or other resources providing services or information regarding persons with disabilities as appropriate.
- The department offering the program or service should document the modification(s) that was offered and the response of the person with the disability to the modification(s) offered. This documentation should be filed with the City ADA Coordinator's office.
- If individuals with a disability are not satisfied with the results of this process, they should be directed to the City's disability grievance procedure.

Upon receipt of a proposed modification to enhance accessibility and/or participation by individuals with disabilities in City programs or services, the City undertakes an evaluation of the following factors:

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- The potential benefit that can be accomplished by the requested modification;
- The immediate and future costs of the requested modification;
- Alternative modifications which provide reasonable access;
- Whether the proposed modification would impose an undue financial or administrative burden;
- Whether the requested modification would require a fundamental alteration in the nature of the program or service at issue;
- The impact of the requested modification on other City programs or services.
- Whether the proposed modification can and should become a regular part of the program.

### 4.1.2 Outreach and Printed Information

#### NOTICE REQUIREMENTS

ADA regulations require the City to inform the public of the rights and protections provided by the ADA.

#### SELF-EVALUATION FINDINGS:

Public notification regarding events and registration often does not include non-discriminatory language. It is inconsistent from department to department. Additionally, public notification does not always identify a contact person for individuals with disabilities who may request program modifications, or information on how a hearing or speech impaired person could communicate by telephone. Some departments include this language in their meeting agendas, but not all. Training was conducted for all department heads, or designated representatives, on the importance of consistency in this area. Recurrent training on this issue should be provided and it should be part of the new employee training package.

#### RECOMMENDED ACTIONS:

- Increase outreach to persons with disabilities. The City should endeavor to develop an Advisory Board made up of people with disabilities or people who represent various disability groups. This committee should become a valued asset to the City, and meet at least twice a year. Additionally, the City should continue meeting with the Liaison Committee and they should meet with the Advisory Board, together, annually.
- Include a notice regarding the City's commitment to providing accessible services in all City publications that provide general information about or registration information for City services, programs, or activities. The notice should also be produced in poster-size form and placed in all City departments in a location that will maximize public exposure.
- There are occasions where non-discrimination language is included on printed agendas, but not on web versions of the meeting agendas. Non-discrimination language should appear on both hard copies and documents posted on the web. A sample notice might be:

*"In accordance with the Americans with Disabilities Act, it is the policy of the City of Frisco to offer its public programs, services and meetings in a manner that is readily accessible to everyone, including individuals with disabilities. If you are a person with a disability and require information or materials in an appropriate alternative format; or if you require any other accommodation, please contact the ADA Coordinator, Ben Brezina at (972) 292-5103, at least five days in advance of the event. Advance*

*notification within this guideline will enable the City to make reasonable arrangements to ensure accessibility.*

*E-mail: [BBrezina@friscotexas.gov](mailto:BBrezina@friscotexas.gov).*

- List those City agencies, departments, and specialized services that offer TTY/TDD in printed City directories and include the following statement:

*This publication can be made available in alternative formats for persons with disabilities by calling (972) 292-5103, or e-mail the ADA Coordinator, at [BBrezina@friscotexas.gov](mailto:BBrezina@friscotexas.gov). Please allow 72 hours for your request to be processed.*

### PRINTED INFORMATION

In order to meet the ADA's communication standards, City departments must be able to provide information in alternative formats such as using easy-to-understand language, Braille, large-print format, audiotope, or computer disk.

### SELF-EVALUATION FINDINGS:

Most City departments and offices produce printed information that is available to the public.

While some City departments distribute information about obtaining printed information in alternate formats, other departments do not. Many departments say they will routinely produce printed information in alternate formats upon request, but have not had such a request. Ensure all departments understand how and where to get the accommodations should they be requested.

Most registration forms, permits, and waivers are only available in written form. There is inconsistency as to the availability of alternative formats of its documents

such as large-print and audio tapes and readers for individuals who are unable to read the materials. Consistency should be sought.

### RECOMMENDED ACTIONS:

- Provide information to each department on how to produce printed information in alternative formats for persons with various disabilities to ensure that requests are handled in a uniform and consistent manner. Include in that, the list of available resources for providing the services. Another option to this is to make it part of the job function of a single individual. All departments would then direct their request through that individual(s) or department.
- Publicize the City's commitment to provide program information in alternative formats on an individual basis as requested, including large-print media and taped announcements available over the telephone.
- Include the following notice on all materials printed by the City that are made available to the public, as well as on the City website for each publicized meeting:

*This publication can be made available upon request in alternative formats, such as, Braille, large print, audiotope, or computer disk. Requests can be made by calling (972) 292-5103, or e-mail the ADA Coordinator, at [BBrezina@friscotexas.gov](mailto:BBrezina@friscotexas.gov). Please allow 72 hours for your request to be processed.*

- Identify and have available a list of interpreters, readers, etc. to be used to accommodate requests for these services.
- Handle all requests for other alternative formats or lengthy documents on an individual basis.

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- Provide program, facility, permits, and reservation information in a variety of formats upon request (for example, in large-print format for persons with visual disabilities or in simple language for persons with cognitive disabilities). Provide programmatic changes (e.g., staff assistance), upon request to assist in filling out forms or when alternative formats are unavailable or infeasible.
- Provide an accessible permit, reservation, or registration system in a variety of formats. For example, provide Telephone Device for the Deaf (TDD) service for applications, reservations, and general queries.
- Produce meeting agendas and other public information distributed at meetings in alternative formats when requested.

### 4.1.3 General Publicity and Advertising

#### SELF-EVALUATION FINDINGS:

Public notification regarding meetings, conferences, and other events generally does not include information regarding accessible locations and the availability of auxiliary aids. Increased outreach to persons with disabilities is needed to inform the public of the services and facilities already available and modifications that the City is required to and can provide to make its services, programs, and activities accessible.

#### RECOMMENDED ACTIONS:

- Take the necessary steps to improve communication and outreach to increase the effective participation of community members with disabilities in all City programs and activities.
- Publicize efforts to increase participation by persons with disabilities, which might include activities such as distributing program brochures to members of the disabled community.
- Develop a statement regarding accessible locations and the availability of auxiliary aids upon request that is included on all public announcements,

postings for City programs, and applications, including:

- The notice of non-discrimination;
- Information regarding site accessibility, including the accessible bus route serving the program, facility, or event;
- The department's text telephone (TDD/TTY) number and the phone number and email address of the person who can provide assistance in meeting special needs; and
- A notice that information is available in alternative formats with 72 hours notice.

### 4.1.4 Televised and Audiovisual Public Information

#### SELF-EVALUATION FINDINGS:

The City airs meetings on cable television on the Frisco Television Network (FTVN). This television channel is presently not closed caption. Closed captioning is an issue being addressed. This will need to be completed for compliance.

#### RECOMMENDED ACTIONS:

Explore the feasibility of using closed captioning or other alternatives to audio presentations for televised programs and for audiovisual presentations produced by the City (including videos and films) in order to ensure that persons with hearing impairments can benefit from these presentations. Information related to accessibility should be presented on FTVN.

### 4.1.5 City of Frisco Website

The Internet is now a primary source of information regarding services, products, programs, and facilities. The City's website ([www.friscotexas.gov](http://www.friscotexas.gov)) has taken on increased importance as a communications tool.

Providing public access to City publications online is an effective means of reaching persons with



disabilities. New accessibility standards for electronic and information technology covered by Section 508 of the Rehabilitation Act Amendments of 1998 have set forth the technical and functional performance criteria necessary for such technology to be accessible.

### SELF-EVALUATION FINDINGS:

As of March 2012, the City of Frisco's website did not meet Section 508 requirements. The website must be maintained in compliance with 508, even as the standards change.

### RECOMMENDED ACTIONS:

Provide training for all staff responsible for maintaining the City website to ensure that staff is aware of the Section 508 requirements and committed to full compliance. This requirement would apply to any person in any department that has authority to update any City maintained website. Run the website through one of the nationally approved websites that ensure users the website is approved for their equipment.

Additionally, the following should be done or continued:

- Continue maintaining the current level of access on the City of Frisco website.
- Continue soliciting feedback from the disabled community.
- Include the City's Policy on Non-Discrimination on the Basis of Disability on the City's website.
- List those City agencies, departments, and specialized services that offer TTY/TTD in the website telephone directory (the Contact Us web page), and include the following statement:

*The City of Frisco government offers Text Telephone (TTY) or Telecommunications Device for the Deaf (TDD) services for persons with speech or hearing impairments. Frisco Staff are also trained*

*in the use of the Relay Texas (7-1-1) System for the deaf.*

- Provide information regarding programs, facilities, permits, and reservations on the City's website in an accessible format. This information should easily be found by new web users.
- Include the City's statement regarding accessible locations and the availability of auxiliary aids upon request on the website.
- Continue monitoring the website and industry trends, specifically Section 508 updates and requirements.
- Check the HTML address of all new web pages and ensure that all links are kept current and working. Make sure that accessible elements are used, including alternate tags, long descriptions, and captions, as needed.
- If images are used, including photos, graphics, scanned images, or image maps, make sure to include alternate tags and/or long descriptions for each.
- If online forms and tables are used, make those elements accessible.
- When posting documents on the website, always provide them in HTML or a text-based format or in accessible PDF (even if they are provided in another format, such as Portable Document Format (PDF)).
- Develop a plan for making the existing web content more accessible. Describe the Department's plan on an accessible web page. Encourage input on improvements, including which pages should be given high priority for change. Let citizens know about the standards or guidelines that are being used. Consider making the more popular web pages a priority.



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- Ensure that in-house staff and consultants responsible for web page and content development are properly trained.
- Provide a way for visitors to request accessible information or services by posting a telephone number or E-mail address on the home page. Establish procedures to assure a quick response to users with disabilities who are trying to obtain information or services in this way
- Periodically enlist disability groups to test pages for ease of use; use this information to increase accessibility.

Use services that help web page authors provide an accessible website by identifying and repairing barriers to access for individuals with disabilities. One of the most commonly used services is called getting the website “Bobby” approved.

### 4.1.6 Training and Staffing

#### SELF-EVALUATION FINDINGS:

In general, City staff members are mostly unaware of the everyday accessibility problems encountered by persons with disabilities. They have some limited experience working with individuals with disabilities but receive little to no training to better handle citizens with disabilities. Many staff members may not be aware of the different types of reasonable modifications that would make their services accessible. Few programs have made adaptations to their programs regarding accessibility.

One of the needs most frequently identified by City departments is the need for more and improved training. Different types of training are necessary depending on the type of work and the amount of public contact involved with a specific position. Standard Citywide accessibility guidelines, procedures, and trainings have not yet been developed for areas such as:

- Standardized, appropriate language for outreach and written material;

- How to acquire or use assistive devices;
- General evacuation procedures for buildings; and
- A list of potential “accommodations” or program modifications that might apply.

#### RECOMMENDED ACTIONS:

- Provide training to City staff members who have contact with the public in regards to providing modifications and using assistive devices to make their programs accessible. Ensure that customer service training that is provided to City employees includes training with respect to communicating with and providing modifications for persons with a variety of disabilities. Include program-specific adaptations, assistive devices, and modifications in each department’s accessibility policy manual.
- Develop a comprehensive disability access training program. Educate all City staff in their responsibilities under the ADA. The City’s ADA Coordinator should be responsible for ensuring that staff members receive training. Reference materials that address special modifications should be included in this training.
- Develop standard guidelines for outreach and written materials. These guidelines should include standard language that appropriately describes the City’s policies on inclusion and non-discrimination, and staff members should receive training in using the guidelines effectively.
- Provide all City staff members with on-going awareness and sensitivity training. This training should include disability etiquette; and have a section that interacts with Persons with Disabilities since it’s helpful to have persons with disabilities as trainers.
- Widely disseminate information regarding the availability and location of City Telecommunication Devices for the Deaf (TDD), and train staff members in the use of TDD equipment or other

means of communicating over the telephone with a person with a hearing disability.

- Train design, maintenance and construction inspection staff with respect to accessibility compliance and building codes to achieve accessibility.
- Provide City staff members with training in general building evacuation procedures for assisting persons with hearing, visual, mobility, and learning disabilities in an emergency.
- Designate one high-level manager in each department to serve as the department's Disability Access Liaison. To assist in this important role, the Liaison will complete a training program and attend periodic retraining regarding accessibility issues. This will assist in customer service for all members of the public.

### 4.1.7 Public Meetings

#### SELF-EVALUATION FINDINGS:

Many City departments are responsible for holding public meetings.

Generally, public meetings are held in locations that are accessible to persons with mobility impairments. However, most City departments indicated that they need training on how to respond to requests for other modifications. Assistive listening systems are not routinely available at meetings.

#### RECOMMENDED ACTIONS:

- Schedule public meetings in accessible locations whenever possible. An accessible location includes, but is not limited to, the following: accessible restrooms, wheelchair access, accessible parking, an accessible route, temperature control, and the ability to provide access to fresh air for persons with chemical sensitivities. Identifying a service animal relief area is also important for those who come to meetings with their service animals.

- When a fully accessible site is not available, then make reasonable modification so that an individual with a disability can participate.
- Make information available to City staff on the types of modification requests that may be made by persons with different types of disabilities. Provide information about auxiliary aids such as different types of assistive listening systems, sign language interpreters, readers, descriptive services, and other assistive technologies like "real-time captioning."
- Display a notice on meeting agendas indicating the availability of accessibility modifications.
- Provide agendas in alternative formats, when requested.
- Provide flexibility in the time limit on speaking for individuals with communication difficulties.
- Provide assistive listening devices at public meetings, when requested.
- Publicize the availability of American Sign Language (ASL) interpreters in all meeting announcements. Include the following notice in all meeting publicity:

*Translators, American Sign Language interpreters, and assistive listening devices for individuals with hearing disabilities will be available upon request. Please make your request at least 72 hours prior to the meeting.*

*If you require other modification not listed above, please contact the City ADA Coordinator at (972) 292-5103.*

- Maintain a list of on-call American Sign Language interpreters who may be brought to meetings to assist individuals with hearing impairments.

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- Develop a checklist for creating accessible meetings and selecting accessible meeting spaces, and make the list available to all City departments and programs.
- Prepare a list of already accessible meeting spaces to facilitate the scheduling of meetings and/or the relocation of meetings upon request. The meetings are held in every Council District, so determine if there are adequate ADA accessible facilities in each District.

### 4.1.8 Public Telephones and Communication Devices

#### SELF-EVALUATION FINDINGS:

The City does not have a main TDD number listed on the City website. A few departments have sufficient demand to install their own TTY or TDD and the main switchboard should have TTY availability or instruction.

#### RECOMMENDED ACTION:

- Request that the phone company provide an amplification device, a shelf, and text telephone (TDD/TTY) or an outlet for a text telephone at each site where public phones are available.
- Train staff in use of TDD/TTYs and the Relay Texas (7-1-1) System.

### 4.1.9 Purchasing Accessible/Adaptive Equipment

Adaptive aids are devices, controls, appliances, or items that make it possible for persons with disabilities to improve their abilities to function independently and participate in programs, services, and activities offered by the City. The Human Resource Department should be the department to provide adaptive equipment unless another department is designated and publicized.

#### SELF-EVALUATION FINDINGS:

Many City departments are unaware of resources for purchasing equipment or supplies that would make their programs more accessible to persons with disabilities.

#### RECOMMENDED ACTIONS:

- Collaborate with community organizations such as The Dallas Lighthouse for the Blind, Deaf Action Center, REACH Independent Living Center, the Foundation for the Blind and Vision Loss or C-CAD to develop a resource list of assistive technology equipment and sources for acquiring them.
- Establish a “Resources Toolkit” of adaptive aids and human resources that should be available for use by individuals participating in City programs.
- Include information about the availability of specific equipment and/or individuals who are available to provide special services (e.g., American Sign Language (ASL) translation) in public information materials such as brochures and the City’s website.
- Evaluate furniture and building materials purchases for compatibility with a wide range of disabilities and sensitivities.
- Select items that are easily adjustable or can be modified to accommodate a variety of physical and ergonomic needs when purchasing items such as furniture, site furnishings, and office systems.
- Include accessibility as a criterion for selecting items. Purchasing accessible equipment is a complex task, and the purchasing department is encouraged to consult appropriate experts when making large purchases.

### 4.1.10 Emergency Evacuation Procedures

All City departments require established emergency evacuation procedures to safely evacuate persons with

disabilities who may need special assistance in an emergency.

### SELF-EVALUATION FINDINGS:

The City needs to have someone in each department that is in charge of emergency evacuation for each City owned facility. No training has been provided regarding the evacuation of people with disabilities.

### RECOMMENDED ACTIONS:

- Develop guidelines for the evacuation of persons with disabilities in various types of emergency situations. Each department should use these guidelines to create their own emergency evacuation plans. These plans should:
  - Address what to do when an alarm is triggered;
  - Establish meeting places for assistance and evacuation chairs;
  - Provide direction on what to do if assistance is not available; and
  - Establish training for the floor wardens.
- Specific suggestions for evacuation plans and procedures can be found through the US Access Board ([www.access-board.gov/evacplan.htm](http://www.access-board.gov/evacplan.htm)) and the Emergency Procedures for Employees with Disabilities in Office Occupancies document published by FEMA and the US Fire Administration.
- Train City staff regarding emergency evacuation procedures with periodic drills, both announced and unannounced.
- Review existing procedures dealing with emergencies to ensure that persons with disabilities can be alerted and that they can alert emergency service providers. Provide all evacuation policies and procedures in alternative formats. Explore the use of other technologies such as audible exit signs for orientation and direction and vibrating paging systems.

- Departments that routinely provide emergency services should have priority for receiving equipment that accommodates alternative format communication.
- Take the necessary steps to ensure that emergency teams are aware of persons with disabilities in their communities who may require special assistance in the event of an emergency.
- Provide American Sign Language (ASL) interpreters at emergency facilities, on an as-needed basis. To accomplish this, form a pool of interpreters as a resource from which to draw.

### 4.1.11 Services Provided by Contracted Services

#### SELF-EVALUATION FINDINGS:

Some departments use outside contracted employees to provide services to the public.

#### RECOMMENDED ACTIONS:

- For those departments that use outside contracted employees to provide services to the public, a procedure should be set up to ensure that their work is consistent with City accessibility policies and standards, including contract language and a monitoring procedure. This will be true for all City sponsored events, even when all work is done by an outside source.

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### 4.1.12 Special Events on City Property

#### SELF-EVALUATION FINDINGS:

The City provides an opportunity for private organizations to utilize City facilities for special events.

#### RECOMMENDED ACTIONS:

- In situations where private organizations sponsor events in City facilities or on City owned land, the City should require private organizations to comply with applicable ADA requirements. The City should provide a checklist and information during the application process to inform organizers of their responsibility for accessibility under the ADA. The checklist and information should be available on the City's website.

### 4.1.13 Policy and Document Review

Select City policies and documents were reviewed to determine if people with disabilities are inadvertently discriminated against when accessing City services.

Below is a list of City policies and documents that were reviewed:

- Home Rule Charter of The City of Frisco, Texas
- Code of Ordinances
- Boards and Commissions

None of the documents reviewed have special provisions for serving citizens with disabilities or doing business with citizens with disabilities. The Home Rule Charter is evasive in its language about serving citizens and should be updated to provide more specific language regarding the City's commitment to all citizens and requirements for compliance.

The Code of Ordinances is a very comprehensive legal document covering the governing of City of Frisco. Many disability issues are addressed through general terms that could apply to all citizens, which is acceptable. Some areas use vague language that does

not specifically address reasonable accommodations or special circumstances that could arise for a citizen with a disability.

For instance, Chapter 1, Article VIII (Boards and Commissions) should include language indicating the responsibility of the City to make reasonable accommodations for board members who are disabled.

Additionally, other sections of the document leave the City at risk by omission of specific requirements. For instance Chapter 2, Article VII (multifamily housing) makes no mention of compliance with the federally mandated Fair Housing Act. All multifamily housing designed or constructed for first occupancy after March 13, 1991 is required to provide minimal access as defined by the Fair Housing Act.

### 4.1.14 Review of Boards and Commissions

All boards and commissions for the City of Frisco were reviewed. The correct verbiage is in place for the published ordinance, and meetings are generally held in accessible locations. Where there seems to be a lack of knowledge or inconsistent policy is in the public notification process, specifically, acknowledgement of available auxiliary aides or special accommodations. This posting must precede every public meeting so people who need special accommodations know how to access them and what notification time is required.

### 4.1.15 Review of Construction Standards and Details

Construction projects completed within the City are built using the City of Frisco Engineering Standards document, which is available on the City website. The Engineering Standards were reviewed for consistency with state and federal accessibility requirements.



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### RECOMMENDED ACTIONS:

Page	Section	Comments
8	1.02 A	Refers to 2006 building code. Will this be updated to reference a more recent code?
8	1.02 G	Refers to Hike and Bike Trail Master Plan, last updated in 2006. Will this be updated to include the new outdoor recreation standards once complete? This will have great impact on this plan.
8	1.02 J	Refers to Parks, Recreation and Open Space Master Plan. Will this be updated to include the new outdoor recreation standards once complete? This will have great impact on this plan.
10	1.08 B	<p>Language is confusing. Recommended language:</p> <p>In accordance with Administrative Rule 68.20, projects with a total estimated construction cost of \$50,000 or more are required to have a full set of construction documents submitted to the Texas Department of Licensing and Regulation (TDLR) or one of their licensed Registered Accessibility Specialists for registration and review. Projects under \$50,000 in construction costs must still comply with the Texas Accessibility Standards (TAS) but are not required to be registered or reviewed.</p> <p>For Public Right-of-Way projects, the estimated cost for the project shall be based on pedestrian elements only in accordance with Administrative Rule 68.102. If the pedestrian elements estimated construction cost is less than \$50,000, it is not required to be submitted to TDLR for registration and review; however, the project is still required to comply with the Texas Accessibility Standards.</p> <p>An architect, interior designer, landscape architect, or engineer with overall responsibility for the design of a building or facility subject to §469.101 of the Act, shall mail, ship, or hand-deliver the construction documents along with a Proof of Submission form to the Department, a registered accessibility specialist, or a contract provider not later than the twentieth day after the plans and specifications are issued. In computing time under this subsection, a Saturday, Sunday or legal holiday is not included. An Architectural Barriers Project Registration form must be completed for each subject building or facility.</p>
11	1.09 5	Is an accessibility checklist being developed?



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## PART 4: SELF-EVALUATION

Page	Section	Comments
12 & 13	1.10	<p>There is no mention of a requirement for proof plans have been submitted for accessibility review in order to get building permits. This should be part of the review process and is required by Texas State Government Code 469102(d).</p> <p>The building official cannot accept an application for building permit unless the official verified that the building or facility has been registered with TDLR.</p> <p>Sec. 469.102. Procedure for Submitting Plans and Specifications.</p> <p>(a) The architect, interior designer, landscape architect, or engineer who has overall responsibility for the design of a constructed or reconstructed building or facility shall submit the plans and specifications required under Section 469.101.</p> <p>(b) The person shall submit the plans and specifications not later than the 20th day after the date the person issues the plans and specifications. If plans and specifications are issued on more than one date, the person shall submit the plans and specifications not later than the 20th day after each date the plans and specifications are issued. In computing time under this subsection, a Saturday, Sunday, or legal holiday is not included.</p> <p>(c) The owner of the building or facility may not allow an application to be filed with a local governmental entity for a building construction permit related to the plans and specifications or allow construction, renovation, or modification of the building or facility to begin before the date the plans and specifications are submitted to the department. On application to a local governmental entity for a building construction permit, the owner shall submit to the entity proof that the plans and specifications have been submitted to the department under this chapter.</p> <p>(d) A public official of a political subdivision who is legally authorized to issue building construction permits may not accept an application for a building construction permit for a building or facility subject to Section 469.101 unless the official verifies that the building or facility has been registered with the department as provided by rule.</p>
15	1.11 G	<p>Do easement agreements have wording requiring accessible elements to be provided or preserved if altering easement space?</p>

# Frisko ADA Self-Evaluation and Transition Plan

## PART 4: SELF-EVALUATION

Page	Section	Comments
19	2.02 B(4)	Nothing in the Street Design section refers to pedestrian elements along streets. Section B(4) discusses cross slope and grades but seems to leave room for interpretation. Nothing is clarified where the pedestrian elements cross these curbs and intersection.
26	202 E	Section E again discusses street elements but there is no mention of the pedestrian elements serving the street. It seems clarity on the pedestrian elements affected by the street elements (one street slope becomes the intersecting street's cross slope) should be addressed and planned in advance.
30	202 F 10	Crosswalks through splitter islands are addressed, but not detailed as to what they need for compliance.
31	202 F 17	The picture shows the crosswalks through the splitter islands but does not show those crosswalks connecting to any accessible elements. This could be confusing to someone in the field.
34	4 (a)	Zipper streets with parking are described in this section. However the new PROWAG will require accessible on-street parking. This will need to be addressed in the standards.
44	2.04	Mention should be made on alley design that it may not interrupt an accessible route crossing it. Design details should be provided to build or maintain an accessible route when an accessible route is provided.
50	2.05	Mention should be made on driveway design that it may not interrupt an accessible route crossing it. Design details should be provided to build or maintain an accessible route when an accessible route is provided.
57	2.05 K(3)(h)	When mentioning the required pedestrian gate access, it should also mention it must have the maneuvering clearance requirements for accessibility.
58	2.06 B	Recommended wording for paragraph 1: "Sidewalks shall conform to the most current federal, state and local ACCESSIBILITY requirements and to the following standards:"
60	206 B(11)	"Barrier free ADA access ramps" are called for, but not defined or referenced.
60	206 B(14)	This calls for a "standard pedestrian handrail" to be installed. Be advised that anytime a handrail is installed along a pedestrian route, even when not required, the handrail must comply with access standards.
62	2.06 C	"ADA accessible sidewalk" called for, but not defined or referenced.
68	2.10 A(1)	Add to end of paragraph: "and may not obstruct a curb ramp."
69	2.10 B(1)	Add to end of paragraph: "and may not obstruct a curb ramp."
70	2.10 C(6)	Add to end of paragraph: "and may not obstruct a curb ramp."
152	6.02 A	Add: "Landscaping along an accessible route may not obstruct the path of travel from ground to 80 inches."
181	Overview	A statement should be made that the contractor is responsible for providing an accessible route around any construction area if the accessible route is obstructed by construction.

# Frisco ADA Self-Evaluation and Transition Plan

## PART 4: SELF-EVALUATION

Page	Section	Comments
185	GN -Landscaping	Add: “8. The width of the pedestrian route must meet both ADAAG and TAS standards and may not be reduced by landscaping.”
393	P12	Standard refers to TxDOT Ped-05 document for curb ramp design and standards. Ped-12 should be incorporated now.
398	T01	Ensure if raised pavement markers are used, they are not in the required accessible routes, or are spaced to allow the 36” required path of travel between them.
458	Definitions	Should a definition of “accessible” or “accessible route” be provided for clarity?
460	Acronyms	Should ADA, ADAAG and TAS be added since they are referred to in the document?

### 4.1.16 Accessibility during Construction

The City informs entities involved in construction adjacent to or on the ROW that accessible routes must be provided and maintained during the course of the project. This is handled as part of the permitting process for the work. There are currently no standard details for construction barricades utilized.

#### RECOMMENDED ACTIONS:

- Further refine this approach by establishing guidelines, construction details and specifications and procedures for monitoring and maintenance of accessible paths of travel. Refer to existing, similar documents produced by agencies such as detailed in the U.S. Access Board's Revised Draft Guidelines for Accessible Public Rights-of-Way (2005) available on the Access Board's website (<http://www.access-board.gov/prowac/draft.htm>).

The City of Frisco must make it clear to all who provide construction services within the City that any time an accessible route is obstructed with construction an alternate accessible route must be provided.

The City of Frisco currently provides advance warning for street closure using signage posted at the area undergoing alterations or repair. Although this approach is satisfactory for non-disabled residents, sidewalk closure creates problems for disabled pedestrians when routes change or all routes in a city are not accessible.

#### RECOMMENDED ACTIONS:

- Provide advance notice of all street or sidewalk closures on informational materials and the City website.
- Notify disability related organizations in advance of street or sidewalk closures. Provide dates of closure, specific location and alternative route information.
- Ensure that street closure signs and information conform to the 2011 Texas MUTCD.

### 4.1.17 Accessibility during Snow and Ice Conditions

Per City Code, it is the property owner's responsibility to ensure the accessible route (sidewalks) is maintained in an accessible condition. The requirements for an accessible route is that the surface is firm, stable, and slip resistant, which must be maintained during all weather conditions.

### 4.1.18 Accessible Pedestrian Signals (APS)

The 2011 Texas Manual on Uniform Traffic Control Devices (Texas MUTCD) (Sections 4E.09 through 4E.13) details the application and placement of accessible pedestrian signals. As part of new traffic signal warrant studies, the City should evaluate the need to install APS. For existing signalized intersections, the City should consider installing these based on citizen requests.

## 4.2 INFRASTRUCTURE

The project team worked together to develop a list of initial infrastructure study areas that would provide a representative cross section of the City. The general categories included existing ADA complaints on file, buildings and parking lots, parks, signalized intersections, and sidewalk corridors. The study area locations were selected based on their current use, location, services provided, and several other factors. The following sections detail these initial study areas.

Self-evaluations were completed for the initial study areas. The purpose of these evaluations was to determine the existing conditions of the facilities to determine if they are in compliance with the ADA and to identify solutions to remove any barriers. The following sections detail the initial study area locations, the areas within each location that were evaluated, and a summary of general issues that were found.

Self-evaluation reports for each facility can be found in Appendix D.

# Frisco ADA Self-Evaluation and Transition Plan

## PART 4: SELF-EVALUATION

### 4.2.1 Buildings and Parking Lots

A total of three (3) buildings were evaluated as part of this project. In addition to the buildings, the associated parking lots serving the buildings were also assessed. These buildings account for approximately 45% of the total citywide building square footage. The buildings included:

- Frisco Athletic Center
- City Hall / Library
- Convention Center

A map of these locations can be seen in Appendix C.

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. The self-evaluation reports for these buildings can be found in Appendix D.

There were several common issues observed at these buildings. They included:

- *Accessible parking*: accessible parking was generally substantially compliant with minor violations only, except within the Conference Center parking garage.
- *Accessible paths to building*: the path from the parking lots to the building entrances were substantially compliant, but some of the outdoor environments have a lot of access related issues as well as the Mayor's office.
- *Bathroom fixtures and stalls*: most stalls and toilets were substantially compliant. Most sinks at breakrooms do not have the required protection from the pipes.
- *Signage*: signage for accessible parking spots and entrances were not always provided.

### 4.2.2 Parks

A total of three (3) parks were evaluated as part of this project. In addition to the park facilities, the associated parking lots were also assessed. These parks account for approximately 14% of the all City park acreage. The parks included:

- Warren Sports Complex
- Oakbrook Park
- Harold Bacchus Park

A map of these locations can be seen in Appendix C.

Areas that were evaluated for each park included parking lots, path of travel from the parking lot to the park facilities, access into the facilities, signage, drinking fountains, and bathrooms. The self-evaluation reports for these parks can be found in Appendix D.

There were several common issues observed at these parks. They included:

- *Accessible parking*: accessible parking was not provided for one of the parks but the other parks have compliant parking.
- *Accessible paths to facilities*: the path from the parking lots to the facilities have some non-compliant conditions based on running and cross slopes, transitions from main path to other elements.

### 4.2.3 Signalized Intersections

A total of twenty-two (22) signalized intersections were evaluated during this project. This accounted for approximately 22% of the signals in the City. These signals were located along arterials throughout the City. A map of these locations can be seen in Appendix C.

Areas that were evaluated for each signal included running and cross slopes of curb ramps, access to the pedestrian pushbuttons, diameter of pushbuttons, mounting height of pushbuttons, presence and



condition of crosswalk markings, and clear floor space in front of the pushbuttons. The self-evaluation reports for these signals can be found in Appendix D.

There were several common issues observed at these signals. They included:

- Non-compliant clear floor space for pedestrian pushbuttons
- Non-compliant curb ramp landing areas
- No textured surface at base of curb ramps
- Non-compliant pedestrian signal head offset
- Non-compliant curb ramp cross slopes

#### 4.2.4 Arterial Sidewalk Corridors

The self-evaluation for the arterial sidewalk corridors included assessments of the sidewalk, driveway crossings, and curb ramps at unsignalized intersections. A total of 4.5 miles of sidewalk and thirty-one (31) unsignalized intersections were evaluated. This accounted for approximately 4% of the arterial sidewalks in the City. A map of these locations can be seen in Appendix C.

Areas that were evaluated along each arterial sidewalk corridor included running and cross slopes of curb ramps, driveways, and sidewalk, obstructions, sidewalk width, heaving and cracking, and transitions from curb ramps to the pavement. The self-evaluation reports for these signals can be found in Appendix D.

There were several common issues observed along the corridors. They included:

- *Non-compliant curb ramps:* ramps had non-compliant running, flare, and cross slopes, non-compliant landings or no landings, and non-compliant or no detectable warnings.
- Sidewalk cross slopes often greater than 2.0%.

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## 5. Self-Evaluation Findings

### Frisco's ADA Self-Evaluation and Transition Plan

#### 5.1 Introduction

A detailed evaluation of all study area facilities was completed and reports were generated for each facility. These reports detail the existing architectural barriers for access, suggested improvements, an estimated cost, and priority. The next two sections detail the prioritization and estimated costs for all study area facilities.

##### 5.1.1 Prioritization Factors

Each improvement location that was evaluated was given a priority of “High”, “Medium”, or “Low”, based on the severity of the non-compliance. Each facility type had a different set of parameters to establish this classification. The following sections detail these parameters.

#### BUILDINGS AND PARKS

The Federal Model for Prioritization was utilized for both buildings and parks. Some of the factors that were considered included:

- Parking and path of travel from parking lot to an accessible entrance
- All entrances
- Access to goods, services, or amenities
- Restrooms
- Drinking fountains
- Telephones
- Hike/bike trails

# Frisco ADA Self-Evaluation and Transition Plan

## PART 5: SELF-EVALUATION FINDINGS

### Prioritization Factors – Curb Ramps (Signalized Locations Only)

Issues	High	Medium	Low	Compliant
Pedestrian pushbutton diameter is not 2”			Not 2 inches	2 inches
Pedestrian pushbutton height is greater than 42”		Above 42 inches		Less than 42 inches
Pedestrian head offset is greater than 10’ from the nearest crosswalk edge	Yes			No
Clear floor space for pedestrian pushbutton is less than 30” x 48” or has a cross slope greater than 2%	None	Non Compliant		Compliant

# Frisko ADA Self-Evaluation and Transition Plan

## PART 5: SELF-EVALUATION FINDINGS

### Prioritization Factors – Curb Ramps (Signalized and Unsignalized Locations)

Issues	High	Medium	Low	Compliant
Ramp does not land in crosswalk		No		Yes
No 48" extension into crosswalk			No	Yes
Ramp does not exist	True			False
Flare cross slope is greater than 10%	Value > 10.00			Value ≤ 10
Ramp running slope is greater than 8.33%	Value > 11.00	$11.00 \geq \text{Value} \geq 9.50$	$9.50 > \text{Value} > 8.33$	Value ≤ 8.33
Ramp cross slope is greater than 2.0%	Value > 6.0	$6.0 \geq \text{Value} \geq 4.0$	$4.0 > \text{Value} > 2.0$	Value ≤ 2.0
Ramp width is less than 36"	Value < 32	$32 \leq \text{Value} < 36$		Value ≥ 36
Obstruction present in ramp or landing area	Yes			No
Textured surface at base of ramp		None, Grooves		Domes
No color contrast at base of ramp			No	Yes
Landing area is less than 5' x 5' or has a cross slope greater than 2.0%	None	Non Compliant		Compliant
Ramp transition onto roadway is greater than 0.25"	Yes			No
Ponding occurs at base of ramp			Yes	No

# Frisco ADA Self-Evaluation and Transition Plan

## PART 5: SELF-EVALUATION FINDINGS

### Prioritization Factors – Arterial Sidewalk Corridors

Issues	High	Medium	Low	Compliant
Cross slope of sidewalk is greater than 2.0%	Value > 6.0	$6.0 \geq \text{Value} \geq 4.0$	$4.0 > \text{Value} > 2.0$	Value $\leq 2.0$
Width of sidewalk is less than 48"	Value $\leq 36$	$48 \geq \text{Value} > 36$		Value > 48
Obstruction present along sidewalk (clear width < 36")		Yes		No
Heaving is present in sidewalk	Yes - dangerous	Yes		No
Sinking is present in sidewalk	Yes - dangerous	Yes		No
Cracking is present in sidewalk	Yes - dangerous	Yes		No
Ponding is present in sidewalk		Yes		No
Pavement is in poor condition at cross street		Poor		Good
Crosswalk markings are worn at cross street			Yes - worn	Yes
Cross slope of sidewalk at cross street is greater than 2.0%	Value > 6.0	$6.0 \geq \text{Value} \geq 4.0$	$4.0 > \text{Value} > 2.0$	Value $\leq 2.0$
Pavement is in poor condition at driveway		Poor		Good
Cross slope of sidewalk at driveway is greater than 2.0%	Value > 6.0	$6.0 \geq \text{Value} \geq 4.0$	$4.0 > \text{Value} > 2.0$	Value $\leq 2.0$
Width of sidewalk at driveway is less than 48"	Value < 36	$48 \geq \text{Value} \geq 36$		Value > 48



### 5.1.2 Proposed Improvement Costs

Cost projection summaries for the initial study areas were developed for each facility type by priority. To develop these summaries, recent bid tabulations from City construction projects, along with the project team's experience with similar types of projects, were the basis for the unit prices used to calculate the improvement costs. A percentage (15%) was added to the improvement costs for engineering and surveying. Similarly, a 20% contingency was added to the subtotal to account for increases in unit prices in the future.

### 5.2 Buildings

The following table shows the buildings classified by priority and the associated estimated construction costs to bring them into compliance

Name	High	Medium	Low	Total
Frisco Athletic Center*	\$45,450	---	---	\$45,450
City Hall / Library*	\$14,400	---	---	\$14,400
Convention Center*	\$7,050	---	---	\$7,050
<b>Total</b>	<b>\$66,900</b>	---	---	<b>\$66,900</b>

\* All of these facilities were built since the ADA went into effect and, therefore, all non-compliant conditions are in the high priority category.

### 5.3 Parks

The following table shows the parks classified by priority and the associated estimated construction costs to bring them into compliance.

Name	High	Medium	Low	Total
Warren Sports Complex	\$112,500	---	---	\$112,500
Oakbrook Park	\$88,300	---	---	\$88,300
Harold Bacchus Park	\$18,900	---	---	\$18,900
<b>Total</b>	<b>\$219,700</b>	---	---	<b>\$219,700</b>

# Frisko ADA Self-Evaluation and Transition Plan

## PART 5: SELF-EVALUATION FINDINGS

### 5.4 Signalized Intersections

The following table show the curb ramps and intersections classified by priority and the associated estimated construction costs to bring the curb ramps and intersections into compliance.

Signalized Intersections				
High	Medium	Low	Compliant	Total
21	1	0	0	22
98.6%	1.4%	0.0%	0.0%	100%
<b>\$498,000</b>	<b>\$7,000</b>	---	---	<b>\$505,000</b>

### 5.5 Arterial Sidewalk Corridors

The following tables show the sidewalks and curb ramps classified by priority and the associated estimated construction costs to bring the arterial sidewalks and unsignalized intersections into compliance.

Arterial Sidewalks					
	High	Medium	Low	Compliant	Total
Arterial Sidewalk Length (LF)	718	1,764	6,056	15,077	23,615
% Total	3%	7%	26%	64%	100%
% Non-Compliant	8.5%	20.3%	71.2%	---	100%
<b>Total Cost</b>	<b>\$27,446</b>	<b>\$65,552</b>	<b>\$230,002</b>	---	<b>\$323,000</b>

Unsignalized Intersections				
High	Medium	Low	Compliant	Total
19	12	0	0	31
61.3%	38.7%	0.0%	0.0%	100%
<b>\$293,000</b>	<b>\$123,000</b>	---	---	<b>\$416,000</b>

# Frisco ADA Self-Evaluation and Transition Plan

## PART 5: SELF-EVALUATION FINDINGS

The table below summarizes the overall costs for the arterial sidewalk corridors:

	High	Medium	Low	Total
Arterial Sidewalks	\$27,446	\$65,552	\$230,002	\$323,000
Unsignalized Intersections	\$293,000	\$123,000	---	\$416,000
<b>Total</b>	<b>\$320,446</b>	<b>\$188,552</b>	<b>\$230,002</b>	<b>\$739,000</b>

### 5.6 Total Study Area Costs

The following table details the total costs for the study area facilities.

Facility Type	High	Medium	Low	Total
Buildings	\$66,900	---	---	\$66,900
Parks	\$219,700	---	---	\$219,700
Signalized Intersections	\$498,000	\$7,000	---	\$505,000
Arterial Sidewalks	\$320,446	\$188,552	\$230,002	\$739,000
<b>Total</b>	<b>\$1,105,046</b>	<b>\$195,552</b>	<b>\$230,002</b>	<b>\$1,530,600</b>

# Frisco ADA Self-Evaluation and Transition Plan

## PART 5: SELF-EVALUATION FINDINGS

### 5.7 Proposed 5-Year Improvement Plan

The following table details the barrier removal costs and proposed implementation schedule for the study by facility type. This 5 year plan will serve as the implementation schedule for the Transition Plan development. A detailed curb ramp and sidewalk barrier removal plan was also prepared and is included in the Appendix. The City reserves the right to change the barrier removal priorities on an ongoing basis in order to allow flexibility in accommodating community requests, petitions for reasonable modifications from persons with disabilities, and changes in City programs.

Year	Buildings	Parks	Signalized Intersections	Arterial Sidewalks	Annual Infrastructure Improvement Budget	Approximate Self Evaluation Fee	Total
1	\$13,380	\$43,940	\$101,000	\$147,800	\$306,120		\$306,120
2	\$13,380	\$43,940	\$101,000	\$147,800	\$306,120		\$306,120
3	\$13,380	\$43,940	\$101,000	\$147,800	\$306,120		\$306,120
4	\$13,380	\$43,940	\$101,000	\$147,800	\$306,120		\$306,120
5	\$13,380	\$43,940	\$101,000	\$147,800	\$306,120	\$45,000	\$351,120
<b>Total</b>	<b>\$66,900</b>	<b>\$219,700</b>	<b>\$505,000</b>	<b>\$739,000</b>			<b>\$1,575,600</b>

Year	Annual Infrastructure Improvement Budget	Approximate Self Evaluation Update Fee	Total
1	\$306,120		\$306,120
2	\$306,120		\$306,120
3	\$306,120		\$306,120
4	\$306,120		\$306,120
5	\$306,120	\$45,000	\$351,120
<b>Total</b>			<b>\$1,575,600</b>

## 6. Transition Plan

### Frisco's ADA Self-Evaluation and Transition Plan

The Transition Plan combines the findings of the facility surveys, policy assessments, program evaluations, and community review. Specific policy and program recommendations can be found in Section 4. The specific infrastructure modifications required to make programs accessible are located in Appendix D. Each facility report contains a complete list of architectural barriers and barrier removal actions.

#### 6.1 Responsible Official

The ADA Coordinator is responsible for implementing the Transition Plan. Currently that person is Ben Brezina. He can be reached at:

Ben Brezina  
Assistant to the City Manager / ADA Coordinator  
City Manager's Office  
City of Frisco  
6101 Frisco Square Blvd.  
Frisco, TX 75034  
(972) 292-5103  
[BBrezina@friscotexas.gov](mailto:BBrezina@friscotexas.gov)

#### 6.2 Citywide Barrier Removal Prioritization

Priorities for renovating facilities to bring them into compliance were established and all facilities were given an initial "High," "Medium," and "Low" priority ranking as detailed in Section 5. These facilities were further refined within each priority category to ensure that the City spends money on the most critical locations first.

Descriptions of the priority factors for each facility type are detailed below.

##### 6.2.1 Priorities for Barrier Removal within Buildings and Parks

The project team identified priorities for barrier removal within each facility. Barriers were assigned levels of priority using the following criteria:

- *Priority One:* The highest priority was placed on the removal of barriers to accessibility from parking to a main entrance of a facility or improve a path of travel to the portion of the facility where program activities take place. Examples:
  - Connection to the public right-of-way
  - Parking and passenger loading
  - Entrance walks
  - Entrance ramps
  - Entrance stairs
  - Entrance doors
- *Priority Two:* A second level priority was placed on the removal of barriers to improve or enhance access to program use areas. Examples:
  - Transaction counters
  - Conference and meeting rooms
  - Public offices
  - Sports fields and courts
  - Public restrooms
- *Priority Three:* A third level priority was placed on those barrier removal items that improve access to amenities serving program areas. Examples:

# Frisco ADA Self-Evaluation and Transition Plan

## PART 6: TRANSITION PLAN

- Drinking fountains
- Public telephones
- Vending machines
- *Priority Four:* A fourth level priority was placed on those areas or features not required to be modified for accessibility because there are no public programs located in this space, or because there are similar features located nearby that reasonably provide programmatic access.

### 6.2.2 Priorities for Signals, Curb Ramp, and Sidewalks

Once each improvement was given a priority, a Pedestrian Attractor Score (PAS) was developed to further prioritize the improvements within the “High,” “Medium,” and “Low” categories. Each improvement locations were given ‘points’ based on criteria in the following categories:

- *Proximity to attractors:* State or local government facilities, transit stops, stadiums/ballparks, hospitals/medical offices, parks, libraries, schools, disability service providers, accessible housing, and religious institutions.
- *Residential population:* High, medium, or low residential population adjacent to the proposed improvement.
- *Request:* There has been a request from a citizen.
- *Street classification:* arterial, collector, local residential or central business district (CBD).
- *Pedestrian/automobile accidents:* number of accidents in the last 3 years.
- *Existing funding availability:* are there existing funds available for a project?

This prioritization process ensures that the most dangerous issues are remedied first. The self-evaluation reports found in Appendix D show the priority and pedestrian attractor score of each location.

## 6.3 Funding Opportunities

As can be seen in the previous sections, there is a significant need for barrier removal in the City. Normal funding mechanisms will not be able to address all the needs.

There are several alternative funding sources available for the City to address these issues, including federal and state funding, local funding, and private funding. The following sections detail these different funding sources.

### 6.3.1 Federal and State Funding

The following chart depicts the various types of federal and state funding available for cities to apply for:



# Frisco ADA Self-Evaluation and Transition Plan

## PART 6: TRANSITION PLAN

Federal Funding Opportunities for Pedestrian Projects and Programs													
Activity	NHS	STP	HSIP	RHC	TE	CMAQ	RTP	FTA	TrE	BRI	402	PLA	TCSP
Pedestrian plan		*	*			*						*	*
Paved shoulders	*	*	*	*	*	*				*		*	*
Shared-use path/ trail	*	*	*		*	*	*			*		*	*
Recreation trail							*					*	
Spot improvement program		*	*		*	*							*
Maps		*			*	*					*		*
Trail/highway intersection	*	*	*		*	*	*					*	*
Sidewalks, new or retrofit	*	*	*	*	*	*		*	*	*		*	*
Crosswalks, new or retrofit	*	*	*	*	*	*		*	*			*	*
Signal improvements	*	*	*	*	*	*							*
Curb cuts and ramps	*	*	*	*	*	*							*
Traffic calming		*	*	*									*
Safety brochure/ book		*			*	*					*		*
Training	*	*	*		*	*	*				*		*

# Frisco ADA Self-Evaluation and Transition Plan

## PART 6: TRANSITION PLAN

The following agencies and funding options are represented in the chart.

- *NHS* - National Highway System
- *STP* - Surface Transportation Program
- *HSIP* - Highway Safety Improvement Program
- *RHC* - Railway-Highway Crossing Program
- *TE* - Transportation Enhancement Activities
- *CMAQ* - Congestion Mitigation / Air Quality Program
- *RTP* - Recreational Trails Program
- *FTA* - Federal Transit Capital, Urban & Rural Funds
- *TrE* - Transit Enhancements
- *BRI* - Bridge (HBRRP)
- *402* - State and Community Traffic Safety Program
- *PLA* - State/Metropolitan Planning Funds
- *TCSP* - Transportation and Community and System Preservation Program
- *FLH* - Federal Lands Highways Program
- *BYW* - Scenic Byways
- *SRTS* - Safe Routes to School

The majority of these programs are competitive type grants, therefore, cities aren't guaranteed to receive these funds. It will be important for the City to track these programs in order to apply for the funds.

### 6.3.2 Local Funding

There are several options for local funding for the City to consider. They include:

- General fund (sales tax and bond issue) – currently receive funding for projects this way.
- Allocation of departmental budgets – requests for larger share to address needs in a more timely fashion.
- Maintenance funds

- Special taxing districts
  - 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.
  - Sidewalk or Access Improvement Fee
  - Scheduled / Funded CIP projects that are funded through bonds and sales tax.
  - CDBG – Community Development Block Grants – identified elements in alignment with priorities that have been adopted by the City.

### 6.3.3 Private Funding

Private funding may include local and national foundations, endowments, private development, and private individuals. In addition, corporate sponsorships and partnerships could be established to help address the improvements.

## 6.4 Implementation Schedule

Because the City of Frisco has a large number of facilities, it is impossible to immediately remove all barriers to program access. Barriers throughout the City will have to be removed systematically, citywide, to ensure equality among City programs. The implementation schedules detailed below will be updated annually by the ADA Coordinator to account for progress during the year and also for inclusion of new self-evaluations or ADA grievances.

# Frisco ADA Self-Evaluation and Transition Plan

## PART 6: TRANSITION PLAN

The City reserves the right to modify barrier removal priorities in order to allow flexibility in accommodating community requests, petitions for reasonable modifications from persons with disabilities, changes in City programs, and funding constraints and opportunities. It is the goal of this Transition Plan to provide access to the programs, activities and services provided by the City. Interim measures will be explored and implemented in order to provide programmatic access to the public pending the implementation of physical barrier removal projects.

### 6.4.1 Buildings and Parks

It is the City's intention to address barriers to accessibility in public buildings and parks included in this study within a time frame of 5 years, depending on the immediate necessity, degree of complexity, and overall cost. This results in a combined annual budget of approximately \$58,000 (i.e., Buildings - \$14,000 and Parks - \$44,000). The remaining buildings and parks will be addressed during future updates to the Transition Plan. The following tables show the barrier removal schedule for the buildings and parks included in this study.

Year	Building	Estimated Cost
1	City Hall /Library	\$14,400
2	Convention Center	\$7,050
3-5	Frisco Athletic Center	\$45,450
TBD	Remaining Citywide Buildings	TBD

Year	Parks	Estimated Cost
1	Harold Bacchus Park	\$18,900
1-3	Warren Sports Complex	\$112,500
4-5	Oakbrook Park	\$88,300
TBD	Remaining Citywide Parks	TBD

# Frisco ADA Self-Evaluation and Transition Plan

## PART 6: TRANSITION PLAN

### 6.4.2 Signalized Intersections

For the signalized intersections included in this study, it is the City's intention to remove barriers within a 5 year time frame. This timeframe will require the City to budget approximately \$101,000 annually for signalized intersections. Signalized intersections will be addressed based on their priority and pedestrian attractor scores. A prioritized implementation list is included in Appendix E1. It is recommended that the entire signalized intersection, including curb ramps, be renovated at the same time since all facets work together to provide accessible routes. The remaining signalized intersections will be addressed during future updates to the Transition Plan.

### 6.4.3 Arterial Sidewalk and Curb Ramp Corridors

The City plans to remove barriers within the sidewalk and curb ramp corridors along arterial roadways included in this study within a 5 year time frame. The arterial sidewalk corridors will be addressed based on their priority and pedestrian attractor scores, as shown in the schedule in Appendix E2. This plan requires an annual budget of approximately \$148,000. The remaining arterial sidewalks and curb ramps will be addressed during future updates to the Transition Plan.

### 6.4.4 Implementation Schedule Summary

The following chart details the estimated citywide costs for addressing the improvements identified in this study, the proposed schedule in years, and the approximate yearly funding needed. Implementation schedules for signalized intersections with curb ramps and sidewalk and curb amp corridors can be found in the Appendices.

Year	Buildings	Parks	Signalized Intersections	Arterial Sidewalks	Annual Infrastructure Improvement Budget	Approximate Self Evaluation Fee	Total
1	\$13,380	\$43,940	\$101,000	\$147,800	\$306,120		\$306,120
2	\$13,380	\$43,940	\$101,000	\$147,800	\$306,120		\$306,120
3	\$13,380	\$43,940	\$101,000	\$147,800	\$306,120		\$306,120
4	\$13,380	\$43,940	\$101,000	\$147,800	\$306,120		\$306,120
5	\$13,380	\$43,940	\$101,000	\$147,800	\$306,120	\$45,000	\$351,120
<b>Total</b>	<b>\$66,900</b>	<b>\$219,700</b>	<b>\$505,000</b>	<b>\$739,000</b>			<b>\$1,575,600</b>

## 7. Current Adopted ADA Policy and Complaint Procedure

### Frisco's ADA Self-Evaluation and Transition Plan

#### Purpose

In keeping with its efforts to provide access to all programs and activities offered to the public, the City of Frisco has adopted a policy of providing reasonable program modifications and auxiliary aids and services to people with disabilities, unless it would cause an undue burden to the City. For the purpose of this report, both grievances and complaints will be referred to as “complaints.” The City reserves the right to modify the complaint procedure on an as needed basis, to best serve the community, actions taken may include the following:

#### 7.1 Policy

##### 7.1.1 Investigation and Resolution

A person claiming to be aggrieved by an unfair or discriminatory practice, identified as the Complainant, must initially seek administrative relief by filing a complaint with the City of Frisco ADA Coordinator, Ben Brezina at (972) 292-5103, E-mail: [BBrezina@friscotexas.gov](mailto:BBrezina@friscotexas.gov) within 30 days of the last alleged discriminatory act. The complaint can be made by phone, fax, or email.

After the claim is taken and a formal or informal complaint form is completed and signed, a compliance investigator is assigned to the case and initiates a thorough and impartial investigation of the allegations in the complaint.

The person, against whom a complaint has been filed, hereinafter referred to as Respondent shall be notified and served with a copy of the complaint. Such notice

shall advise that the respondent may file a verified answer to the complaint with the ADA Coordinator within ten (10) working days of receiving such notification.

Within 60 days of the filing of any complaint, the Investigator shall make a complete investigation of the complaint. If, after the investigation, the Investigator determines that an offense has not been committed, the Investigator shall complete a recommendation to the City ADA Coordinator. The ADA Coordinator will evaluate all evidence then issue an order setting forth the findings of the investigation and dismissing the complaint. The order shall be sent to both the Complainant and Respondent.

##### 7.1.2 Probable Cause, Notice, and Conciliation

If, after a thorough investigation, the ADA Coordinator determines that there is probable cause to believe that an offense has occurred, the Investigator will be directed to notify both the Complainant and Respondent, and shall attempt to negotiate a conciliation agreement between the parties.

##### 7.1.3 Conciliation Agreement

The terms of any conciliation agreement shall require the Respondent to refrain from committing the unlawful discriminatory act in the future and may include damages to the Complainant and such other provisions as may be agreed upon by the Complainant, the Respondent, and Investigator. A conciliation agreement must be in writing, signed by the Complainant, Respondent and compliance official.

# Frisco ADA Self-Evaluation and Transition Plan

## PART 7: CURRENT ADOPTED ADA POLICY AND COMPLAINT PROCEDURE

If there is no agreement between the parties the Investigator notifies the ADA Coordinator who prepares information to be provided to the City of Frisco's local legal counsel. If it is determined that the case is litigation-worthy, a recommendation will be submitted to the ADA Coordinator by the Investigator for approval. The ADA Coordinator will make a determination as to whether there has been a violation. If the ADA Coordinator elects to proceed contrary to a recommendation provided by the City of Frisco's local legal counsel, the legal counsel may authorize the ADA Coordinator to do so. The case may proceed to public hearing in accordance with the recommendation of the City of Frisco's local legal counsel.

### 7.1.4 Referral of Complaints to State or Federal Agencies

Depending on the specific nature of the claim, the Investigator and ADA Coordinator may determine that a conciliation agreement cannot be reached. If so, they may refer the findings of the investigation to appropriate city, state or federal agencies.

## 7.2 ADA Complaint Procedure

### 7.2.1 Purpose of Guidelines

These guidelines are intended to ensure that discrimination complaints are handled promptly, effectively, and equitably.

### 7.2.2 Overview of Complaint Procedures

The resolution of any specific complaint will require consideration of varying circumstances, such as, the specific nature of the disability, the nature of the access to services, programs, or facilities at issue and the essential eligibility requirements for participation. Also areas to consider would be the health and safety of others, the degree to which an accommodation would constitute a fundamental alteration to the program, service, or facility, or cause an undue hardship to the

City. Accordingly, the resolution by the City of any one grievance does not constitute a precedent upon which the City is bound or upon which other complaining parties may rely.

If the Complainant is dissatisfied with City's handling of the complaint at any stage of the process or does not wish to file a complaint by utilizing the City's ADA Complaint Procedure, the Complainant may file a grievance directly with the United States Department of Justice or other appropriate state or federal agency.

Use of the City's Complaint Procedure is not a prerequisite to the pursuit of other remedies.

The procedure to file a complaint is as follows:

**Step 1.** A written complaint should be filed on the City of Frisco Complaint Form (see Appendix) and should contain the following information:

- The name, address, and telephone number of the person ("Complainant") filing the complaint and the person alleging the ADA violation, if different.
- A description of the alleged violation and the remedy sought.
- Whether a complaint has been filed with any other federal or state civil rights agency or court.
- If a complaint has been filed, the name of the agency or court where the complaint was filed, the date the complaint was filed, and the name, address and telephone number of a contact person with the agency with which the complaint was filed.

**Step 2.** An oral complaint can be filed by contacting the City ADA Coordinator. The oral complaint will be documented in writing by the City ADA Coordinator utilizing the ADA Complaint Form and will be authorized by the Complainant.



# Frisko ADA Self-Evaluation and Transition Plan

## PART 7: CURRENT ADOPTED ADA POLICY AND COMPLAINT PROCEDURE

**Step 3.** Upon receipt of a Complaint Form, an acknowledgement will be sent within 20 working days.

**Step 4.** The City ADA Coordinator will forward the complaint to the Compliance Investigator within 60 calendar days of receipt. The Compliance Investigator will conduct the investigation necessary to determine the validity of the alleged violation.

**Step 5.** If appropriate, the City ADA Coordinator and/or Compliance Investigator will arrange to meet with the Complainant to discuss the matter and attempt to reach, or mediate, a resolution of the grievance.

**Step 6.** If an informal resolution, or mediation, of the complaint is not reached, a written determination as to the validity of the complaint and description of the resolution, if appropriate, shall be issued by City ADA Coordinator and a copy forwarded to the complainant no later than 90 days from the date of the City's receipt of the complaint.

**Step 7.** The Complainant may file a request reconsideration if he/she is dissatisfied with the written determination, within 30 days of the City ADA Coordinator's determination has been mailed to the complainant. The request for reconsideration shall be in writing and filed with the City of Frisko Human Resource Department, 6101 Frisko Square Boulevard Frisko, TX 75034.

**Step 8.** The City of Frisko ADA Coordinator or an appointed Investigator shall review the request for reconsideration and make a final determination within 90 days from the filing of the request for reconsideration.

When complaints are received, the Complainant will be sent a City of Frisko Acknowledgement Letter for Receipt of Grievance (see Appendix). The Complainant will have 30 days in which to return the completed and signed Complaint Form. Failure to complete this in a timely manner will result in immediate closing of the case.

### 7.2.4 Jurisdiction for Filing Complaints

- Employment – Must be a City of Frisko jurisdiction (non city employee related)
- Housing must be located within the City of Frisko
- Public Accommodation must be located within the City of Frisko

If jurisdiction of the complaint does not meet the above criteria, the ADA Coordinator will notify the Complainant to file with either the:

- ***Department of Justice Regional office:***  
**Earle Cabell Federal Building**  
**1100 Commerce Street, Suite 300**  
**Dallas, Texas 75242-1699**  
**214-659-8600 or TDD 214-659-8808**
- ***Or at their Washington Office:***  
**U.S. Department of Justice**  
**Civil Rights Division**  
**950 Pennsylvania Avenue, NW**  
**Disability Rights Section - NYAV**  
**Washington, DC 20530**

### 7.2.3 Time Limit for Filing Complaints

Complaints involving race, religion, color, national origin, sex, disability, familial status of marital status must be filed within 30 days of the offending incident.

# Frisco ADA Self-Evaluation and Transition Plan

## PART 7: CURRENT ADOPTED ADA POLICY AND COMPLAINT PROCEDURE

### 7.2.5 Pre-Investigation Procedures

- *Who May File a Complaint:* Any person may file a complaint if he or she have been subjected to discrimination including, but not limited to employment, housing and public accommodation may file a complaint. The person who lodges a complaint is called the “Complainant” or “CP.”
- *How and Where to File a Complaint:* A person who wishes to file a discrimination complaint should submit a written statement on the City of Frisco Complaint Form (see Appendix) containing all of the following:
  - The nature of the alleged offense;
  - The name of individual(s) against whom the complaint is made;
  - The specifics of the offending incident(s), including precisely what happened, where it happened, when it happened, who was present, and who else the person making the complaint told about the matter; and
  - The date and the signature of the person filing the complaint.
- *Identifying the RP:* The person alleged in the complaint to have engaged in discriminatory behavior is called the “Respondent” or “RP.”

### 7.2.6 Determining Whether to Investigate a Complaint

A City of Frisco Complaint Form (see Appendix) will be completed and submitted to the City Clerk.

### 7.2.7 Investigation Procedures

#### INFORMING THE RESPONDENT

1. The ADA Coordinator will contact the Respondent via certified mail and provide him/her with the following:
  - a. A copy of City of Frisco Complaint Form;

- b. A copy of City of Frisco Acknowledgement Letter for Receipt of Grievance; and
  - c. A copy of Interrogatories.

2. The Respondent is requested to forward answers to Interrogatories and all supporting documents to the ADA Coordinator no later than ten (10) working days after receipt of notice.
3. If the Respondent agrees that the allegations in the complaint are true, the ADA Coordinator may, in its sole discretion, decide not to proceed with further investigation.

#### INFORMING THE COMPLAINANT

1. The ADA Coordinator or a designated Investigator will contact the complainant via certified mail to confirm that the complaint has been filed and the case has been assigned to an Investigator who will keep him/her informed on the status of the investigation; and
2. Provide him/her with a copy of the alleged complaint.

**Protective Measures.** Sometimes it is necessary to take steps before or during an investigation to protect the rights and interests of the complainant and/or the respondent. Protective measures may also guard against further actual or perceived discrimination or retaliation. Protective measures may include, but are not limited to, directives to the complainant and respondent to avoid personal contact or refrain from such contact without a neutral third party present.

**Dismissal during the Investigation.** The ADA Coordinator may dismiss the complaint at any point during an investigation if it determines by accepting all of the facts of the grievance as true, that the complaint could not constitute unlawful discrimination. The parties will be notified of the dismissal.

# Frisco ADA Self-Evaluation and Transition Plan

## PART 7: CURRENT ADOPTED ADA POLICY AND COMPLAINT PROCEDURE

**Burden of Proof.** The investigator shall determine if there is unlawful discrimination based upon a preponderance of the evidence.

**Investigation Report & Recommendation.** The investigator will create a written report describing his/her factual findings, the basis of those findings and a determination as to whether unlawful discrimination or retaliation occurred. The ADA Coordinator or the designated Investigator will complete the investigation within ninety (90) days of receipt of the complaint.

### 7.2.8 Post-Investigation Procedures

At the completion of an investigation, actions taken may include the following:

1. The Investigator makes a recommendation to the ADA Coordinator.
2. If the ADA Coordinator determines that a complaint has probable cause, the Investigator makes an attempt to conciliate an agreement between the Complainant and Respondent.
3. If no agreement is reached, the Investigator notifies the ADA Coordinator, who turns the case over to the City of Frisco's local legal counsel.
4. If the Legal Department determines that there is "probable cause" within the complaint, they will make a recommendation to the ADA Coordinator for resolution.
5. A decision on "probable cause" will be rendered by the City's local legal counsel. The outcome of the decision will be shared with the ADA Coordinator and the appointed Investigator.
6. If the City's local legal counsel determines there is no "probable cause" within the complaint, the ADA Coordinator shall dismiss the case or if the City's local legal counsel determines that "probable cause" exists, proceed to public hearing.

### 7.2.9 Right of Appeal

Appeals of determinations issued by the Complainant shall be considered and acted upon by the City of Frisco ADA Coordinator.

In order to file an appeal, a "no probable cause" determination issued by the City's local legal counsel, the Charging Party must take the following steps;

1. File a written statement of appeal with the City of Frisco within 30 days after issuance of the determination.
2. The appeal shall:
  - a. state specifically the error alleged by the Charging Party and the reason the ADA Coordinator's determination of "no probable cause" is in error, and;
  - b. fully describe any evidence which the appellant feels the Commission should consider. The Panel shall promptly mail a copy of Charging Party's statement of appeal to the Respondent.
3. The ADA Coordinator shall promptly consider and act upon appeals. Prompt consideration of the appeal shall be made based upon appellant's statement the Findings of Fact and Summary of Contentions and Evidence, and such other materials as determined necessary.
4. At its discretion, the City's local legal counsel may call for oral presentations by the parties at the Appeal hearing. The Panel may permit the attendance of any party or person during such presentation. Any oral presentations shall be electronically recorded.
5. The City of Frisco shall act upon appeals within 60 days of the filing of the appeal by issuing a written order either affirming the City's determination or remanding it to the ADA Coordinator with appropriate instructions. The Order shall include a brief statement of supporting reasons. Any dissenting panelist may file a statement of dissent. A copy of the Order and any dissenting statement

# Frisco ADA Self-Evaluation and Transition Plan

## PART 7: CURRENT ADOPTED ADA POLICY AND COMPLAINT PROCEDURE

shall be promptly furnished to the Office, Appellant, and Respondent.

### 7.2.10 Complaint File Maintenance

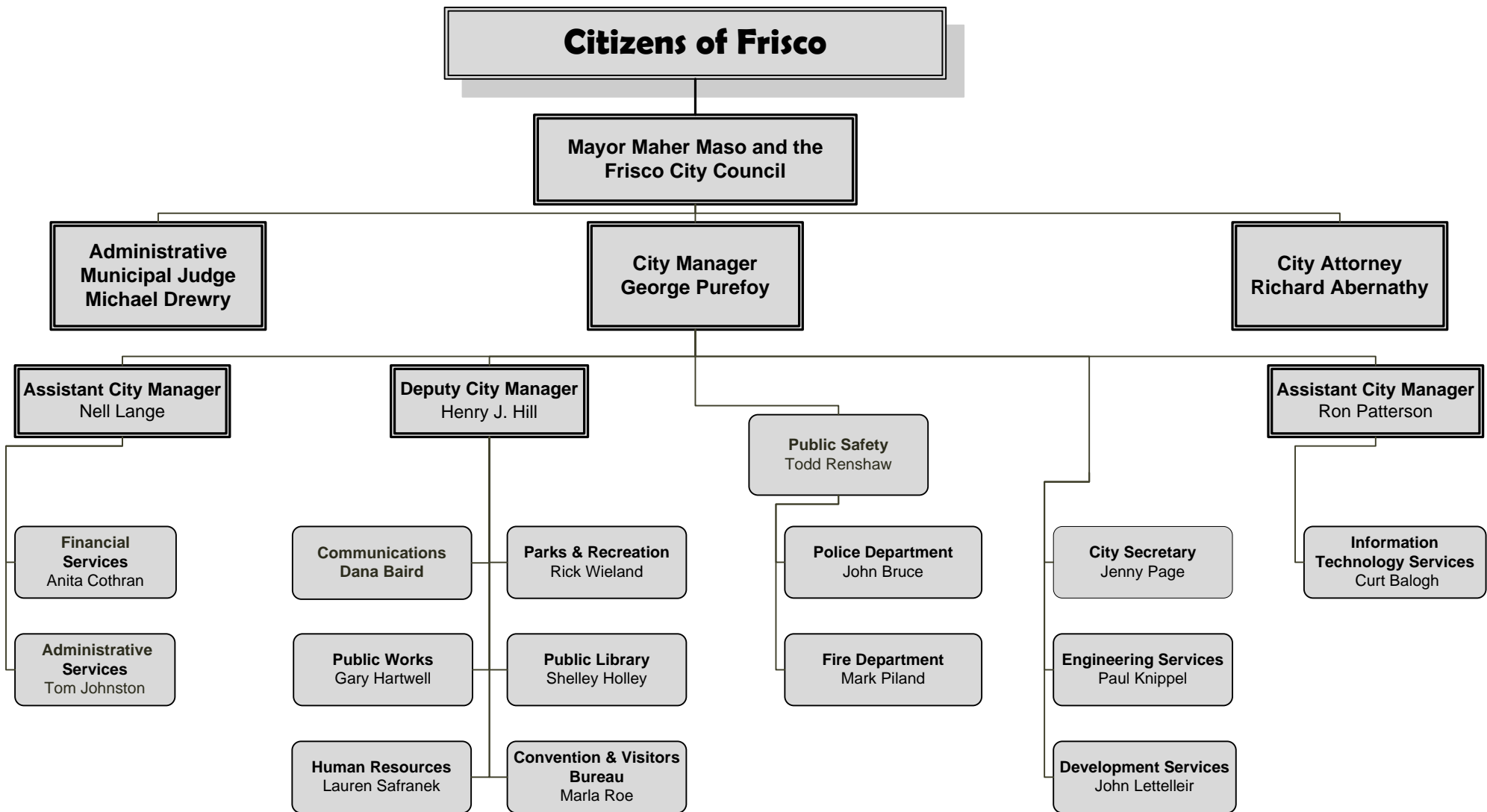
The City of Frisco, ADA Coordinator shall maintain all ADA complaint files for a period of three years.

#### Contact Information

Ben Brezina  
Assistant to the City Manager / ADA Coordinator  
City Manager's Office  
City of Frisco  
6101 Frisco Square Blvd.  
Frisco, TX 75034  
(972) 292-5103  
[BBrezina@friscotexas.gov](mailto:BBrezina@friscotexas.gov)

# Appendix A

## City of Frisco Organization Chart



PROGRESS IN MOTION



# Appendix B

## Departmental Questionnaires

City of Frisco ADA Self-Evaluation and Transition Plan

**FRISCO ADA SELF-EVALUATION AND TRANSITION PLAN**

**DEPARTMENTAL QUESTIONNAIRE  
INITIAL SELF-EVALUATIONS**

1. Are there any specific buildings you feel should be included in the first phase of the self-evaluations? If so, please list and provide any specific concerns you may have.

Parks Admin Building - but I  
am not sure it is necessary  
for phase 1.

2. Are there any specific infrastructure (sidewalk, curb ramps, traffic signals, etc.) that you feel should be included in the first phase of the self-evaluations? If so, please list and provide any specific concerns you may have.

↪ Not aware of any specifically.

3. Do you have any other general comments that you'd like to share with the project team?

No

Please return completed questionnaires to Ben Brezina by Friday, December 9, 2011.

**City of Frisco ADA Self-Evaluation and Transition Plan**

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**FRISCO ADA SELF-EVALUATION AND TRANSITION PLAN**

**DEPARTMENTAL QUESTIONNAIRE  
INITIAL SELF-EVALUATIONS**

- 1. Are there any specific buildings you feel should be included in the first phase of the self-evaluations? If so, please list and provide any specific concerns you may have.**

- 2. Are there any specific infrastructure (sidewalk, curb ramps, traffic signals, etc.) that you feel should be included in the first phase of the self-evaluations? If so, please list and provide any specific concerns you may have.**

The old town streets project. The use of double ramps was challenged.

- 3. Do you have any other general comments that you'd like to share with the project team?**

Please return completed questionnaires to Ben Brezina by Friday, **December 9, 2011**.

**City of Frisco ADA Self-Evaluation and Transition Plan**

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**FRISCO ADA SELF-EVALUATION AND TRANSITION PLAN****DEPARTMENTAL QUESTIONNAIRE  
INITIAL SELF-EVALUATIONS**

- 1. Are there any specific buildings you feel should be included in the first phase of the self-evaluations? If so, please list and provide any specific concerns you may have.**

None come to mind.

- 2. Are there any specific infrastructure (sidewalk, curb ramps, traffic signals, etc.) that you feel should be included in the first phase of the self-evaluations? If so, please list and provide any specific concerns you may have.**

Several sidewalks at alleyways in my neighborhood are not compliant as they have a complete curb the length of the sidewalk. The locations are the alleyways between Hazel Green Drive and Plum Valley Drive. Best examples are the alleys on Appleton between Patch Grove Drive and Plum Valley Drive. There is a woman that is restricted to a wheelchair that lives on Patch Grove Drive, so might be a good idea to be proactive with these.

- 3. Do you have any other general comments that you'd like to share with the project team?**

I can't think of any.

Please return completed questionnaires to Ben Brezina by Friday, **December 9, 2011**.

**City of Frisco ADA Self-Evaluation and Transition Plan**

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**FRISCO ADA SELF-EVALUATION AND TRANSITION PLAN**

**DEPARTMENTAL QUESTIONNAIRE  
INITIAL SELF-EVALUATIONS**

- 1. Are there any specific buildings you feel should be included in the first phase of the self-evaluations? If so, please list and provide any specific concerns you may have.**

Ensure the safest accessible route is provided between the City Hall parking garage and the south entrance.

- 2. Are there any specific infrastructure (sidewalk, curb ramps, traffic signals, etc.) that you feel should be included in the first phase of the self-evaluations? If so, please list and provide any specific concerns you may have.**

Due to the desired Walkability factors and anticipated growth of Frisco Square, this area needs to be continually monitored

- 3. Do you have any other general comments that you'd like to share with the project team?**

n/a

Please return completed questionnaires to Ben Brezina by Friday, **December 9, 2011**.

**City of Frisco ADA Self-Evaluation and Transition Plan**

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**FRISCO ADA SELF-EVALUATION AND TRANSITION PLAN****DEPARTMENTAL QUESTIONNAIRE  
INITIAL SELF-EVALUATIONS**

- 1. Are there any specific buildings you feel should be included in the first phase of the self-evaluations? If so, please list and provide any specific concerns you may have.**

FAC – specifically the aquatic elements. Explanation is needed on two points of entry into a pool, portable lifts, etc. Thanks.

- 2. Are there any specific infrastructure (sidewalk, curb ramps, traffic signals, etc.) that you feel should be included in the first phase of the self-evaluations? If so, please list and provide any specific concerns you may have.**

- 3. Do you have any other general comments that you'd like to share with the project team?**

Please return completed questionnaires to Ben Brezina by Friday, **December 9, 2011**.

**City of Frisco ADA Self-Evaluation and Transition Plan**

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**FRISCO ADA SELF-EVALUATION AND TRANSITION PLAN****DEPARTMENTAL QUESTIONNAIRE  
INITIAL SELF-EVALUATIONS**

- 1. Are there any specific buildings you feel should be included in the first phase of the self-evaluations? If so, please list and provide any specific concerns you may have.**

There are two city buildings that do not have a fire alarm system installed for occupant notification of a fire condition in the building. The Environmental Services building located at 6616 Walnut and Parks and Recreation Building located at 6726 Walnut do not have fire alarm systems installed. These buildings could have public access; therefore, they were identified in this survey.

- 2. Are there any specific infrastructure (sidewalk, curb ramps, traffic signals, etc.) that you feel should be included in the first phase of the self-evaluations? If so, please list and provide any specific concerns you may have.**

No

- 3. Do you have any other general comments that you'd like to share with the project team?**

We have provided recommendations based on our expertise in fire alarm systems related to possible ADA standards.

Please return completed questionnaires to Ben Brezina by Friday, **December 9, 2011**.



**City of Frisco ADA Self-Evaluation and Transition Plan**

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**FRISCO ADA SELF-EVALUATION AND TRANSITION PLAN****DEPARTMENTAL QUESTIONNAIRE  
INITIAL SELF-EVALUATIONS**

- 1. Are there any specific buildings you feel should be included in the first phase of the self-evaluations? If so, please list and provide any specific concerns you may have.**

The parks and Recreation Department Building might be one that needs reviewing. It was constructed or dedicated in 1994 I am not sure which. This is pretty close to when the law came into effect. Not sure if it was ever reviewed.

- 2. Are there any specific infrastructure (sidewalk, curb ramps, traffic signals, etc.) that you feel should be included in the first phase of the self-evaluations? If so, please list and provide any specific concerns you may have.**

I am not aware of any that are out of compliance. There are some areas of Oakbrook part may, I have never measured them.

- 3. Do you have any other general comments that you'd like to share with the project team?**

Please return completed questionnaires to Ben Brezina by Friday, **December 9, 2011**.

**City of Frisco ADA Self-Evaluation and Transition Plan**

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**FRISCO ADA SELF-EVALUATION AND TRANSITION PLAN**

**DEPARTMENTAL QUESTIONNAIRE  
INITIAL SELF-EVALUATIONS**

- 1. Are there any specific buildings you feel should be included in the first phase of the self-evaluations? If so, please list and provide any specific concerns you may have.**

None noted.

- 2. Are there any specific infrastructure (sidewalk, curb ramps, traffic signals, etc.) that you feel should be included in the first phase of the self-evaluations? If so, please list and provide any specific concerns you may have.**

None noted.

- 3. Do you have any other general comments that you'd like to share with the project team?**

I'm still trying to wrap my mind around what we are actually doing. I know this relates more to policies than just infrastructure. I don't understand all of the legal requirements.

Please return completed questionnaires to Ben Brezina by Friday, **December 9, 2011**.

**City of Frisco ADA Self-Evaluation and Transition Plan**

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**FRISCO ADA SELF-EVALUATION AND TRANSITION PLAN**

**DEPARTMENTAL QUESTIONNAIRE  
INITIAL SELF-EVALUATIONS**

- 1. Are there any specific buildings you feel should be included in the first phase of the self-evaluations? If so, please list and provide any specific concerns you may have.**

To the best of my knowledge all of our buildings are compliant with ADA standards.

- 2. Are there any specific infrastructure (sidewalk, curb ramps, traffic signals, etc.) that you feel should be included in the first phase of the self-evaluations? If so, please list and provide any specific concerns you may have.**

Not to my knowledge.

- 3. Do you have any other general comments that you'd like to share with the project team?**

Please return completed questionnaires to Ben Brezina by Friday, **December 9, 2011**.

**City of Frisco ADA Self-Evaluation and Transition Plan**

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**FRISCO ADA SELF-EVALUATION AND TRANSITION PLAN**

**DEPARTMENTAL QUESTIONNAIRE  
INITIAL SELF-EVALUATIONS**

- 1. Are there any specific buildings you feel should be included in the first phase of the self-evaluations? If so, please list and provide any specific concerns you may have.**

Senior Center, Library, City Hall, Police and Fire if they are not already

- 2. Are there any specific infrastructure (sidewalk, curb ramps, traffic signals, etc.) that you feel should be included in the first phase of the self-evaluations? If so, please list and provide any specific concerns you may have.**

- 3. Do you have any other general comments that you'd like to share with the project team?**

Please return completed questionnaires to Ben Brezina by Friday, **December 9, 2011**.

**City of Frisco ADA Self-Evaluation and Transition Plan**

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**FRISCO ADA SELF-EVALUATION AND TRANSITION PLAN**

**DEPARTMENTAL QUESTIONNAIRE  
INITIAL SELF-EVALUATIONS**

- 1. Are there any specific buildings you feel should be included in the first phase of the self-evaluations? If so, please list and provide any specific concerns you may have.**

Environmental Services – Need ramps/sidewalks and policy in place for handicap patrons

- 2. Are there any specific infrastructure (sidewalk, curb ramps, traffic signals, etc.) that you feel should be included in the first phase of the self-evaluations? If so, please list and provide any specific concerns you may have.**

- 3. Do you have any other general comments that you'd like to share with the project team?**

For Council Meetings (or other official meetings) - the hearing impaired should have a translator (sign language). One should be available if a citizen is present.

Please return completed questionnaires to Ben Brezina by Friday, **December 9, 2011**.

**City of Frisco ADA Self-Evaluation and Transition Plan**

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**FRISCO ADA SELF-EVALUATION AND TRANSITION PLAN****DEPARTMENTAL QUESTIONNAIRE  
INITIAL SELF-EVALUATIONS**

- 1. Are there any specific buildings you feel should be included in the first phase of the self-evaluations? If so, please list and provide any specific concerns you may have.**

Frisco Athletic Center - Due to the obvious health risks involved in a workout facility.

George A. Purefoy Municipal Center / Library- Highly trafficked area with people of all ages visiting daily. Also, this will be a highly visible area because of the close proximity to Pizza Hut Park.

Frisco Senior Center - Best to be proactive in being assured that all ADA guidelines are met for our facility designated for our seniors.

- 2. Are there any specific infrastructure (sidewalk, curb ramps, traffic signals, etc.) that you feel should be included in the first phase of the self-evaluations? If so, please list and provide any specific concerns you may have.**

4- Way Intersection of Parkwood and Warren - This intersection is frequently used by citizens for a running and walking trail. (Evaluate traffic signals and sidewalks)

Sidewalks in Frisco Square on Coleman Street

- 3. Do you have any other general comments that you'd like to share with the project team?**

Thanks for being proactive with the ADA Guidelines.

Please return completed questionnaires to Ben Brezina by Friday, **December 9, 2011**.

**City of Frisco ADA Self-Evaluation and Transition Plan**

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**FRISCO ADA SELF-EVALUATION AND TRANSITION PLAN****DEPARTMENTAL QUESTIONNAIRE  
INITIAL SELF-EVALUATIONS**

- 1. Are there any specific buildings you feel should be included in the first phase of the self-evaluations? If so, please list and provide any specific concerns you may have.**

The City owns 34 building that have potential public access, or should be accessible to ambulatory and non-ambulatory employees. The Facilities Manager is not aware of any outstanding accessibility issues in these facilities. In each facility, where required by law we have had TAS/ADA inspections by licensed TAS/ADA inspectors and have successfully addressed any and all deficiencies.

- 2. Are there any specific infrastructure (sidewalk, curb ramps, traffic signals, etc.) that you feel should be included in the first phase of the self-evaluations? If so, please list and provide any specific concerns you may have.**

- 3. Do you have any other general comments that you'd like to share with the project team?**

Please return completed questionnaires to Ben Brezina by Friday, **December 9, 2011**.



**City of Frisco**  
**Programs Questionnaire Results**

People with disabilities are often unable to participate in the activities of city government, such as public meetings, unable to attend city functions, or unable to gain access to the city's various programs and services. The City of Frisco has some unique services that should be assessed for compliance. Below is a list of the services that seem to be offered and the questions we need answered regarding each.

**A. Animal Control Services**

1. Is the Shelter fully accessible? This would include all areas for employment, animal viewing, playing and adoption. – Shelter is operated by Collin County
  - a. Are counter heights no higher than 36" or have a section of the counter that is at least 36" wide at the 36" height?
  - b. Is there access to an outdoor or indoor animal interaction area?
  - c. Are there discriminatory policies in place? For instance, a policy that only allows "animal interaction" during certain hours but viewing during additional hours could discriminate against someone who is visually impaired.
2. Does the adoption process have discriminatory language in it? (requiring a driver's license, for instance.)
  - a. Is the application available in other formats? (large print, Braille)

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**CONSULTANT RECOMMENDATION**

This facility is not owned or operated by the City of Frisco so no recommendations are necessary.

**City of Frisco**  
**Programs Questionnaire Results**

**B. Communications**

1. Are communications offered in alternate formats? (Braille, large print, audio)

CSO sends communications to the public for election information via the city website and required newspaper legal notices. Braille, large print, and audio is not provided since computer settings can be adjusted to enlarge the page. Newspaper legal adds are cost prohibitive to print in large sections.

- a. Are all public meetings announcements provided in several different formats? (Braille, large print, audio) Meetings are video recorded and available in visual and audio format on the city website. Again, can be enlarged.
2. Are all public meetings announcements provided in several different formats? (Braille, large print, audio)  
  
No but again, computer settings can be enlarged.
3. Are arrangements made for assistive listening systems in all public meetings? If not, do you know where to get them? – Council Chambers
4. Are public meetings always held in accessible locations? Who makes sure? Attempt is made, Meeting Organizer
5. Do you know where to get a sign language interpreter for a meeting?
6. Is it someone's job to keep up with technology requirements under Section 508? Do they ensure the website complies?

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**CONSULTANT RECOMMENDATION:**

There seems to be some lack of clarity on which meetings do and do not have assistive listening systems available. All meetings that allow the public to attend are required to have them available. It's also important to remember that not all people have computers. For those who do not, alternate formats need to be available.

All meeting organizers need to be trained on ensuring meetings are in accessible locations and where to get interpreters or auxiliary aids if requested. Those who regularly work with updating the website are required to be trained and proficient with 508 compliance. It is recommended to get the website "Bobby" approved and have the logo on it so all citizens who need the accessible features are assured it's available.

**City of Frisco**  
**Programs Questionnaire Results**

**C. Convention and Visitor's Bureau**

1. Are publications offered in alternate formats? Available online in a page turning technology. no other formats
2. Are the offices accessible? Good question, I'm sure the front door is but not sure about our bathrooms. They are asking specifically about CVB and not Conference Center, right?
3. Are planned events developed so people with mobility impairments, sensory impairments or cognitive impairments are able to fully participate? Again, is this about CVB or Conference Center?
4. Is it someone's job to keep up with technology requirements under Section 508? Do they ensure the website complies? No

Our office is ada accessible and so are our 2 restrooms. Our website does not have ADA capabilities. We only run one event and the facilities are all accessible but we have not equipment to aid.

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**CONSULTANT RECOMMENDATION:**

It's important to remember that not all citizens have computers. Many are stopping by the Visitor's Bureau to get information and alternate formats need to be available. Key personnel at the Visitor's Bureau need to know how to make that happen upon request. For the Convention Center, anything that is facility specific needs to be available in alternate formats if requested. For events it is the responsibility of the event planner unless otherwise agreed upon. That should be made clear in the contractual agreements.

Auxiliary aides are required to be provided. Assistive listening systems available for any event held at the Frisco Convention Center. The website is required to be 508 compliant and once it is, we recommend it be "Bobby" approved so citizens with disabilities have the assurance the website is compatible with their technology.

**City of Frisco**  
**Programs Questionnaire Results**

**D. Emergency Management**

1. Is the City ADA Coordinator on the Emergency Management team? **No**
  - a. If not, who makes decisions about handling citizens with disabilities? **I would consider them on the team as the City has many coordinators and responsible parties in various departments. There is no specifically identified team or committee that the ADA Coordinator would be a part of at the present time.**
2. Are all planned emergency shelters fully accessible? Who has verified this?
3. Is the 9-1-1 system usable by people who have no hearing or no voice? **Yes, the Frisco PD PSAP is equipped with TTY (Teletypewriters). All dispatch personnel are trained on using TTY prior to being released from training.**
  - a. When is the last time it was tested? **Test calls are conducted monthly by each dispatcher and dispatch supervisor.**
4. Is there an evacuation plan to ensure people with disabilities are allowed to have the equipment and/or service animals they need? **My assumption with this question is that it refers to a citywide evacuation, not facility specific. This is handled by the individual for self-evacuation plans. Engineering is responsible for Transportation, and Sheltering is handled by the Deputy City Manager. They may have more information regarding any specific arrangements or processes for accommodation of the disabled, however planning to that level for the variables that could exist would be extensive.**
5. Are the responders for mass gatherings trained to communicate with people who have disabilities? (hearing impaired, cognitive impairments)? **If responders refer to firefighters and paramedics, they have a very basic level of training regarding communicating with patients; however no formal training in sign language or other means of specific disabilities is completed for all FD personnel.**
6. Is there recurrent training for all citizen contact personnel that includes the proper handling of citizens with varying abilities? **Yes, all dispatch personnel go through bi-annual TDD (Telecommunication Device for the Deaf) training hosted by NCTCOG.**

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**CONSULTANT RECOMMENDATION:**

The City's ADA Coordinator needs to either be involved in the Emergency Management Team or have a designated employee on that team whose role is to look out for all aspects of accessibility for all types of Emergency Management Planning. If someone is designated with that role they need to report directly to the ADA Coordinator with all access related planning.

Evacuation planning and sheltering also needs to have someone designated to the needs of the citizens with disabilities. It is very important emergency responders assisting with evacuation understand the importance of allowing mobility aids and service animals to accompany the people who need them.

Various communication techniques should be taught to all customer contact employees and moving and handling people with disabilities should also be taught. Normal reactions in customer handling could cause damage for people with certain disabilities. Fear may not be a reason to deny handling of a customer and that needs to be part of additional training.

**City of Frisco**  
**Programs Questionnaire Results**

**E. Fire & Police**

1. Is the City ADA Coordinator involved in response planning or is there a committee of citizens with disabilities established?
    - a. If not, who makes decisions about handling citizens with disabilities? **Decisions are made based on the needs of the citizens and responsibility for those decisions is made by the appropriate department within the City. While I am confident that decision makers will consider those with disabilities, I am not aware of a committee or individual who fills a role as described by the question.**
  2. Is there an evacuation plan to ensure people with disabilities are allowed to have the equipment and/or service animals they need? **If this is referring to individual city facilities then I would defer to the Department responsible for the facility. If this is referring to citywide emergency management planning, then again I would refer you to Engineering or Deputy City Manager for plan specifics at that level.**
  3. Are the Captains and staff trained to communicate with people who have disabilities? (hearing impaired, cognitive impairments)? **There is no formal training to FD staff on sign language or other means of communication. Staff are encourage to obtain the skills but it is not a requirement.**
  4. Is there recurrent training for all citizen contact personnel that includes the proper handling of citizens with varying abilities? **Yes, diversity training**
  5. Are the stations fully accessible for tours or community events? **All areas used for public tours or community events with Fire Department facilities are accessible. I do not have an understanding of "fully", so there may be expectations there which I do not recognize.**
- 

**CONSULTANT RECOMMENDATION:**

Training the Fire and Police staff on handling people with disabilities is paramount to the success of the community. Specialized training on emergency evacuation procedures and having someone responsible for carrying out the requirements of providing the City services to all citizens with disabilities. Additionally, a citizen-based Disability Advisory board (DAB) should be established and utilized for planning purposes. Those responsible for Emergency Management should attend a meeting with the (DAB) on a regular basis.

Additionally all Police and Fire personnel should be trained on the nuances of communication with people with varying disabilities, especially the requirements for handling suspects during police action. For instance people with hearing impairments who use sign language are not allowed to be handcuffed in a way that removes their ability to communicate. Special training is required for communicating with people who have cognitive impairments.

Each facility that holds public tours should be assessed for compliance with all aspects of physical accessibility and documented as part of this Transition Plan.

**City of Frisco**  
**Programs Questionnaire Results**

**F. Fire Safety Town**

1. Is the Town fully accessible? For the most part, Frisco Fire Safety Town has a variety of areas within the village that have been miniaturized to mimic real life facilities. We have strived to maintain accessibility throughout this process.
2. Is each type of training provided adapted so children with varying abilities can also learn about safety? yes
3. Are the "behind the scenes" areas accessible, allowing a person with a disability to teach classes? yes

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**CONSULTANT RECOMMENDATION:**

Fire Safety Town is a unique experience for citizens of Frisco. Someone should evaluate all aspects of that experience to ensure children with disabilities get the full effect of the program, even if provided in an alternate format. This evaluation should be provided in this Transition Plan document. Additionally, those who conduct the tours or trainings on the property must be trained on providing equal experiences for those using mobility aids.

This is a highly vulnerable program for the City and should be evaluated for compliance.

**City of Frisco**  
**Programs Questionnaire Results**

**G. Health and Food Safety**

1. Is each type of training provided adapted so children with varying abilities can also learn about safety?

I may need additional clarification on this question as it is quite broad. Our main aquatic program is the Learn to Swim lessons. Staff modify the lessons to accommodate citizens with disabilities. In regards to learning about safety, I assume they are referring to water safety. Water safety is verbally taught during the lessons, so it is difficult to adapt it, other than the instructor verbally talking at the appropriate age level to each child/adult.

2. Does Pool Plan Review include reviewing for citizens with disabilities? **YES**

3. Are changes in programs made to accommodate citizens with disabilities?

Yes, we modify programs and events to accommodate citizens with disabilities.

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**CONSULTANT RECOMMENDATION:**

It appears those currently in charge of this program are aware of their responsibilities for citizen's with disabilities. This needs to be a recurrent training module for any new employees involved in the program. All programs are required to be provided to all, and pool safety is such an important issue.



**City of Frisco**  
**Programs Questionnaire Results**

**H. Human Resources**

1. Have employment practices been reviewed for compliance with Title II of the ADA? **Yes.**
2. Have job descriptions been reviewed to remove all discriminatory language? **Yes.**
3. Are all offices for job applicants fully accessible? **Yes, as far as I am aware from the building inspectors.**
4. Is the online process done on an accessible website? **Yes. Statement to this effect from Monster is attached to this e-mail.**
5. Are job posting provided in accessible formats? **Yes. See statement from Monster attached to this e-mail.**
6. Are those responsible for hiring/firing trained to properly handle a variety of issues that may come up for employees/citizens with disabilities? **Yes, this is covered as part of the supervisory academy classes that all supervisors must attend.**

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**CONSULTANT RECOMMENDATION:**

How job descriptions are worded make a lot of difference now. For instance wording like "Must be able to type 50 words per minute" are no longer acceptable. Now it should read "must be able to input 50 words per minute". All job descriptions are required to be reviewed for the removal of discriminatory language.

Hiring practices must include alternate formats for applications. This must be thought out and planned so responses are ready should requests arise.

**City of Frisco**  
**Programs Questionnaire Results**

**I. Library**

1. Are the libraries fully accessible? **Yes**
2. Is each type of training provided adapted so children with varying abilities can also participate? **Yes, as needed the same goes for training provided for adults with varying abilities.**
3. Are all of the library programs, including story times, fully accessible for students with sensory impairments? **We do not have staff on site to provide signing during story time, but for all other sensory impairments yes, as needed.**
4. Are all of the library programs, including story times, fully accessible for students with mobility impairments? **Yes**
5. Are all of the library programs fully accessible for a volunteer or staff member with a disability to facilitate? **Yes, with the exception of some storage rooms**
6. Is the library staff trained to ensure they provide good experiences for citizens with a variety of abilities? **Yes, this is an important focus of training and service provided by library staff in all divisions.**

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**CONSULTANT RECOMMENDATION:**

Library personnel seem to be aware of their obligations. The only comment is that a sign language interpreter and/or closed captioning is required to be provided, upon request. Therefore, a list of available agencies that provide these services should be kept for all planning public events.

**City of Frisco**  
**Programs Questionnaire Results**

**J. Municipal Court**

1. Is each courtroom fully accessible? **Yes**
2. Is each aspect of each court room fully accessible? (judges bench, witness stand, jury box, etc.) **Yes**
3. Are provisions in place for any citizen needing accommodations for any case before the court? **Yes**
4. Are alternate formats provided for any written or published material? **No. Very limited published materials are provided and all written materials are usually of a legal nature and compliant with State statutes.**
5. Are training programs in place for employees to learn how to properly serve citizens with disabilities? **Yes, as part of regular training through the State, topics are presented every two years that deal with ADA compliance and customer service through the Texas Municipal Court Education Center.**
6. Are all customer transaction counters lowered for compliance? **No, but lowered counter(s) are available**
7. Are alternate means of service available for those with a legitimate need? **This question is vague. Alternate forms of what kind of service? As a Court Clerk, my duty is to serve the citizens who appear in my court, and maintain the dignity of my profession, as I am a public servant. Since my court is probably the only court contact most citizens will ever have, I will strive to make that contact as pleasant and as informative as I possibly can and make any reasonable accommodation that may be needed for a person with a disability.**  
  
**Our facility is designed to meet all possible needs. We have a gentleman on staff that requires the use of a wheelchair, so we are very aware of those needs. We have seating that is flexible and provides for all types of accommodations. We also deal with the deaf on a regular basis and are very familiar with addressing those needs. The law also requires we provide certain services for translation to the deaf. Our facility undergoes an annual ADA inspection which should address the accessibility for other disabilities.**  
  
**The Peace Officers and staff assigned to the court also undergo specialized court training which address these issues at least once every two years.**
8. Are all aspects of the jury duty process developed for citizens who have varying abilities? **All aspects of accommodating varying abilities are regulated by statute under Ch. 62 of the local government code. The Judge with respect to the provisions in Ch. 62 will make accommodations, exemptions, or exclusions based on the law and his or her qualification based on a particular case.**

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**CONSULTANT RECOMMENDATION:**

The department appears to be aware of their responsibilities. Once a list of auxiliary aids, interpreters and captioning are available, it should be distributed to all departments including courts.

**City of Frisco**  
**Programs Questionnaire Results**

**K. Park Programs**

1. What programs are run through the Parks Department?

- a. Adult softball
- b. Adult flag football
- c. Adult **and youth** tennis
- d. Adult ultimate frisbee
- e. Adult disc golf
- f. Youth **and adult** swim program
- g. Youth **and adult** volleyball
- h. Youth cricket
- i. Youth baseball
- j. Youth softball
- k. Youth football
- l. Youth **and adult** track club
- m. Youth lacrosse
- n. Youth **and adult** soccer
- o. Miracle league
- p. Art programs
- q. Camp programs
- r. Personal enrichment programs
- s. A wide variety of Dance programs
- t. Music programs
- u. Fitness programs
- v. Special holiday programs
- w. S.O.A.R program
- x. **Special events and activities throughout the year**
- y. **Learn to Swim classes**
- z. **Lifeguard classes**

Please list additional programs. Each program offered must be accessible to all citizens, regardless of abilities.

**A wide variety of Educational programs**

**Rock climbing**

**Personal training**

**City of Frisco**  
**Programs Questionnaire Results**

2. Are all programs available in ALL parks, or are they only in specific parks?

Most recreation programs and activities offered by the Department take place at either the Frisco Athletic Center or the Frisco Senior Center. Other athletic programs or special events will take place in a variety of city or park locations, depending on the specific program or activity. As you can tell by looking at our current Frisco Fun Magazine <http://issuu.com/friscofun/docs/spring2012friscofunguide?mode=embed&layout=http%3A%2F%2Fskin.issuu.com%2Fv%2Fcolor%2Flayout.xml&backgroundColor=FFFFFF&showFlipBtn=true&autoFlip=true&autoFlipTime=6000> that describes all of the programs that we will be offering through the Spring of 2013, there are a wide variety of locations listed throughout the guide.

The Frisco Athletic Center appears to be City owned or operated. This facility not only needs to be fully accessible, each program offered through this facility must also be accessible for people with varying ages. There appears to be many such programs. Each will have to be analyzed.

The Frisco Athletic Center as well as the Senior Center at Frisco Square are both city owned and operated. All should comply with ADA.

4. Are all three Spray Parks accessible? I believe the three Spray parks to be accessible
5. Does the Aquatic Center have a lift or other way for someone to get into the pool? The Aquatic Center does have a lift in place for the indoor and outdoor aquatic pool areas.
6. Do the playgrounds have accessible play elements? Each of the playgrounds that we have within the Frisco Parks system have accessible play elements within them
7. Are the batting cages and training tunnels fully accessible? Yes
8. Does every park that has pavilions or picnic shelters also have accessible pavilions and picnic shelters? I believe that all of the parks having pavilions are accessible. Those pavilions typically have picnic tables as a part of them, with accessible tables within them. We do not have a classification for picnic shelters at this time
9. Does every park with restroom facilities have accessible restrooms? Yes
10. Is there signage on non-accessible restrooms indicating the location of the nearest accessible restroom? N/A
11. Does every park with a parking lot have fully compliant parking? All parks built since 1996 have compliant parking that have been inspected by the State. Dudley Raymond would need to be consulted regarding two older park sites developed prior to this time. That would include First Street Park as well as Oakbrook Park. I don't believe Oakbrook has compliant parking. I think it is one of the sites you were going to have inspected.
12. Is there an accessible route from accessible parking to every amenity on the property? I believe that to be the case, but would need to verify with Dudley Raymond To the best of my knowledge every park we have constructed since 2000 has been submitted to TAS for plan review and post construction walk through. So I believe that all those are compliant. Parks built prior to that may need to be examined.
13. Is there an accessible route between amenities? I also believe this to be the case, but need to verify with Dudley To the best of my knowledge every park we have constructed since 2000 has been submitted to TAS for plan review and post construction walk through. So I believe that all those are compliant. Parks built prior to that may need to be examined.

**City of Frisco**  
**Programs Questionnaire Results**

14. Where hike and bike trails are in place do they have signs indicating steep areas? I do not know this answer. I need to verify with Dudley To the best of my knowledge trails we have constructed since 2000 has been submitted to TAS for plan review and post construction walk through. So I believe that all those are compliant. Trails built prior to that may need to be examined. I can only think of two instances where the trail is signed as non-ada compliant. Those are a couple of routes at the FAC where it connects to the trail on Fisd property.

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**CONSULTANT RECOMMENDATION:**

Not all of the parks were evaluated as part of this process. The City needs to evaluate the remaining parks and develop a plan for compliance where none exists. Additionally, a procedure needs to be in place to address customer complaints regarding access or accessible programs offered.

**City of Frisco**  
**Programs Questionnaire Results**

**L. Public Works**

1. Have the local design standards been reviewed for compliance?

Currently under review.

2. Have the Public Works employees been trained in access requirements, enough so they can spot problems?

Fred Clausen was our person over here but has since moved to Storm Water division. Will need to have someone else trained.

3. Is there a maintenance program that reviews sidewalks and routes for hazards?

Annually we assess our sidewalks for trip hazards and rate them accordingly.

4. Is there a line item on the budget for ADA Improvements?

No

5. Has a city wide parking study been done?

Not to my knowledge

6. Are truncated domes incorporated into the curb ramp design?

We don't design ramps at Public Works, but during maintenance or repair we do use truncated domes.

7. Are all customer transaction counters lowered for compliance?

We have not lowered, repaired, or altered any transaction counters. This may be a Building Services question.

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**CONSULTANT RECOMMENDATION:**

This is a very important department because it provides the physical access around the city. Recurrent training should be provided to ensure curb ramps and pedestrian elements are being installed according to state and federal access standards. While the standards have been reviewed, building in accordance with those standards is vitally important. Field personnel need to know how to achieve compliance when surprise conditions are encountered.



**City of Frisco**  
**Programs Questionnaire Results**

**M. Boards and Commissions:**

**1. How are Board and Commission members elected or appointed?**

Members are elected by Council. Housing Authority appointed by Mayor.

- a. Is the application process provided in alternate formats? (i.e., large print, Braille)

No, online application. Computer settings can enlarge print. Hard copy application available in CSO office and assistance can be provided.

**2. Are meetings always in the same place, or are they moved from month to month?**

Usually in the same place and in a public building.

- a. Does someone ensure the building/room that the meetings are held in is physically accessible?

Public buildings are ADA regulated.

- b. Is someone assigned to ensure requested accommodations are provided? (i.e., assistive listening systems, sign language interpreters, large font hand-outs)

Agenda postings note if assistance is needed to contact the CSO.

**3. Where and how are meeting announcements posted?**

Online and on City Hall bulletin Board.

- a. Are instructions provided on whom to call/how to arrange special accommodations?

Yes, CSO.

- b. Are announcements available electronically?

Yes.

**4. Are meetings open to the public?**

Yes, unless posted as a Closed Session pursuant to Texas Government Code 551.001.

**City of Frisco**  
**Programs Questionnaire Results**

**Please select your Board or Commission:** **ALL**

- ☐ Arts of Collin County
- ☐ Board of Adjustment/Construction Board of Appeals
- ☐ Collin County Appraisal District
- ☐ Community Development Corporation (CDC)
- ☐ Convention Visitors Bureau
- ☐ Downtown Advisory Board
- ☐ Economic Development Corporation (EDC)
- ☐ Frisco Square MMD
- ☐ Housing Authority Board
- ☐ Housing Trust Fund Board
- ☐ Library Foundation Board
- ☐ North Texas Municipal Water District
- ☐ Parks & Recreation Board
- ☐ Planning & Zoning Commission
- ☐ Public Art Board
- ☐ Urban Forestry Board

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**CONSULTANT RECOMMENDATION:**

Not all people have computers. Those distributing notifications need to know how to get alternative formats if requested. Additionally, all meeting organizers, for each board, need to know how to get auxiliary aides, interpreters and captioning if requested.

**City of Frisco**  
**Programs Questionnaire Results**

**N. City Council**

- 1 Is the council chambers accessible both for visitors and for council members? **Yes**
- 2 Do all notifications about all meetings have information for special arrangements for people with disabilities? **Question is for City Secretary or CMO**
- 3 Are assistive listening systems available in the chamber? **Question is for Communications**
- 4 Are any printed materials available in alternate formats? **Question is for City Secretary**
- 5 Do those setting up meetings know where to find sign language interpreters, Braille print or other accommodations? **Question is for City Secretary**

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**CONSULTANT RECOMMENDATION:**

City Council chambers is a very important venue for the community. All public meetings need to have notifications available in alternative formats if requested. Additionally, all meeting organizers, for any public meeting, need to know how and where to get auxiliary aides, interpreters and captioning if requested.

**City of Frisco**  
**Programs Questionnaire Results**

**O. City Hall 101**

1. This is held in several different facilities, are all facilities physically compliant? **Will be determined during facility review, to my knowledge, yes**
2. Do all notifications about all meetings have information for special arrangements for people with disabilities? **Notifications done on website, which is compliant**
3. Are assistive listening systems available in each meeting location? **No**
4. Are any printed materials available in alternate formats? **If requested**
5. Do those setting up meetings know where to find sign language interpreters, Braille print or other accommodations? **Perhaps**
6. Is this a program that could be taught by a person with a disability? **Yes, taught by our department directors and managers.**

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**CONSULTANT RECOMMENDATION:**

Those distributing notifications need to know how to get alternative formats if requested. Additionally, the meeting organizers need to know how to get auxiliary aides, interpreters and captioning if requested.

**City of Frisco**  
**Programs Questionnaire Results**

**P. Coffee with the Mayor**

1. Do those setting up the "Coffee with the Mayor" event know where to find sign language interpreters, Braille print or how to provide other accommodations as requested? , **No it has never come up, but if it did, CMO would ask City Secretary for help locating.**
2. Is anything printed provided in alternate formats? **No printed materials are provided.**

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**CONSULTANT RECOMMENDATION:**

Those distributing notifications need to know how to get alternative formats if requested. Additionally, the meeting organizers need to know how to get auxiliary aides, interpreters and captioning if requested.

**City of Frisco**  
**Programs Questionnaire Results**

**Q. Elections**

- 1 Are all elections held in fully accessible locations?

Yes, locations are located in public facilities such as schools, fire stations, and public community centers. There are two that are located in private communities but in public buildings. All locations are subject to the ADA requirements.

<http://www.sos.state.tx.us/elections/pamphlets/services.shtml>

- 2 Are those setting up elections aware of the requirements for proper voting for a person with little or no vision?

Frisco contracts elections through the County Elections Administrator who is responsible for the set up and training.

- 3 Are election volunteers trained to answer questions or provide assistance to people who have sensory impairments? Yes

<http://www.sos.state.tx.us/elections/onlinepollworker.shtml>

- 4 Are all election locations prepared to communicate with someone without hearing or speech? Yes

- 5 Is someone in charge of voting aware of the new voting requirements for people with disabilities? Yes

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**CONSULTANT RECOMMENDATION:**

Voting is a very important issue right now and the most volatile for a municipality. It appears City of Frisco is aware of the requirements and responsibilities. Ensure all future organizers are equally aware of the requirements and someone is responsible for keeping updated on them as they develop.

**City of Frisco**  
**Programs Questionnaire Results**

**R. Mayor's Youth Council**

1. Has each program or opportunity offered for the children of the Youth Council been reviewed to be offered to children with disabilities? **Have not.**
2. Are mentors used? **Yes**
  - a. If yes, are they trained to mentor to children with varying abilities? **No**
3. Is the ADA Coordinator aware of how to ensure children with disabilities are able to fully participate in this program? **Somewhat**

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**CONSULTANT RECOMMENDATION:**

This appears to be a vulnerable area for the City. This program needs to be fully reviewed and steps in place for assuring kids with disabilities are offered the same opportunities as all other use. This needs to be explored further for compliance.



**City of Frisco**  
**Programs Questionnaire Results**

**S. Volunteers**

1. Has each program or opportunity offered for volunteers been reviewed to be offered to citizens with disabilities? **Not to date. Have had requests from Transition Specialist at Liberty High School to offer a program for 'special needs' students as part of their classroom curriculum.**
2. Are the trainers for the volunteers trained to assist volunteers with disabilities? **No formal training, however basic disability needs have been met when informed of needs by volunteer.**
3. Is the ADA Coordinator aware of how to ensure citizens with disabilities are able to fully participate in all volunteer programs? **Yes**

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**CONSULTANT RECOMMENDATION:**

This also appears to be a vulnerable area for the City. This program needs to be fully reviewed and steps in place for assuring volunteers with disabilities are offered the same opportunities as all other use. This needs to be explored further for compliance.

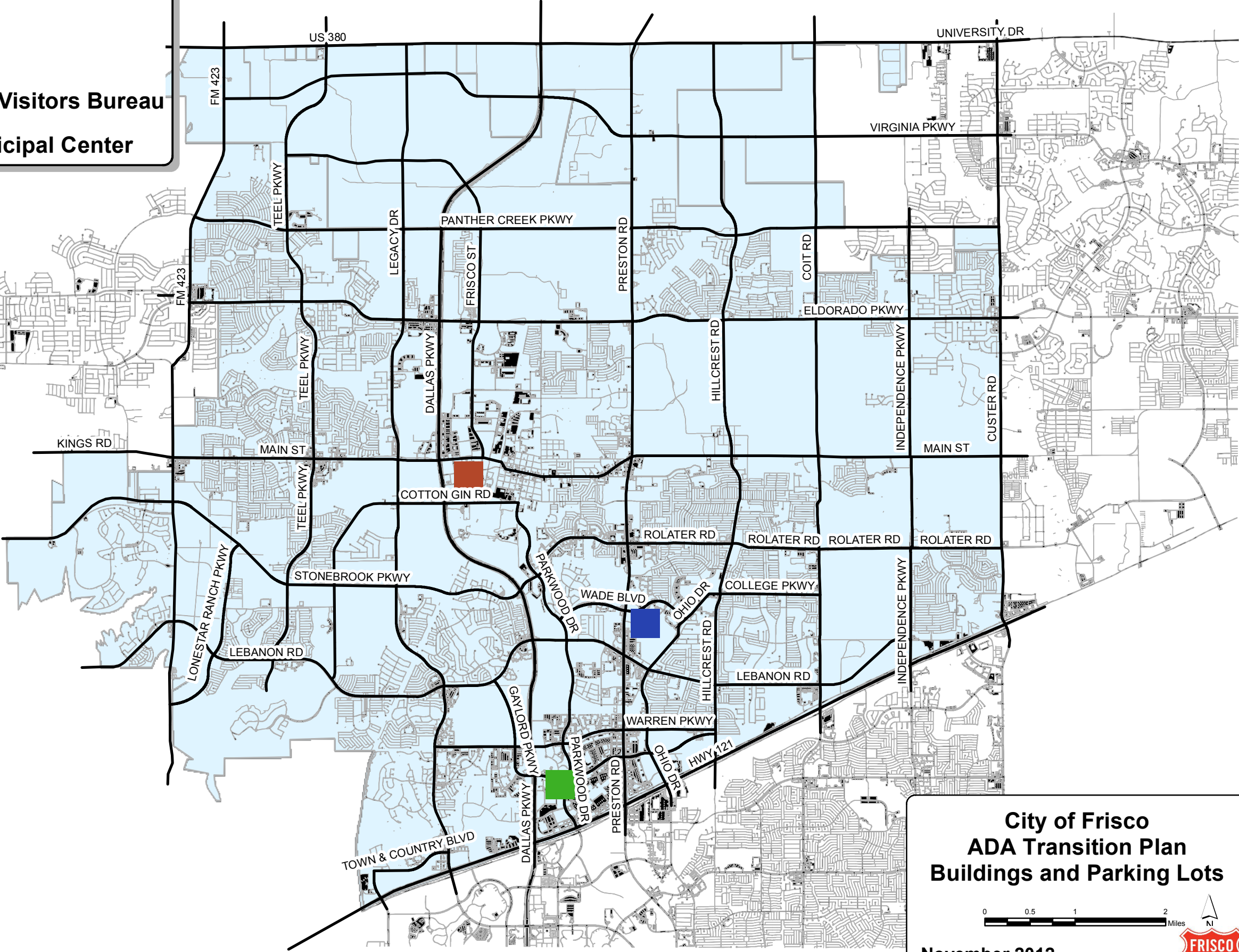
# Appendix C

## Initial Study Areas

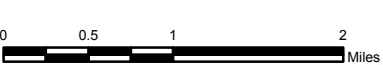
**Legend**

-  Frisco Athletic Center
-  Frisco Convention and Visitors Bureau
-  George A. Purefoy Municipal Center

**Detailed View**



**City of Frisco  
ADA Transition Plan  
Buildings and Parking Lots**



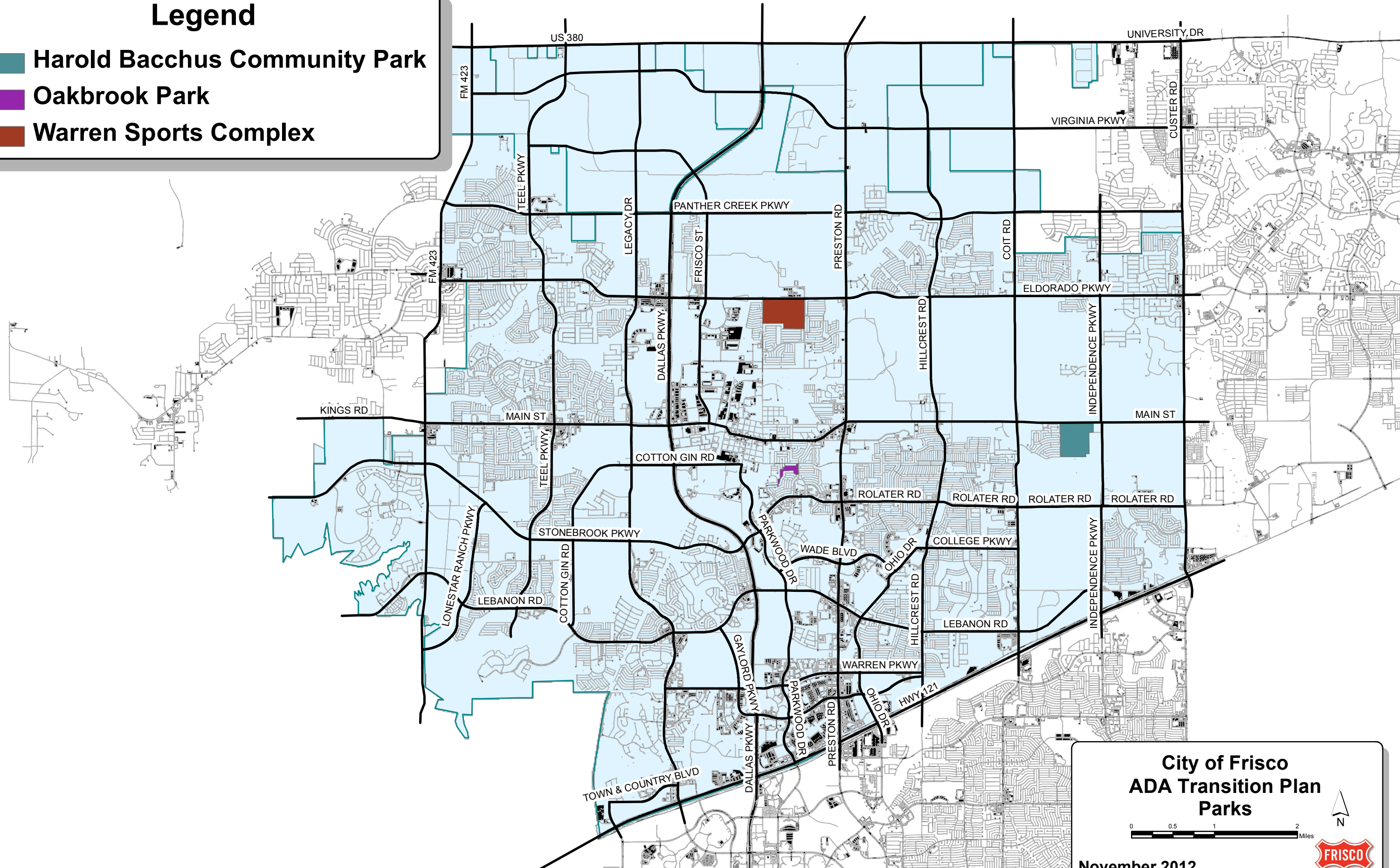
**November 2012**



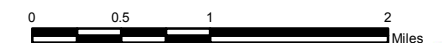


# Legend

- Harold Bacchus Community Park
- Oakbrook Park
- Warren Sports Complex



City of Frisco  
ADA Transition Plan  
Parks



November 2012





# Legend

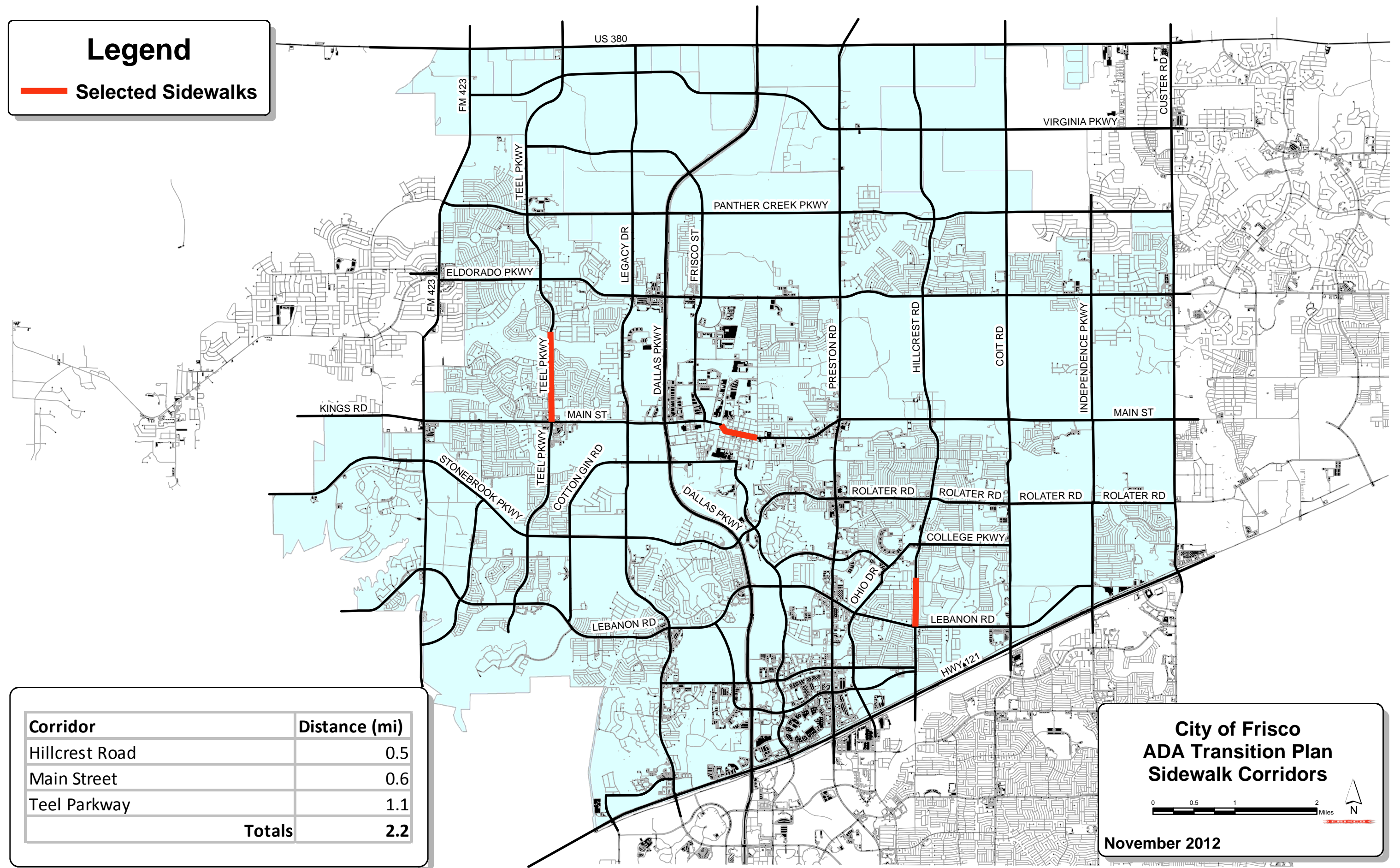
 Selected Sidewalks

Corridor	Distance (mi)
Hillcrest Road	0.5
Main Street	0.6
Teel Parkway	1.1
Totals	2.2

## City of Frisco ADA Transition Plan Sidewalk Corridors



November 2012

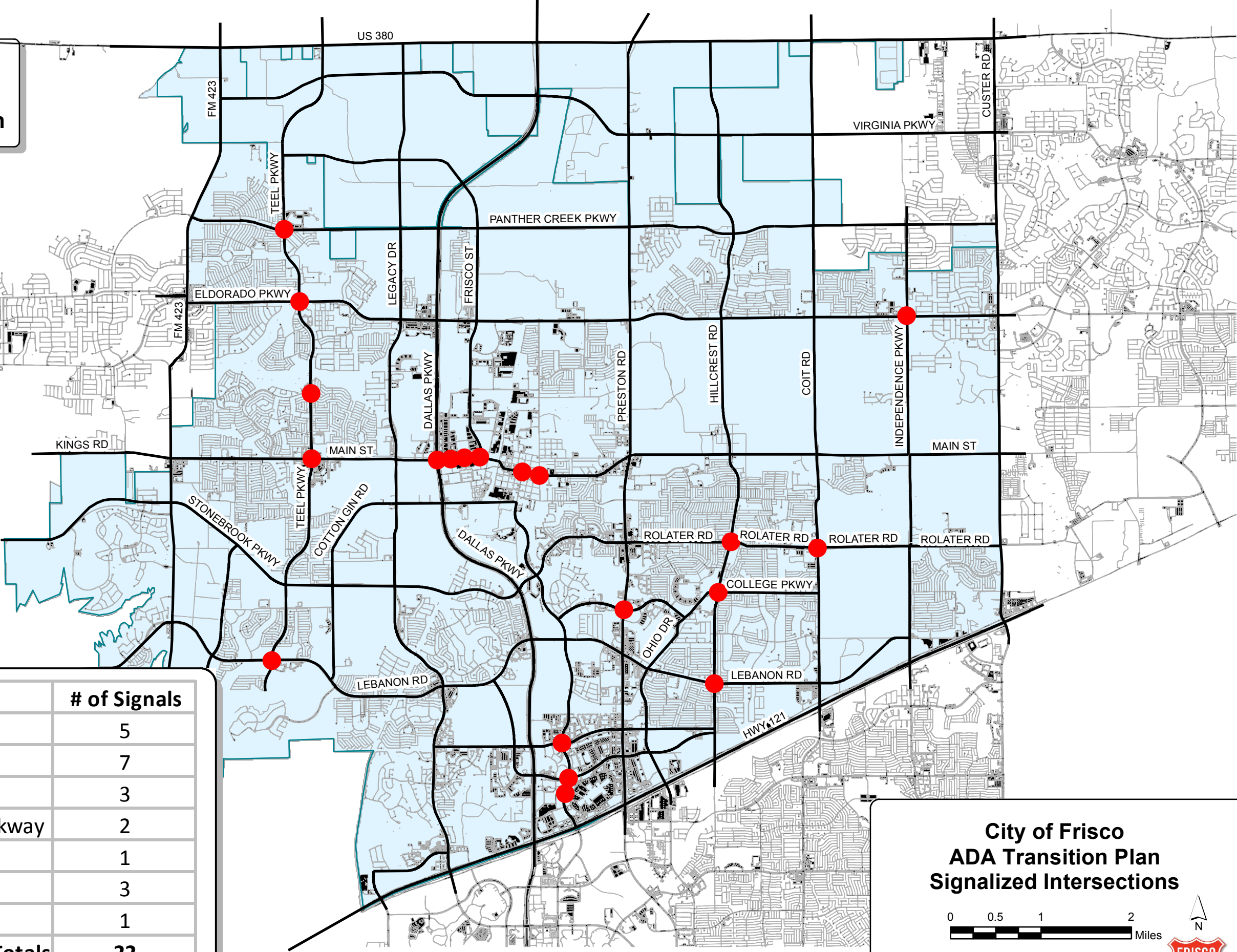




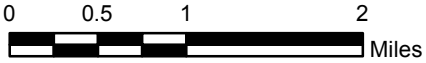
Legend

● Signalized Intersection

Arterial Streets	# of Signals
Teel Parkway	5
Main Street	7
Rolater Road	3
Wade Boulevard/College Parkway	2
Lebanon Road	1
Parkwood Boulevard	3
Independence Parkway	1
Totals	22



City of Frisco  
ADA Transition Plan  
Signalized Intersections



November 2012



# Appendix D

## Infrastructure Reports



## CITY OF FRISCO – BUILDING REPORT

<b>BUILDING NAME:</b>	<b>Athletic Center</b>
<b>GENERAL NOTES AND EXTERIOR CONDITIONS:</b>	
	<p>This building is a stand alone building with large surface parking. This is a highly visible, high traffic facility that has been built since the ADA went into effect and, therefore, is required to be fully compliant.</p> <p>The access issues found inside of this building are minimal, but should be brought into compliance as soon as possible since the building is required to be in full compliance. That makes all issues a high priority for the city.</p> <p>The exterior path of travel is the largest concern. There is an island in the middle of the lazy river pool with pavilions, picnic tables and appears to be a gathering area for things like birthday parties. No access is provided to this island. Although all of those things can be provided in an accessible location, the fact that it's an island in the middle of the lazy river makes it a bit special. A clear argument could be made that this is an amenity that is not accessible. Access should be provided.</p> <p>Additionally, there are water guns that are provided for people to shoot each other on either side of the lazy river. None of the four guns are accessible for someone in wheelchairs or someone of short stature. These are detailed under the pool section.</p>
<b>PARKING LOTS:</b>	This facility has one main surface parking lot with 419 total parking spaces. The accessible parking spaces are compliant, except one is missing a sign.
<b>NUMBER OF ACCESSIBLE PARKING SPACES</b>	<b>419 Total parking spaces with 9 accessible spaces provided, which is compliant.</b>
<b>PARKING VIOLATIONS:</b>	
	One of the accessible parking spaces is missing a sign. The sign needs to be replaced for compliance.
<b>PARKING RECOMMENDATIONS:</b>	
<b>PRIORITY HIGH</b>	Reinstall a missing sign for the accessible parking space on the north side.
<b>VERTICAL ACCESS:</b>	
	Vertical access is provided between the floors of this building.

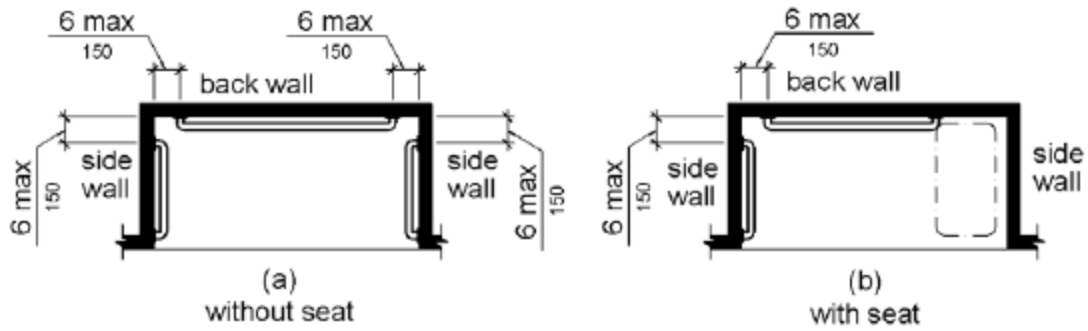
## CITY OF FRISCO – BUILDING REPORT

ATHLETIC CENTER INTERIOR ISSUES:	
THE ZONE	
<b>PROTRUDING OBJECTS:</b>	The television is mounted at 53" above the floor and protrudes 25 1/2" from the wall. This is a hazard for someone who is blind. The TV needs to be raised so it's at least 80" to the lowest point or install a built in cabinet underneath the TV to protect the area.
FUN CLUB:	
<b>CHILDREN'S AREA</b> <b>HIGH PRIORITY</b>	The doors into the children's area do not have the required 18" on the pull side. The door on the right has 10 1/4" and the door on the left has 9".
<b>BOY'S RESTROOM:</b> <b>PRIORITY HIGH</b>	<p>The grab bars are mounted too low. They are required to be mounted between 33" and 36" aff. for adult heights. These may be set for children's height, which is acceptable, but everything else in the room is set at adult heights. This either needs to be a children's restroom or an adult restroom.</p> <p>The hand sanitizer is mounted at 60" aff. It's not allowed to be above 48" aff.</p> <p>The coat hooks are mounted at 57". At least one needs to be lowered to 48", or an additional one can be added that is no higher than 48".</p>
<b>WOMEN'S RESTROOM:</b> <b>PRIORITY HIGH</b>	<p>The grab bars are mounted too low. They are required to be mounted between 33" and 36" aff. for adult heights. These may be set for children's height, which is acceptable, but everything else in the room is set at adult heights. This either needs to be a children's restroom or an adult restroom.</p> <p>The hand sanitizer is mounted at 60" aff. It's not allowed to be above 48" aff.</p> <p>The coat hooks are mounted at 57". At least one needs to be lowered to 48", or an additional one can be added that is no higher than 48".</p>
<b>COUNTER HEIGHTS</b> <b>HIGH PRIORITY</b>	The payment counter is 38 1/2" aff. It's not allowed to be more than 36" aff and should be lowered for compliance.
POOL AREA	
<b>ACCESSIBLE ROUTE:</b>	<p><i>Please review the General Notes Section on page 1. This give some detail about the concerns for the accessible route around the pools.</i></p> <p>The island area has no accessible route to it.</p> <p>The water guns do not have an accessible route to them on either side, and are too high for people in wheelchairs or of short stature. An additional set of guns can be installed at a different location to meet this requirement.</p>

## CITY OF FRISCO – BUILDING REPORT

	<p>Pools are required to have accessible means of getting into the pool. Those with beach front entries are compliant entries. Those that do not have beach front entries will need to have a lift installed.</p> <p>Additionally, the larger pools with more than 300 linear feet are required to have two means of entry. The beach front entry will serve as one of the required means, but a lift would have to be installed as the second means of accessible entry.</p>
<b>COUNTER HEIGHTS</b>  <b>HIGH PRIORITY</b>	<p>The counter height at the pool/lifeguard building, where the community enters from the street, are mounted at 42" to 44" with a sloping floor in front of them. They are supposed to have a level area for the transactions and the counter is not allowed to be above 36".</p>
<b>POOL:</b> <b>MEN'S RESTROOM:</b>	<p>The door to the men's restroom has only 15" on the pull side of the door. A minimum of 18" is required and 24" is preferred. This can be resolved by either moving the door, or installing a power assist mechanism.</p>
<b>LOCKER ROOMS:</b>	
<b>FAMILY RESTROOM:</b>  <b>HIGH PRIORITY</b>	<p>The shower in the family restroom does not have compliant grab bars. These need to be installed as indicated in figure 1 on the attached photo sheet.</p> <p>The bench provided encroaches into the required 18" clear floor space for the door.</p>
<b>WOMEN'S LOCKER ROOM:</b>  <b>HIGH PRIORITY</b>	<p>The TV in the locker room is a protruding object. It either needs to be mounted with the lower edge at or above 80" or something needs to be mounted below it so the area below it is protected.</p> <p>No compliant benches are provided in the women's locker room.</p> <p>The center line of the water closet, in the accessible stall, is 20" from the side wall. Maximum allowable distance for the centerline to be is 18"</p>
<b>MEN'S LOCKER ROOM:</b>  <b>HIGH PRIORITY</b>	<p>No compliant benches are provided in the men's locker room.</p>
<b>SECOND FLOOR:</b>	
<b>WOMEN'S RESTROOM:</b>  <b>HIGH PRIORITY</b>	<p>The center line of the water closet, in the accessible stall, is 19" from the side wall. Maximum allowable distance for the centerline to be is 18"</p>
<b>DRINKING FOUNTAIN:</b>	<p>The higher drinking fountain is a protrusion into the main circulation path. An apron needs to be installed to protect it from being an protruding item.</p>

## CITY OF FRISCO – BUILDING REPORT



**FIGURE 1. Showers.** The shower in the family restroom does not have the proper grab bars. Grab bars must be installed according to one of the two figures above.



**2 POOL AREA:** No access is provided to the water guns. This route is encumbered by the stairs and no alternate route is provided. The highest operable part of the water guns can not exceed 48" for a person in a wheelchair to use it. Additional ones can be installed at accessible heights in lieu of trying to lower existing ones.



**3 POOL AREA:** The island provided is not accessible. No accessible route is provided at all.

## CITY OF FRISCO – BUILDING REPORT

<b>BUILDING NAME:</b>	City Hall/Library
<b>GENERAL NOTES AND EXTERIOR CONDITIONS:</b>	
	<p>This building is located in a downtown area and is served by a parking garage. This is a highly visible, high traffic facility that has been built since the ADA went into effect and, therefore, is required to be fully compliant.</p> <p>Besides the garage, surface parking is also provided.</p> <p>The main entry is a large, accessible, revolving door.</p> <p>ALL elements in this facility are a HIGH priority because of the age of the building.</p> <p>Doors through out the building are very heavy, especially the main restrooms on each level. This is generally a closer adjustment that needs to remain on the maintenance schedule.</p>
<b>PARKING LOTS:</b>	<p>The parking garage was built after the building and directly serves the City Hall/Library building.</p> <p>The surface parking was built with the building and it has accessible spaces provided as well.</p>
<b>NUMBER OF ACCESSIBLE PARKING SPACES</b>	<b>The parking garage has 570 spaces with 12 spaces designated accessible. 4 additional spaces are in the front of the building.</b>
<b>PARKING VIOLATIONS:</b>	
	In the parking garage, one space on the lower level and 2 spaces on level 4 have slopes that exceed the allowable 2% slope.
<b>PARKING RECOMMENDATIONS:</b>	
<b>PRIORITY HIGH</b>	<p>Install wheel stops in the parking garage to protect the accessible path of travel.</p> <p>Remove the one accessible space that is on the opposite side of the garage on the ground floor level. It is not a required space and the slopes are quite excessive.</p> <p>The two spaces left of the elevator on the 4th have slopes up to 3.4%. These can be resolved with resurfacing them or moving them to a more level area.</p>
<b>VERTICAL ACCESS:</b>	
	Vertical access is provided between the floors of this building and the floors of the parking garage.
<b>CITY HALL/LIBRARY INTERIOR ISSUES:</b>	
<b>CITY HALL - FIRST FLOOR</b>	

## CITY OF FRISCO – BUILDING REPORT

<b>GENERAL INFORMATION</b>	<ol style="list-style-type: none"> <li>1. The council chambers does not have obvious accessible seating. We need verification that the correct number of accessible seats are provided.</li> <li>2. The first floor emergency exit does not have the required 12" on the push side of the door.</li> <li>3. Room C-139 has a sink and the pipes are not properly wrapped.</li> <li>4. The ice machine is in a small room and does not have access to it.</li> <li>5. The main power switch is along an egress route and is a protrusion into the required path of travel. It protrudes out 9" at 35" height.</li> <li>6. The sink in the kitchenette does not have the pipes wrapped.</li> </ol>												
<b>MEN'S RESTROOMS:</b>  <b>PRIORITY HIGH</b>	The pull side of the door has 17 1/2" instead of the required 18". This isn't a big violation but the standards do call for a MINIMUM of 18" with 24" preferred.												
<b>WOMEN'S RESTROOM:</b>  <b>PRIORITY HIGH</b>	The toilet seat is mounted at 20". It is required to be between 17" and 19" for compliance.												
<b>FIRST FLOOR RECOMMENDATIONS</b>													
<b>PRIORITY HIGH</b>	<ol style="list-style-type: none"> <li>1. Ensure accessible seating is provided in the Council Chambers in accordance with this chart:   <b>Table 221.2.1. Number of Wheelchair Spaces in Assembly Areas</b>  <table> <tr> <th>Number of Seats</th> <th>Minimum Number of Required Wheelchair Spaces</th> </tr> <tr> <td>4 to 25</td> <td>- 1</td> </tr> <tr> <td>26 to 50</td> <td>- 2</td> </tr> <tr> <td>51 to 150</td> <td>- 4</td> </tr> <tr> <td>151 to 300</td> <td>- 5</td> </tr> <tr> <td>301 to 500</td> <td>- 6</td> </tr> </table> <p>501 to 5000 6, plus 1 for each 150, or fraction thereof, between 501 through 5000  5001 and over 36, plus 1 for each 200, or fraction thereof, over 5000</p> </li> <li>2. If this exit is a REQUIRED exit, it must be brought into compliance.</li> <li>3. Wrap the pipes in C-139 and underneath all common use sinks that have exposed pipes underneath.</li> <li>4. Provide equal access to the ice machine.</li> <li>5. Protect the area underneath the main power switch so it's not a protrusion. This could be with a cabinet or even a pole of some sort.</li> <li>6. See answer to number 3 above. This should occur with ALL of the kitchenettes and restrooms in the building.</li> <li>7. While I think the 1/2' on the pull side of the door in the men's room might be considered a "reasonable tolerance", I didn't want it to go unnoticed.</li> <li>8. A lower toilet seat must be provided.</li> </ol>	Number of Seats	Minimum Number of Required Wheelchair Spaces	4 to 25	- 1	26 to 50	- 2	51 to 150	- 4	151 to 300	- 5	301 to 500	- 6
Number of Seats	Minimum Number of Required Wheelchair Spaces												
4 to 25	- 1												
26 to 50	- 2												
51 to 150	- 4												
151 to 300	- 5												
301 to 500	- 6												

## CITY OF FRISCO – BUILDING REPORT

CITY HALL - SECOND FLOOR	
GENERAL INFORMATION:	<p>The sink in the lactation room does not have the pipes wrapped.</p> <p>Room C220 (Colin County Area) does not have the required strobe.</p> <p>The service window is mounted at 38" high. It's not allowed to exceed 36"</p>
LIBRARY	<p>The baby changing table in the restrooms is mounted at 38" aff. It is not supposed to exceed 36" aff.</p> <p>The storage room does not have the required visual strobe alarm.</p> <p>The pipes are not wrapped under the sink in the reading room.</p> <p>The library work room sink does not have the pipes wrapped.</p> <p>The back grab bar in the kids toilet room is mounted at adult heights and the coat hook is too high at 58". It should be lowered to 48" or an additional one added at 48".</p>
SECOND FLOOR RECOMMENDATIONS	
PRIORITY HIGH	<ol style="list-style-type: none"> <li>1. Wrap the pipes under the sink in the lactation room.</li> <li>2. Install the visual strobe alarm in Room C220.</li> <li>3. Lower the service window so it does not exceed 36" aff.</li> <li>4. Lower the baby changing table so the surface the baby lays on does not exceed 36" aff</li> <li>5. Install the visual strobe alarm in the storage room.</li> <li>6. Wrap the pipes under the sink in the reading room.</li> <li>7. Wrap the pipes under the sink in the library work room.</li> <li>8. Choose if you want the toilet room to meet adult or child height requirements and ensure ALL elements in the room meet the same standard.</li> </ol>
CITY HALL - THIRD FLOOR	
GENERAL INFORMATION	<p>The pipes are not wrapped underneath the sinks in the following rooms:</p> <p style="padding-left: 40px;">Library Admin</p> <p style="padding-left: 40px;">Employee Break room</p> <p style="padding-left: 40px;">Kitchenette in the Permit area</p> <p>There is no visual strobe alarm in the Resource room (library)</p> <p>The Permit desk is 42" high with no lowered area</p> <p>The employee door into the Permit area is recessed and the door does not have the required 18" on the pull side.</p> <p>PRIORITY HIGH</p> <p>The janitor's closet between the bathrooms has a door that is only 30" with a clear width of 28".</p>

## CITY OF FRISCO – BUILDING REPORT

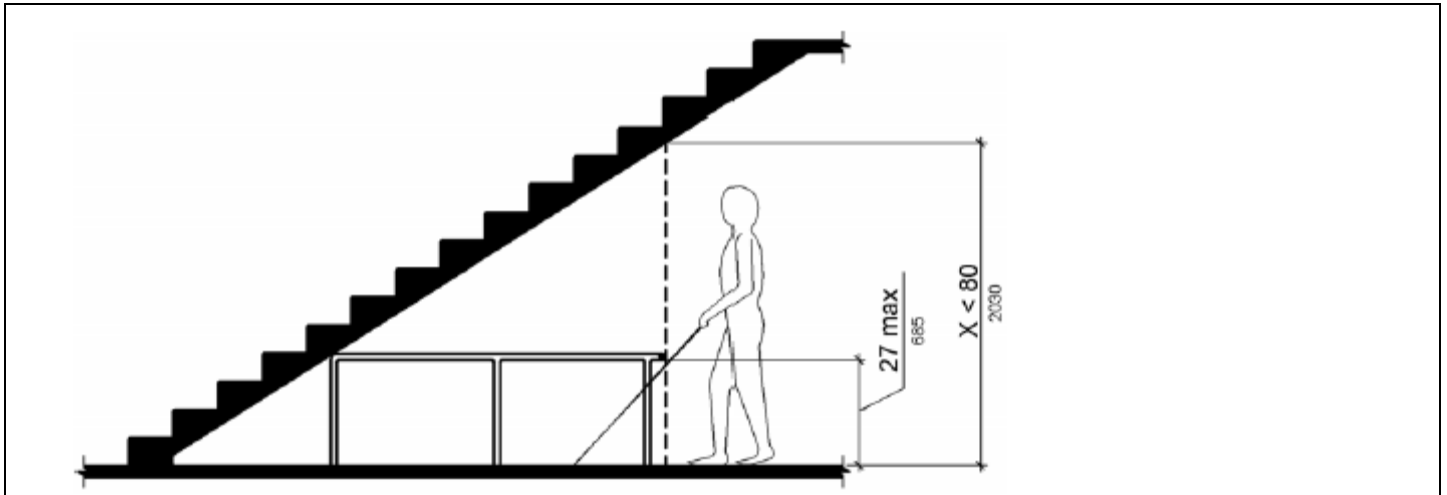
<b>MEN'S RESTROOMS:</b>  <b>PRIORITY HIGH</b>	The door to the restroom is very heavy, well over the required 5 lbs. of pressure.
<b>WOMEN'S RESTROOM:</b>  <b>PRIORITY HIGH</b>	The door to the restroom is very heavy, well over the required 5 lbs. of pressure.
<b>THIRD FLOOR RECOMMENDATIONS</b>	
<b>PRIORITY HIGH</b>	<ol style="list-style-type: none"> <li>1. Wrap the pipes under the sinks in the Library Admin area, Employee break room and Kitchenette in the Permit area.</li> <li>2. Install the visual strobe alarm in the Resource Room.</li> <li>3. Lower a section of the service counter, at least 36" wide, that does not exceed 36" aff.</li> <li>4. Provide a minimum of 18" on the pull side of the door or install a power assisted door.</li> <li>5. The entry door to the janitor's closet must have a clear width of 32".</li> <li>6. Adjust door closers for the men's and women's restrooms to ensure the doors do not require more than 5 lbs. of pressure to operate.</li> </ol>
<b>CITY HALL FOURTH FLOOR:</b>	
<b>GENERAL INFORMATION</b>	The counter in the Human Resource area is 37 1/2" high. The maximum allowed is 36". The pipes are not wrapped underneath the employee break room sink.
<b>MEN'S RESTROOMS:</b>  <b>PRIORITY HIGH</b>	The urinal is in an alcove with only 34 1/2" clear width. The alcove is required to be a minimum of 36" wide. The baby changing station is mounted at 38" aff. It's required to be no higher than 36" aff.
<b>WOMEN'S RESTROOM:</b>  <b>PRIORITY HIGH</b>	The accessible stall in the women's restroom in the library does not have a door.
<b>FOURTH FLOOR RECOMMENDATIONS</b>	
<b>PRIORITY HIGH</b>	<ol style="list-style-type: none"> <li>1. Lower the counter in the HR area so it does not exceed 36" aff.</li> <li>2. Wrap the pipes in the employee break room.</li> <li>3. Widen the area where the urinal is to a minimum of 36" wide.</li> <li>4. Lower the baby changing station so the changing surface does not exceed 36" aff.</li> <li>5. Install the door to the accessible stall so they have the same level of privacy as anyone else.</li> </ol>



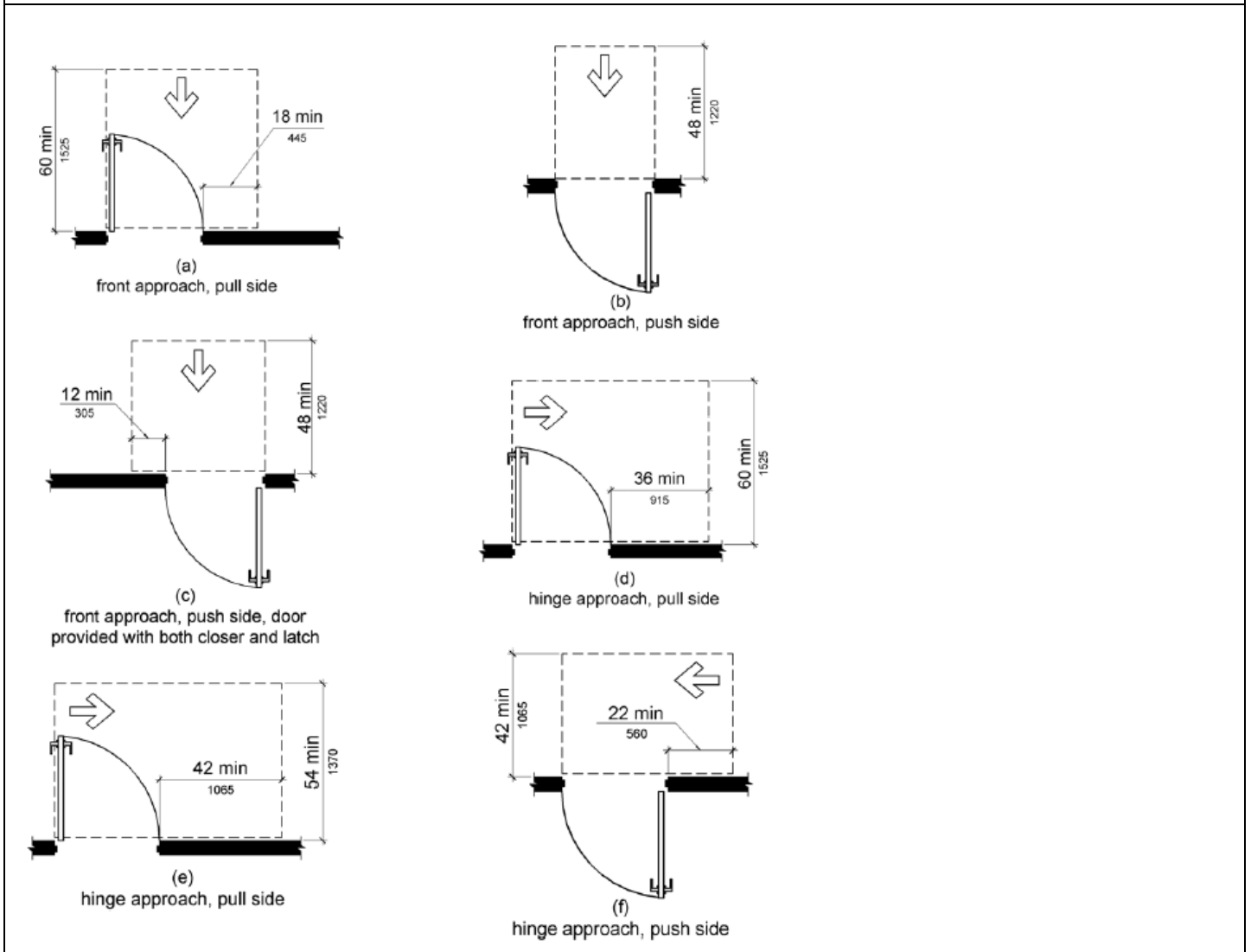
## CITY OF FRISCO – BUILDING REPORT

<b>CITY HALL FIFTH:</b>	
<b>GENERAL INFORMATION</b>	<p>The archway in the Mayor's office is an overhead protrusion. Where the path of travel is underneath it, the height is less than 80" aff.</p> <p>The pipes are not wrapped underneath the sink in the kitchenette</p>
<b>MEN'S RESTROOMS:</b>  <b>PRIORITY HIGH</b>	<p>The pull side of the door has only 16 1/2". A minimum of 18" is required</p>
<b>FIFTH FLOOR RECOMMENDATIONS</b>	
<b>PRIORITY HIGH</b>	<ol style="list-style-type: none"> <li>1. Install something that brings the path of travel out from under the arch so the overhead clearance is a minimum of 80" aff.</li> <li>2. Wrap the pipes underneath the kitchenette.</li> <li>3. Ensure the men's room door has a minimum of 18" on the pull side of the door, or install an automatic door.</li> </ol>

## CITY OF FRISCO – BUILDING REPORT



**FIGURE 1. Showers.** The archway in the Mayor's office causes an overhead protrusion. Where the circulation path is the clear head height must be at least 80" high.



**FIGURE 2. Door Maneuvering clearances.** Several of the doors have less than the required 18" on the pull side (front approach) as required. Each is listed in the report above.

## CITY OF FRISCO – BUILDING REPORT



**FIGURE 3. Accessible parking spaces** - The front of these accessible parking spaces slopes up. The entire accessible parking space and it's associated access aisle are not allowed to have more than a 2% slope.

## CITY OF FRISCO – BUILDING REPORT

<b>BUILDING NAME:</b>	Conference Center
<b>GENERAL NOTES AND EXTERIOR CONDITIONS:</b>	
	<p>This building has a problem with the parking garage. See parking section below for more information about the parking.</p> <p>The remaining interior issues are small and easy to resolve.</p>
<b>PARKING LOTS:</b>	This building has both a surface parking lot and a parking garage. Both are required to have accessible parking spaces provided.
<b>NUMBER OF ACCESSIBLE PARKING SPACES</b>	<p><b>The surface parking lot has 110 parking spaces with 4 accessible spaces. 5 are required.</b></p> <p><b>The parking garage has 660 parking spaces with 12 accessible spaces. 14 are required.</b></p>
<b>PARKING VIOLATIONS:</b>	
	<p>The surface lot has four accessible parking spaces, none of which have the required signage. The size of this lot requires 5 spaces to be provided.</p> <p>The entry of the parking garage is posted at 7'0". It is required to have a minimum of 8'2" clear height. Because this was built brand new, full compliance is required.</p> <p>The 2nd, 3rd and 4th level of the garage each have one space that has no access aisle. A compliant space is required to have an access aisle.</p>
<b>PARKING RECOMMENDATIONS:</b>	
<b>PRIORITY HIGH</b>	<p>Install signage to all the surface parking spaces as required.</p> <p>Install one additional accessible space in the surface parking lot.</p> <p>Install two additional spaces in the parking garage.</p> <p>Install access aisles for the spaces marked as accessible spaces that do not have one (one on each level)</p> <p>There are no van accessible spaces in the parking garage, the vertical clearance is posted at only 7'0" and the required height is 8'2". In order to have the required van spaces, the vertical clearance must be provided. The vertical clearance can only be on the first level and all of the required van spaces can be located there. If the vertical clearance is not possible, a shelter structure must be provided over the van accessible spaces on the surface lot.</p>
<b>VERTICAL ACCESS:</b>	
	Vertical access is provided between the floors of this building and the floors of the parking garage.

## CITY OF FRISCO – BUILDING REPORT

CONFERENCE CENTER INTERIOR ISSUES:	
GENERAL INFORMATION	<ol style="list-style-type: none"><li>1. The pipes are not wrapped under most of the sinks in either the break rooms or in the toilet rooms. Pipes need to be wrapped under each sink required to comply.</li><li>2. The knee clearance in the employee break room is 25 1/2" aff.</li></ol>
MEN'S RESTROOMS: <b>PRIORITY HIGH</b>	<p>The men's room in the office area has a mirror at 45" aff.</p> <p>The men's room in the office area has a hand dryer that protrudes 9" into the path of travel.</p>



## CITY OF FRISCO – BUILDING REPORT




**FIGURE 1. Parking:** This lot is required to have 5 spaces and only has 4. None of them have the required signage.



**FIGURE 2. Parking Garage.** The vertical clearance for this parking garage is posted at 7'0" and is required to be a minimum of 8'2".

## CITY OF FRISCO – PARKS REPORT

<b>PARK NAME:</b>	Warren Park
<b>AMENITIES OFFERED:</b>	Seven lighted football/soccer game fields, four lighted baseball/softball game fields, seven football/soccer game fields, two lighted basketball courts, two lighted tennis courts, two sand volleyball courts, playground system, fully-stocked eight acre pond, large pavilion, picnic tables & benches, BBQ grills, two concession facilities, two restroom facilities, walking trails, paved parking lots. Pavilion rental opportunities are available at this park.
<b>NUMBER OF PARKING SPACES:</b>	There are four separate lots. Each one has accessible parking.
<b>NUMBER OF ACCESSIBLE PARKING SPACES</b>	<p>Lot #1 - 230 spaces with 7 accessible spaces, all compliant</p> <p>Lot #2 - 203 spaces with 7 accessible spaces, all compliant</p> <p>Lot #3 - 186 spaces with 11 accessible spaces, all compliant</p> <p>Lot #4 - 40 spaces with 2 accessible, both compliant</p> <p>Lot #5 - 113 spaces with 5 accessible, all compliant</p>
<p>The accessible parking spaces in each lot are substantially compliant, except for signage in the large lot. Each accessible parking space is required to have it's own sign.</p> <p>Each lot serves a different element of the park, so the parking and the accessible parking are well distributed.</p> <p><b>RECOMMENDATIONS:</b></p> <p>Install compliant signage for each accessible parking space provided.</p> <p style="text-align: right;"><b>PRIORITY ONE</b></p>	



## CITY OF FRISCO – PARKS REPORT

This pavilion has an accessible route leading to it that is substantially compliant.

### RECOMMENDATIONS:

Nothing is required to be done for compliance.



The slopes of the path of travel leading to the restroom facility is substantially compliant with the majority of the route below 5% slope.

The toilet rooms are also substantially compliant. In the men's restroom the door lock in the accessible stall is mounted at 65" aff. It is required to be mounted at or below 48" aff.

The pipes are not wrapped under the lavatories in either the men's or the women's toilet rooms. These must be wrapped for compliance.

### RECOMMENDATIONS:

**Install either a panel or wrapping to protect the pipes under the lavatories from contact.**

**Lower the lock in the accessible stalls.**



**PRIORITY ONE**

## CITY OF FRISCO – PARKS REPORT

<b>PARK NAME:</b>	Oakbrook Park
<b>AMENITIES OFFERED:</b>	Baseball/softball practice field, basketball court, playground system, restroom facility, picnic tables & benches, BBQ grill, parking lot, walking trail
<b>NUMBER OF PARKING SPACES:</b>	0
<b>NUMBER OF ACCESSIBLE PARKING SPACES</b>	0
<p>No accessible parking spaces for the park are provided. The lot in place has a loose gravel surface with no parking spaces striped.</p> <p><b>RECOMMENDATION:</b> Normally, if no parking is provided no accessible parking is required. However, in this case there is parking, it's just not individually striped. Therefore the lot should be resurfaced and striped to provide parking or at least an area for accessible parking should be provided. This is a small lot, so only one space would be required, but that space needs to be a fully compliant van space that is 96" wide with a 96" access aisle OR 132" wide with a 60" access aisle. Either is acceptable.</p> <p style="text-align: right;"><b>HIGH PRIORITY</b></p>	



## CITY OF FRISCO – PARKS REPORT

There is a sidewalk that goes around the park and into the neighborhood. Besides regular wear and tear, the route is substantially compliant.

This sidewalk also leads to the playground which has an accessible route into it and is substantially compliant with the 1990 ADA and 1994 TAS

### RECOMMENDATIONS:

The playground equipment is acceptable for the time it was installed, but when it is replaced must be replaced with equipment that meets the 2010 ADAAG standards.

**LOW PRIORITY**

(unless playground equipment is being replaced)



There are no active buildings. There is a restroom building that has no compliant features, but it has been closed and locked for years with no plans to reopen it.


### RECOMMENDATION:

Should those plans change, and the building is reopened for use, it will need to be altered for full compliance.

**HIGH PRIORITY**

(but only IF the building is reopened for use)

## CITY OF FRISCO – PARKS REPORT

<b>PARK NAME:</b>	Bacchus Park
<b>AMENITIES OFFERED:</b>	Youth baseball/softball five-plex, (including the Rusty Greer/Texas Rangers Championship Field and the Frisco Miracle League Field), a concession and restroom facility, several football/soccer multipurpose fields, landscaping, parking, the 'On Deck Circle' which includes batting cages and tunnels, twelve acres for football/soccer multipurpose fields, two restroom & concession facilities, a signature playground with a picnic pavilion, three additional playgrounds, a two-acre lake and approximately one mile of hike & bike trails.
<b>NUMBER OF PARKING SPACES:</b>	797
<b>NUMBER OF ACCESSIBLE PARKING SPACES</b>	33 Total spaces
<p>The number of accessible parking spaces for the park is acceptable. The lot on the far east side has fewer accessible spaces than required, but the lot serving the ball fields as more than required. Since this is the lot that serves the "Miracle League" field, the dispersion has been properly accomplished.</p> <p>The only room for complaint would be on the far west side, in front of the recreation building, where several cars were parked directly in front of the building and no accessible parking is provided.</p> <p><b>RECOMMENDATION:</b> Because this serves the pavilion and the playground, this area should have at least one accessible space OR be marked as a "no parking" zone.</p> <p style="text-align: right;"><b>HIGH PRIORITY</b></p>	



## CITY OF FRISCO – PARKS REPORT

The path of travel into the batting cage area has vending machines that are protruding objects.

### RECOMMENDATIONS:

These should be moved, lowered or protected underneath to prevent them from being protrusions.

**HIGH PRIORITY**



There is no designated route, or accessible route, from the concession building (Field House) to the soccer fields. The slope measure, on the grass, was 16.8%. While it does not have to be concrete, an accessible route should be provided.

### RECOMMENDATION:

Install an accessible route that is firm, stable and slip resistant to get people from the field house onto the soccer fields. Types of accessible surfaces can be found in the study of exterior surfaces published by the U.S. Access Board.

**HIGH PRIORITY**



**Frisco ADA Self-evaluation and Transition Plan**  
**Signalized Intersection Cost Projection Summary**  
3/6/2013

<b>Location Number</b>	<b>Intersection Name</b>	<b>Cost Projection</b>
0001	Intersection of Teel Pkwy and Panther Creek Pkwy	\$ 31,000.00
0002	Intersection of Teel Pkwy and Eldorado Pkwy	\$ 7,000.00
0003	Intersection of Teel Pkwy and The Trails Pkwy	\$ 15,000.00
0004	Intersection of Teel Pkwy and Main St	\$ 35,000.00
0005	Intersection of Teel Pkwy and Lebanon Rd	\$ 13,000.00
6w	Intersection of Main St and Dallas North Tollway Southbound Frontage Road	\$ 28,000.00
6e	Intersection of Main St and Dallas North Tollway Northbound Frontage Road	\$ 15,000.00
0007	Intersection of Main St and World Cup Wy	\$ 21,000.00
0008	Intersection of Main St and Coleman Blvd	\$ 28,000.00
0009	Intersection of Main St and Frisco St	\$ 14,000.00
0010	Intersection of Main St and 5th St	\$ 19,000.00
0011	Intersection of Main St and N. County Rd	\$ 28,000.00
0012	Intersection of Parkwood Blvd and Warren Pkwy	\$ 30,000.00
0013	Intersection of Parkwood Blvd and Gaylord Pkwy	\$ 22,000.00
0014	Intersection of Parkwood Blvd and Hammons Dr	\$ 20,000.00
0015	Intersection of Preston Rd and Wade Blvd	\$ 26,000.00
0016	Intersection of Hillcrest Rd and Rolater Rd	\$ 22,000.00
0017	Intersection of Hillcrest Rd and College Pkwy	\$ 15,000.00
0018	Intersection of Hillcrest Rd and Lebanon Rd	\$ 23,000.00
0019	Intersection of Rolater Rd and Coit Rd	\$ 28,000.00
0020	Intersection of Independence Pkwy and Eldorado Pkwy	\$ 6,000.00
0021	Intersection of Preston Rd and Stonebrook Pkwy/Rolater Rd	\$ 59,000.00
<b>TOTAL</b>		<b>\$ 505,000.00</b>

Client: City of Frisco, Texas  
Program: ADA Self-Evaluation and Transition Plan  
KHA No.: 061123109

Date: 1/24/13  
Prepared By: EPE  
Checked By: SRA

Project Name: Intersection of Teel Pkwy and Panther Creek Pkwy

GPS ID: 0001

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
1	REMOVING CONC (SIDEWALKS)	23.33	SY	\$ 7.50	\$ 174.98
2	REMOVING CONC (WHEELCHAIR RAMP)	20.22	SY	\$ 37.00	\$ 748.14
3	CONC SIDEWALK (4")	29.99	SY	\$ 35.00	\$ 1,049.65
4	REFL PAV MRK TY I & II (W) 12" WITH PREP	1046	LF	\$ 4.00	\$ 4,184.00
5	ELIM EXT PAV MRK & MRKS (12")	0	LF	\$ 1.00	\$ -
6	CURB RAMPS (TY 1)	4	EA	\$ 1,200.00	\$ 4,800.00
7	TRUNCATED DOMES	0	SF	\$ 30.00	\$ -
8	REMOVAL OF PEDESTRIAN PUSH BUTTONS	6	EA	\$ 30.00	\$ 180.00
9	PED DETECT (2 INCH PUSH BTN)	2	EA	\$ 600.00	\$ 1,200.00
10	RELOCATE PED PUSH BTN	0	EA	\$ 300.00	\$ -
11	PED POLE ASSEMBLY	3	EA	\$ 1,500.00	\$ 4,500.00
12	REPAVE ROADWAY	0	EA	\$ 5,000.00	\$ -
13	REGRADE ROADWAY	0	LS	\$ 1,000.00	\$ -
14	REMOVE BOLLARD	0	EA	\$ 1,000.00	\$ -
15	MEDIAN NOSE MODIFICATION	1	LS	\$ 5,000.00	\$ 5,000.00
16	RELOCATE PEDESTAL POLE	0	EA	\$ 800.00	\$ -
17	REGRADE GUTTER	1	LS	\$ 500.00	\$ 500.00
18					
19					
20					
21					
22					

Basis for Cost

- ☒ No Design  
☐ Preliminary Design  
☐ Final Design

Subtotal:	\$	22,336.77
Engineering: (% +/-)	15%	\$ 3,712.82
Contingency: (% +/-)	20%	\$ 4,950.42
<b>Estimated Project Cost:</b>	<b>\$</b>	<b>31,000.00</b>

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#### Project Location



#### Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Pavement condition at the crosswalk	Good	Good	Good	Good	
Crosswalk cross slope is greater than 5%	-	-	-	-	
Crosswalk striping	Worn	Worn	Worn	Worn	Install crosswalk pavement markings
Median nose impeded pedestrian crossing	-	-	-	Yes	Pull back median nose

Ramp Issues	Ramp ID								Recommendations
	1A	1B	2A	2B	3A	3B	4A	4B	
Ramp does not land in crosswalk									
No 48" extension into crosswalk									
Ramp does not exist and is needed									
Flare cross slope is greater than 10%									
Ramp running slope is greater than 8.33%	X						X		Remove and replace ramp
Ramp cross slope is greater than 2%									
Ramp width is less than 36"									
Obstruction present in ramp or landing area							X		Install colored truncated domes
No textured surface at base of ramp									
No color contrast at base of ramp									
Landing area is less than 5' x 5', has a cross slope greater than 2% or does not exist	X						X		Install landing area
No pedestrian push buttons									
Pedestrian pushbutton diameter is not 2"									
Pedestrian pushbutton height is greater than 42"									
Pedestrian head offset is greater than 10' from the nearest crosswalk edge	X								Remove existing push buttons and install pedestal pole
Clear floor space for pedestrian pushbutton is less than 30" x 48", has a cross slope greater than 2% or does not exist	X		X		X		X		Install clear floor space
Ramp transition onto roadway is greater than 0.25"			X						Regrade gutter
Ponding occurs at base of ramp									
Pedestal pole needed due to existing geometry					X		X		Remove existing pushbuttons and install pedestal pole
Ramp Priority:	H		H		H		H		



Ramp 1B



Ramp 2A



Ramp 1A



Ramp 2B

Corner 1

Corner 2

Ramp 4B

Corner 4

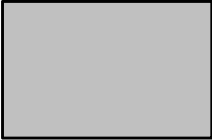


Corner 3

Ramp 3A



Ramp 4A



Ramp 3B

Client: City of Frisco, Texas  
Program: ADA Self-Evaluation and Transition Plan  
KHA No.: 061123109

Date: 1/24/13  
Prepared By: EPE  
Checked By: SRA

Project Name: Intersection of Teel Pkwy and Eldorado Pkwy

GPS ID: 0002

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
1	REMOVING CONC (SIDEWALKS)	2.22	SY	\$ 7.50	\$ 16.65
2	REMOVING CONC (WHEELCHAIR RAMP)	0	SY	\$ 37.00	\$ -
3	CONC SIDEWALK (4')	2.22	SY	\$ 35.00	\$ 77.70
4	REFL PAV MRK TY I & II (W) 12" WITH PREP	0	LF	\$ 4.00	\$ -
5	ELIM EXT PAV MRK & MRKS (12")	0	LF	\$ 1.00	\$ -
6	CURB RAMPS (TY 1)	0	EA	\$ 1,200.00	\$ -
7	TRUNCATED DOMES	0	SF	\$ 30.00	\$ -
8	REMOVAL OF PEDESTRIAN PUSH BUTTONS	2	EA	\$ 30.00	\$ 60.00
9	PED DETECT (2 INCH PUSH BTN)	0	EA	\$ 600.00	\$ -
10	RELOCATE PED PUSH BTN	6	EA	\$ 300.00	\$ 1,800.00
11	PED POLE ASSEMBLY	1	EA	\$ 1,500.00	\$ 1,500.00
12	REPAVE ROADWAY	0	EA	\$ 5,000.00	\$ -
13	REGRADE ROADWAY	1	LS	\$ 1,000.00	\$ 1,000.00
14	REMOVE BOLLARD	0	EA	\$ 1,000.00	\$ -
15	MEDIAN NOSE MODIFICATION	0	LS	\$ 5,000.00	\$ -
16	RELOCATE PEDESTAL POLE	0	EA	\$ 800.00	\$ -
17					
18					
19					
20					
21					
22					

Basis for Cost

- ☒ No Design  
☐ Preliminary Design  
☐ Final Design

Subtotal:	\$	4,454.35
Engineering: (% +/-)	15%	\$ 1,090.99
Contingency: (% +/-)	20%	\$ 1,454.66
<b>Estimated Project Cost:</b>	<b>\$</b>	<b>7,000.00</b>

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#### Project Location



#### Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Pavement condition at the crosswalk	Good	Good	Good	Good	
Crosswalk cross slope is greater than 5%	-	-	-	-	
Crosswalk striping	Yes	Yes	Yes	Yes	
Median nose impeded pedestrian crossing	-	-	-	-	

Ramp Issues	Ramp ID								Recommendations
	1A	1B	2A	2B	3A	3B	4A	4B	
Ramp does not land in crosswalk									
No 48" extension into crosswalk									
Ramp does not exist and is needed									
Flare cross slope is greater than 10%									
Ramp running slope is greater than 8.33%									
Ramp cross slope is greater than 2%									
Ramp width is less than 36"									
Obstruction present in ramp or landing area									
No textured surface at base of ramp									
No color contrast at base of ramp									
Landing area is less than 5' x 5', has a cross slope greater than 2% or does not exist									
No pedestrian push buttons									
Pedestrian pushbutton diameter is not 2"									
Pedestrian pushbutton height is greater than 42"		X	X	X	X	X	X	X	Relocate pedestrian push button
Pedestrian head offset is greater than 10' from the nearest crosswalk edge									
Clear floor space for pedestrian pushbutton is less than 30" x 48", has a cross slope greater than 2% or does not exist	X	X							Install clear floor space
Ramp transition onto roadway is greater than 0.25"									
Ponding occurs at base of ramp	X								Regrade roadway
Pedestal pole needed due to existing geometry	X								Remove existing pushbuttons and install pedestal pole
Ramp Priority:	M	M	M	M	M	M	M	M	

Ramp 1B



Ramp 2A



Ramp 1A



Ramp 2B

Corner 1

Corner 2

Ramp 4B

Corner 4

Corner 3

Ramp 3A



Ramp 4A



Ramp 3B

Client: City of Frisco, Texas  
Program: ADA Self-Evaluation and Transition Plan  
KHA No.: 061123109

Date: 1/24/13  
Prepared By: EPE  
Checked By: SRA

Project Name: Intersection of Teel Pkwy and The Trails Pkwy

GPS ID: 0003

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
1	REMOVING CONC (SIDEWALKS)	33.33	SY	\$ 7.50	\$ 249.98
2	REMOVING CONC (WHEELCHAIR RAMP)	30.33	SY	\$ 37.00	\$ 1,122.21
3	CONC SIDEWALK (4")	55	SY	\$ 35.00	\$ 1,925.00
4	REFL PAV MRK TY I & II (W) 12" WITH PREP	0	LF	\$ 4.00	\$ -
5	ELIM EXT PAV MRK & MRKS (12")	0	LF	\$ 1.00	\$ -
6	CURB RAMPS (TY 1)	6	EA	\$ 1,200.00	\$ 7,200.00
7	TRUNCATED DOMES	10	SF	\$ 30.00	\$ 300.00
8	REMOVAL OF PEDESTRIAN PUSH BUTTONS	0	EA	\$ 30.00	\$ -
9	PED DETECT (2 INCH PUSH BTN)	0	EA	\$ 600.00	\$ -
10	RELOCATE PED PUSH BTN	0	EA	\$ 300.00	\$ -
11	PED POLE ASSEMBLY	0	EA	\$ 1,500.00	\$ -
12	REPAVE ROADWAY	0	EA	\$ 5,000.00	\$ -
13	REGRADE ROADWAY	0	LS	\$ 1,000.00	\$ -
14	REMOVE BOLLARD	0	EA	\$ 1,000.00	\$ -
15	MEDIAN NOSE MODIFICATION	0	LS	\$ 5,000.00	\$ -
16	RELOCATE PEDESTAL POLE	0	EA	\$ 800.00	\$ -
17					
18					
19					
20					
21					
22					

Basis for Cost

- ☒ No Design  
☐ Preliminary Design  
☐ Final Design

Subtotal:	\$	10,797.19
Engineering: (% +/-)	15%	\$ 1,801.21
Contingency: (% +/-)	20%	\$ 2,401.61
<b>Estimated Project Cost:</b>	<b>\$</b>	<b>15,000.00</b>

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#### Project Location



#### Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Pavement condition at the crosswalk	Good	Good	Good	Good	
Crosswalk cross slope is greater than 5%	-	-	-	-	
Crosswalk striping	Yes	Yes	Yes	Yes	
Median nose impeded pedestrian crossing	-	-	-	-	

Ramp Issues	Ramp ID								Recommendations
	1A	1B	2A	2B	3A	3B	4A	4B	
Ramp does not land in crosswalk									
No 48" extension into crosswalk									
Ramp does not exist and is needed									
Flare cross slope is greater than 10%									
Ramp running slope is greater than 8.33%			X		X				
Ramp cross slope is greater than 2%							X		
Ramp width is less than 36"									
Obstruction present in ramp or landing area									
No textured surface at base of ramp	X		X		X		X		
No color contrast at base of ramp			X		X		X		
Landing area is less than 5' x 5', has a cross slope greater than 2% or does not exist	X		X		X		X		
No pedestrian push buttons									
Pedestrian pushbutton diameter is not 2"									
Pedestrian pushbutton height is greater than 42"									
Pedestrian head offset is greater than 10' from the nearest crosswalk edge									
Clear floor space for pedestrian pushbutton is less than 30" x 48", has a cross slope greater than 2% or does not exist	X		X		X		X		
Ramp transition onto roadway is greater than 0.25"									
Ponding occurs at base of ramp									
Pedestal pole needed due to existing geometry									
Ramp Priority:	H		H		H		H		

Ramp 1B



Ramp 2A



Ramp 1A



Ramp 2B

Corner 1

Corner 2

Ramp 4B

Corner 4

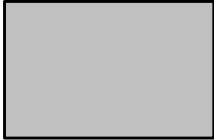


Corner 3

Ramp 3A



Ramp 4A



Ramp 3B

Client: City of Frisco, Texas  
Program: ADA Self-Evaluation and Transition Plan  
KHA No.: 061123109

Date: 1/24/13  
Prepared By: EPE  
Checked By: SRA

Project Name: Intersection of Teel Pkwy and Main St

GPS ID: 0004

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
1	REMOVING CONC (SIDEWALKS)	17.77	SY	\$ 7.50	\$ 133.28
2	REMOVING CONC (WHEELCHAIR RAMP)	20.22	SY	\$ 37.00	\$ 748.14
3	CONC SIDEWALK (4")	31.67	SY	\$ 35.00	\$ 1,108.45
4	REFL PAV MRK TY I & II (W) 12" WITH PREP	1064	LF	\$ 4.00	\$ 4,256.00
5	ELIM EXT PAV MRK & MRKS (12")	0	LF	\$ 1.00	\$ -
6	CURB RAMPS (TY 1)	4	EA	\$ 1,200.00	\$ 4,800.00
7	TRUNCATED DOMES	0	SF	\$ 30.00	\$ -
8	REMOVAL OF PEDESTRIAN PUSH BUTTONS	8	EA	\$ 30.00	\$ 240.00
9	PED DETECT (2 INCH PUSH BTN)	0	EA	\$ 600.00	\$ 3,600.00
10	RELOCATE PED PUSH BTN	0	EA	\$ 300.00	\$ -
11	PED POLE ASSEMBLY	4	EA	\$ 1,500.00	\$ 6,000.00
12	REPAVE ROADWAY	0	EA	\$ 5,000.00	\$ -
13	REGRADE ROADWAY	0	LS	\$ 1,000.00	\$ -
14	REMOVE BOLLARD	0	EA	\$ 1,000.00	\$ -
15	MEDIAN NOSE MODIFICATION	1	LS	\$ 5,000.00	\$ 5,000.00
16	RELOCATE PEDESTAL POLE	0	EA	\$ 800.00	\$ -
17					
18					
19					
20					
21					
22					

Basis for Cost

- ☒ No Design  
☐ Preliminary Design  
☐ Final Design

Subtotal:	\$	25,885.87
Engineering: (% +/-)	15%	\$ 3,906.06
Contingency: (% +/-)	20%	\$ 5,208.08
<b>Estimated Project Cost:</b>	<b>\$</b>	<b>35,000.00</b>

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#### Project Location



#### Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Pavement condition at the crosswalk	Good	Good	Good	Good	
Crosswalk cross slope is greater than 5%	-	-	-	-	
Crosswalk striping	Worn	Worn	Worn	Worn	Install crosswalk pavement markings
Median nose impeded pedestrian crossing	-	-	Yes	-	Pull back median nose

Ramp Issues	Ramp ID								Recommendations
	1A	1B	2A	2B	3A	3B	4A	4B	
Ramp does not land in crosswalk									Remove and replace crosswalk pavement markings
No 48" extension into crosswalk			X						
Ramp does not exist and is needed									
Flare cross slope is greater than 10%					X				
Ramp running slope is greater than 8.33%			X		X				Remove and replace ramp
Ramp cross slope is greater than 2%					X				
Ramp width is less than 36"									
Obstruction present in ramp or landing area									
No textured surface at base of ramp									
No color contrast at base of ramp									
Landing area is less than 5' x 5', has a cross slope greater than 2% or does not exist			X		X		X		Install landing area
No pedestrian push buttons									
Pedestrian pushbutton diameter is not 2"					X				Relocate pedestrian push button
Pedestrian pushbutton height is greater than 42"					X				
Pedestrian head offset is greater than 10' from the nearest crosswalk edge			X		X		X		Remove existing push buttons and install pedestal pole
Clear floor space for pedestrian pushbutton is less than 30" x 48", has a cross slope greater than 2% or does not exist	X		X		X				Install clear floor space
Ramp transition onto roadway is greater than 0.25"									
Ponding occurs at base of ramp									
Pedestal pole needed due to existing geometry	X								Remove existing pushbuttons and install pedestal pole
Ramp Priority:	M		M		H		M		

Ramp 1B



Ramp 2A



Ramp 1A



Ramp 2B

Corner 1

Corner 2

Ramp 4B

Corner 4

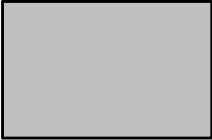


Corner 3

Ramp 3A



Ramp 4A



Ramp 3B



Client: City of Frisco, Texas  
Program: ADA Self-Evaluation and Transition Plan  
KHA No.: 061123109

Date: 1/24/13  
Prepared By: EPE  
Checked By: SRA

Project Name: Intersection of Teel Pkwy and Lebanon Rd

GPS ID: 0005

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
1	REMOVING CONC (SIDEWALKS)	17.8	SY	\$ 7.50	\$ 133.50
2	REMOVING CONC (WHEELCHAIR RAMP)	0	SY	\$ 37.00	\$ -
3	CONC SIDEWALK (4")	23.35	SY	\$ 35.00	\$ 817.25
4	REFL PAV MRK TY I & II (W) 12" WITH PREP	466	LF	\$ 4.00	\$ 1,864.00
5	ELIM EXT PAV MRK & MRKS (12")	0	LF	\$ 1.00	\$ -
6	CURB RAMPS (TY 1)	0	EA	\$ 1,200.00	\$ -
7	TRUNCATED DOMES	0	SF	\$ 30.00	\$ -
8	REMOVAL OF PEDESTRIAN PUSH BUTTONS	4	EA	\$ 30.00	\$ 120.00
9	PED DETECT (2 INCH PUSH BTN)	4	EA	\$ 600.00	\$ 2,400.00
10	RELOCATE PED PUSH BTN	4	EA	\$ 300.00	\$ 1,200.00
11	PED POLE ASSEMBLY	2	EA	\$ 1,500.00	\$ 3,000.00
12	REPAVE ROADWAY	0	EA	\$ 5,000.00	\$ -
13	REGRADE ROADWAY	0	LS	\$ 1,000.00	\$ -
14	REMOVE BOLLARD	0	EA	\$ 1,000.00	\$ -
15	MEDIAN NOSE MODIFICATION	0	LS	\$ 5,000.00	\$ -
16	RELOCATE PEDESTAL POLE	0	EA	\$ 800.00	\$ -
17					
18					
19					
20					
21					
22					

Basis for Cost

- ☒ No Design  
☐ Preliminary Design  
☐ Final Design

Subtotal:	\$	9,534.75
Engineering: (% +/-)	15%	\$ 1,485.11
Contingency: (% +/-)	20%	\$ 1,980.14
<b>Estimated Project Cost:</b>	<b>\$</b>	<b>13,000.00</b>

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#### Project Location



#### Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Pavement condition at the crosswalk	Good	Good	Good	Good	
Crosswalk cross slope is greater than 5%	-	-	-	-	
Crosswalk striping	Yes	Yes	Worn	Worn	Install crosswalk pavement markings
Median nose impeded pedestrian crossing	-	-	-	-	

Ramp Issues	Ramp ID								Recommendations
	1A	1B	2A	2B	3A	3B	4A	4B	
Ramp does not land in crosswalk									
No 48" extension into crosswalk									
Ramp does not exist and is needed			X						
Flare cross slope is greater than 10%									
Ramp running slope is greater than 8.33%									
Ramp cross slope is greater than 2%									Remove and replace ramp
Ramp width is less than 36"									
Obstruction present in ramp or landing area									
No textured surface at base of ramp									
No color contrast at base of ramp									
Landing area is less than 5' x 5', has a cross slope greater than 2% or does not exist	X		X				X		Install landing area
No pedestrian push buttons									
Pedestrian pushbutton diameter is not 2"									
Pedestrian pushbutton height is greater than 42"	X		X						Relocate pedestrian push button
Pedestrian head offset is greater than 10' from the nearest crosswalk edge			X		X				Remove existing push buttons and install pedestal pole
Clear floor space for pedestrian pushbutton is less than 30" x 48", has a cross slope greater than 2% or does not exist	X		X		X		X		Install clear floor space
Ramp transition onto roadway is greater than 0.25"									
Ponding occurs at base of ramp									
Pedestal pole needed due to existing geometry									
Ramp Priority:	H		M		H		H		

Ramp 1B



Ramp 2A



Ramp 1A



Ramp 2B

Corner 1

Corner 2

Ramp 4B

Corner 4

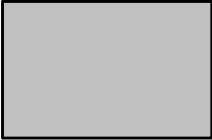


Corner 3

Ramp 3A



Ramp 4A



Ramp 3B

Client: City of Frisco, Texas  
Program: ADA Self-Evaluation and Transition Plan  
KHA No.: 061123109

Date: 1/24/13  
Prepared By: EPE  
Checked By: SRA

Project Name: Intersection of Main St and Dallas North Tollway Southbound Frontage Road

GPS ID: 6w

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
1	REMOVING CONC (SIDEWALKS)	12.22	SY	\$ 7.50	\$ 91.65
2	REMOVING CONC (WHEELCHAIR RAMP)	20.22	SY	\$ 37.00	\$ 748.14
3	CONC SIDEWALK (4")	47.77	SY	\$ 35.00	\$ 1,671.95
4	REFL PAV MRK TY I & II (W) 12" WITH PREP	438	LF	\$ 4.00	\$ 1,752.00
5	ELIM EXT PAV MRK & MRKS (12")	0	LF	\$ 1.00	\$ -
6	CURB RAMPS (TY 1)	6	EA	\$ 1,200.00	\$ 7,200.00
7	TRUNCATED DOMES	0	SF	\$ 30.00	\$ -
8	REMOVAL OF PEDESTRIAN PUSH BUTTONS	3	EA	\$ 30.00	\$ 90.00
9	PED DETECT (2 INCH PUSH BTN)	5	EA	\$ 600.00	\$ 3,000.00
10	RELOCATE PED PUSH BTN	0	EA	\$ 300.00	\$ -
11	PED POLE ASSEMBLY	4	EA	\$ 1,500.00	\$ 6,000.00
12	REPAVE ROADWAY	0	EA	\$ 5,000.00	\$ -
13	REGRADE ROADWAY	0	LS	\$ 1,000.00	\$ -
14	REMOVE BOLLARD	0	EA	\$ 1,000.00	\$ -
15	MEDIAN NOSE MODIFICATION	0	LS	\$ 5,000.00	\$ -
16	RELOCATE PEDESTAL POLE	0	EA	\$ 800.00	\$ -
17					
18					
19					
20					
21					
22					

Basis for Cost

- ☒ No Design  
☐ Preliminary Design  
☐ Final Design

Subtotal:	\$	20,553.74
Engineering: (% +/-)	15%	\$ 3,191.25
Contingency: (% +/-)	20%	\$ 4,255.01
<b>Estimated Project Cost:</b>	<b>\$</b>	<b>28,000.00</b>

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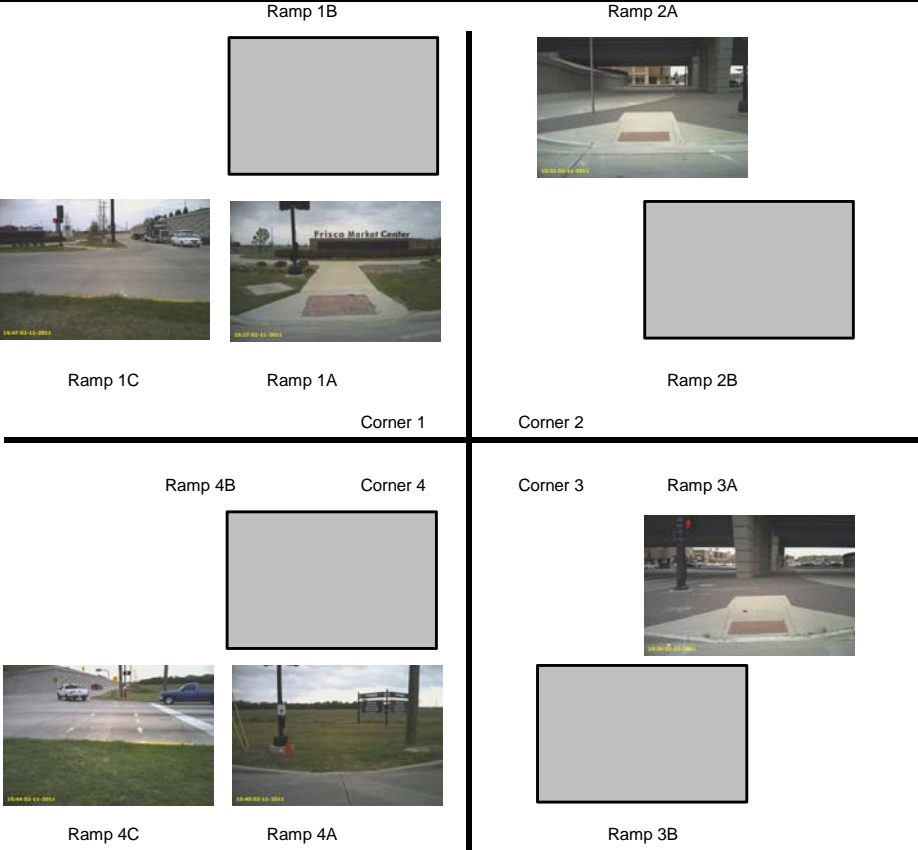
#### Project Location



#### Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Pavement condition at the crosswalk	Good	N/A	Good	Good	
Crosswalk cross slope is greater than 5%	-	N/A	-	-	
Crosswalk striping	Worn	N/A	Worn	No	Install crosswalk pavement markings
Median nose impeded pedestrian crossing	-	-	-	-	

Ramp Issues	Ramp ID								Recommendations
	1A	1C	2A	2B	3A	3B	4A	4C	
Ramp does not land in crosswalk									
No 48" extension into crosswalk									
Ramp does not exist and is needed	X						X	X	Install handicap ramp
Flare cross slope is greater than 10%					X				
Ramp running slope is greater than 8.33%		X			X				
Ramp cross slope is greater than 2%									Remove and replace ramp
Ramp width is less than 36"									
Obstruction present in ramp or landing area									
No textured surface at base of ramp									
No color contrast at base of ramp									
Landing area is less than 5' x 5', has a cross slope greater than 2% or does not exist		X			X				Install landing area
No pedestrian push buttons	X							X	Install pedestrian push buttons
Pedestrian pushbutton diameter is not 2"					X				
Pedestrian pushbutton height is greater than 42"					X				Relocate pedestrian push button
Pedestrian head offset is greater than 10' from the nearest crosswalk edge	X				X				Remove existing push buttons and install pedestal pole
Clear floor space for pedestrian pushbutton is less than 30" x 48", has a cross slope greater than 2% or does not exist		X					X		Install clear floor space
Ramp transition onto roadway is greater than 0.25"									
Ponding occurs at base of ramp									
Pedestal pole needed due to existing geometry									
Ramp Priority:	H	H	M		H		H	H	



Client: City of Frisco, Texas  
Program: ADA Self-Evaluation and Transition Plan  
KHA No.: 061123109

Date: 1/24/13  
Prepared By: EPE  
Checked By: SRA

Project Name: Intersection of Main St and Dallas North Tollway Northbound Frontage Road

GPS ID: 6e

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
1	REMOVING CONC (SIDEWALKS)	11.11	SY	\$ 7.50	\$ 83.33
2	REMOVING CONC (WHEELCHAIR RAMP)	10.11	SY	\$ 37.00	\$ 374.07
3	CONC SIDEWALK (4")	24.44	SY	\$ 35.00	\$ 855.40
4	REFL PAV MRK TY I & II (W) 12" WITH PREP	502	LF	\$ 4.00	\$ 2,008.00
5	ELIM EXT PAV MRK & MRKS (12")	0	LF	\$ 1.00	\$ -
6	CURB RAMPS (TY 1)	3	EA	\$ 1,200.00	\$ 3,600.00
7	TRUNCATED DOMES	0	SF	\$ 30.00	\$ -
8	REMOVAL OF PEDESTRIAN PUSH BUTTONS	0	EA	\$ 30.00	\$ -
9	PED DETECT (2 INCH PUSH BTN)	0	EA	\$ 600.00	\$ -
10	RELOCATE PED PUSH BTN	2	EA	\$ 300.00	\$ 600.00
11	PED POLE ASSEMBLY	0	EA	\$ 1,500.00	\$ -
12	REPAVE ROADWAY	0	EA	\$ 5,000.00	\$ -
13	REGRADE ROADWAY	3	LS	\$ 1,000.00	\$ 3,000.00
14	REMOVE BOLLARD	0	EA	\$ 1,000.00	\$ -
15	MEDIAN NOSE MODIFICATION	0	LS	\$ 5,000.00	\$ -
16	RELOCATE PEDESTAL POLE	0	EA	\$ 800.00	\$ -
17					
18					
19					
20					
21					
22					

Basis for Cost

- ☒ No Design  
☐ Preliminary Design  
☐ Final Design

Subtotal:	\$	10,520.80
Engineering: (% +/-)	15%	\$ 1,919.66
Contingency: (% +/-)	20%	\$ 2,559.55
<b>Estimated Project Cost:</b>	<b>\$</b>	<b>15,000.00</b>

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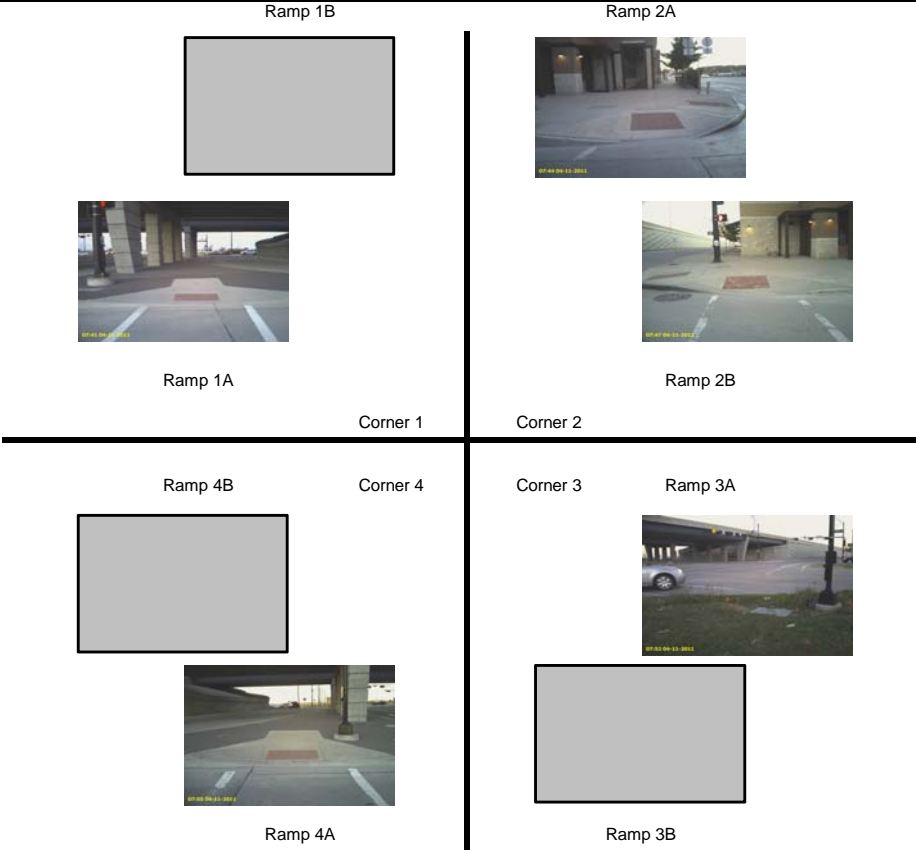
#### Project Location



#### Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Pavement condition at the crosswalk	Good	Good	Good	N/A	
Crosswalk cross slope is greater than 5%	-	-	-	N/A	
Crosswalk striping	Worn	Worn	Worn	N/A	Install crosswalk pavement markings
Median nose impeded pedestrian crossing	-	-	-	-	

Ramp Issues	Ramp ID								Recommendations
	1A	1B	2A	2B	3A	3B	4A	4B	
Ramp does not land in crosswalk									
No 48" extension into crosswalk									
Ramp does not exist and is needed					X				Install handicap ramp
Flare cross slope is greater than 10%									
Ramp running slope is greater than 8.33%							X		Remove and replace ramp
Ramp cross slope is greater than 2%							X		
Ramp width is less than 36"									
Obstruction present in ramp or landing area									
No textured surface at base of ramp									
No color contrast at base of ramp									
Landing area is less than 5' x 5', has a cross slope greater than 2% or does not exist									
No pedestrian push buttons									
Pedestrian pushbutton diameter is not 2"									
Pedestrian pushbutton height is greater than 42"	X						X		Relocate pedestrian push button
Pedestrian head offset is greater than 10' from the nearest crosswalk edge									
Clear floor space for pedestrian pushbutton is less than 30" x 48", has a cross slope greater than 2% or does not exist					X				Install clear floor space
Ramp transition onto roadway is greater than 0.25"	X						X		Regrade roadway
Ponding occurs at base of ramp			X						
Pedestal pole needed due to existing geometry									
Ramp Priority:	H		L	C	H		H		



Client: City of Frisco, Texas  
Program: ADA Self-Evaluation and Transition Plan  
KHA No.: 061123109

Date: 1/24/13  
Prepared By: EPE  
Checked By: SRA

Project Name: Intersection of Main St and World Cup Wy

GPS ID: 0007

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
1	REMOVING CONC (SIDEWALKS)	18.34	SY	\$ 7.50	\$ 137.55
2	REMOVING CONC (WHEELCHAIR RAMP)	0	SY	\$ 37.00	\$ -
3	CONC SIDEWALK (4")	20.56	SY	\$ 35.00	\$ 719.60
4	REFL PAV MRK TY I & II (W) 12" WITH PREP	428	LF	\$ 4.00	\$ 1,712.00
5	ELIM EXT PAV MRK & MRKS (12")	0	LF	\$ 1.00	\$ -
6	CURB RAMPS (TY 1)	0	EA	\$ 1,200.00	\$ -
7	TRUNCATED DOMES	0	SF	\$ 30.00	\$ -
8	REMOVAL OF PEDESTRIAN PUSH BUTTONS	7	EA	\$ 30.00	\$ 210.00
9	PED DETECT (2 INCH PUSH BTN)	3	EA	\$ 600.00	\$ 1,800.00
10	RELOCATE PED PUSH BTN	9	EA	\$ 300.00	\$ 2,700.00
11	PED POLE ASSEMBLY	4	EA	\$ 1,500.00	\$ 6,000.00
12	REPAVE ROADWAY	0	EA	\$ 5,000.00	\$ -
13	REGRADE ROADWAY	1	LS	\$ 1,000.00	\$ 1,000.00
14	REMOVE BOLLARD	0	EA	\$ 1,000.00	\$ -
15	MEDIAN NOSE MODIFICATION	0	LS	\$ 5,000.00	\$ -
16	RELOCATE PEDESTAL POLE	1	EA	\$ 800.00	\$ 800.00
17					
18					
19					
20					
21					
22					

Basis for Cost

- ☒ No Design  
☐ Preliminary Design  
☐ Final Design

Subtotal:	\$	15,079.15
Engineering: (% +/-)	15%	\$ 2,537.51
Contingency: (% +/-)	20%	\$ 3,383.34
<b>Estimated Project Cost:</b>	<b>\$</b>	<b>21,000.00</b>

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#### Project Location

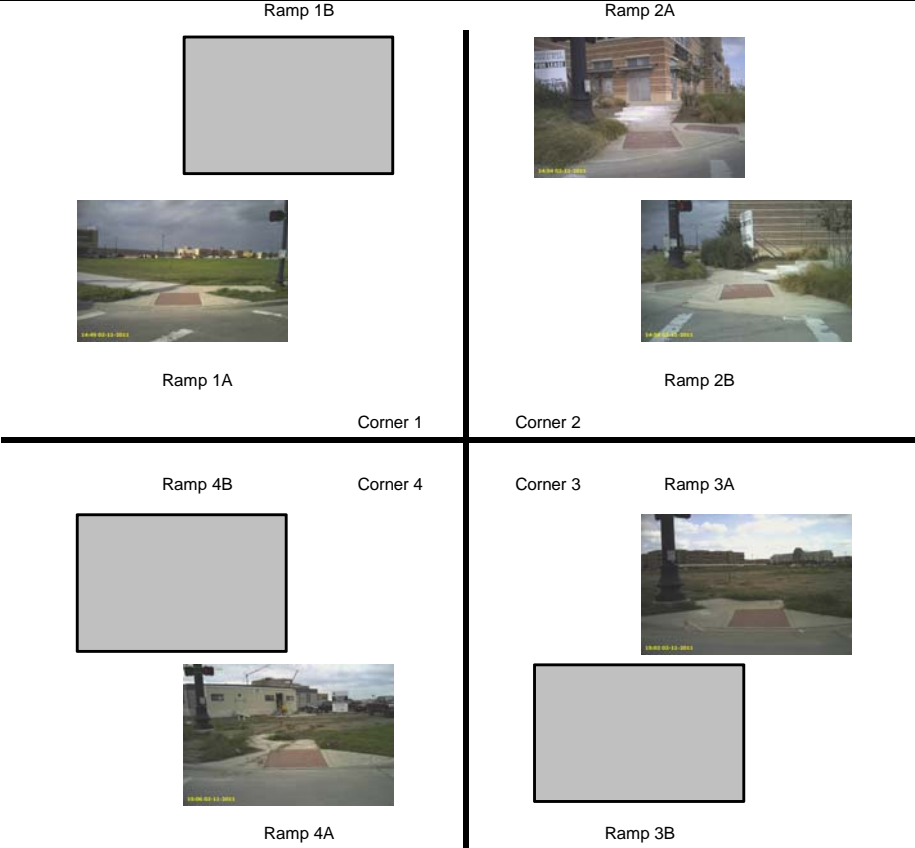


#### Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Pavement condition at the crosswalk	Good	Good	Good	Good	
Crosswalk cross slope is greater than 5%	-	-	-	-	
Crosswalk striping	Worn	Yes	Yes	Worn	Install crosswalk pavement markings
Median nose impeded pedestrian crossing	-	-	-	-	

Ramp Issues	Ramp ID								Recommendations
	1A	1B	2A	2B	3A	3B	4A	4B	
Ramp does not land in crosswalk									
No 48" extension into crosswalk									
Ramp does not exist and is needed									
Flare cross slope is greater than 10%									
Ramp running slope is greater than 8.33%									
Ramp cross slope is greater than 2%									
Ramp width is less than 36"									
Obstruction present in ramp or landing area									
No textured surface at base of ramp									
No color contrast at base of ramp									
Landing area is less than 5' x 5', has a cross slope greater than 2% or does not exist							X		Install landing area
No pedestrian push buttons									
Pedestrian pushbutton diameter is not 2"									
Pedestrian pushbutton height is greater than 42"	X		X	X	X		X		Relocate pedestrian push button
Pedestrian head offset is greater than 10' from the nearest crosswalk edge				X			X		Remove existing push buttons and install pedestal pole
Clear floor space for pedestrian pushbutton is less than 30" x 48", has a cross slope greater than 2% or does not exist	X		X	X			X		Install clear floor space
Ramp transition onto roadway is greater than 0.25"	X								Regrade roadway
Ponding occurs at base of ramp									
Pedestal pole needed due to existing geometry	X				X				Remove existing pushbuttons and install pedestal pole
Pedestal pole needs to be relocated due to geometry	X								Relocate pedestal pole
Ramp Priority:	H		M	M	M		H		





Client: City of Frisco, Texas  
Program: ADA Self-Evaluation and Transition Plan  
KHA No.: 061123109

1/24/2013 Date: 7/20/12  
Prepared By: EPE  
Checked By: SRA

Project Name: Intersection of Main St and Coleman Blvd

GPS ID: 0008

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
1	REMOVING CONC (SIDEWALKS)	66.68	SY	\$ 7.50	\$ 500.10
2	REMOVING CONC (WHEELCHAIR RAMP)	30.33	SY	\$ 37.00	\$ 1,122.21
3	CONC SIDEWALK (4")	95.69	SY	\$ 35.00	\$ 3,345.65
4	REFL PAV MRK TY I & II (W) 12" WITH PREP	144	LF	\$ 4.00	\$ 576.00
5	ELIM EXT PAV MRK & MRKS (12")	144	LF	\$ 1.00	\$ 144.00
6	CURB RAMPS (TY 1)	3	EA	\$ 1,200.00	\$ 3,600.00
7	TRUNCATED DOMES	20	SF	\$ 30.00	\$ 600.00
8	REMOVAL OF PEDESTRIAN PUSH BUTTONS	6	EA	\$ 30.00	\$ 180.00
9	PED DETECT (2 INCH PUSH BTN)	0	EA	\$ 600.00	\$ -
10	RELOCATE PED PUSH BTN	7	EA	\$ 300.00	\$ 2,100.00
11	PED POLE ASSEMBLY	3	EA	\$ 1,500.00	\$ 4,500.00
12	REPAVE ROADWAY	0	EA	\$ 5,000.00	\$ -
13	REGRADE ROADWAY	3	LS	\$ 1,000.00	\$ 3,000.00
14	REMOVE BOLLARD	0	EA	\$ 1,000.00	\$ -
15	MEDIAN NOSE MODIFICATION	0	LS	\$ 5,000.00	\$ -
16	RELOCATE PEDESTAL POLE	1	EA	\$ 800.00	\$ 800.00
17					
18					
19					
20					
21					
22					

Basis for Cost

- ☒ No Design  
☐ Preliminary Design  
☐ Final Design

Subtotal:	\$	20,467.96
Engineering: (% +/-)	15%	\$ 3,228.02
Contingency: (% +/-)	20%	\$ 4,304.02
<b>Estimated Project Cost:</b>	<b>\$</b>	<b>28,000.00</b>

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Project Location



Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Pavement condition at the crosswalk	Good	Good	Good	Good	
Crosswalk cross slope is greater than 5%	-	-	-	-	
Crosswalk striping	Yes	Yes	Yes	Yes	
Median nose impeded pedestrian crossing	-	-	-	-	

Ramp Issues	Ramp ID								Recommendations
	1A	1B	2A	2B	2C	3A	3B	4A	
Ramp does not land in crosswalk			X						Remove and replace crosswalk pavement markings
No 48" extension into crosswalk									
Ramp does not exist and is needed									
Flare cross slope is greater than 10%									
Ramp running slope is greater than 8.33%								X	
Ramp cross slope is greater than 2%			X			X	X		Remove and replace ramp
Ramp width is less than 36"									
Obstruction present in ramp or landing area								X	
No textured surface at base of ramp					X				X
No color contrast at base of ramp					X				X
Landing area is less than 5' x 5', has a cross slope greater than 2% or does not exist				X	X	X		X	X
No pedestrian push buttons									
Pedestrian pushbutton diameter is not 2"									
Pedestrian pushbutton height is greater than 42"	X		X			X	X	X	X
Pedestrian head offset is greater than 10' from the nearest crosswalk edge									
Clear floor space for pedestrian pushbutton is less than 30" x 48", has a cross slope greater than 2% or does not exist	X	X	X			X	X		X
Ramp transition onto roadway is greater than 0.25"						X			X
Ponding occurs at base of ramp								X	
Pedestal pole needed due to existing geometry							X	X	X
Pedestal pole needs to be relocated due to geometry							X		
Ramp Priority:	M	M	M	H	H	H	H	M	H

Ramp 1B



Ramp 2A



Ramp 2C



Ramp 1A



Ramp 2B

Corner 1

Corner 2

Ramp 4B Corner 4



Ramp 4C



Ramp 4A

Corner 3

Ramp 3A



Ramp 3B

Client: City of Frisco, Texas  
Program: ADA Self-Evaluation and Transition Plan  
KHA No.: 061123109

1/24/2013 Date: 7/20/12  
Prepared By: EPE  
Checked By: SRA

Project Name: Intersection of Main St and Frisco St

GPS ID: 0009

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
1	REMOVING CONC (SIDEWALKS)	12.22	SY	\$ 7.50	\$ 91.65
2	REMOVING CONC (WHEELCHAIR RAMP)	10.22	SY	\$ 37.00	\$ 378.14
3	CONC SIDEWALK (4")	13.33	SY	\$ 35.00	\$ 466.55
4	REFL PAV MRK TY I & II (W) 12" WITH PREP	0	LF	\$ 4.00	\$ -
5	ELIM EXT PAV MRK & MRKS (12")	0	LF	\$ 1.00	\$ -
6	CURB RAMPS (TY 1)	1	EA	\$ 1,200.00	\$ 1,200.00
7	TRUNCATED DOMES	10	SF	\$ 30.00	\$ 300.00
8	REMOVAL OF PEDESTRIAN PUSH BUTTONS	3	EA	\$ 30.00	\$ 90.00
9	PED DETECT (2 INCH PUSH BTN)	3	EA	\$ 600.00	\$ 1,800.00
10	RELOCATE PED PUSH BTN	4	EA	\$ 300.00	\$ 1,200.00
11	PED POLE ASSEMBLY	3	EA	\$ 1,500.00	\$ 4,500.00
12	REPAVE ROADWAY	0	EA	\$ 5,000.00	\$ -
13	REGRADE ROADWAY	0	LS	\$ 1,000.00	\$ -
14	REMOVE BOLLARD	0	EA	\$ 1,000.00	\$ -
15	MEDIAN NOSE MODIFICATION	0	LS	\$ 5,000.00	\$ -
16	RELOCATE PEDESTAL POLE	0	EA	\$ 800.00	\$ -
17					
18					
19					
20					
21					
22					

Basis for Cost

- ☒ No Design  
☐ Preliminary Design  
☐ Final Design

Subtotal:	\$	10,026.34
Engineering: (% +/-)	15%	\$ 1,703.00
Contingency: (% +/-)	20%	\$ 2,270.66
<b>Estimated Project Cost:</b>	<b>\$</b>	<b>14,000.00</b>

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Project Location



Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Pavement condition at the crosswalk	Good	Good	Good	Good	
Crosswalk cross slope is greater than 5%	-	-	-	-	
Crosswalk striping	Yes	Yes	Yes	Yes	
Median nose impeded pedestrian crossing	-	-	-	-	

Ramp Issues	Ramp ID								Recommendations
	1A	1B	1C	2A	2B	2C	3A	3B	
Ramp does not land in crosswalk									
No 48" extension into crosswalk									
Ramp does not exist and is needed									
Flare cross slope is greater than 10%									
Ramp running slope is greater than 8.33%									
Ramp cross slope is greater than 2%			X						Remove and replace ramp
Ramp width is less than 36"									
Obstruction present in ramp or landing area									
No textured surface at base of ramp			X						Install colored truncated domes
No color contrast at base of ramp			X		X				
Landing area is less than 5' x 5', has a cross slope greater than 2% or does not exist									
No pedestrian push buttons									
Pedestrian pushbutton diameter is not 2"									
Pedestrian pushbutton height is greater than 42"	X	X		X	X		X	X	Relocate pedestrian push button
Pedestrian head offset is greater than 10' from the nearest crosswalk edge	X	X		X					Remove existing push buttons and install pedestal pole
Clear floor space for pedestrian pushbutton is less than 30" x 48", has a cross slope greater than 2% or does not exist							X	X	Install clear floor space
Ramp transition onto roadway is greater than 0.25"									
Ponding occurs at base of ramp									
Pedestal pole needed due to existing geometry									
Ramp Priority:	M	M	M	M	M	L	M	C	H

Ramp 1B



Ramp 2A



Ramp 2C



Ramp 1C



Ramp 1A

Corner 1



Corner 2

Ramp 2B

Ramp 4B



Corner 4



Ramp 4A

Corner 3

Ramp 3A



Ramp 3B

Client: City of Frisco, Texas  
Program: ADA Self-Evaluation and Transition Plan  
KHA No.: 061123109

Date: 1/24/13  
Prepared By: EPE  
Checked By: SRA

Project Name: Intersection of Main St and 5th St

GPS ID: 0010

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
1	REMOVING CONC (SIDEWALKS)	48.88	SY	\$ 7.50	\$ 366.60
2	REMOVING CONC (WHEELCHAIR RAMP)	40.44	SY	\$ 37.00	\$ 1,496.28
3	CONC SIDEWALK (4")	48.88	SY	\$ 35.00	\$ 1,710.80
4	REFL PAV MRK TY I & II (W) 12" WITH PREP	0	LF	\$ 4.00	\$ -
5	ELIM EXT PAV MRK & MRKS (12")	0	LF	\$ 1.00	\$ -
6	CURB RAMPS (TY 1)	4	EA	\$ 1,200.00	\$ 4,800.00
7	TRUNCATED DOMES	0	SF	\$ 30.00	\$ -
8	REMOVAL OF PEDESTRIAN PUSH BUTTONS	2	EA	\$ 30.00	\$ 60.00
9	PED DETECT (2 INCH PUSH BTN)	2	EA	\$ 600.00	\$ 1,200.00
10	RELOCATE PED PUSH BTN	8	EA	\$ 300.00	\$ 2,400.00
11	PED POLE ASSEMBLY	1	EA	\$ 1,500.00	\$ 1,500.00
12	REPAVE ROADWAY	0	EA	\$ 5,000.00	\$ -
13	REGRADE ROADWAY	0	LS	\$ 1,000.00	\$ -
14	REMOVE BOLLARD	0	EA	\$ 1,000.00	\$ -
15	MEDIAN NOSE MODIFICATION	0	LS	\$ 5,000.00	\$ -
16	RELOCATE PEDESTAL POLE	0	EA	\$ 800.00	\$ -
17					
18					
19					
20					
21					
22					

Basis for Cost

- ☒ No Design  
☐ Preliminary Design  
☐ Final Design

Subtotal:	\$	13,533.68
Engineering: (% +/-)	15%	\$ 2,342.71
Contingency: (% +/-)	20%	\$ 3,123.61
<b>Estimated Project Cost:</b>	<b>\$</b>	<b>19,000.00</b>

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#### Project Location



#### Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Pavement condition at the crosswalk	Good	Good	Good	Good	
Crosswalk cross slope is greater than 5%	-	-	-	-	
Crosswalk striping	Yes	Yes	Yes	Yes	
Median nose impeded pedestrian crossing	-	-	-	-	

Ramp Issues	Ramp ID								Recommendations
	1A	1B	2A	2B	3A	3B	4A	4B	
Ramp does not land in crosswalk									
No 48" extension into crosswalk			X				X		
Ramp does not exist and is needed									
Flare cross slope is greater than 10%	X								
Ramp running slope is greater than 8.33%	X								
Ramp cross slope is greater than 2%	X	X	X	X	X	X	X	X	Remove and replace ramp
Ramp width is less than 36"	X								
Obstruction present in ramp or landing area	X		X		X		X		
No textured surface at base of ramp									
No color contrast at base of ramp									
Landing area is less than 5' x 5', has a cross slope greater than 2% or does not exist	X		X		X		X		Install landing area
No pedestrian push buttons									
Pedestrian pushbutton diameter is not 2"									
Pedestrian pushbutton height is greater than 42"	X	X	X	X					Relocate pedestrian push button
Pedestrian head offset is greater than 10' from the nearest crosswalk edge	X								Remove existing push buttons and install pedestal pole
Clear floor space for pedestrian pushbutton is less than 30" x 48", has a cross slope greater than 2% or does not exist					X		X		Install clear floor space
Ramp transition onto roadway is greater than 0.25"									
Ponding occurs at base of ramp									
Pedestal pole needed due to existing geometry									
Ramp Priority:	H	H	H	H	H	H	H	H	

Ramp 1B



Ramp 2A



Ramp 1A



Ramp 2B

Corner 1

Corner 2

Ramp 4B

Corner 4



Corner 3

Ramp 3A



Ramp 4A



Ramp 3B



Client: City of Frisco, Texas  
Program: ADA Self-Evaluation and Transition Plan  
KHA No.: 061123109

Date: 1/24/13  
Prepared By: EPE  
Checked By: SRA

Project Name: Intersection of Main St and N. County Rd

GPS ID: 0011

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
1	REMOVING CONC (SIDEWALKS)	44.44	SY	\$ 7.50	\$ 333.30
2	REMOVING CONC (WHEELCHAIR RAMP)	40.44	SY	\$ 37.00	\$ 1,496.28
3	CONC SIDEWALK (4")	74.46	SY	\$ 35.00	\$ 2,606.10
4	REFL PAV MRK TY I & II (W) 12" WITH PREP	0	LF	\$ 4.00	\$ -
5	ELIM EXT PAV MRK & MRKS (12")	0	LF	\$ 1.00	\$ -
6	CURB RAMPS (TY 1)	4	EA	\$ 1,200.00	\$ 4,800.00
7	TRUNCATED DOMES	0	SF	\$ 30.00	\$ -
8	REMOVAL OF PEDESTRIAN PUSH BUTTONS	2	EA	\$ 30.00	\$ 60.00
9	PED DETECT (2 INCH PUSH BTN)	2	EA	\$ 600.00	\$ 1,200.00
10	RELOCATE PED PUSH BTN	12	EA	\$ 300.00	\$ 3,600.00
11	PED POLE ASSEMBLY	1	EA	\$ 1,500.00	\$ 1,500.00
12	REPAVE ROADWAY	1	EA	\$ 5,000.00	\$ 5,000.00
13	REGRADE ROADWAY	0	LS	\$ 1,000.00	\$ -
14	REMOVE BOLLARD	0	EA	\$ 1,000.00	\$ -
15	MEDIAN NOSE MODIFICATION	0	LS	\$ 5,000.00	\$ -
16	RELOCATE PEDESTAL POLE	0	EA	\$ 800.00	\$ -
17					
18					
19					
20					
21					
22					

Basis for Cost

- ☒ No Design  
☐ Preliminary Design  
☐ Final Design

Subtotal:	\$	20,595.68
Engineering: (% +/-)	15%	\$ 3,173.28
Contingency: (% +/-)	20%	\$ 4,231.04
<b>Estimated Project Cost:</b>	<b>\$</b>	<b>28,000.00</b>

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#### Project Location



#### Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Pavement condition at the crosswalk	Good	Good	Good	Good	
Crosswalk cross slope is greater than 5%	-	-	X	-	Repave roadway and install crosswalk pavement markings
Crosswalk striping	Yes	Yes	Yes	Yes	
Median nose impeded pedestrian crossing	-	-	-	-	

Ramp Issues	Ramp ID								Recommendations
	1A	1B	2A	2B	3A	3B	4A	4B	
Ramp does not land in crosswalk					X				
No 48" extension into crosswalk					X				
Ramp does not exist and is needed			X				X		
Flare cross slope is greater than 10%			X				X		
Ramp running slope is greater than 8.33%			X				X		
Ramp cross slope is greater than 2%			X				X		Remove and replace ramp
Ramp width is less than 36"			X				X		
Obstruction present in ramp or landing area	X								
No textured surface at base of ramp									
No color contrast at base of ramp									
Landing area is less than 5' x 5', has a cross slope greater than 2% or does not exist	X		X		X		X		Install landing area
No pedestrian push buttons									
Pedestrian pushbutton diameter is not 2"									
Pedestrian pushbutton height is greater than 42"	X		X		X		X		Relocate pedestrian push button
Pedestrian head offset is greater than 10' from the nearest crosswalk edge							X		Remove existing push buttons and install pedestal pole
Clear floor space for pedestrian pushbutton is less than 30" x 48", has a cross slope greater than 2% or does not exist			X						Install clear floor space
Ramp transition onto roadway is greater than 0.25"									
Ponding occurs at base of ramp									
Pedestal pole needed due to existing geometry									
Ramp Priority:	H		H		M		H		



Ramp 1B



Ramp 2A



Ramp 1A



Ramp 2B

Corner 1

Corner 2

Ramp 4B

Corner 4



Corner 3

Ramp 3A



Ramp 4A



Ramp 3B

Client: City of Frisco, Texas  
Program: ADA Self-Evaluation and Transition Plan  
KHA No.: 061123109

Date: 1/24/13  
Prepared By: EPE  
Checked By: SRA

Project Name: Intersection of Parkwood Blvd and Warren Pkwy

GPS ID: 0012

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
1	REMOVING CONC (SIDEWALKS)	45	SY	\$ 7.50	\$ 337.50
2	REMOVING CONC (WHEELCHAIR RAMP)	20.22	SY	\$ 37.00	\$ 748.14
3	CONC SIDEWALK (4")	49.44	SY	\$ 35.00	\$ 1,730.40
4	REFL PAV MRK TY I & II (W) 12" WITH PREP	0	LF	\$ 4.00	\$ -
5	ELIM EXT PAV MRK & MRKS (12")	0	LF	\$ 1.00	\$ -
6	CURB RAMPS (TY 1)	3	EA	\$ 1,200.00	\$ 3,600.00
7	TRUNCATED DOMES	60	SF	\$ 30.00	\$ 1,800.00
8	REMOVAL OF PEDESTRIAN PUSH BUTTONS	8	EA	\$ 30.00	\$ 240.00
9	PED DETECT (2 INCH PUSH BTN)	4	EA	\$ 600.00	\$ 2,400.00
10	RELOCATE PED PUSH BTN	0	EA	\$ 300.00	\$ -
11	PED POLE ASSEMBLY	4	EA	\$ 1,500.00	\$ 6,000.00
12	REPAVE ROADWAY	0	EA	\$ 5,000.00	\$ -
13	REGRADE ROADWAY	4	LS	\$ 1,000.00	\$ 4,000.00
14	REMOVE BOLLARD	0	EA	\$ 1,000.00	\$ -
15	MEDIAN NOSE MODIFICATION	0	LS	\$ 5,000.00	\$ -
16	RELOCATE PEDESTAL POLE	0	EA	\$ 800.00	\$ -
17	REGRADE GUTTER	2	LS	\$ 500.00	\$ 1,000.00
18					
19					
20					
21					
22					

Basis for Cost

- ☒ No Design  
☐ Preliminary Design  
☐ Final Design

Subtotal:	\$	21,856.04
Engineering: (% +/-)	15%	\$ 3,490.27
Contingency: (% +/-)	20%	\$ 4,653.69
<b>Estimated Project Cost:</b>	<b>\$</b>	<b>30,000.00</b>

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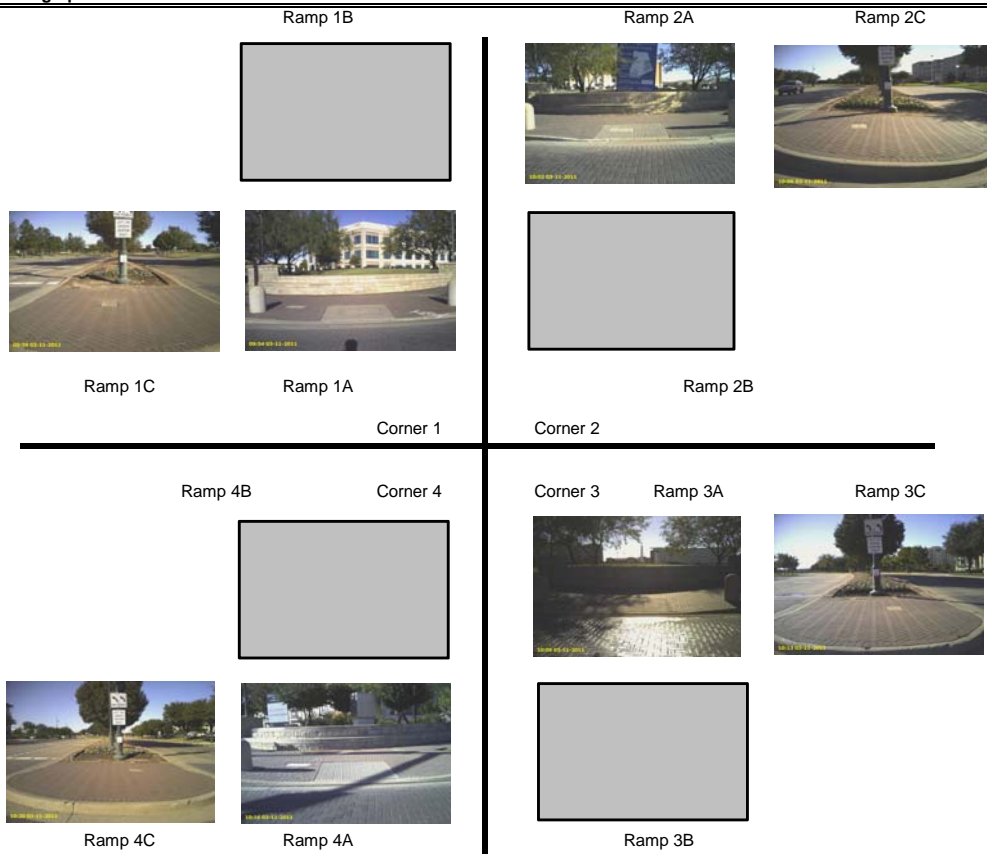
#### Project Location



#### Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Pavement condition at the crosswalk	Good	Good	Good	Good	
Crosswalk cross slope is greater than 5%	-	-	-	-	
Crosswalk striping	Yes	Yes	Yes	Yes	
Median nose impeded pedestrian crossing	-	-	-	-	

Ramp Issues	Ramp ID								Recommendations
	1A	1C	2A	2C	3A	3C	4A	4C	
Ramp does not land in crosswalk									
No 48" extension into crosswalk									
Ramp does not exist and is needed									
Flare cross slope is greater than 10%									
Ramp running slope is greater than 8.33%									
Ramp cross slope is greater than 2%							X	X	Remove and replace ramp
Ramp width is less than 36"									
Obstruction present in ramp or landing area									
No textured surface at base of ramp	X	X	X	X	X	X	X	X	Install colored truncated domes
No color contrast at base of ramp									
Landing area is less than 5' x 5', has a cross slope greater than 2% or does not exist					X		X	X	Install landing area
No pedestrian push buttons									
Pedestrian pushbutton diameter is not 2"									
Pedestrian pushbutton height is greater than 42"									
Pedestrian head offset is greater than 10' from the nearest crosswalk edge	X						X		Remove existing push buttons and install pedestal pole
Clear floor space for pedestrian pushbutton is less than 30" x 48", has a cross slope greater than 2% or does not exist	X	X	X	X	X	X	X	X	Install clear floor space
Ramp transition onto roadway is greater than 0.25"		X	X	X	X	X		X	Regrade gutter (corners) or roadway (medians)
Ponding occurs at base of ramp									
Pedestal pole needed due to existing geometry			X		X				Remove existing pushbuttons and install pedestal pole
Ramp Priority:	M	H	H	H	H	H	M	H	



Client: City of Frisco, Texas  
Program: ADA Self-Evaluation and Transition Plan  
KHA No.: 061123109

Date: 1/24/13  
Prepared By: EPE  
Checked By: SRA

Project Name: Intersection of Parkwood Blvd and Gaylord Pkwy

GPS ID: 0013

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
1	REMOVING CONC (SIDEWALKS)	70.58	SY	\$ 7.50	\$ 529.35
2	REMOVING CONC (WHEELCHAIR RAMP)	20.22	SY	\$ 37.00	\$ 748.14
3	CONC SIDEWALK (4")	76.13	SY	\$ 35.00	\$ 2,664.55
4	REFL PAV MRK TY I & II (W) 12" WITH PREP	0	LF	\$ 4.00	\$ -
5	ELIM EXT PAV MRK & MRKS (12")	0	LF	\$ 1.00	\$ -
6	CURB RAMPS (TY 1)	3	EA	\$ 1,200.00	\$ 3,600.00
7	TRUNCATED DOMES	60	SF	\$ 30.00	\$ 1,800.00
8	REMOVAL OF PEDESTRIAN PUSH BUTTONS	8	EA	\$ 30.00	\$ 240.00
9	PED DETECT (2 INCH PUSH BTN)	0	EA	\$ 600.00	\$ -
10	RELOCATE PED PUSH BTN	0	EA	\$ 300.00	\$ -
11	PED POLE ASSEMBLY	4	EA	\$ 1,500.00	\$ 6,000.00
12	REPAVE ROADWAY	0	EA	\$ 5,000.00	\$ -
13	REGRADE ROADWAY	0	LS	\$ 1,000.00	\$ -
14	REMOVE BOLLARD	0	EA	\$ 1,000.00	\$ -
15	MEDIAN NOSE MODIFICATION	0	LS	\$ 5,000.00	\$ -
16	RELOCATE PEDESTAL POLE	0	EA	\$ 800.00	\$ -
17					
18					
19					
20					
21					
22					

Basis for Cost

- ☒ No Design  
☐ Preliminary Design  
☐ Final Design

Subtotal:	\$	15,582.04
Engineering: (% +/-)	15%	\$ 2,750.55
Contingency: (% +/-)	20%	\$ 3,667.41
<b>Estimated Project Cost:</b>	<b>\$</b>	<b>22,000.00</b>

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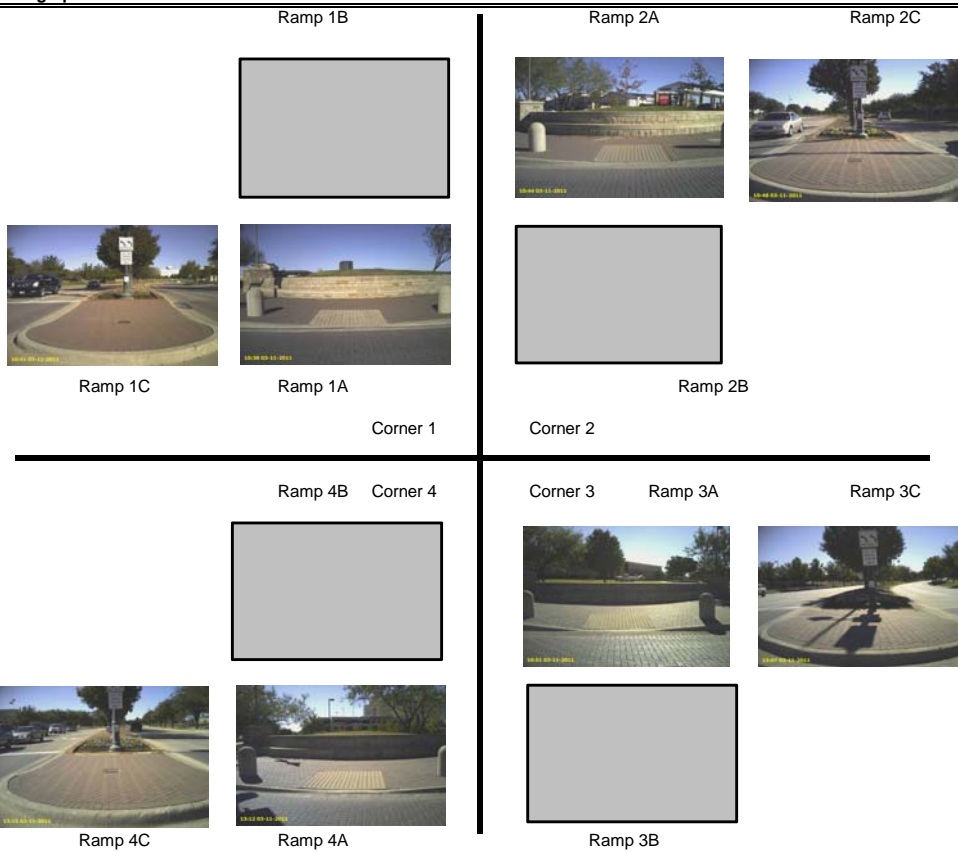
#### Project Location



#### Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Pavement condition at the crosswalk	Good	Good	Good	Good	
Crosswalk cross slope is greater than 5%	-	-	-	-	
Crosswalk striping	Yes	Yes	Yes	Yes	
Median nose impeded pedestrian crossing	-	-	-	-	

Ramp Issues	Ramp ID								Recommendations
	1A	1C	2A	2C	3A	3C	4A	4C	
Ramp does not land in crosswalk									
No 48" extension into crosswalk									
Ramp does not exist and is needed									
Flare cross slope is greater than 10%									
Ramp running slope is greater than 8.33%			X						
Ramp cross slope is greater than 2%					X				Remove and replace ramp
Ramp width is less than 36"									
Obstruction present in ramp or landing area									
No textured surface at base of ramp	X	X	X	X	X	X	X	X	Install colored truncated domes
No color contrast at base of ramp									
Landing area is less than 5' x 5', has a cross slope greater than 2% or does not exist	X		X		X		X		Install landing area
No pedestrian push buttons									
Pedestrian pushbutton diameter is not 2"									
Pedestrian pushbutton height is greater than 42"									
Pedestrian head offset is greater than 10' from the nearest crosswalk edge									
Clear floor space for pedestrian pushbutton is less than 30" x 48", has a cross slope greater than 2% or does not exist	X	X	X	X	X	X	X	X	Install clear floor space
Ramp transition onto roadway is greater than 0.25"									
Ponding occurs at base of ramp									
Pedestal pole needed due to existing geometry	X		X		X		X		Remove existing pushbuttons and install pedestal pole
Ramp Priority:	H	M	H	M	H	M	H	M	





Client: City of Frisco, Texas  
Program: ADA Self-Evaluation and Transition Plan  
KHA No.: 061123109

1/24/2013 7/20/12  
Prepared By: EPE  
Checked By: SRA

Project Name: Intersection of Parkwood Blvd and Hammons Dr

GPS ID: 0014

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
1	REMOVING CONC (SIDEWALKS)	83.37	SY	\$ 7.50	\$ 625.28
2	REMOVING CONC (WHEELCHAIR RAMP)	20.22	SY	\$ 37.00	\$ 748.14
3	CONC SIDEWALK (4")	87.81	SY	\$ 35.00	\$ 3,073.35
4	REFL PAV MRK TY I & II (W) 12" WITH PREP	758	LF	\$ 4.00	\$ 3,032.00
5	ELIM EXT PAV MRK & MRKS (12")	0	LF	\$ 1.00	\$ -
6	CURB RAMPS (TY 1)	2	EA	\$ 1,200.00	\$ 2,400.00
7	TRUNCATED DOMES	20	SF	\$ 30.00	\$ 600.00
8	REMOVAL OF PEDESTRIAN PUSH BUTTONS	2	EA	\$ 30.00	\$ 60.00
9	PED DETECT (2 INCH PUSH BTN)	0	EA	\$ 600.00	\$ -
10	RELOCATE PED PUSH BTN	2	EA	\$ 300.00	\$ 600.00
11	PED POLE ASSEMBLY	1	EA	\$ 1,500.00	\$ 1,500.00
12	REPAVE ROADWAY	0	EA	\$ 5,000.00	\$ -
13	REGRADE ROADWAY	1	LS	\$ 1,000.00	\$ 1,000.00
14	REMOVE BOLLARD	0	EA	\$ 1,000.00	\$ -
15	MEDIAN NOSE MODIFICATION	0	LS	\$ 5,000.00	\$ -
16	RELOCATE PEDESTAL POLE	1	EA	\$ 800.00	\$ 800.00
17					
18					
19					
20					
21					
22					

Basis for Cost

- ☒ No Design  
☐ Preliminary Design  
☐ Final Design

Subtotal:	\$	14,438.77
Engineering: (% +/-)	15%	\$ 2,383.39
Contingency: (% +/-)	20%	\$ 3,177.85
<b>Estimated Project Cost:</b>	<b>\$</b>	<b>20,000.00</b>

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#### Project Location



#### Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Pavement condition at the crosswalk	Good	Good	Good	Good	
Crosswalk cross slope is greater than 5%	-	-	-	-	
Crosswalk striping	Worn	Worn	Worn	Worn	Install crosswalk pavement markings
Median nose impeded pedestrian crossing	-	-	-	-	

Ramp Issues	Ramp ID									Recommendations
	1A	1C	2A	2C	3A	3C	4A	4B	4C	
Ramp does not land in crosswalk										
No 48" extension into crosswalk										
Ramp does not exist and is needed										
Flare cross slope is greater than 10%						X			X	
Ramp running slope is greater than 8.33%										
Ramp cross slope is greater than 2%										Remove and replace ramp
Ramp width is less than 36"										
Obstruction present in ramp or landing area										
No textured surface at base of ramp		X						X		Install colored truncated domes
No color contrast at base of ramp		X						X		
Landing area is less than 5' x 5', has a cross slope greater than 2% or does not exist		X	X		X		X	X	X	Install landing area
No pedestrian push buttons										
Pedestrian pushbutton diameter is not 2"										
Pedestrian pushbutton height is greater than 42"			X		X					Relocate pedestrian push button
Pedestrian head offset is greater than 10' from the nearest crosswalk edge										
Clear floor space for pedestrian pushbutton is less than 30" x 48", has a cross slope greater than 2% or does not exist		X	X	X	X	X		X	X	Install clear floor space
Ramp transition onto roadway is greater than 0.25"								X		Regrade roadway
Ponding occurs at base of ramp										
Pedestal pole needed due to existing geometry		X								Remove existing pushbuttons and install pedestal pole
Pedestal pole needs to be relocated due to geometry			X							Relocate pedestal pole
Ramp Priority:		H	H	H	H	M	H	C	H	H

Ramp 1B



Ramp 2A



Ramp 2C



Ramp 1C



Ramp 1A

Corner 1



Ramp 2B

Corner 2

Ramp 4B Corner 4



Ramp 4C



Ramp 4A

Corner 3

Ramp 3A



Ramp 3C



Ramp 3B

Client: City of Frisco, Texas  
Program: ADA Self-Evaluation and Transition Plan  
KHA No.: 061123109

Date: 1/24/13  
Prepared By: EPE  
Checked By: SRA

Project Name: Intersection of Preston Rd and Wade Blvd

GPS ID: 0015

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
1	REMOVING CONC (SIDEWALKS)	65.03	SY	\$ 7.50	\$ 487.73
2	REMOVING CONC (WHEELCHAIR RAMP)	20.22	SY	\$ 37.00	\$ 748.14
3	CONC SIDEWALK (4")	80.58	SY	\$ 35.00	\$ 2,820.30
4	REFL PAV MRK TY I & II (W) 12" WITH PREP	258	LF	\$ 4.00	\$ 1,032.00
5	ELIM EXT PAV MRK & MRKS (12")	0	LF	\$ 1.00	\$ -
6	CURB RAMPS (TY 1)	4	EA	\$ 1,200.00	\$ 4,800.00
7	TRUNCATED DOMES	10	SF	\$ 30.00	\$ 300.00
8	REMOVAL OF PEDESTRIAN PUSH BUTTONS	4	EA	\$ 30.00	\$ 120.00
9	PED DETECT (2 INCH PUSH BTN)	3	EA	\$ 600.00	\$ 1,800.00
10	RELOCATE PED PUSH BTN	5	EA	\$ 300.00	\$ 1,500.00
11	PED POLE ASSEMBLY	2	EA	\$ 1,500.00	\$ 3,000.00
12	REPAVE ROADWAY	0	EA	\$ 5,000.00	\$ -
13	REGRADE ROADWAY	2	LS	\$ 1,000.00	\$ 2,000.00
14	REMOVE BOLLARD	0	EA	\$ 1,000.00	\$ -
15	MEDIAN NOSE MODIFICATION	0	LS	\$ 5,000.00	\$ -
16	RELOCATE PEDESTAL POLE	0	EA	\$ 800.00	\$ -
17					
18					
19					
20					
21					
22					

Basis for Cost

- ☒ No Design  
☐ Preliminary Design  
☐ Final Design

Subtotal:	\$	18,608.17
Engineering: (% +/-)	15%	\$ 3,167.93
Contingency: (% +/-)	20%	\$ 4,223.91
<b>Estimated Project Cost:</b>	<b>\$</b>	<b>26,000.00</b>

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#### Project Location



#### Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Pavement condition at the crosswalk	Good	Good	Good	Good	
Crosswalk cross slope is greater than 5%	-	-	-	-	
Crosswalk striping	No	Yes	Yes	Yes	Install crosswalk pavement markings
Median nose impeded pedestrian crossing	-	-	-	-	

Ramp Issues	Ramp ID								Recommendations
	1A	1B	1C	1D	2A	3A	4A	4B	
Ramp does not land in crosswalk									
No 48" extension into crosswalk									
Ramp does not exist and is needed					X				Install handicap ramp
Flare cross slope is greater than 10%									
Ramp running slope is greater than 8.33%									
Ramp cross slope is greater than 2%									Remove and replace ramp
Ramp width is less than 60"			X	X					
Obstruction present in ramp or landing area									
No textured surface at base of ramp							X		Install colored truncated domes
No color contrast at base of ramp							X		
Landing area is less than 5' x 5', has a cross slope greater than 2% or does not exist	X	X					X		Install landing area
No pedestrian push buttons									
Pedestrian pushbutton diameter is not 2"									
Pedestrian pushbutton height is greater than 42"					X	X			Relocate pedestrian push button
Pedestrian head offset is greater than 10' from the nearest crosswalk edge							X		Remove existing push buttons and install pedestal pole
Clear floor space for pedestrian pushbutton is less than 30" x 48", has a cross slope greater than 2% or does not exist					X	X	X		Install clear floor space
Ramp transition onto roadway is greater than 0.25"									
Ponding occurs at base of ramp	X		X						Regrade roadway
Pedestal pole needed due to existing geometry							X		Remove existing pushbuttons and install pedestal pole
Ramp Priority:	M	M	H	H	M	H	H		

Ramp 1D



Ramp 1B



Ramp 2A



Ramp 1C



Ramp 1A

Corner 1

Corner 2



Ramp 2B

Ramp 4B

Corner 4



Ramp 4A

Corner 3

Ramp 3A



Ramp 3B

Client: City of Frisco, Texas  
Program: ADA Self-Evaluation and Transition Plan  
KHA No.: 061123109

Date: 1/24/13  
Prepared By: EPE  
Checked By: SRA

Project Name: Intersection of Hillcrest Rd and Rolater Rd

GPS ID: 0016

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
1	REMOVING CONC (SIDEWALKS)	45.03	SY	\$ 7.50	\$ 337.73
2	REMOVING CONC (WHEELCHAIR RAMP)	0	SY	\$ 37.00	\$ -
3	CONC SIDEWALK (4")	59.47	SY	\$ 35.00	\$ 2,081.45
4	REFL PAV MRK TY I & II (W) 12" WITH PREP	828	LF	\$ 4.00	\$ 3,312.00
5	ELIM EXT PAV MRK & MRKS (12")	0	LF	\$ 1.00	\$ -
6	CURB RAMPS (TY 1)	1	EA	\$ 1,200.00	\$ 1,200.00
7	TRUNCATED DOMES	0	SF	\$ 30.00	\$ -
8	REMOVAL OF PEDESTRIAN PUSH BUTTONS	4	EA	\$ 30.00	\$ 120.00
9	PED DETECT (2 INCH PUSH BTN)	2	EA	\$ 600.00	\$ 1,200.00
10	RELOCATE PED PUSH BTN	0	EA	\$ 300.00	\$ -
11	PED POLE ASSEMBLY	2	EA	\$ 1,500.00	\$ 3,000.00
12	REPAVE ROADWAY	0	EA	\$ 5,000.00	\$ -
13	REGRADE ROADWAY	0	LS	\$ 1,000.00	\$ -
14	REMOVE BOLLARD	0	EA	\$ 1,000.00	\$ -
15	MEDIAN NOSE MODIFICATION	1	LS	\$ 5,000.00	\$ 5,000.00
16	RELOCATE PEDESTAL POLE	0	EA	\$ 800.00	\$ -
17					
18					
19					
20					
21					
22					

Basis for Cost

- ☒ No Design  
☐ Preliminary Design  
☐ Final Design

Subtotal:	\$	16,251.18
Engineering: (% +/-)	15%	\$ 2,463.78
Contingency: (% +/-)	20%	\$ 3,285.04
<b>Estimated Project Cost:</b>	<b>\$</b>	<b>22,000.00</b>

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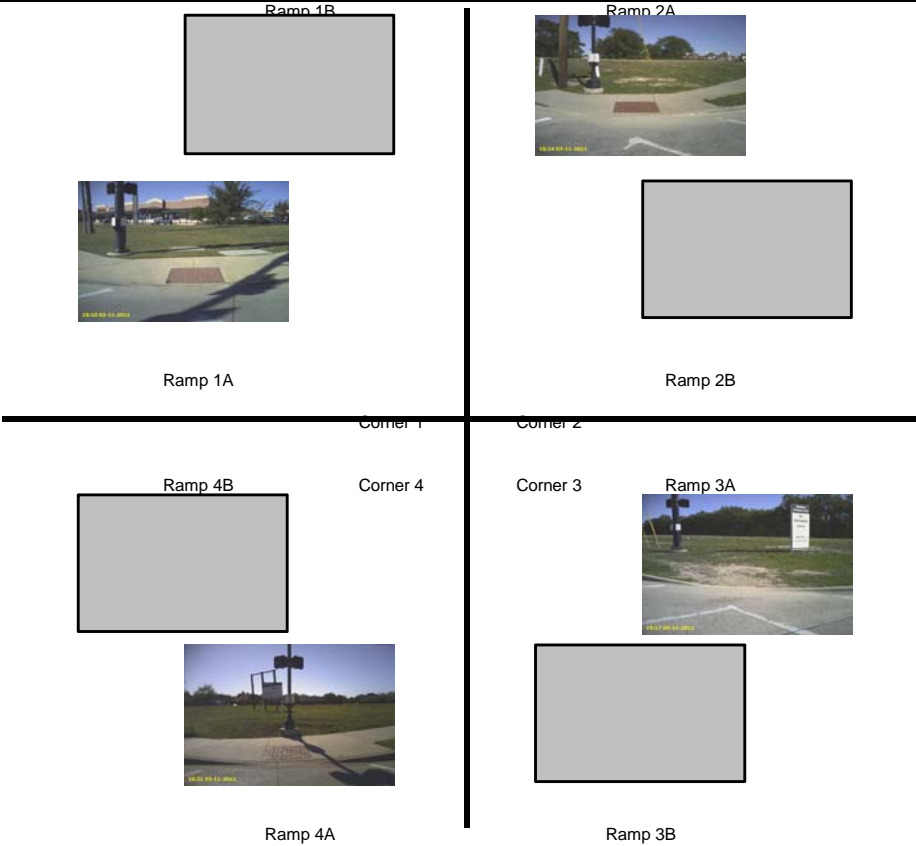
#### Project Location



#### Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Pavement condition at the crosswalk	Good	Good	Good	Good	
Crosswalk cross slope is greater than 5%	-	-	-	-	
Crosswalk striping	Worn	Worn	Worn	Worn	Install crosswalk pavement markings
Median nose impeded pedestrian crossing	-	-	-	Yes	Pull back median nose

Ramp Issues	Ramp ID								Recommendations
	1A	1B	2A	2B	3A	3B	4A	4B	
Ramp does not land in crosswalk									
No 48" extension into crosswalk									
Ramp does not exist and is needed					X				Install handicap ramp
Flare cross slope is greater than 10%									
Ramp running slope is greater than 8.33%									
Ramp cross slope is greater than 2%									
Ramp width is less than 36"									
Obstruction present in ramp or landing area									
No textured surface at base of ramp									
No color contrast at base of ramp									
Landing area is less than 5' x 5', has a cross slope greater than 2% or does not exist	X		X				X		Install landing area
No pedestrian push buttons									
Pedestrian pushbutton diameter is not 2"									
Pedestrian pushbutton height is greater than 42"									
Pedestrian head offset is greater than 10' from the nearest crosswalk edge					X				Remove existing push buttons and install pedestal pole
Clear floor space for pedestrian pushbutton is less than 30" x 48", has a cross slope greater than 2% or does not exist	X		X		X		X		Install clear floor space
Ramp transition onto roadway is greater than 0.25"									
Ponding occurs at base of ramp									
Pedestal pole needed due to existing geometry	X								Remove existing pushbuttons and install pedestal pole
Ramp Priority:	H		M		H		M		





Client: City of Frisco, Texas  
Program: ADA Self-Evaluation and Transition Plan  
KHA No.: 061123109

Date: 1/24/13  
Prepared By: EPE  
Checked By: SRA

Project Name: Intersection of Hillcrest Rd and College Pkwy

GPS ID: 0017

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
1	REMOVING CONC (SIDEWALKS)	58.36	SY	\$ 7.50	\$ 437.70
2	REMOVING CONC (WHEELCHAIR RAMP)	10.11	SY	\$ 37.00	\$ 374.07
3	CONC SIDEWALK (4')	61.69	SY	\$ 35.00	\$ 2,159.15
4	REFL PAV MRK TY I & II (W) 12" WITH PREP	0	LF	\$ 4.00	\$ -
5	ELIM EXT PAV MRK & MRKS (12")	0	LF	\$ 1.00	\$ -
6	CURB RAMPS (TY 1)	1	EA	\$ 1,200.00	\$ 1,200.00
7	TRUNCATED DOMES	20	SF	\$ 30.00	\$ 600.00
8	REMOVAL OF PEDESTRIAN PUSH BUTTONS	4	EA	\$ 30.00	\$ 120.00
9	PED DETECT (2 INCH PUSH BTN)	2	EA	\$ 600.00	\$ 1,200.00
10	RELOCATE PED PUSH BTN	0	EA	\$ 300.00	\$ -
11	PED POLE ASSEMBLY	2	EA	\$ 1,500.00	\$ 3,000.00
12	REPAVE ROADWAY	0	EA	\$ 5,000.00	\$ -
13	REGRADE ROADWAY	2	LS	\$ 1,000.00	\$ 2,000.00
14	REMOVE BOLLARD	0	EA	\$ 1,000.00	\$ -
15	MEDIAN NOSE MODIFICATION	0	LS	\$ 5,000.00	\$ -
16	RELOCATE PEDESTAL POLE	0	EA	\$ 800.00	\$ -
17					
18					
19					
20					
21					
22					

Basis for Cost

- ☒ No Design  
☐ Preliminary Design  
☐ Final Design

Subtotal:	\$	11,090.92
Engineering: (% +/-)	15%	\$ 1,675.32
Contingency: (% +/-)	20%	\$ 2,233.76
<b>Estimated Project Cost:</b>	<b>\$</b>	<b>15,000.00</b>

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#### Project Location

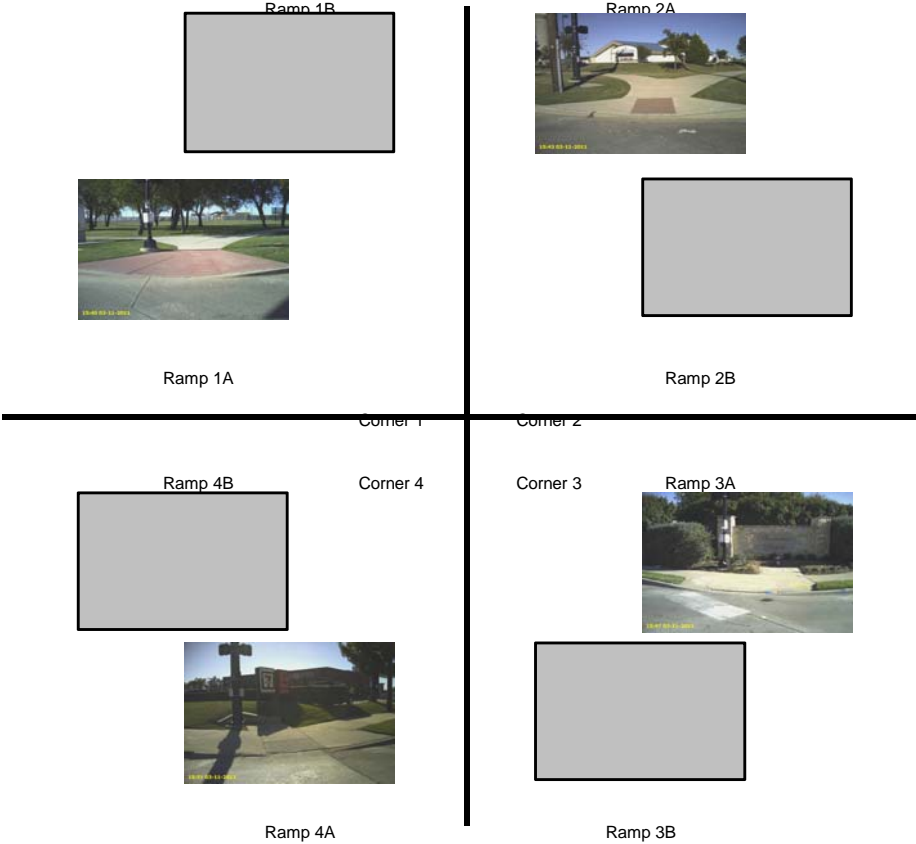


#### Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Pavement condition at the crosswalk	Good	Good	Good	Good	
Crosswalk cross slope is greater than 5%	-	-	-	-	
Crosswalk striping	Yes	Yes	Yes	Yes	
Median nose impeded pedestrian crossing	-	-	-	-	

Ramp Issues	Ramp ID								Recommendations
	1A	1B	2A	2B	3A	3B	4A	4B	
Ramp does not land in crosswalk									
No 48" extension into crosswalk									
Ramp does not exist and is needed									
Flare cross slope is greater than 10%									
Ramp running slope is greater than 8.33%									
Ramp cross slope is greater than 2%									Remove and replace ramp
Ramp width is less than 36"									
Obstruction present in ramp or landing area				X					
No textured surface at base of ramp	X			X			X		Install colored truncated domes
No color contrast at base of ramp				X			X		
Landing area is less than 5' x 5', has a cross slope greater than 2% or does not exist	X		X	X			X		Install landing area
No pedestrian push buttons									
Pedestrian pushbutton diameter is not 2"									
Pedestrian pushbutton height is greater than 42"									
Pedestrian head offset is greater than 10' from the nearest crosswalk edge			X						Remove existing push buttons and install pedestal pole
Clear floor space for pedestrian pushbutton is less than 30" x 48", has a cross slope greater than 2% or does not exist	X		X	X			X		Install clear floor space
Ramp transition onto roadway is greater than 0.25"				X			X		Regrade roadway
Ponding occurs at base of ramp									
Pedestal pole needed due to existing geometry							X		Remove existing pushbuttons and install pedestal pole
Ramp Priority:	M		H		H		H		





Client: City of Frisco, Texas  
Program: ADA Self-Evaluation and Transition Plan  
KHA No.: 061123109

Date: 1/24/13  
Prepared By: EPE  
Checked By: SRA

Project Name: Intersection of Hillcrest Rd and Lebanon Rd

GPS ID: 0018

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
1	REMOVING CONC (SIDEWALKS)	42.78	SY	\$ 7.50	\$ 320.85
2	REMOVING CONC (WHEELCHAIR RAMP)	20.22	SY	\$ 37.00	\$ 748.14
3	CONC SIDEWALK (4")	58.9	SY	\$ 35.00	\$ 2,061.50
4	REFL PAV MRK TY I & II (W) 12" WITH PREP	0	LF	\$ 4.00	\$ -
5	ELIM EXT PAV MRK & MRKS (12")	0	LF	\$ 1.00	\$ -
6	CURB RAMPS (TY 1)	2	EA	\$ 1,200.00	\$ 2,400.00
7	TRUNCATED DOMES	20	SF	\$ 30.00	\$ 600.00
8	REMOVAL OF PEDESTRIAN PUSH BUTTONS	8	EA	\$ 30.00	\$ 240.00
9	PED DETECT (2 INCH PUSH BTN)	4	EA	\$ 600.00	\$ 2,400.00
10	RELOCATE PED PUSH BTN	4	EA	\$ 300.00	\$ 1,200.00
11	PED POLE ASSEMBLY	4	EA	\$ 1,500.00	\$ 6,000.00
12	REPAVE ROADWAY	0	EA	\$ 5,000.00	\$ -
13	REGRADE ROADWAY	0	LS	\$ 1,000.00	\$ -
14	REMOVE BOLLARD	0	EA	\$ 1,000.00	\$ -
15	MEDIAN NOSE MODIFICATION	0	LS	\$ 5,000.00	\$ -
16	RELOCATE PEDESTAL POLE	0	EA	\$ 800.00	\$ -
17	REGRADE GUTTER	1	LS	\$ 500.00	\$ 500.00
18					
19					
20					
21					
22					

Basis for Cost

- ☒ No Design  
☐ Preliminary Design  
☐ Final Design

Subtotal:	\$	16,470.49
Engineering: (% +/-)	15%	\$ 2,798.36
Contingency: (% +/-)	20%	\$ 3,731.15
<b>Estimated Project Cost:</b>	<b>\$</b>	<b>23,000.00</b>

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#### Project Location



#### Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Pavement condition at the crosswalk	Good	Good	Good	Good	
Crosswalk cross slope is greater than 5%	-	-	-	-	
Crosswalk striping	Yes	Yes	Yes	Yes	
Median nose impeded pedestrian crossing	-	-	-	-	

Ramp Issues	Ramp ID								Recommendations
	1A	1B	2A	2B	3A	3B	4A	4B	
Ramp does not land in crosswalk									
No 48" extension into crosswalk									
Ramp does not exist and is needed									
Flare cross slope is greater than 10%									
Ramp running slope is greater than 8.33%									
Ramp cross slope is greater than 2%	X								Remove and replace ramp
Ramp width is less than 36"									
Obstruction present in ramp or landing area							X		
No textured surface at base of ramp	X		X		X		X		Install colored truncated domes
No color contrast at base of ramp	X				X		X		
Landing area is less than 5' x 5', has a cross slope greater than 2% or does not exist	X		X		X		X		Install landing area
No pedestrian push buttons									
Pedestrian pushbutton diameter is not 2"									
Pedestrian pushbutton height is greater than 42"	X		X		X				Relocate pedestrian push button
Pedestrian head offset is greater than 10' from the nearest crosswalk edge			X		X				Remove existing push buttons and install pedestal pole
Clear floor space for pedestrian pushbutton is less than 30" x 48", has a cross slope greater than 2% or does not exist	X		X		X		X		Install clear floor space
Ramp transition onto roadway is greater than 0.25"			X						Regrade roadway
Ponding occurs at base of ramp			X						
Pedestal pole needed due to existing geometry	X						X		Remove existing pushbuttons and install pedestal pole
Ramp Priority:	H		H		H		H		

Ramp 1B



Ramp 2A



Ramp 1A



Ramp 2B

Corner 1

Corner 2

Ramp 4B

Corner 4



Corner 3

Ramp 3A



Ramp 4A



Ramp 3B

Client: City of Frisco, Texas  
Program: ADA Self-Evaluation and Transition Plan  
KHA No.: 061123109

Date: 1/24/13  
Prepared By: EPE  
Checked By: SRA

Project Name: Intersection of Rolater Rd and Coit Rd

GPS ID: 0019

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
1	REMOVING CONC (SIDEWALKS)	54.46	SY	\$ 7.50	\$ 408.45
2	REMOVING CONC (WHEELCHAIR RAMP)	20.22	SY	\$ 37.00	\$ 748.14
3	CONC SIDEWALK (4")	86.7	SY	\$ 35.00	\$ 3,034.50
4	REFL PAV MRK TY I & II (W) 12" WITH PREP	0	LF	\$ 4.00	\$ -
5	ELIM EXT PAV MRK & MRKS (12")	0	LF	\$ 1.00	\$ -
6	CURB RAMPS (TY 1)	2	EA	\$ 1,200.00	\$ 2,400.00
7	TRUNCATED DOMES	0	SF	\$ 30.00	\$ -
8	REMOVAL OF PEDESTRIAN PUSH BUTTONS	10	EA	\$ 30.00	\$ 300.00
9	PED DETECT (2 INCH PUSH BTN)	2	EA	\$ 600.00	\$ 1,200.00
10	RELOCATE PED PUSH BTN	10	EA	\$ 300.00	\$ 3,000.00
11	PED POLE ASSEMBLY	6	EA	\$ 1,500.00	\$ 9,000.00
12	REPAVE ROADWAY	0	EA	\$ 5,000.00	\$ -
13	REGRADE ROADWAY	0	LS	\$ 1,000.00	\$ -
14	REMOVE BOLLARD	0	EA	\$ 1,000.00	\$ -
15	MEDIAN NOSE MODIFICATION	0	LS	\$ 5,000.00	\$ -
16	RELOCATE PEDESTAL POLE	0	EA	\$ 800.00	\$ -
17					
18					
19					
20					
21					
22					

Basis for Cost

- ☒ No Design  
☐ Preliminary Design  
☐ Final Design

Subtotal:	\$	20,091.09
Engineering: (% +/-)	15%	\$ 3,389.53
Contingency: (% +/-)	20%	\$ 4,519.38
<b>Estimated Project Cost:</b>	<b>\$</b>	<b>28,000.00</b>

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#### Project Location



#### Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Pavement condition at the crosswalk	Good	Good	Good	Good	
Crosswalk cross slope is greater than 5%	-	-	-	-	
Crosswalk striping	Yes	Yes	Yes	Yes	
Median nose impeded pedestrian crossing	-	-	-	-	

Ramp Issues	Ramp ID								Recommendations
	1A	1B	2A	2B	3A	3B	4A	4B	
Ramp does not land in crosswalk									
No 48" extension into crosswalk									
Ramp does not exist and is needed									
Flare cross slope is greater than 10%									
Ramp running slope is greater than 8.33%									
Ramp cross slope is greater than 2%					X				Remove and replace ramp
Ramp width is less than 36"									
Obstruction present in ramp or landing area					X	X			
No textured surface at base of ramp									
No color contrast at base of ramp									
Landing area is less than 5' x 5', has a cross slope greater than 2% or does not exist	X		X	X	X	X	X	X	Install landing area
No pedestrian push buttons									
Pedestrian pushbutton diameter is not 2"									
Pedestrian pushbutton height is greater than 42"	X		X	X			X	X	Relocate pedestrian push button
Pedestrian head offset is greater than 10' from the nearest crosswalk edge					X	X			
Clear floor space for pedestrian pushbutton is less than 30" x 48", has a cross slope greater than 2% or does not exist	X		X	X	X	X	X	X	Install clear floor space
Ramp transition onto roadway is greater than 0.25"									
Ponding occurs at base of ramp									
Pedestal pole needed due to existing geometry	X		X	X			X	X	Remove existing pushbuttons and install pedestal pole
Ramp Priority:	H		H	H	H	H	H	H	

Ramp 1B



Ramp 2A



Ramp 1A



Ramp 2B

Corner 1

Corner 2

Ramp 4B

Corner 4



Corner 3

Ramp 3A



Ramp 4A



Ramp 3B

Client: City of Frisco, Texas  
Program: ADA Self-Evaluation and Transition Plan  
KHA No.: 061123109

Date: 1/24/13  
Prepared By: EPE  
Checked By: SRA

Project Name: Intersection of Independence Pkwy and Eldorado Pkwy

GPS ID: 0020

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
1	REMOVING CONC (SIDEWALKS)	48.36	SY	\$ 7.50	\$ 362.70
2	REMOVING CONC (WHEELCHAIR RAMP)	0	SY	\$ 37.00	\$ -
3	CONC SIDEWALK (4")	49.47	SY	\$ 35.00	\$ 1,731.45
4	REFL PAV MRK TY I & II (W) 12" WITH PREP	0	LF	\$ 4.00	\$ -
5	ELIM EXT PAV MRK & MRKS (12")	0	LF	\$ 1.00	\$ -
6	CURB RAMPS (TY 1)	0	EA	\$ 1,200.00	\$ -
7	TRUNCATED DOMES	0	SF	\$ 30.00	\$ -
8	REMOVAL OF PEDESTRIAN PUSH BUTTONS	1	EA	\$ 30.00	\$ 30.00
9	PED DETECT (2 INCH PUSH BTN)	0	EA	\$ 600.00	\$ 600.00
10	RELOCATE PED PUSH BTN	0	EA	\$ 300.00	\$ -
11	PED POLE ASSEMBLY	1	EA	\$ 1,500.00	\$ 1,500.00
12	REPAVE ROADWAY	0	EA	\$ 5,000.00	\$ -
13	REGRADE ROADWAY	0	LS	\$ 1,000.00	\$ -
14	REMOVE BOLLARD	0	EA	\$ 1,000.00	\$ -
15	MEDIAN NOSE MODIFICATION	0	LS	\$ 5,000.00	\$ -
16	RELOCATE PEDESTAL POLE	0	EA	\$ 800.00	\$ -
17					
18					
19					
20					
21					
22					

Basis for Cost

- ☒ No Design  
☐ Preliminary Design  
☐ Final Design

Subtotal:	\$	4,224.15
Engineering: (% +/-)	15%	\$ 761.08
Contingency: (% +/-)	20%	\$ 1,014.77
<b>Estimated Project Cost:</b>	<b>\$</b>	<b>6,000.00</b>

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#### Project Location



#### Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Pavement condition at the crosswalk	Good	Good	Good	Good	
Crosswalk cross slope is greater than 5%	-	-	-	-	
Crosswalk striping	Yes	Yes	Yes	Yes	
Median nose impeded pedestrian crossing	-	-	-	-	

Ramp Issues	Ramp ID								Recommendations
	1A	1B	2A	2B	3A	3B	4A	4B	
Ramp does not land in crosswalk									
No 48" extension into crosswalk									
Ramp does not exist and is needed									
Flare cross slope is greater than 10%									
Ramp running slope is greater than 8.33%									
Ramp cross slope is greater than 2%									
Ramp width is less than 36"									
Obstruction present in ramp or landing area									
No textured surface at base of ramp									
No color contrast at base of ramp									
Landing area is less than 5' x 5', has a cross slope greater than 2% or does not exist					X	X	X		Install landing area
No pedestrian push buttons									
Pedestrian pushbutton diameter is not 2"									
Pedestrian pushbutton height is greater than 42"									
Pedestrian head offset is greater than 10' from the nearest crosswalk edge							X		Remove existing push buttons and install pedestal pole
Clear floor space for pedestrian pushbutton is less than 30" x 48", has a cross slope greater than 2% or does not exist	X	X		X	X	X	X	X	Install clear floor space
Ramp transition onto roadway is greater than 0.25"									
Ponding occurs at base of ramp									
Pedestal pole needed due to existing geometry									
Ramp Priority:	M	M	C	M	M	M	M	H	

Ramp 1B



Ramp 2A



Ramp 1A



Ramp 2B

Corner 1

Corner 2

Ramp 4B

Corner 4



Ramp 4A

Corner 3

Ramp 3A



Ramp 3B



Client: City of Frisco, Texas  
Program: ADA Self-Evaluation and Transition Plan  
KHA No.: 061123109

Date: 1/24/13  
Prepared By: EPE  
Checked By: SRA

Project Name: Intersection of Preston Rd and Stonebrook Pkwy/Rolater Rd

GPS ID: 0021

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
1	REMOVING CONC (SIDEWALKS)	47.23	SY	\$ 7.50	\$ 354.23
2	REMOVING CONC (WHEELCHAIR RAMP)	30.33	SY	\$ 37.00	\$ 1,122.21
3	CONC SIDEWALK (4")	56.11	SY	\$ 35.00	\$ 1,963.85
4	REFL PAV MRK TY I & II (W) 12" WITH PREP	496	LF	\$ 4.00	\$ 1,984.00
5	ELIM EXT PAV MRK & MRKS (12")	0	LF	\$ 1.00	\$ -
6	CURB RAMPS (TY 1)	5	EA	\$ 1,200.00	\$ 6,000.00
7	TRUNCATED DOMES	0	SF	\$ 30.00	\$ -
8	REMOVAL OF PEDESTRIAN PUSH BUTTONS	8	EA	\$ 30.00	\$ 240.00
9	PED DETECT (2 INCH PUSH BTN)	8	EA	\$ 600.00	\$ 4,800.00
10	RELOCATE PED PUSH BTN	0	EA	\$ 300.00	\$ -
11	PED POLE ASSEMBLY	4	EA	\$ 1,500.00	\$ 6,000.00
12	REPAVE ROADWAY	0	EA	\$ 5,000.00	\$ -
13	REGRADE ROADWAY	1	LS	\$ 1,000.00	\$ 1,000.00
14	REMOVE BOLLARD	0	EA	\$ 1,000.00	\$ -
15	MEDIAN NOSE MODIFICATION	4	LS	\$ 5,000.00	\$ 20,000.00
16	RELOCATE PEDESTAL POLE	0	EA	\$ 800.00	\$ -
17					
18					
19					
20					
21					
22					

Basis for Cost

- ☒ No Design  
☐ Preliminary Design  
☐ Final Design

Subtotal:	\$	43,464.29
Engineering: (% +/-)	15%	\$ 6,658.16
Contingency: (% +/-)	20%	\$ 8,877.55
<b>Estimated Project Cost:</b>	<b>\$</b>	<b>59,000.00</b>

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#### Project Location



#### Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Pavement condition at the crosswalk	Good	Good	Good	Good	
Crosswalk cross slope is greater than 5%	-	-	-	-	
Crosswalk striping	No	No	Yes	Yes	Install crosswalk pavement markings
Median nose impeded pedestrian crossing	Yes	Yes	Yes	Yes	Pull back median nose

Ramp Issues	Ramp ID								Recommendations
	1A	1B	2A	2B	3A	3B	4A	4B	
Ramp does not land in crosswalk									
No 48" extension into crosswalk									
Ramp does not exist and is needed									
Flare cross slope is greater than 10%									
Ramp running slope is greater than 8.33%			X		X		X		Remove and replace ramp
Ramp cross slope is greater than 2%					X				
Ramp width is less than 36"									
Obstruction present in ramp or landing area			X				X		Install colored truncated domes
No textured surface at base of ramp			X		X		X		
No color contrast at base of ramp			X				X		
Landing area is less than 5' x 5', has a cross slope greater than 2% or does not exist	X		X		X		X		Install landing area
No pedestrian push buttons									
Pedestrian pushbutton diameter is not 2"							X		Relocate pedestrian push button
Pedestrian pushbutton height is greater than 42"									
Pedestrian head offset is greater than 10' from the nearest crosswalk edge	X		X		X		X		Remove existing push buttons and install pedestal pole
Clear floor space for pedestrian pushbutton is less than 30" x 48", has a cross slope greater than 2% or does not exist	X		X		X		X		Install clear floor space
Ramp transition onto roadway is greater than 0.25"							X		Regrade roadway
Ponding occurs at base of ramp							X		
Pedestal pole needed due to existing geometry									
Ramp Priority:	H		H		H		H		

Ramp 1B



Ramp 2A



Ramp 1A



Ramp 2B

Corner 1

Corner 2

Ramp 4B

Corner 4

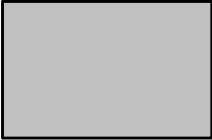


Corner 3

Ramp 3A



Ramp 4A



Ramp 3B

**Frisco ADA Self-evaluation and Transition Plan**  
**Sidewalk Cost Projection Summary**  
3/6/2013

Corridor Name	Projected Cost
Hillcrest Rd - east	\$ 23,000.00
Hillcrest Rd - west	\$ 36,000.00
Main St - north	\$ 31,000.00
Main St - south	\$ 45,000.00
Teel Pkwy - east	\$ 84,000.00
Teel Pkwy - west	\$ 104,000.00
	<b>\$ 323,000.00</b>

Kimley-Horn and Associates, Inc.	Pedestrian Attractor Score: 30.50
Project Description for Sidewalk Corridor	

Client: City of Frisco, Texas	Date: 3/6/2013
Program: ADA Self-Evaluation and Transition Plan Update	Prepared By: EPE
KHA No.: 061123109	Checked By: SRA

Corridor: Hillcrest Rd - east
-------------------------------

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
1	SIDEWALK REMOVAL	313	SY	\$ 10.00	\$ 3,130.00
2	CONCRETE SIDEWALK (4")	313	SY	\$ 35.00	\$ 10,955.00
3	REMOVAL OF PAVEMENT	0	SY	\$ 10.00	\$ -
4	CONCRETE DRIVEWAY	0	CY	\$ 500.00	\$ -
5	RELOCATE FIRE HYDRANT	0	LS	\$ 2,000.00	\$ -
6	RELOCATE UTILITY	5	LS	\$ 500.00	\$ 2,500.00
7	REMOVE OBSTRUCTION	0	LS	\$ 500.00	\$ -
8	REMOVE TEMPORARY OBSTRUCTION	0	LS	\$ 500.00	\$ -
9	CONTACT BUSINESS OWNER	0	LS	\$ -	\$ -
10	HANDRAIL	0	LF	\$ 75.00	\$ -

Basis for Cost Projection		Subtotal: \$	16,585.00
<input checked="" type="checkbox"/> No Design Completed	Engineering: (% +/-) 15%	\$	2,749.29
<input type="checkbox"/> Preliminary Design	Contingency: (% +/-) 20%	\$	3,665.71
<input type="checkbox"/> Final Design	<b>Estimated Project Cost:</b>	<b>\$</b>	<b>23,000.00</b>

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Project Location
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Project Details	
Priority	Length (LF)
High	84
Medium	10
Low	593
Compliant	2,149
<b>Total</b>	<b>2,836</b>

End of Page 1
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Kimley-Horn and Associates, Inc.	Pedestrian Attractor Score: 30.50
Project Description for Sidewalk Corridor	

Client: City of Frisco, Texas	Date: 3/6/2013
Program: ADA Self-Evaluation and Transition Plan Update	Prepared By: EPE
KHA No.: 061123109	Checked By: SRA

Corridor: Hillcrest Rd - west
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Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
1	SIDEWALK REMOVAL	564	SY	\$ 10.00	\$ 5,640.00
2	CONCRETE SIDEWALK (4")	564	SY	\$ 35.00	\$ 19,740.00
3	REMOVAL OF PAVEMENT	0	SY	\$ 10.00	\$ -
4	CONCRETE DRIVEWAY	0	CY	\$ 500.00	\$ -
5	RELOCATE FIRE HYDRANT	0	LS	\$ 2,000.00	\$ -
6	RELOCATE UTILITY	2	LS	\$ 500.00	\$ 1,000.00
7	REMOVE OBSTRUCTION	0	LS	\$ 500.00	\$ -
8	REMOVE TEMPORARY OBSTRUCTION	0	LS	\$ 500.00	\$ -
9	CONTACT BUSINESS OWNER	0	LS	\$ -	\$ -
10	HANDRAIL	0	LF	\$ 75.00	\$ -

Basis for Cost Projection		Subtotal: \$	26,380.00
<input checked="" type="checkbox"/> No Design Completed	Engineering: (% +/-) 15%	\$	4,122.86
<input type="checkbox"/> Preliminary Design	Contingency: (% +/-) 20%	\$	5,497.14
<input type="checkbox"/> Final Design	<b>Estimated Project Cost:</b>	<b>\$</b>	<b>36,000.00</b>

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Project Location
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Project Details	
Priority	Length (LF)
High	10
Medium	285
Low	1,028
Compliant	1,468
<b>Total</b>	<b>2,791</b>

End of Page 1
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Kimley-Horn and Associates, Inc.  
Project Description for Sidewalk Corridor

Pedestrian Attractor Score: 29.50

Client: City of Frisco, Texas  
Program: ADA Self-Evaluation and Transition Plan Update  
KHA No.: 061123109

Date: 3/6/2013  
Prepared By: EPE  
Checked By: SRA

Corridor: Main St - north

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
1	SIDEWALK REMOVAL	402	SY	\$ 10.00	\$ 4,020.00
2	CONCRETE SIDEWALK (4")	402	SY	\$ 35.00	\$ 14,070.00
3	REMOVAL OF PAVEMENT	32	SY	\$ 10.00	\$ 320.00
4	CONCRETE DRIVEWAY	6	CY	\$ 500.00	\$ 3,000.00
5	RELOCATE FIRE HYDRANT	0	LS	\$ 2,000.00	\$ -
6	RELOCATE UTILITY	2	LS	\$ 500.00	\$ 1,000.00
7	REMOVE OBSTRUCTION	0	LS	\$ 500.00	\$ -
8	REMOVE TEMPORARY OBSTRUCTION	0	LS	\$ 500.00	\$ -
9	CONTACT BUSINESS OWNER	0	LS	\$ -	\$ -
10	HANDRAIL	0	LF	\$ 75.00	\$ -

Basis for Cost Projection

- ☒ No Design Completed  
☐ Preliminary Design  
☐ Final Design

Subtotal:	\$	22,410.00
Engineering: (% +/-)	15%	\$ 3,681.43
Contingency: (% +/-)	20%	\$ 4,908.57
<b>Estimated Project Cost:</b>	<b>\$</b>	<b>31,000.00</b>

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Project Location

Project Details

Priority	Length (LF)
High	7
Medium	67
Low	506
Compliant	2,537
<b>Total</b>	<b>3,117</b>

End of Page 1

Kimley-Horn and Associates, Inc.	Pedestrian Attractor Score: 29.50
Project Description for Sidewalk Corridor	

Client: City of Frisco, Texas	Date: 3/6/2013
Program: ADA Self-Evaluation and Transition Plan Update	Prepared By: EPE
KHA No.: 061123109	Checked By: SRA

Corridor: Main St - south
---------------------------

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
1	SIDEWALK REMOVAL	458	SY	\$ 10.00	\$ 4,580.00
2	CONCRETE SIDEWALK (4")	458	SY	\$ 35.00	\$ 16,030.00
3	REMOVAL OF PAVEMENT	120	SY	\$ 10.00	\$ 1,200.00
4	CONCRETE DRIVEWAY	20	CY	\$ 500.00	\$ 10,000.00
5	RELOCATE FIRE HYDRANT	0	LS	\$ 2,000.00	\$ -
6	RELOCATE UTILITY	2	LS	\$ 500.00	\$ 1,000.00
7	REMOVE OBSTRUCTION	0	LS	\$ 500.00	\$ -
8	REMOVE TEMPORARY OBSTRUCTION	1	LS	\$ 500.00	\$ 500.00
9	CONTACT BUSINESS OWNER	0	LS	\$ -	\$ -
10	HANDRAIL	0	LF	\$ 75.00	\$ -

Basis for Cost Projection		Subtotal: \$	33,310.00
<input checked="" type="checkbox"/> No Design Completed	Engineering: (% +/-) 15%	\$	5,010.00
<input type="checkbox"/> Preliminary Design	Contingency: (% +/-) 20%	\$	6,680.00
<input type="checkbox"/> Final Design	<b>Estimated Project Cost:</b>	<b>\$</b>	<b>45,000.00</b>

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Project Location
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Project Details	
Priority	Length (LF)
High	12
Medium	96
Low	703
Compliant	2,272
<b>Total</b>	<b>3,084</b>

End of Page 1
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Kimley-Horn and Associates, Inc.  
Project Description for Sidewalk Corridor

Pedestrian Attractor Score: 30.50

Client: City of Frisco, Texas  
Program: ADA Self-Evaluation and Transition Plan Update  
KHA No.: 061123109

Date: 3/6/2013  
Prepared By: EPE  
Checked By: SRA

Corridor: Teel Pkwy - east

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
1	SIDEWALK REMOVAL	1,278	SY	\$ 10.00	\$ 12,780.00
2	CONCRETE SIDEWALK (4")	1,278	SY	\$ 35.00	\$ 44,730.00
3	REMOVAL OF PAVEMENT	0	SY	\$ 10.00	\$ -
4	CONCRETE DRIVEWAY	0	CY	\$ 500.00	\$ -
5	RELOCATE FIRE HYDRANT	0	LS	\$ 2,000.00	\$ -
6	RELOCATE UTILITY	7	LS	\$ 500.00	\$ 3,500.00
7	REMOVE OBSTRUCTION	1	LS	\$ 500.00	\$ 500.00
8	REMOVE TEMPORARY OBSTRUCTION	0	LS	\$ 500.00	\$ -
9	CONTACT BUSINESS OWNER	0	LS	\$ -	\$ -
10	HANDRAIL	0	LF	\$ 75.00	\$ -

Basis for Cost Projection

- ☒ No Design Completed  
☐ Preliminary Design  
☐ Final Design

Subtotal:	\$	61,510.00
Engineering: (% +/-)	15%	\$ 9,638.57
Contingency: (% +/-)	20%	\$ 12,851.43
<b>Estimated Project Cost:</b>	<b>\$</b>	<b>84,000.00</b>

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Project Location

Project Details

Priority	Length (LF)
High	520
Medium	715
Low	910
Compliant	3,724
<b>Total</b>	<b>5,869</b>

End of Page 1

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

Pedestrian Attractor Score: 30.50

Client: City of Frisco, Texas  
Program: ADA Self-Evaluation and Transition Plan Update  
KHA No.: 061123109

Date: 3/6/2013  
Prepared By: EPE  
Checked By: SRA

Corridor: Teel Pkwy - west

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
1	SIDEWALK REMOVAL	1,686	SY	\$ 10.00	\$ 16,860.00
2	CONCRETE SIDEWALK (4")	1,686	SY	\$ 35.00	\$ 59,010.00
3	REMOVAL OF PAVEMENT	0	SY	\$ 10.00	\$ -
4	CONCRETE DRIVEWAY	0	CY	\$ 500.00	\$ -
5	RELOCATE FIRE HYDRANT	0	LS	\$ 2,000.00	\$ -
6	RELOCATE UTILITY	0	LS	\$ 500.00	\$ -
7	REMOVE OBSTRUCTION	2	LS	\$ 500.00	\$ 1,000.00
8	REMOVE TEMPORARY OBSTRUCTION	0	LS	\$ 500.00	\$ -
9	CONTACT BUSINESS OWNER	0	LS	\$ -	\$ -
10	HANDRAIL	0	LF	\$ 75.00	\$ -

Basis for Cost Projection

- ☒ No Design Completed  
☐ Preliminary Design  
☐ Final Design

Subtotal:	\$	76,870.00
Engineering: (% +/-)	15%	\$ 11,627.14
Contingency: (% +/-)	20%	\$ 15,502.86
<b>Estimated Project Cost:</b>	<b>\$</b>	<b>104,000.00</b>

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Project Location

Project Details

Priority	Length (LF)
High	84
Medium	591
Low	2,315
Compliant	2,928
<b>Total</b>	<b>5,918</b>

End of Page 1

**Frisco ADA Self-evaluation and Transition Plan**  
**Unsignalized Intersection Cost Projection Summary**  
3/6/2013

<b>Location Number</b>	<b>Intersection Name</b>	<b>Cost Projection</b>
0100	Intersection of Teel Pkwy and Blackstone Dr	\$ 15,000.00
0102	Intersection of Teel Pkwy and Sweetleaf Dr	\$ 12,000.00
0103	Intersection of Teel Pkwy and Birchridge Dr	\$ 12,000.00
0104	Intersection of Teel Pkwy and Old Orchard Dr	\$ 20,000.00
0105	Intersection of Teel Pkwy and driveways 610' north of The Trails Pkwy	\$ 13,000.00
0106	Intersection of Teel Pkwy and driveways 340' north of The Trails Pkwy	\$ 3,000.00
0107	Intersection of Teel Pkwy and driveways 170' south of Old Orchard Dr	\$ 6,000.00
0108	Intersection of Teel Pkwy and driveways 520' south of Old Orchard Dr	\$ 15,000.00
0109	Intersection of Teel Pkwy and driveways 535' north of Main St	\$ 10,000.00
0110	Intersection of Teel Pkwy and driveways 210' north of Main St	\$ 12,000.00
0200	Intersection of Main St and First St	\$ 6,000.00
0201	Intersection of Main St and 2nd St	\$ 19,000.00
0202	Intersection of Main St and 3rd St	\$ 32,000.00
0203	Intersection of Main St and 4th St	\$ 37,000.00
0204	Intersection of Main St and 6th St	\$ 22,000.00
0205	Intersection of Main St and 7th St	\$ 24,000.00
0206	Intersection of Main St and Carroll Cir	\$ 11,000.00
0207	Intersection of Main St and driveways 135' north of 2nd St	\$ 7,000.00
0208	Intersection of Main St and driveways 135' east of 2nd St	\$ 5,000.00
0209	Intersection of Main St ~ south and driveway 145' west of 3rd St	\$ 7,000.00
0210	Intersection of Main St ~ north and driveway 100' west of 3rd St	\$ 3,000.00
0211	Intersection of Main St ~ south and driveway 65' west of 3rd St	\$ 2,000.00
0212	Intersection of Main St ~ north and driveway 205' west of 4th St	\$ 4,000.00
0213	Intersection of Main St ~ north and driveway 145' west of 4th St	\$ 4,000.00
0214	Intersection of Main St ~ north and driveway 90' west of 4th St	\$ 6,000.00
0215	Intersection of Main St ~ north and driveway 170' west of 5th St	\$ 1,000.00
0300	Intersection of Hillcrest Rd and Jereme Tr	\$ 31,000.00
0301	Intersection of Hillcrest Rd and Bocage Ln	\$ 26,000.00
0302	Intersection of Hillcrest Rd and Asheboro St	\$ 26,000.00
0304	Intersection of Hillcrest Rd and Darkwood Dr	\$ 13,000.00
0305	Intersection of Hillcrest Rd and Noel Dr	\$ 12,000.00
<b>TOTAL</b>		<b>\$ 416,000.00</b>

Client: City of Frisco, Texas  
Program: ADA Self-Evaluation and Transition Plan  
KHA No.: 061123109

Date: 1/23/13  
Prepared By: EPE  
Checked By: SRA

Project Name: Intersection of Teel Pkwy and Blackstone Dr

GPS ID: 0100

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
1	REMOVING CONC (SIDEWALKS)	33.33	SY	\$ 7.50	\$ 249.98
2	REMOVING CONC (WHEELCHAIR RAMP)	30.33	SY	\$ 37.00	\$ 1,122.21
3	CONC SIDEWALK (4")	33.33	SY	\$ 35.00	\$ 1,166.55
4	REFL PAV MRK TY I & II (W) 12" WITH PREP	312	LF	\$ 4.00	\$ 1,248.00
5	ELIM EXT PAV MRK & MRKS (12")	0	LF	\$ 1.00	\$ -
6	CURB RAMPS (TY 1)	3	EA	\$ 1,200.00	\$ 3,600.00
7	TRUNCATED DOMES	0	SF	\$ 30.00	\$ -
8	REMOVAL OF PEDESTRIAN PUSH BUTTONS	0	EA	\$ 30.00	\$ -
9	PED DETECT (2 INCH PUSH BTN)	0	EA	\$ 600.00	\$ -
10	RELOCATE PED PUSH BTN	0	EA	\$ 300.00	\$ -
11	PED POLE ASSEMBLY	0	EA	\$ 1,500.00	\$ -
12	REPAVE ROADWAY	0	EA	\$ 5,000.00	\$ -
13	REGRADE ROADWAY	3	LS	\$ 1,000.00	\$ 3,000.00
14	REMOVE BOLLARD	0	EA	\$ 1,000.00	\$ -
15					
16					
17					
18					
19					
20					
21					
22					

Basis for Cost

- ☒ No Design  
☐ Preliminary Design  
☐ Final Design

Subtotal:	\$	10,386.74
Engineering: (% +/-)	15%	\$ 1,977.11
Contingency: (% +/-)	20%	\$ 2,636.15
<b>Estimated Project Cost:</b>	<b>\$</b>	<b>15,000.00</b>

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#### Project Location



#### Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Pavement condition at the crosswalk	N/A	Good	N/A	Good	
Crosswalk cross slope is greater than 2%	N/A	-	N/A	-	
Crosswalk striping	N/A	No	N/A	No	Install crosswalk pavement markings

Ramp Issues	Ramp ID								Recommendations
	1A	1B	2A	2B	3A	3B	4A	4B	
Ramp does not land in crosswalk									
No 48" extension into crosswalk									
Ramp does not exist and is needed									
Flare cross slope is greater than 10%	X								
Ramp running slope is greater than 8.33%	X								
Ramp cross slope is greater than 2%	X		X				X		Remove and replace ramp
Ramp width is less than 36"									
Obstruction present in ramp or landing area									
No textured surface at base of ramp	X						X		Install colored truncated domes
No color contrast at base of ramp	X						X		
Landing area is less than 5' x 5', has a cross slope greater than 2% or does not exist	X		X				X		Install landing area
No pedestrian push buttons									
Pedestrian pushbutton diameter is not 2"									
Pedestrian pushbutton height is greater than 42"									
Pedestrian head offset is greater than 10' from the nearest crosswalk edge									
Clear floor space for pedestrian pushbutton is less than 30" x 48", has a cross slope greater than 2% or does not exist									
Ramp transition onto roadway is greater than 0.25"	X		X				X		Regrade roadway
Ponding occurs at base of ramp									
Ramp not needed due to existing geometry									
Ramp Priority:	H		H		C		H		

Ramp 1B



Ramp 2A



Ramp 1A



Ramp 2B

Corner 1

Corner 2

Ramp 4B

Corner 4



Corner 3

Ramp 3A



Ramp 4A



Ramp 3B

Client: City of Frisco, Texas  
Program: ADA Self-Evaluation and Transition Plan  
KHA No.: 061123109

Date: 1/23/13  
Prepared By: EPE  
Checked By: SRA

Project Name: Intersection of Teel Pkwy and Sweetleaf Dr

GPS ID: 0102

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
1	REMOVING CONC (SIDEWALKS)	25.01	SY	\$ 7.50	\$ 187.58
2	REMOVING CONC (WHEELCHAIR RAMP)	10.11	SY	\$ 37.00	\$ 374.07
3	CONC SIDEWALK (4")	25.01	SY	\$ 35.00	\$ 875.35
4	REFL PAV MRK TY I & II (W) 12" WITH PREP	84	LF	\$ 4.00	\$ 336.00
5	ELIM EXT PAV MRK & MRKS (12")	0	LF	\$ 1.00	\$ -
6	CURB RAMPS (TY 1)	1	EA	\$ 1,200.00	\$ 1,200.00
7	TRUNCATED DOMES	10	SF	\$ 30.00	\$ 300.00
8	REMOVAL OF PEDESTRIAN PUSH BUTTONS	0	EA	\$ 30.00	\$ -
9	PED DETECT (2 INCH PUSH BTN)	0	EA	\$ 600.00	\$ -
10	RELOCATE PED PUSH BTN	0	EA	\$ 300.00	\$ -
11	PED POLE ASSEMBLY	0	EA	\$ 1,500.00	\$ -
12	REPAVE ROADWAY	1	EA	\$ 5,000.00	\$ 5,000.00
13	REGRADE ROADWAY	0	LS	\$ 1,000.00	\$ -
14	REMOVE BOLLARD	0	EA	\$ 1,000.00	\$ -
15					
16					
17					
18					
19					
20					
21					
22					

Basis for Cost

- ☒ No Design  
☐ Preliminary Design  
☐ Final Design

Subtotal:	\$	8,273.00
Engineering: (% +/-)	15%	\$ 1,597.29
Contingency: (% +/-)	20%	\$ 2,129.72
<b>Estimated Project Cost:</b>	<b>\$</b>	<b>12,000.00</b>

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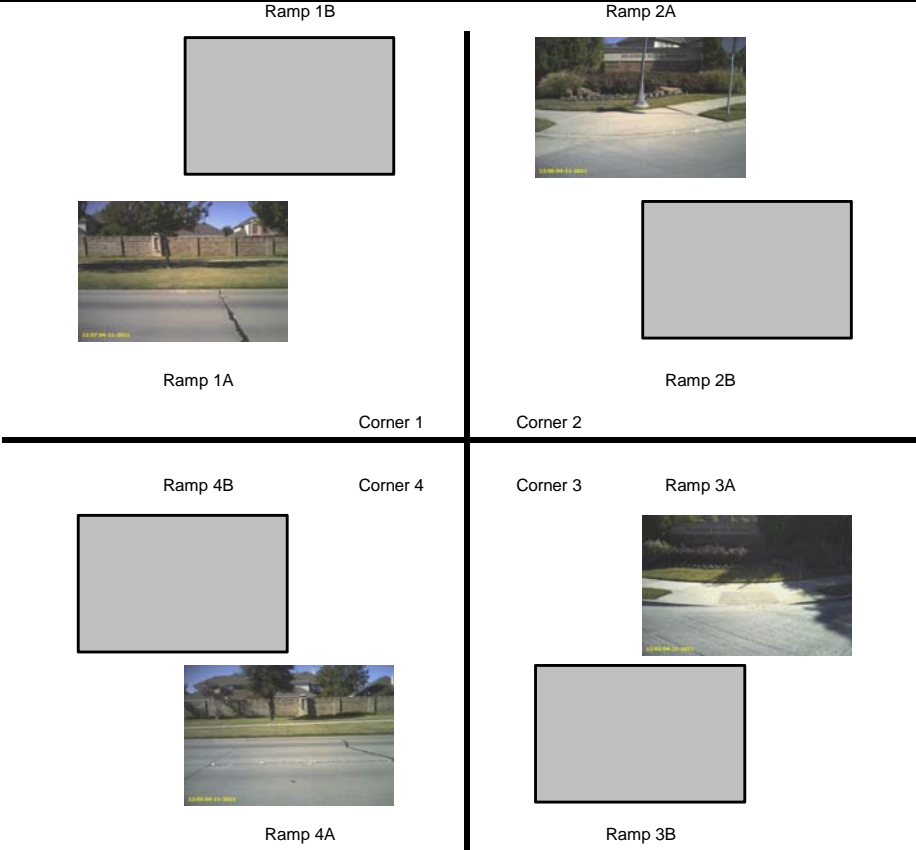
#### Project Location



#### Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Pavement condition at the crosswalk	N/A	Good	N/A	N/A	
Crosswalk cross slope is greater than 2%	N/A	X	N/A	N/A	Repave roadway and install crosswalk pavement markings
Crosswalk striping	N/A	No	N/A	N/A	

Ramp Issues	Ramp ID								Recommendations
	1A	1B	2A	2B	3A	3B	4A	4B	
Ramp does not land in crosswalk									
No 48" extension into crosswalk									
Ramp does not exist and is needed									
Flare cross slope is greater than 10%									
Ramp running slope is greater than 8.33%					X				
Ramp cross slope is greater than 2%									Remove and replace ramp
Ramp width is less than 36"									
Obstruction present in ramp or landing area									
No textured surface at base of ramp			X		X				Install colored truncated domes
No color contrast at base of ramp			X		X				
Landing area is less than 5' x 5', has a cross slope greater than 2% or does not exist			X		X				Install landing area
No pedestrian push buttons									
Pedestrian pushbutton diameter is not 2"									
Pedestrian pushbutton height is greater than 42"									
Pedestrian head offset is greater than 10' from the nearest crosswalk edge									
Clear floor space for pedestrian pushbutton is less than 30" x 48", has a cross slope greater than 2% or does not exist									
Ramp transition onto roadway is greater than 0.25"									
Ponding occurs at base of ramp									
Ramp not needed due to existing geometry									
Ramp Priority:	-		M		M		-		





Client: City of Frisco, Texas  
Program: ADA Self-Evaluation and Transition Plan  
KHA No.: 061123109

Date: 1/23/13  
Prepared By: EPE  
Checked By: SRA

Project Name: Intersection of Teel Pkwy and Birchridge Dr

GPS ID: 0103

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
1	REMOVING CONC (SIDEWALKS)	33.33	SY	\$ 7.50	\$ 249.98
2	REMOVING CONC (WHEELCHAIR RAMP)	30.33	SY	\$ 37.00	\$ 1,122.21
3	CONC SIDEWALK (4")	33.33	SY	\$ 35.00	\$ 1,166.55
4	REFL PAV MRK TY I & II (W) 12" WITH PREP	90	LF	\$ 4.00	\$ 360.00
5	ELIM EXT PAV MRK & MRKS (12")	0	LF	\$ 1.00	\$ -
6	CURB RAMPS (TY 1)	4	EA	\$ 1,200.00	\$ 4,800.00
7	TRUNCATED DOMES	0	SF	\$ 30.00	\$ -
8	REMOVAL OF PEDESTRIAN PUSH BUTTONS	0	EA	\$ 30.00	\$ -
9	PED DETECT (2 INCH PUSH BTN)	0	EA	\$ 600.00	\$ -
10	RELOCATE PED PUSH BTN	0	EA	\$ 300.00	\$ -
11	PED POLE ASSEMBLY	0	EA	\$ 1,500.00	\$ -
12	REPAVE ROADWAY	0	EA	\$ 5,000.00	\$ -
13	REGRADE ROADWAY	1	LS	\$ 1,000.00	\$ 1,000.00
14	REMOVE BOLLARD	0	EA	\$ 1,000.00	\$ -
15					
16					
17					
18					
19					
20					
21					
22					

Basis for Cost

- ☒ No Design  
☐ Preliminary Design  
☐ Final Design

Subtotal:	\$	8,698.74
Engineering: (% +/-)	15%	\$ 1,414.83
Contingency: (% +/-)	20%	\$ 1,886.44
<b>Estimated Project Cost:</b>	<b>\$</b>	<b>12,000.00</b>

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#### Project Location



#### Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Pavement condition at the crosswalk	Good	Good	N/A	N/A	
Crosswalk cross slope is greater than 2%	-	-	N/A	N/A	
Crosswalk striping	Yes	No	N/A	N/A	Install crosswalk pavement markings

Ramp Issues	Ramp ID								Recommendations
	1A	1B	2A	2B	3A	3B	4A	4B	
Ramp does not land in crosswalk									
No 48" extension into crosswalk									
Ramp does not exist and is needed									
Flare cross slope is greater than 10%	X								
Ramp running slope is greater than 8.33%			X		X				
Ramp cross slope is greater than 2%									Remove and replace ramp
Ramp width is less than 36"									
Obstruction present in ramp or landing area									
No textured surface at base of ramp	X		X		X				
No color contrast at base of ramp	X		X		X				Install colored truncated domes
Landing area is less than 5' x 5', has a cross slope greater than 2% or does not exist	X		X		X				Install landing area
No pedestrian push buttons									
Pedestrian pushbutton diameter is not 2"									
Pedestrian pushbutton height is greater than 42"									
Pedestrian head offset is greater than 10' from the nearest crosswalk edge									
Clear floor space for pedestrian pushbutton is less than 30" x 48", has a cross slope greater than 2% or does not exist									
Ramp transition onto roadway is greater than 0.25"	X								Regrade roadway
Ponding occurs at base of ramp									
Ramp not needed due to existing geometry									
Ramp Priority:	H		M		M				

Ramp 1B



Ramp 2A



Ramp 1A



Ramp 2B

Corner 1

Corner 2

Ramp 4B

Corner 4



Corner 3

Ramp 3A



Ramp 4A



Ramp 3B

Client: City of Frisco, Texas  
Program: ADA Self-Evaluation and Transition Plan  
KHA No.: 061123109

Date: 1/23/13  
Prepared By: EPE  
Checked By: SRA

Project Name: Intersection of Teel Pkwy and Old Orchard Dr

GPS ID: 0104

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
1	REMOVING CONC (SIDEWALKS)	41.7	SY	\$ 7.50	\$ 312.75
2	REMOVING CONC (WHEELCHAIR RAMP)	0	SY	\$ 37.00	\$ -
3	CONC SIDEWALK (4")	41.7	SY	\$ 35.00	\$ 1,459.50
4	REFL PAV MRK TY I & II (W) 12" WITH PREP	184	LF	\$ 4.00	\$ 736.00
5	ELIM EXT PAV MRK & MRKS (12")	0	LF	\$ 1.00	\$ -
6	CURB RAMPS (TY 1)	0	EA	\$ 1,200.00	\$ -
7	TRUNCATED DOMES	20	SF	\$ 30.00	\$ 600.00
8	REMOVAL OF PEDESTRIAN PUSH BUTTONS	0	EA	\$ 30.00	\$ -
9	PED DETECT (2 INCH PUSH BTN)	0	EA	\$ 600.00	\$ -
10	RELOCATE PED PUSH BTN	0	EA	\$ 300.00	\$ -
11	PED POLE ASSEMBLY	0	EA	\$ 1,500.00	\$ -
12	REPAVE ROADWAY	2	EA	\$ 5,000.00	\$ 10,000.00
13	REGRADE ROADWAY	1	LS	\$ 1,000.00	\$ 1,000.00
14	REMOVE BOLLARD	0	EA	\$ 1,000.00	\$ -
15					
16					
17					
18					
19					
20					
21					
22					

Basis for Cost

- ☒ No Design  
☐ Preliminary Design  
☐ Final Design

Subtotal:	\$	14,108.25
Engineering: (% +/-)	15%	\$ 2,525.04
Contingency: (% +/-)	20%	\$ 3,366.71
<b>Estimated Project Cost:</b>	<b>\$</b>	<b>20,000.00</b>

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Project Location



Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Pavement condition at the crosswalk	N/A	Good	Good	Good	
Crosswalk cross slope is greater than 2%	N/A	X	-	X	Repave roadway and install crosswalk pavement markings
Crosswalk striping	N/A	Yes	Yes	Yes	

Ramp Issues	Ramp ID								Recommendations
	1A	1B	2A	2B	3A	3B	4A	4B	
Ramp does not land in crosswalk									
No 48" extension into crosswalk									
Ramp does not exist and is needed									
Flare cross slope is greater than 10%									
Ramp running slope is greater than 8.33%									
Ramp cross slope is greater than 2%									
Ramp width is less than 36"									
Obstruction present in ramp or landing area									
No textured surface at base of ramp	X						X		Install colored truncated domes
No color contrast at base of ramp	X						X		
Landing area is less than 5' x 5', has a cross slope greater than 2% or does not exist	X			X			X		Install landing area
No pedestrian push buttons									
Pedestrian pushbutton diameter is not 2"									
Pedestrian pushbutton height is greater than 42"									
Pedestrian head offset is greater than 10' from the nearest crosswalk edge									
Clear floor space for pedestrian pushbutton is less than 30" x 48", has a cross slope greater than 2% or does not exist									
Ramp transition onto roadway is greater than 0.25"	X								Regrade roadway
Ponding occurs at base of ramp									
Ramp not needed due to existing geometry									
Ramp Priority:	H		C		M	C	M		

Ramp 1B



Ramp 2A



Ramp 1A



Ramp 2B

Corner 1

Corner 2

Ramp 4B

Corner 4



Corner 3

Ramp 3A



Ramp 4A



Ramp 3B

Client: City of Frisco, Texas  
Program: ADA Self-Evaluation and Transition Plan  
KHA No.: 061123109

Date: 1/23/13  
Prepared By: EPE  
Checked By: SRA

Project Name: Intersection of Teel Pkwy and driveways 610' north of The Trails Pkwy

GPS ID: 0105

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
1	REMOVING CONC (SIDEWALKS)	22.22	SY	\$ 7.50	\$ 166.65
2	REMOVING CONC (WHEELCHAIR RAMP)	20.22	SY	\$ 37.00	\$ 748.14
3	CONC SIDEWALK (4")	22.22	SY	\$ 35.00	\$ 777.70
4	REFL PAV MRK TY I & II (W) 12" WITH PREP	56	LF	\$ 4.00	\$ 224.00
5	ELIM EXT PAV MRK & MRKS (12")	0	LF	\$ 1.00	\$ -
6	CURB RAMPS (TY 1)	2	EA	\$ 1,200.00	\$ 2,400.00
7	TRUNCATED DOMES	0	SF	\$ 30.00	\$ -
8	REMOVAL OF PEDESTRIAN PUSH BUTTONS	0	EA	\$ 30.00	\$ -
9	PED DETECT (2 INCH PUSH BTN)	0	EA	\$ 600.00	\$ -
10	RELOCATE PED PUSH BTN	0	EA	\$ 300.00	\$ -
11	PED POLE ASSEMBLY	0	EA	\$ 1,500.00	\$ -
12	REPAVE ROADWAY	1	EA	\$ 5,000.00	\$ 5,000.00
13	REGRADE ROADWAY	0	LS	\$ 1,000.00	\$ -
14	REMOVE BOLLARD	0	EA	\$ 1,000.00	\$ -
15					
16					
17					
18					
19					
20					
21					
22					

Basis for Cost

- ☒ No Design  
☐ Preliminary Design  
☐ Final Design

Subtotal:	\$	9,316.49
Engineering: (% +/-)	15%	\$ 1,578.65
Contingency: (% +/-)	20%	\$ 2,104.86
<b>Estimated Project Cost:</b>	<b>\$</b>	<b>13,000.00</b>

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Project Location



Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Pavement condition at the crosswalk	N/A	N/A	N/A	Good	
Crosswalk cross slope is greater than 2%	N/A	N/A	N/A	X	Repave roadway and install crosswalk pavement markings
Crosswalk striping	N/A	N/A	N/A	N/A	

Ramp Issues	Ramp ID								Recommendations
	1A	1B	2A	2B	3A	3B	4A	4B	
Ramp does not land in crosswalk									
No 48" extension into crosswalk									
Ramp does not exist and is needed									
Flare cross slope is greater than 10%	X						X		
Ramp running slope is greater than 8.33%	X								
Ramp cross slope is greater than 2%									Remove and replace ramp
Ramp width is less than 36"									
Obstruction present in ramp or landing area									
No textured surface at base of ramp	X						X		
No color contrast at base of ramp	X						X		Install colored truncated domes
Landing area is less than 5' x 5', has a cross slope greater than 2% or does not exist									
No pedestrian push buttons									
Pedestrian pushbutton diameter is not 2"									
Pedestrian pushbutton height is greater than 42"									
Pedestrian head offset is greater than 10' from the nearest crosswalk edge									
Clear floor space for pedestrian pushbutton is less than 30" x 48", has a cross slope greater than 2% or does not exist									
Ramp transition onto roadway is greater than 0.25"									
Ponding occurs at base of ramp									
Ramp not needed due to existing geometry									
Ramp Priority:	H		-		-		H		

Kimley-Horn and Associates, Inc.


Project: Intersection of Teel Pkwy and driveways 610' north of The Trails Pkwy

Photographs

GPS ID: 0105

Ramp 1B

Ramp 2A



Ramp 1A

Ramp 2B


Corner 1

Corner 2

Ramp 4B

Corner 3

Ramp 3A



Ramp 4A

Ramp 3B

End of Project Description for Project 0105 Intersection of Teel Pkwy and driveways 610' north of The Trails Pkwy

Client: City of Frisco, Texas  
Program: ADA Self-Evaluation and Transition Plan  
KHA No.: 061123109

Date: 1/23/13  
Prepared By: EPE  
Checked By: SRA

Project Name: Intersection of Teel Pkwy and driveways 340' north of The Trails Pkwy

GPS ID: 0106

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
1	REMOVING CONC (SIDEWALKS)	27.8	SY	\$ 7.50	\$ 208.50
2	REMOVING CONC (WHEELCHAIR RAMP)	0	SY	\$ 37.00	\$ -
3	CONC SIDEWALK (4")	27.8	SY	\$ 35.00	\$ 973.00
4	REFL PAV MRK TY I & II (W) 12" WITH PREP	0	LF	\$ 4.00	\$ -
5	ELIM EXT PAV MRK & MRKS (12")	0	LF	\$ 1.00	\$ -
6	CURB RAMPS (TY 1)	0	EA	\$ 1,200.00	\$ -
7	TRUNCATED DOMES	20	SF	\$ 30.00	\$ 600.00
8	REMOVAL OF PEDESTRIAN PUSH BUTTONS	0	EA	\$ 30.00	\$ -
9	PED DETECT (2 INCH PUSH BTN)	0	EA	\$ 600.00	\$ -
10	RELOCATE PED PUSH BTN	0	EA	\$ 300.00	\$ -
11	PED POLE ASSEMBLY	0	EA	\$ 1,500.00	\$ -
12	REPAVE ROADWAY	0	EA	\$ 5,000.00	\$ -
13	REGRADE ROADWAY	0	LS	\$ 1,000.00	\$ -
14	REMOVE BOLLARD	0	EA	\$ 1,000.00	\$ -
15					
16					
17					
18					
19					
20					
21					
22					

Basis for Cost

- ☒ No Design  
☐ Preliminary Design  
☐ Final Design

Subtotal:	\$	1,781.50
Engineering: (% +/-)	15%	\$ 522.21
Contingency: (% +/-)	20%	\$ 696.29
<b>Estimated Project Cost:</b>	<b>\$</b>	<b>3,000.00</b>

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#### Project Location



#### Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Pavement condition at the crosswalk	N/A	N/A	N/A	Good	
Crosswalk cross slope is greater than 2%	N/A	N/A	N/A	-	
Crosswalk striping	N/A	N/A	N/A	N/A	

Ramp Issues	Ramp ID								Recommendations
	1A	1B	2A	2B	3A	3B	4A	4B	
Ramp does not land in crosswalk									
No 48" extension into crosswalk									
Ramp does not exist and is needed									
Flare cross slope is greater than 10%									
Ramp running slope is greater than 8.33%									
Ramp cross slope is greater than 2%									
Ramp width is less than 36"									
Obstruction present in ramp or landing area									
No textured surface at base of ramp	X						X		Install colored truncated domes
No color contrast at base of ramp	X						X		
Landing area is less than 5' x 5', has a cross slope greater than 2% or does not exist	X						X		Install landing area
No pedestrian push buttons									
Pedestrian pushbutton diameter is not 2"									
Pedestrian pushbutton height is greater than 42"									
Pedestrian head offset is greater than 10' from the nearest crosswalk edge									
Clear floor space for pedestrian pushbutton is less than 30" x 48", has a cross slope greater than 2% or does not exist									
Ramp transition onto roadway is greater than 0.25"									
Ponding occurs at base of ramp									
Ramp not needed due to existing geometry									
Ramp Priority:	M		-		-		M		



Kimley-Horn and Associates, Inc.


Project: Intersection of Teel Pkwy and driveways 340' north of The Trails Pkwy

Photographs

GPS ID: 0106

Ramp 1B

Ramp 2A



Ramp 1A

Ramp 2B


Corner 1

Corner 2

Ramp 4B

Corner 3

Ramp 3A



Ramp 4A

Ramp 3B

End of Project Description for Project 0106 Intersection of Teel Pkwy and driveways 340' north of The Trails Pkwy

Client: City of Frisco, Texas  
Program: ADA Self-Evaluation and Transition Plan  
KHA No.: 061123109

Date: 1/23/13  
Prepared By: EPE  
Checked By: SRA

Project Name: Intersection of Teel Pkwy and driveways 170' south of Old Orchard Dr

GPS ID: 0107

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
1	REMOVING CONC (SIDEWALKS)	22.22	SY	\$ 7.50	\$ 166.65
2	REMOVING CONC (WHEELCHAIR RAMP)	20.22	SY	\$ 37.00	\$ 748.14
3	CONC SIDEWALK (4")	22.22	SY	\$ 35.00	\$ 777.70
4	REFL PAV MRK TY I & II (W) 12" WITH PREP	0	LF	\$ 4.00	\$ -
5	ELIM EXT PAV MRK & MRKS (12")	0	LF	\$ 1.00	\$ -
6	CURB RAMPS (TY 1)	2	EA	\$ 1,200.00	\$ 2,400.00
7	TRUNCATED DOMES	0	SF	\$ 30.00	\$ -
8	REMOVAL OF PEDESTRIAN PUSH BUTTONS	0	EA	\$ 30.00	\$ -
9	PED DETECT (2 INCH PUSH BTN)	0	EA	\$ 600.00	\$ -
10	RELOCATE PED PUSH BTN	0	EA	\$ 300.00	\$ -
11	PED POLE ASSEMBLY	0	EA	\$ 1,500.00	\$ -
12	REPAVE ROADWAY	0	EA	\$ 5,000.00	\$ -
13	REGRADE ROADWAY	0	LS	\$ 1,000.00	\$ -
14	REMOVE BOLLARD	0	EA	\$ 1,000.00	\$ -
15					
16					
17					
18					
19					
20					
21					
22					

Basis for Cost

- ☒ No Design  
☐ Preliminary Design  
☐ Final Design

Subtotal:	\$	4,092.49
Engineering: (% +/-)	15%	\$ 817.50
Contingency: (% +/-)	20%	\$ 1,090.01
<b>Estimated Project Cost:</b>	<b>\$</b>	<b>6,000.00</b>

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Project Location



Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Pavement condition at the crosswalk	N/A	Good	N/A	N/A	
Crosswalk cross slope is greater than 2%	N/A	-	N/A	N/A	
Crosswalk striping	N/A	N/A	N/A	N/A	

Ramp Issues	Ramp ID								Recommendations
	1A	1B	2A	2B	3A	3B	4A	4B	
Ramp does not land in crosswalk									
No 48" extension into crosswalk									
Ramp does not exist and is needed									
Flare cross slope is greater than 10%			X	X					
Ramp running slope is greater than 8.33%			X						
Ramp cross slope is greater than 2%			X						
Ramp width is less than 36"									Remove and replace ramp
Obstruction present in ramp or landing area									
No textured surface at base of ramp									
No color contrast at base of ramp									
Landing area is less than 5' x 5', has a cross slope greater than 2% or does not exist			X	X					Install landing area
No pedestrian push buttons									
Pedestrian pushbutton diameter is not 2"									
Pedestrian pushbutton height is greater than 42"									
Pedestrian head offset is greater than 10' from the nearest crosswalk edge									
Clear floor space for pedestrian pushbutton is less than 30" x 48", has a cross slope greater than 2% or does not exist									
Ramp transition onto roadway is greater than 0.25"									
Ponding occurs at base of ramp									
Ramp not needed due to existing geometry									
Ramp Priority:	-		H		H				

Kimley-Horn and Associates, Inc.


Project: Intersection of Teel Pkwy and driveways 170' south of Old Orchard Dr

Photographs

GPS ID: 0107

Ramp 1B

Ramp 2A



Ramp 1A

Ramp 2B


Corner 1

Corner 2

Ramp 4B

Corner 3

Ramp 3A



Ramp 4A

Ramp 3B

Corner 4

End of Project Description for Project 0107 Intersection of Teel Pkwy and driveways 170' south of Old Orchard Dr

Client: City of Frisco, Texas  
Program: ADA Self-Evaluation and Transition Plan  
KHA No.: 061123109

Date: 1/23/13  
Prepared By: EPE  
Checked By: SRA

Project Name: Intersection of Teel Pkwy and driveways 520' south of Old Orchard Dr

GPS ID: 0108

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
1	REMOVING CONC (SIDEWALKS)	22.22	SY	\$ 7.50	\$ 166.65
2	REMOVING CONC (WHEELCHAIR RAMP)	20.22	SY	\$ 37.00	\$ 748.14
3	CONC SIDEWALK (4")	22.22	SY	\$ 35.00	\$ 777.70
4	REFL PAV MRK TY I & II (W) 12" WITH PREP	110	LF	\$ 4.00	\$ 440.00
5	ELIM EXT PAV MRK & MRKS (12")	0	LF	\$ 1.00	\$ -
6	CURB RAMPS (TY 1)	2	EA	\$ 1,200.00	\$ 2,400.00
7	TRUNCATED DOMES	0	SF	\$ 30.00	\$ -
8	REMOVAL OF PEDESTRIAN PUSH BUTTONS	0	EA	\$ 30.00	\$ -
9	PED DETECT (2 INCH PUSH BTN)	0	EA	\$ 600.00	\$ -
10	RELOCATE PED PUSH BTN	0	EA	\$ 300.00	\$ -
11	PED POLE ASSEMBLY	0	EA	\$ 1,500.00	\$ -
12	REPAVE ROADWAY	1	EA	\$ 5,000.00	\$ 5,000.00
13	REGRADE ROADWAY	1	LS	\$ 1,000.00	\$ 1,000.00
14	REMOVE BOLLARD	0	EA	\$ 1,000.00	\$ -
15					
16					
17					
18					
19					
20					
21					
22					

Basis for Cost

- ☒ No Design  
☐ Preliminary Design  
☐ Final Design

Subtotal:	\$	10,532.49
Engineering: (% +/-)	15%	\$ 1,914.65
Contingency: (% +/-)	20%	\$ 2,552.86
<b>Estimated Project Cost:</b>	<b>\$</b>	<b>15,000.00</b>

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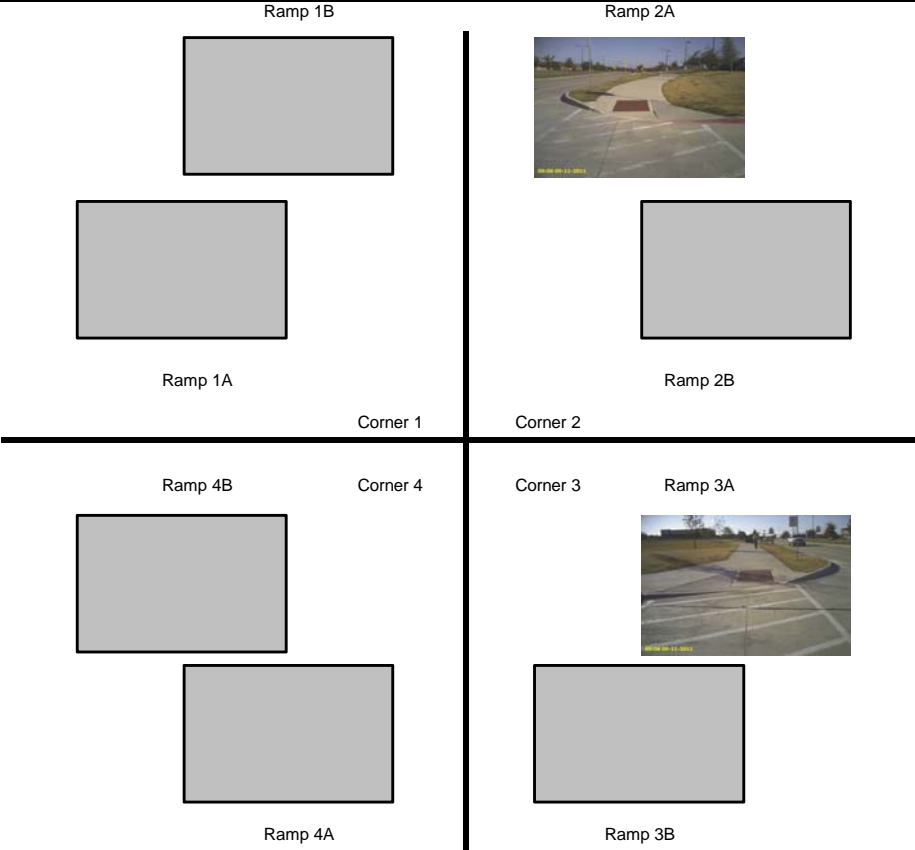
#### Project Location



#### Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Pavement condition at the crosswalk	N/A	Good	N/A	N/A	
Crosswalk cross slope is greater than 2%	N/A	X	N/A	N/A	Repave roadway and install crosswalk pavement markings
Crosswalk striping	N/A	Yes	N/A	N/A	

Ramp Issues	Ramp ID								Recommendations
	1A	1B	2A	2B	3A	3B	4A	4B	
Ramp does not land in crosswalk									
No 48" extension into crosswalk									
Ramp does not exist and is needed									
Flare cross slope is greater than 10%			X	X					
Ramp running slope is greater than 8.33%									
Ramp cross slope is greater than 2%									
Ramp width is less than 36"									
Obstruction present in ramp or landing area									
No textured surface at base of ramp									
No color contrast at base of ramp									
Landing area is less than 5' x 5', has a cross slope greater than 2% or does not exist			X	X					
No pedestrian push buttons									
Pedestrian pushbutton diameter is not 2"									
Pedestrian pushbutton height is greater than 42"									
Pedestrian head offset is greater than 10' from the nearest crosswalk edge									
Clear floor space for pedestrian pushbutton is less than 30" x 48", has a cross slope greater than 2% or does not exist									
Ramp transition onto roadway is greater than 0.25"									
Ponding occurs at base of ramp					X				
Ramp not needed due to existing geometry									
Ramp Priority:	-	H	H	H	-	-	-	-	



Client: City of Frisco, Texas  
Program: ADA Self-Evaluation and Transition Plan  
KHA No.: 061123109

Date: 1/23/13  
Prepared By: EPE  
Checked By: SRA

Project Name: Intersection of Teel Pkwy and driveways 535' north of Main St

GPS ID: 0109

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
1	REMOVING CONC (SIDEWALKS)	47.23	SY	\$ 7.50	\$ 354.23
2	REMOVING CONC (WHEELCHAIR RAMP)	30.33	SY	\$ 37.00	\$ 1,122.21
3	CONC SIDEWALK (4")	47.23	SY	\$ 35.00	\$ 1,653.05
4	REFL PAV MRK TY I & II (W) 12" WITH PREP	0	LF	\$ 4.00	\$ -
5	ELIM EXT PAV MRK & MRKS (12")	0	LF	\$ 1.00	\$ -
6	CURB RAMPS (TY 1)	3	EA	\$ 1,200.00	\$ 3,600.00
7	TRUNCATED DOMES	10	SF	\$ 30.00	\$ 300.00
8	REMOVAL OF PEDESTRIAN PUSH BUTTONS	0	EA	\$ 30.00	\$ -
9	PED DETECT (2 INCH PUSH BTN)	0	EA	\$ 600.00	\$ -
10	RELOCATE PED PUSH BTN	0	EA	\$ 300.00	\$ -
11	PED POLE ASSEMBLY	0	EA	\$ 1,500.00	\$ -
12	REPAVE ROADWAY	0	EA	\$ 5,000.00	\$ -
13	REGRADE ROADWAY	0	LS	\$ 1,000.00	\$ -
14	REMOVE BOLLARD	0	EA	\$ 1,000.00	\$ -
15					
16					
17					
18					
19					
20					
21					
22					

Basis for Cost

- ☒ No Design  
☐ Preliminary Design  
☐ Final Design

Subtotal:	\$	7,029.49
Engineering: (% +/-)	15%	\$ 1,273.08
Contingency: (% +/-)	20%	\$ 1,697.44
<b>Estimated Project Cost:</b>	<b>\$</b>	<b>10,000.00</b>

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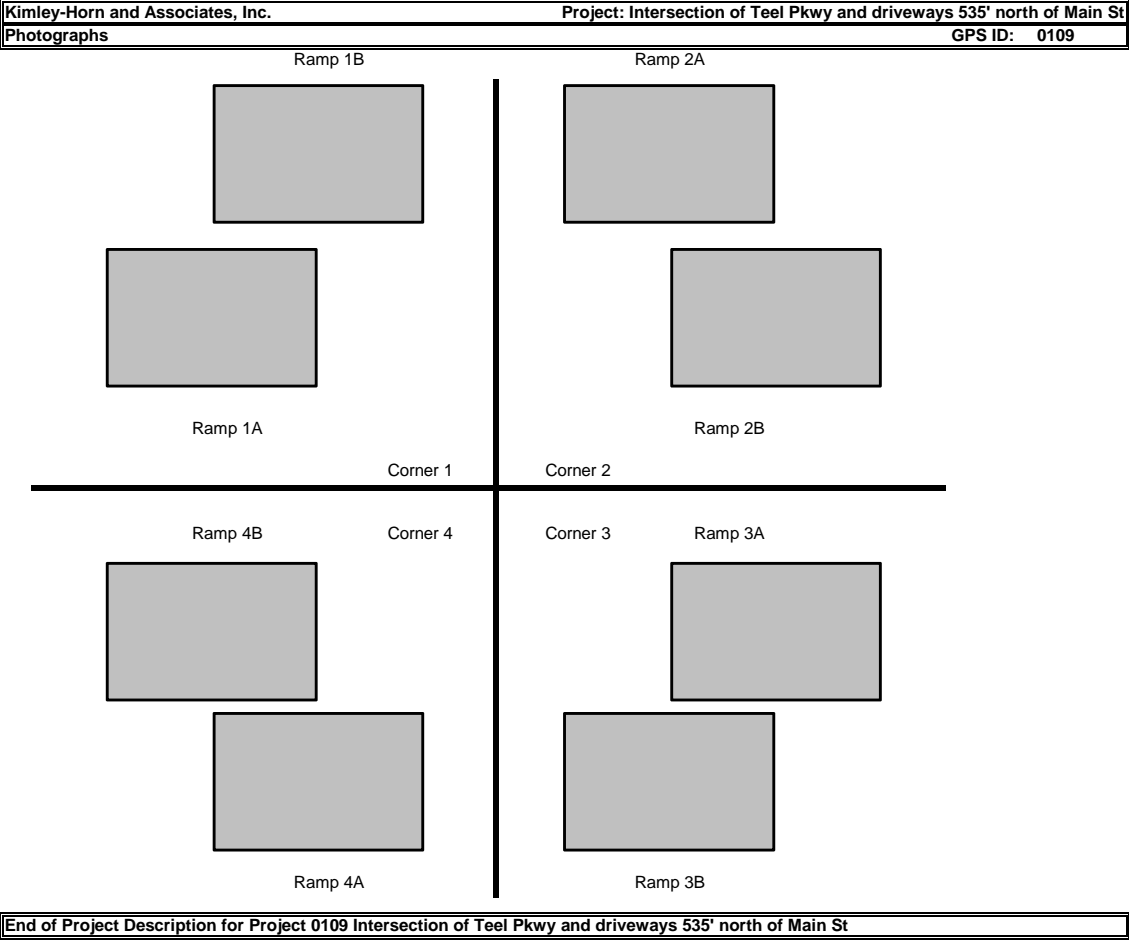
#### Project Location



#### Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Pavement condition at the crosswalk	N/A	Good	N/A	Good	
Crosswalk cross slope is greater than 2%	N/A	-	N/A	-	
Crosswalk striping	N/A	N/A	N/A	N/A	

Ramp Issues	Ramp ID								Recommendations
	1A	1B	2A	2B	3A	3B	4A	4B	
Ramp does not land in crosswalk									
No 48" extension into crosswalk									
Ramp does not exist and is needed									
Flare cross slope is greater than 10%			X		X				
Ramp running slope is greater than 8.33%			X		X				
Ramp cross slope is greater than 2%			X		X				
Ramp width is less than 36"						X			Remove and replace ramp
Obstruction present in ramp or landing area									
No textured surface at base of ramp	X						X		
No color contrast at base of ramp							X		Install colored truncated domes
Landing area is less than 5' x 5', has a cross slope greater than 2% or does not exist	X						X		Install landing area
No pedestrian push buttons									
Pedestrian pushbutton diameter is not 2"									
Pedestrian pushbutton height is greater than 42"									
Pedestrian head offset is greater than 10' from the nearest crosswalk edge									
Clear floor space for pedestrian pushbutton is less than 30" x 48", has a cross slope greater than 2% or does not exist									
Ramp transition onto roadway is greater than 0.25"									
Ponding occurs at base of ramp									
Ramp not needed due to existing geometry									
Ramp Priority:	M		H		H		M		





Client: City of Frisco, Texas  
Program: ADA Self-Evaluation and Transition Plan  
KHA No.: 061123109

Date: 1/23/13  
Prepared By: EPE  
Checked By: SRA

Project Name: Intersection of Teel Pkwy and driveways 210' north of Main St

GPS ID: 0110

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
1	REMOVING CONC (SIDEWALKS)	44.44	SY	\$ 7.50	\$ 333.30
2	REMOVING CONC (WHEELCHAIR RAMP)	40.44	SY	\$ 37.00	\$ 1,496.28
3	CONC SIDEWALK (4")	44.44	SY	\$ 35.00	\$ 1,555.40
4	REFL PAV MRK TY I & II (W) 12" WITH PREP	0	LF	\$ 4.00	\$ -
5	ELIM EXT PAV MRK & MRKS (12")	0	LF	\$ 1.00	\$ -
6	CURB RAMPS (TY 1)	4	EA	\$ 1,200.00	\$ 4,800.00
7	TRUNCATED DOMES	0	SF	\$ 30.00	\$ -
8	REMOVAL OF PEDESTRIAN PUSH BUTTONS	0	EA	\$ 30.00	\$ -
9	PED DETECT (2 INCH PUSH BTN)	0	EA	\$ 600.00	\$ -
10	RELOCATE PED PUSH BTN	0	EA	\$ 300.00	\$ -
11	PED POLE ASSEMBLY	0	EA	\$ 1,500.00	\$ -
12	REPAVE ROADWAY	0	EA	\$ 5,000.00	\$ -
13	REGRADE ROADWAY	0	LS	\$ 1,000.00	\$ -
14	REMOVE BOLLARD	0	EA	\$ 1,000.00	\$ -
15					
16					
17					
18					
19					
20					
21					
22					

Basis for Cost

- ☒ No Design  
☐ Preliminary Design  
☐ Final Design

Subtotal:	\$	8,184.98
Engineering: (% +/-)	15%	\$ 1,635.01
Contingency: (% +/-)	20%	\$ 2,180.01
<b>Estimated Project Cost:</b>	<b>\$</b>	<b>12,000.00</b>

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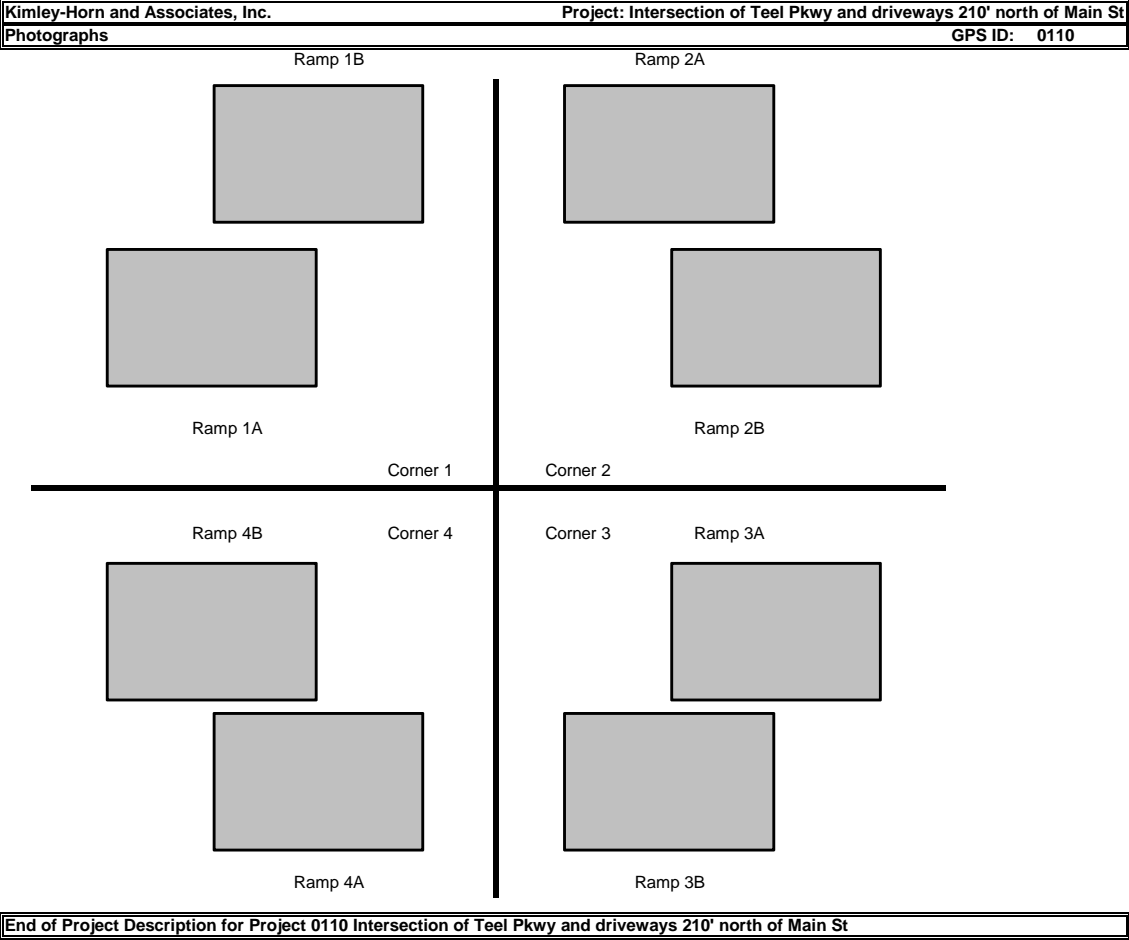
#### Project Location



#### Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Pavement condition at the crosswalk	N/A	Good	N/A	Good	
Crosswalk cross slope is greater than 2%	N/A	-	N/A	-	
Crosswalk striping	N/A	N/A	N/A	N/A	

Ramp Issues	Ramp ID								Recommendations
	1A	1B	2A	2B	3A	3B	4A	4B	
Ramp does not land in crosswalk									
No 48" extension into crosswalk									
Ramp does not exist and is needed									
Flare cross slope is greater than 10%			X	X					
Ramp running slope is greater than 8.33%			X	X					
Ramp cross slope is greater than 2%	X						X		Remove and replace ramp
Ramp width is less than 36"									
Obstruction present in ramp or landing area									
No textured surface at base of ramp	X						X		Install colored truncated domes
No color contrast at base of ramp									
Landing area is less than 5' x 5', has a cross slope greater than 2% or does not exist	X						X		Install landing area
No pedestrian push buttons									
Pedestrian pushbutton diameter is not 2"									
Pedestrian pushbutton height is greater than 42"									
Pedestrian head offset is greater than 10' from the nearest crosswalk edge									
Clear floor space for pedestrian pushbutton is less than 30" x 48", has a cross slope greater than 2% or does not exist									
Ramp transition onto roadway is greater than 0.25"									
Ponding occurs at base of ramp									
Ramp not needed due to existing geometry									
Ramp Priority:	M		H		H		M		



Client: City of Frisco, Texas  
Program: ADA Self-Evaluation and Transition Plan  
KHA No.: 061123109

Date: 1/23/13  
Prepared By: EPE  
Checked By: SRA

Project Name: Intersection of Main St and First St

GPS ID: 0200

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
1	REMOVING CONC (SIDEWALKS)	55.6	SY	\$ 7.50	\$ 417.00
2	REMOVING CONC (WHEELCHAIR RAMP)	0	SY	\$ 37.00	\$ -
3	CONC SIDEWALK (4")	55.6	SY	\$ 35.00	\$ 1,946.00
4	REFL PAV MRK TY I & II (W) 12" WITH PREP	0	LF	\$ 4.00	\$ -
5	ELIM EXT PAV MRK & MRKS (12")	0	LF	\$ 1.00	\$ -
6	CURB RAMPS (TY 1)	0	EA	\$ 1,200.00	\$ -
7	TRUNCATED DOMES	0	SF	\$ 30.00	\$ -
8	REMOVAL OF PEDESTRIAN PUSH BUTTONS	0	EA	\$ 30.00	\$ -
9	PED DETECT (2 INCH PUSH BTN)	0	EA	\$ 600.00	\$ -
10	RELOCATE PED PUSH BTN	0	EA	\$ 300.00	\$ -
11	PED POLE ASSEMBLY	0	EA	\$ 1,500.00	\$ -
12	REPAVE ROADWAY	0	EA	\$ 5,000.00	\$ -
13	REGRADE ROADWAY	2	LS	\$ 1,000.00	\$ 2,000.00
14	REMOVE BOLLARD	0	EA	\$ 1,000.00	\$ -
15					
16					
17					
18					
19					
20					
21					
22					

Basis for Cost

- ☒ No Design  
☐ Preliminary Design  
☐ Final Design

Subtotal:	\$	4,363.00
Engineering: (% +/-)	15%	\$ 701.57
Contingency: (% +/-)	20%	\$ 935.43
<b>Estimated Project Cost:</b>	<b>\$</b>	<b>6,000.00</b>

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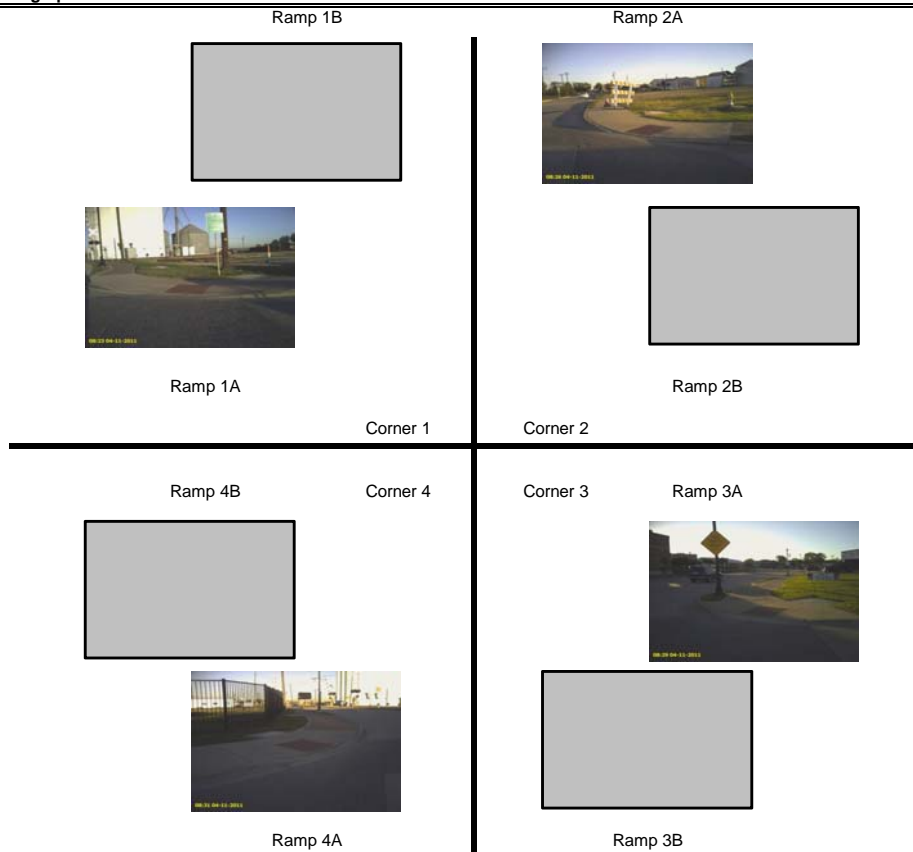
#### Project Location



#### Field Observations

Intersection Issues	N	E	S	W	Recommendations
Pavement condition at the crosswalk	Good	Good	Good	Good	
Crosswalk cross slope is greater than 2%	-	-	-	-	
Crosswalk striping	Yes	Yes	Yes	Yes	

Ramp Issues	Ramp ID								Recommendations
	1A	1B	2A	2B	3A	3B	4A	4B	
Ramp does not land in crosswalk									
No 48" extension into crosswalk									
Ramp does not exist and is needed									
Flare cross slope is greater than 10%									
Ramp running slope is greater than 8.33%									
Ramp cross slope is greater than 2%									
Ramp width is less than 36"									
Obstruction present in ramp or landing area									
No textured surface at base of ramp									
No color contrast at base of ramp									
Landing area is less than 5' x 5', has a cross slope greater than 2% or does not exist	X		X		X		X		Install landing area
No pedestrian push buttons									
Pedestrian pushbutton diameter is not 2"									
Pedestrian pushbutton height is greater than 42"									
Pedestrian head offset is greater than 10' from the nearest crosswalk edge									
Clear floor space for pedestrian pushbutton is less than 30" x 48", has a cross slope greater than 2% or does not exist									
Ramp transition onto roadway is greater than 0.25"									
Ponding occurs at base of ramp					X		X		Regrade roadway
Ramp not needed due to existing geometry									
Ramp Priority:	M		M		M		M		



Client: City of Frisco, Texas  
Program: ADA Self-Evaluation and Transition Plan  
KHA No.: 061123109

Date: 1/23/13  
Prepared By: EPE  
Checked By: SRA

Project Name: Intersection of Main St and 2nd St

GPS ID: 0201

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
1	REMOVING CONC (SIDEWALKS)	55.6	SY	\$ 7.50	\$ 417.00
2	REMOVING CONC (WHEELCHAIR RAMP)	0	SY	\$ 37.00	\$ -
3	CONC SIDEWALK (4")	55.6	SY	\$ 35.00	\$ 1,946.00
4	REFL PAV MRK TY I & II (W) 12" WITH PREP	288	LF	\$ 4.00	\$ 1,152.00
5	ELIM EXT PAV MRK & MRKS (12")	0	LF	\$ 1.00	\$ -
6	CURB RAMPS (TY 1)	0	EA	\$ 1,200.00	\$ -
7	TRUNCATED DOMES	0	SF	\$ 30.00	\$ -
8	REMOVAL OF PEDESTRIAN PUSH BUTTONS	0	EA	\$ 30.00	\$ -
9	PED DETECT (2 INCH PUSH BTN)	0	EA	\$ 600.00	\$ -
10	RELOCATE PED PUSH BTN	0	EA	\$ 300.00	\$ -
11	PED POLE ASSEMBLY	0	EA	\$ 1,500.00	\$ -
12	REPAVE ROADWAY	2	EA	\$ 5,000.00	\$ 10,000.00
13	REGRADE ROADWAY	0	LS	\$ 1,000.00	\$ -
14	REMOVE BOLLARD	0	EA	\$ 1,000.00	\$ -
15					
16					
17					
18					
19					
20					
21					
22					

Basis for Cost

- ☒ No Design  
☐ Preliminary Design  
☐ Final Design

Subtotal:	\$	13,515.00
Engineering: (% +/-)	15%	\$ 2,350.71
Contingency: (% +/-)	20%	\$ 3,134.29
<b>Estimated Project Cost:</b>	<b>\$</b>	<b>19,000.00</b>

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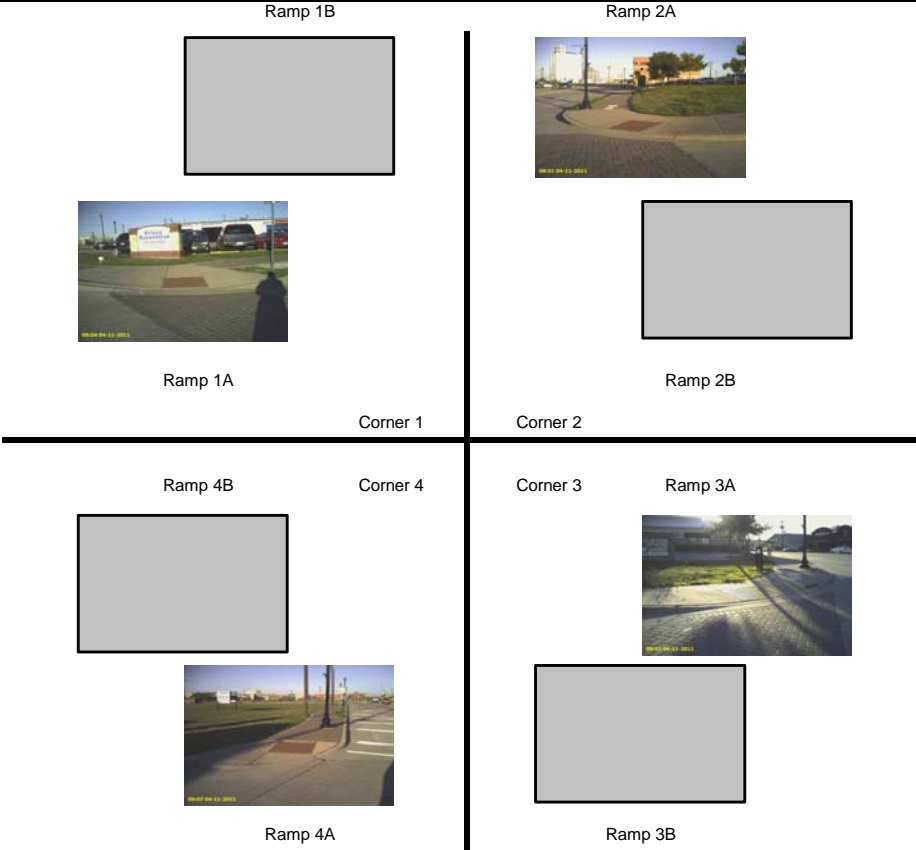
Project Location



Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Pavement condition at the crosswalk	Good	Good	N/A	Good	
Crosswalk cross slope is greater than 2%	X	X	N/A	-	Repave roadway and install crosswalk pavement markings
Crosswalk striping	Yes	Yes	N/A	No	Install crosswalk pavement markings

Ramp Issues	Ramp ID								Recommendations
	1A	1B	2A	2B	3A	3B	4A	4B	
Ramp does not land in crosswalk									
No 48" extension into crosswalk									
Ramp does not exist and is needed									
Flare cross slope is greater than 10%									
Ramp running slope is greater than 8.33%									
Ramp cross slope is greater than 2%									
Ramp width is less than 36"									
Obstruction present in ramp or landing area									
No textured surface at base of ramp									
No color contrast at base of ramp									
Landing area is less than 5' x 5', has a cross slope greater than 2% or does not exist	X		X		X		X		Install landing area
No pedestrian push buttons									
Pedestrian pushbutton diameter is not 2"									
Pedestrian pushbutton height is greater than 42"									
Pedestrian head offset is greater than 10' from the nearest crosswalk edge									
Clear floor space for pedestrian pushbutton is less than 30" x 48", has a cross slope greater than 2% or does not exist									
Ramp transition onto roadway is greater than 0.25"									
Ponding occurs at base of ramp									
Ramp not needed due to existing geometry									
Ramp Priority:	M		M		M		M		



Client: City of Frisco, Texas  
Program: ADA Self-Evaluation and Transition Plan  
KHA No.: 061123109

Date: 1/23/13  
Prepared By: EPE  
Checked By: SRA

Project Name: Intersection of Main St and 3rd St

GPS ID: 0202

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
1	REMOVING CONC (SIDEWALKS)	41.7	SY	\$ 7.50	\$ 312.75
2	REMOVING CONC (WHEELCHAIR RAMP)	0	SY	\$ 37.00	\$ -
3	CONC SIDEWALK (4")	41.7	SY	\$ 35.00	\$ 1,459.50
4	REFL PAV MRK TY I & II (W) 12" WITH PREP	434	LF	\$ 4.00	\$ 1,736.00
5	ELIM EXT PAV MRK & MRKS (12")	0	LF	\$ 1.00	\$ -
6	CURB RAMPS (TY 1)	0	EA	\$ 1,200.00	\$ -
7	TRUNCATED DOMES	0	SF	\$ 30.00	\$ -
8	REMOVAL OF PEDESTRIAN PUSH BUTTONS	0	EA	\$ 30.00	\$ -
9	PED DETECT (2 INCH PUSH BTN)	0	EA	\$ 600.00	\$ -
10	RELOCATE PED PUSH BTN	0	EA	\$ 300.00	\$ -
11	PED POLE ASSEMBLY	0	EA	\$ 1,500.00	\$ -
12	REPAVE ROADWAY	4	EA	\$ 5,000.00	\$ 20,000.00
13	REGRADE ROADWAY	0	LS	\$ 1,000.00	\$ -
14	REMOVE BOLLARD	0	EA	\$ 1,000.00	\$ -
15					
16					
17					
18					
19					
20					
21					
22					

Basis for Cost

- ☒ No Design  
☐ Preliminary Design  
☐ Final Design

Subtotal:	\$	23,508.25
Engineering: (% +/-)	15%	\$ 3,639.32
Contingency: (% +/-)	20%	\$ 4,852.43
<b>Estimated Project Cost:</b>	<b>\$</b>	<b>32,000.00</b>

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#### Project Location

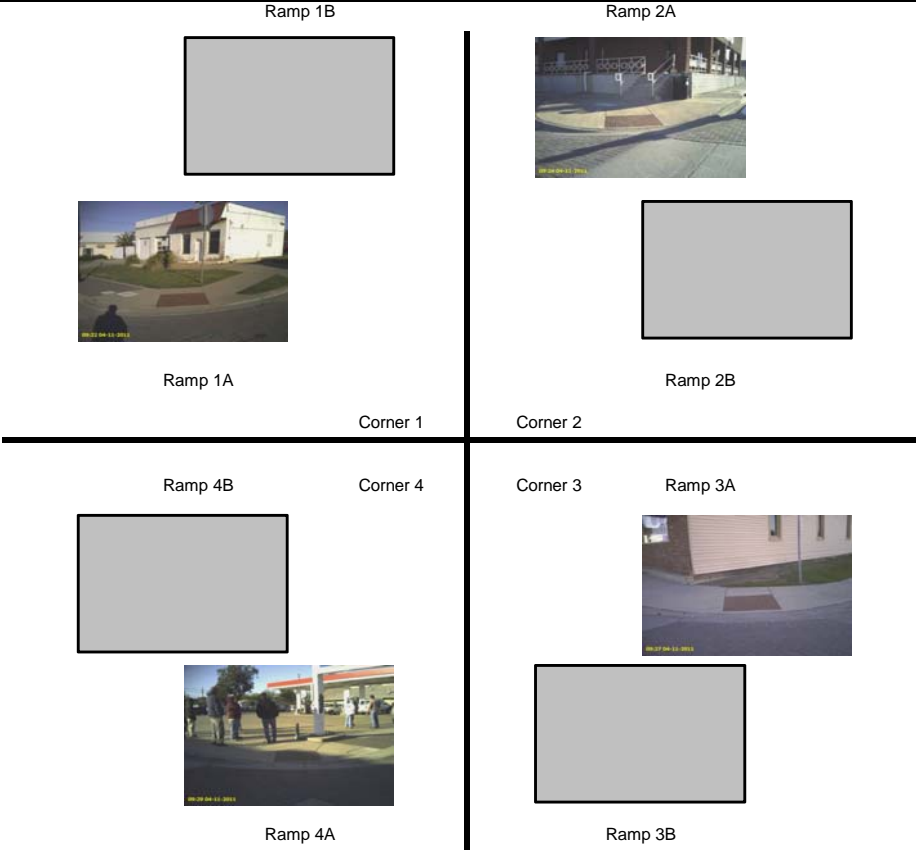


#### Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Pavement condition at the crosswalk	Good	Good	Good	Good	
Crosswalk cross slope is greater than 2%	X	X	X	X	Repave roadway and install crosswalk pavement markings
Crosswalk striping	Yes	Yes	Yes	Yes	

Ramp Issues	Ramp ID								Recommendations
	1A	1B	2A	2B	3A	3B	4A	4B	
Ramp does not land in crosswalk									
No 48" extension into crosswalk									
Ramp does not exist and is needed									
Flare cross slope is greater than 10%									
Ramp running slope is greater than 8.33%									
Ramp cross slope is greater than 2%									
Ramp width is less than 36"									
Obstruction present in ramp or landing area									
No textured surface at base of ramp									
No color contrast at base of ramp									
Landing area is less than 5' x 5', has a cross slope greater than 2% or does not exist	X		X		X				Install landing area
No pedestrian push buttons									
Pedestrian pushbutton diameter is not 2"									
Pedestrian pushbutton height is greater than 42"									
Pedestrian head offset is greater than 10' from the nearest crosswalk edge									
Clear floor space for pedestrian pushbutton is less than 30" x 48", has a cross slope greater than 2% or does not exist									
Ramp transition onto roadway is greater than 0.25"									
Ponding occurs at base of ramp									
Ramp not needed due to existing geometry									
Ramp Priority:	M		M		M		C		





Client: City of Frisco, Texas  
Program: ADA Self-Evaluation and Transition Plan  
KHA No.: 061123109

Date: 1/23/13  
Prepared By: EPE  
Checked By: SRA

Project Name: Intersection of Main St and 4th St

GPS ID: 0203

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
1	REMOVING CONC (SIDEWALKS)	47.23	SY	\$ 7.50	\$ 354.23
2	REMOVING CONC (WHEELCHAIR RAMP)	30.33	SY	\$ 37.00	\$ 1,122.21
3	CONC SIDEWALK (4")	47.23	SY	\$ 35.00	\$ 1,653.05
4	REFL PAV MRK TY I & II (W) 12" WITH PREP	366	LF	\$ 4.00	\$ 1,464.00
5	ELIM EXT PAV MRK & MRKS (12")	0	LF	\$ 1.00	\$ -
6	CURB RAMPS (TY 1)	6	EA	\$ 1,200.00	\$ 7,200.00
7	TRUNCATED DOMES	0	SF	\$ 30.00	\$ -
8	REMOVAL OF PEDESTRIAN PUSH BUTTONS	0	EA	\$ 30.00	\$ -
9	PED DETECT (2 INCH PUSH BTN)	0	EA	\$ 600.00	\$ -
10	RELOCATE PED PUSH BTN	0	EA	\$ 300.00	\$ -
11	PED POLE ASSEMBLY	0	EA	\$ 1,500.00	\$ -
12	REPAVE ROADWAY	3	EA	\$ 5,000.00	\$ 15,000.00
13	REGRADE ROADWAY	0	LS	\$ 1,000.00	\$ -
14	REMOVE BOLLARD	0	EA	\$ 1,000.00	\$ -
15					
16					
17					
18					
19					
20					
21					
22					

Basis for Cost

- ☒ No Design  
☐ Preliminary Design  
☐ Final Design

Subtotal:	\$	26,793.49
Engineering: (% +/-)	15%	\$ 4,374.22
Contingency: (% +/-)	20%	\$ 5,832.29
<b>Estimated Project Cost:</b>	<b>\$</b>	<b>37,000.00</b>

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#### Project Location



#### Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Pavement condition at the crosswalk	Good	Good	Good	Good	
Crosswalk cross slope is greater than 2%	-	X	X	X	Repave roadway and install crosswalk pavement markings
Crosswalk striping	Yes	Yes	Yes	Yes	

Ramp Issues	Ramp ID								Recommendations
	1A	1B	2A	2B	3A	3B	4A	4B	
Ramp does not land in crosswalk									
No 48" extension into crosswalk									
Ramp does not exist and is needed									
Flare cross slope is greater than 10%									
Ramp running slope is greater than 8.33%									
Ramp cross slope is greater than 2%			X						Remove and replace ramp
Ramp width is less than 36"									
Obstruction present in ramp or landing area	X						X		
No textured surface at base of ramp									
No color contrast at base of ramp									
Landing area is less than 5' x 5', has a cross slope greater than 2% or does not exist	X		X		X		X		Install landing area
No pedestrian push buttons									
Pedestrian pushbutton diameter is not 2"									
Pedestrian pushbutton height is greater than 42"									
Pedestrian head offset is greater than 10' from the nearest crosswalk edge									
Clear floor space for pedestrian pushbutton is less than 30" x 48", has a cross slope greater than 2% or does not exist									
Ramp transition onto roadway is greater than 0.25"									
Ponding occurs at base of ramp									
Ramp not needed due to existing geometry									
Ramp Priority:	H		M		M		H		

Ramp 1B



Ramp 2A



Ramp 1A



Ramp 2B

Corner 1

Corner 2

Ramp 4B

Corner 4



Corner 3

Ramp 3A



Ramp 4A



Ramp 3B

Client: City of Frisco, Texas  
Program: ADA Self-Evaluation and Transition Plan  
KHA No.: 061123109

Date: 1/23/13  
Prepared By: EPE  
Checked By: SRA

Project Name: Intersection of Main St and 6th St

GPS ID: 0204

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
1	REMOVING CONC (SIDEWALKS)	52.81	SY	\$ 7.50	\$ 396.08
2	REMOVING CONC (WHEELCHAIR RAMP)	10.11	SY	\$ 37.00	\$ 374.07
3	CONC SIDEWALK (4")	52.81	SY	\$ 35.00	\$ 1,848.35
4	REFL PAV MRK TY I & II (W) 12" WITH PREP	284	LF	\$ 4.00	\$ 1,136.00
5	ELIM EXT PAV MRK & MRKS (12")	0	LF	\$ 1.00	\$ -
6	CURB RAMPS (TY 1)	2	EA	\$ 1,200.00	\$ 2,400.00
7	TRUNCATED DOMES	0	SF	\$ 30.00	\$ -
8	REMOVAL OF PEDESTRIAN PUSH BUTTONS	0	EA	\$ 30.00	\$ -
9	PED DETECT (2 INCH PUSH BTN)	0	EA	\$ 600.00	\$ -
10	RELOCATE PED PUSH BTN	0	EA	\$ 300.00	\$ -
11	PED POLE ASSEMBLY	0	EA	\$ 1,500.00	\$ -
12	REPAVE ROADWAY	2	EA	\$ 5,000.00	\$ 10,000.00
13	REGRADE ROADWAY	0	LS	\$ 1,000.00	\$ -
14	REMOVE BOLLARD	0	EA	\$ 1,000.00	\$ -
15					
16					
17					
18					
19					
20					
21					
22					

Basis for Cost

- ☒ No Design  
☐ Preliminary Design  
☐ Final Design

Subtotal:	\$	16,154.50
Engineering: (% +/-)	15%	\$ 2,505.22
Contingency: (% +/-)	20%	\$ 3,340.29
<b>Estimated Project Cost:</b>	<b>\$</b>	<b>22,000.00</b>

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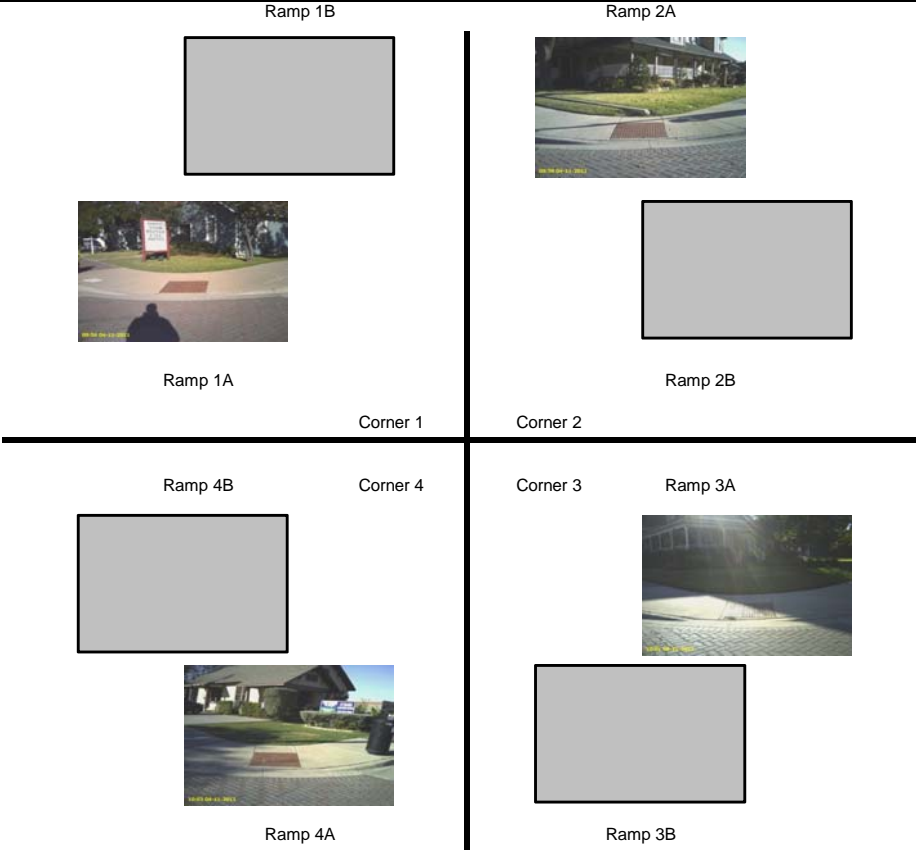
#### Project Location



#### Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Pavement condition at the crosswalk	Good	Good	Good	Good	
Crosswalk cross slope is greater than 2%	-	X	-	X	Repave roadway and install crosswalk pavement markings
Crosswalk striping	Yes	Yes	Yes	Yes	

Ramp Issues	Ramp ID								Recommendations
	1A	1B	2A	2B	3A	3B	4A	4B	
Ramp does not land in crosswalk									
No 48" extension into crosswalk									
Ramp does not exist and is needed									
Flare cross slope is greater than 10%									
Ramp running slope is greater than 8.33%									
Ramp cross slope is greater than 2%			X						Remove and replace ramp
Ramp width is less than 36"									
Obstruction present in ramp or landing area									
No textured surface at base of ramp									
No color contrast at base of ramp									
Landing area is less than 5' x 5', has a cross slope greater than 2% or does not exist	X		X		X		X		Install landing area
No pedestrian push buttons									
Pedestrian pushbutton diameter is not 2"									
Pedestrian pushbutton height is greater than 42"									
Pedestrian head offset is greater than 10' from the nearest crosswalk edge									
Clear floor space for pedestrian pushbutton is less than 30" x 48", has a cross slope greater than 2% or does not exist									
Ramp transition onto roadway is greater than 0.25"									
Ponding occurs at base of ramp									
Ramp not needed due to existing geometry									
Ramp Priority:	M		M		M		M		



Client: City of Frisco, Texas  
Program: ADA Self-Evaluation and Transition Plan  
KHA No.: 061123109

Date: 1/23/13  
Prepared By: EPE  
Checked By: SRA

Project Name: Intersection of Main St and 7th St

GPS ID: 0205

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
1	REMOVING CONC (SIDEWALKS)	52.81	SY	\$ 7.50	\$ 396.08
2	REMOVING CONC (WHEELCHAIR RAMP)	20.22	SY	\$ 37.00	\$ 748.14
3	CONC SIDEWALK (4")	52.81	SY	\$ 35.00	\$ 1,848.35
4	REFL PAV MRK TY I & II (W) 12" WITH PREP	176	LF	\$ 4.00	\$ 704.00
5	ELIM EXT PAV MRK & MRKS (12")	0	LF	\$ 1.00	\$ -
6	CURB RAMPS (TY 1)	2	EA	\$ 1,200.00	\$ 2,400.00
7	TRUNCATED DOMES	0	SF	\$ 30.00	\$ -
8	REMOVAL OF PEDESTRIAN PUSH BUTTONS	0	EA	\$ 30.00	\$ -
9	PED DETECT (2 INCH PUSH BTN)	0	EA	\$ 600.00	\$ -
10	RELOCATE PED PUSH BTN	0	EA	\$ 300.00	\$ -
11	PED POLE ASSEMBLY	0	EA	\$ 1,500.00	\$ -
12	REPAVE ROADWAY	2	EA	\$ 5,000.00	\$ 10,000.00
13	REGRADE ROADWAY	1	LS	\$ 1,000.00	\$ 1,000.00
14	REMOVE BOLLARD	0	EA	\$ 1,000.00	\$ -
15					
16					
17					
18					
19					
20					
21					
22					

Basis for Cost

- ☒ No Design  
☐ Preliminary Design  
☐ Final Design

Subtotal:	\$	17,096.57
Engineering: (% +/-)	15%	\$ 2,958.62
Contingency: (% +/-)	20%	\$ 3,944.82
<b>Estimated Project Cost:</b>	<b>\$</b>	<b>24,000.00</b>

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#### Project Location



#### Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Pavement condition at the crosswalk	Good	Good	Good	Good	
Crosswalk cross slope is greater than 2%	X	-	X	-	Repave roadway and install crosswalk pavement markings
Crosswalk striping	Yes	Yes	Yes	Yes	

Ramp Issues	Ramp ID								Recommendations
	1A	1B	2A	2B	3A	3B	4A	4B	
Ramp does not land in crosswalk									
No 48" extension into crosswalk									
Ramp does not exist and is needed									
Flare cross slope is greater than 10%									
Ramp running slope is greater than 8.33%									
Ramp cross slope is greater than 2%									Remove and replace ramp
Ramp width is less than 36"									
Obstruction present in ramp or landing area							X		
No textured surface at base of ramp									
No color contrast at base of ramp									
Landing area is less than 5' x 5', has a cross slope greater than 2% or does not exist	X		X			X	X		Install landing area
No pedestrian push buttons									
Pedestrian pushbutton diameter is not 2"									
Pedestrian pushbutton height is greater than 42"									
Pedestrian head offset is greater than 10' from the nearest crosswalk edge									
Clear floor space for pedestrian pushbutton is less than 30" x 48", has a cross slope greater than 2% or does not exist									
Ramp transition onto roadway is greater than 0.25"									
Ponding occurs at base of ramp	X								Regrade roadway
Ramp not needed due to existing geometry					X				
Ramp Priority:	M		M		H	M	H		

Ramp 1B



Ramp 2A



Ramp 1A



Ramp 2B

Corner 1

Corner 2

Ramp 4B

Corner 4



Corner 3

Ramp 3A



Ramp 4A



Ramp 3B



Client: City of Frisco, Texas  
Program: ADA Self-Evaluation and Transition Plan  
KHA No.: 061123109

Date: 1/23/13  
Prepared By: EPE  
Checked By: SRA

Project Name: Intersection of Main St and Carroll Cir

GPS ID: 0206

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
1	REMOVING CONC (SIDEWALKS)	25.01	SY	\$ 7.50	\$ 187.58
2	REMOVING CONC (WHEELCHAIR RAMP)	10.11	SY	\$ 37.00	\$ 374.07
3	CONC SIDEWALK (4")	25.01	SY	\$ 35.00	\$ 875.35
4	REFL PAV MRK TY I & II (W) 12" WITH PREP	68	LF	\$ 4.00	\$ 272.00
5	ELIM EXT PAV MRK & MRKS (12")	0	LF	\$ 1.00	\$ -
6	CURB RAMPS (TY 1)	1	EA	\$ 1,200.00	\$ 1,200.00
7	TRUNCATED DOMES	0	SF	\$ 30.00	\$ -
8	REMOVAL OF PEDESTRIAN PUSH BUTTONS	0	EA	\$ 30.00	\$ -
9	PED DETECT (2 INCH PUSH BTN)	0	EA	\$ 600.00	\$ -
10	RELOCATE PED PUSH BTN	0	EA	\$ 300.00	\$ -
11	PED POLE ASSEMBLY	0	EA	\$ 1,500.00	\$ -
12	REPAVE ROADWAY	1	EA	\$ 5,000.00	\$ 5,000.00
13	REGRADE ROADWAY	0	LS	\$ 1,000.00	\$ -
14	REMOVE BOLLARD	0	EA	\$ 1,000.00	\$ -
15					
16					
17					
18					
19					
20					
21					
22					

Basis for Cost

- ☒ No Design  
☐ Preliminary Design  
☐ Final Design

Subtotal:	\$	7,909.00
Engineering: (% +/-)	15%	\$ 1,324.72
Contingency: (% +/-)	20%	\$ 1,766.29
<b>Estimated Project Cost:</b>	<b>\$</b>	<b>11,000.00</b>

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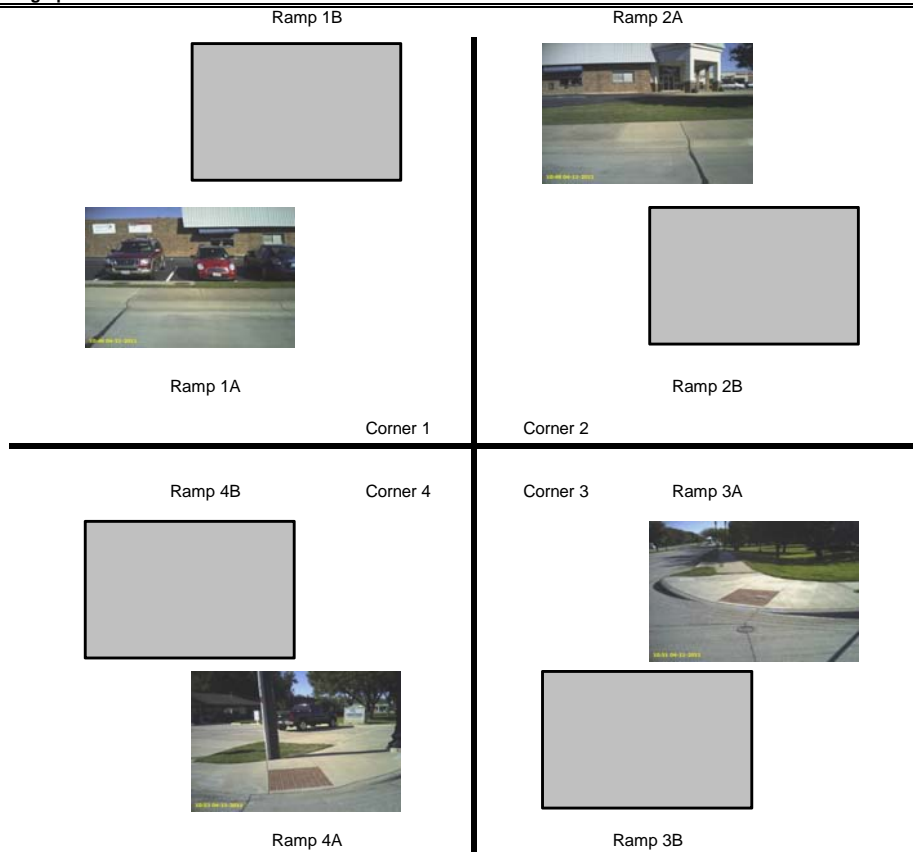
#### Project Location



#### Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Pavement condition at the crosswalk	N/A	N/A	Good	N/A	
Crosswalk cross slope is greater than 2%	N/A	N/A	X	N/A	Repave roadway and install crosswalk pavement markings
Crosswalk striping	N/A	N/A	No	N/A	

Ramp Issues	Ramp ID								Recommendations
	1A	1B	2A	2B	3A	3B	4A	4B	
Ramp does not land in crosswalk									
No 48" extension into crosswalk									
Ramp does not exist and is needed									
Flare cross slope is greater than 10%									
Ramp running slope is greater than 8.33%									
Ramp cross slope is greater than 2%									Remove and replace ramp
Ramp width is less than 36"									
Obstruction present in ramp or landing area					X				
No textured surface at base of ramp									
No color contrast at base of ramp									
Landing area is less than 5' x 5', has a cross slope greater than 2% or does not exist					X		X		Install landing area
No pedestrian push buttons									
Pedestrian pushbutton diameter is not 2"									
Pedestrian pushbutton height is greater than 42"									
Pedestrian head offset is greater than 10' from the nearest crosswalk edge									
Clear floor space for pedestrian pushbutton is less than 30" x 48", has a cross slope greater than 2% or does not exist									
Ramp transition onto roadway is greater than 0.25"									
Ponding occurs at base of ramp									
Ramp not needed due to existing geometry									
Ramp Priority:	-	-	-	H			M		



Client: City of Frisco, Texas  
Program: ADA Self-Evaluation and Transition Plan  
KHA No.: 061123109

Date: 1/23/13  
Prepared By: EPE  
Checked By: SRA

Project Name: Intersection of Main St and driveways 135' north of 2nd St

GPS ID: 0207

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
1	REMOVING CONC (SIDEWALKS)	36.12	SY	\$ 7.50	\$ 270.90
2	REMOVING CONC (WHEELCHAIR RAMP)	20.22	SY	\$ 37.00	\$ 748.14
3	CONC SIDEWALK (4")	36.12	SY	\$ 35.00	\$ 1,264.20
4	REFL PAV MRK TY I & II (W) 12" WITH PREP	0	LF	\$ 4.00	\$ -
5	ELIM EXT PAV MRK & MRKS (12")	0	LF	\$ 1.00	\$ -
6	CURB RAMPS (TY 1)	2	EA	\$ 1,200.00	\$ 2,400.00
7	TRUNCATED DOMES	0	SF	\$ 30.00	\$ -
8	REMOVAL OF PEDESTRIAN PUSH BUTTONS	0	EA	\$ 30.00	\$ -
9	PED DETECT (2 INCH PUSH BTN)	0	EA	\$ 600.00	\$ -
10	RELOCATE PED PUSH BTN	0	EA	\$ 300.00	\$ -
11	PED POLE ASSEMBLY	0	EA	\$ 1,500.00	\$ -
12	REPAVE ROADWAY	0	EA	\$ 5,000.00	\$ -
13	REGRADE ROADWAY	0	LS	\$ 1,000.00	\$ -
14	REMOVE BOLLARD	0	EA	\$ 1,000.00	\$ -
15					
16					
17					
18					
19					
20					
21					
22					

Basis for Cost

- ☒ No Design  
☐ Preliminary Design  
☐ Final Design

Subtotal:	\$	4,683.24
Engineering: (% +/-)	15%	\$ 992.90
Contingency: (% +/-)	20%	\$ 1,323.86
<b>Estimated Project Cost:</b>	<b>\$</b>	<b>7,000.00</b>

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#### Project Location



#### Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Pavement condition at the crosswalk	N/A	Good	N/A	Good	
Crosswalk cross slope is greater than 2%	N/A	-	N/A	-	
Crosswalk striping	N/A	N/A	N/A	N/A	

Ramp Issues	Ramp ID								Recommendations
	1A	1B	2A	2B	3A	3B	4A	4B	
Ramp does not land in crosswalk									
No 48" extension into crosswalk									
Ramp does not exist and is needed									
Flare cross slope is greater than 10%									
Ramp running slope is greater than 8.33%									
Ramp cross slope is greater than 2%			X		X				Remove and replace ramp
Ramp width is less than 36"									
Obstruction present in ramp or landing area									
No textured surface at base of ramp									
No color contrast at base of ramp									
Landing area is less than 5' x 5', has a cross slope greater than 2% or does not exist					X		X		Install landing area
No pedestrian push buttons									
Pedestrian pushbutton diameter is not 2"									
Pedestrian pushbutton height is greater than 42"									
Pedestrian head offset is greater than 10' from the nearest crosswalk edge									
Clear floor space for pedestrian pushbutton is less than 30" x 48", has a cross slope greater than 2% or does not exist									
Ramp transition onto roadway is greater than 0.25"									
Ponding occurs at base of ramp									
Ramp not needed due to existing geometry									
Ramp Priority:	C		L		M		M		

Ramp 1B



Ramp 2A



Ramp 1A



Ramp 2B

Corner 1

Corner 2

Ramp 4B

Corner 4



Corner 3

Ramp 3A



Ramp 4A



Ramp 3B

Client: City of Frisco, Texas  
Program: ADA Self-Evaluation and Transition Plan  
KHA No.: 061123109

Date: 1/23/13  
Prepared By: EPE  
Checked By: SRA

Project Name: Intersection of Main St and driveways 135' east of 2nd St

GPS ID: 0208

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
1	REMOVING CONC (SIDEWALKS)	38.91	SY	\$ 7.50	\$ 291.83
2	REMOVING CONC (WHEELCHAIR RAMP)	10.11	SY	\$ 37.00	\$ 374.07
3	CONC SIDEWALK (4")	38.91	SY	\$ 35.00	\$ 1,361.85
4	REFL PAV MRK TY I & II (W) 12" WITH PREP	0	LF	\$ 4.00	\$ -
5	ELIM EXT PAV MRK & MRKS (12")	0	LF	\$ 1.00	\$ -
6	CURB RAMPS (TY 1)	1	EA	\$ 1,200.00	\$ 1,200.00
7	TRUNCATED DOMES	0	SF	\$ 30.00	\$ -
8	REMOVAL OF PEDESTRIAN PUSH BUTTONS	0	EA	\$ 30.00	\$ -
9	PED DETECT (2 INCH PUSH BTN)	0	EA	\$ 600.00	\$ -
10	RELOCATE PED PUSH BTN	0	EA	\$ 300.00	\$ -
11	PED POLE ASSEMBLY	0	EA	\$ 1,500.00	\$ -
12	REPAVE ROADWAY	0	EA	\$ 5,000.00	\$ -
13	REGRADE ROADWAY	0	LS	\$ 1,000.00	\$ -
14	REMOVE BOLLARD	0	EA	\$ 1,000.00	\$ -
15					
16					
17					
18					
19					
20					
21					
22					

Basis for Cost

- ☒ No Design  
☐ Preliminary Design  
☐ Final Design

Subtotal:	\$	3,227.75
Engineering: (% +/-)	15%	\$ 759.54
Contingency: (% +/-)	20%	\$ 1,012.72
<b>Estimated Project Cost:</b>	<b>\$</b>	<b>5,000.00</b>

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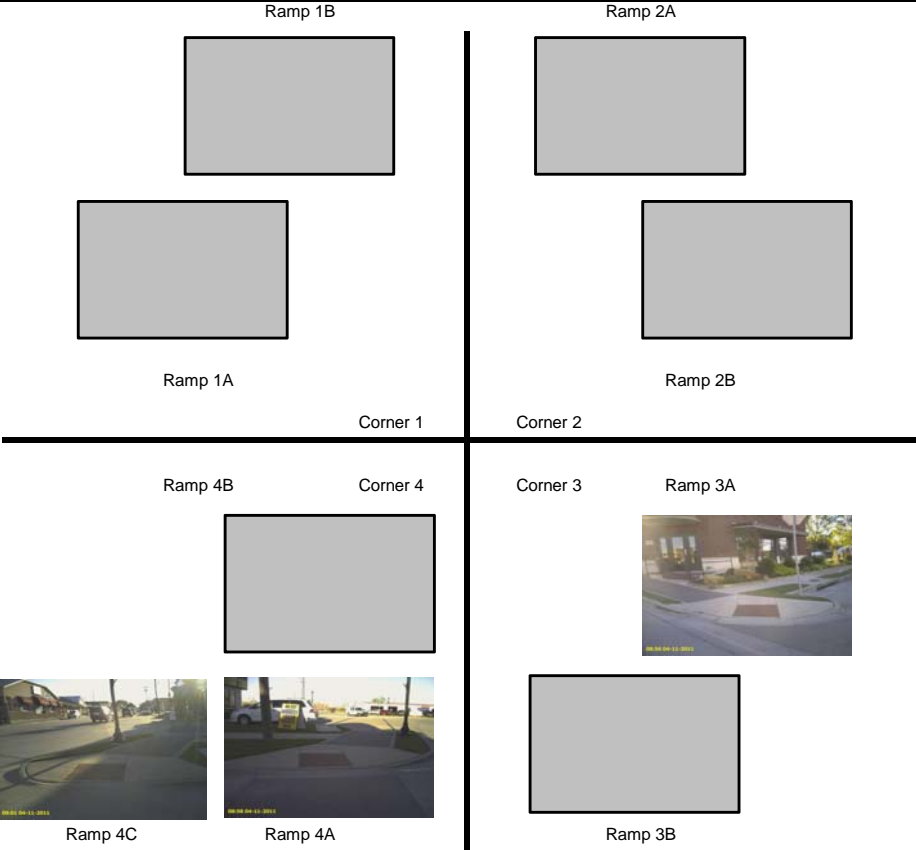
Project Location



Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Pavement condition at the crosswalk	N/A	N/A	Good	N/A	
Crosswalk cross slope is greater than 2%	N/A	N/A	-	N/A	
Crosswalk striping	N/A	N/A	Yes	N/A	

Ramp Issues	Ramp ID								Recommendations
	1A	1B	2A	2B	3A	3B	4A	4C	
Ramp does not land in crosswalk									
No 48" extension into crosswalk									
Ramp does not exist and is needed									
Flare cross slope is greater than 10%					X				
Ramp running slope is greater than 8.33%									
Ramp cross slope is greater than 2%									Remove and replace ramp
Ramp width is less than 36"									
Obstruction present in ramp or landing area									
No textured surface at base of ramp									
No color contrast at base of ramp									
Landing area is less than 5' x 5', has a cross slope greater than 2% or does not exist					X		X	X	Install landing area
No pedestrian push buttons									
Pedestrian pushbutton diameter is not 2"									
Pedestrian pushbutton height is greater than 42"									
Pedestrian head offset is greater than 10' from the nearest crosswalk edge									
Clear floor space for pedestrian pushbutton is less than 30" x 48", has a cross slope greater than 2% or does not exist									
Ramp transition onto roadway is greater than 0.25"									
Ponding occurs at base of ramp									
Ramp not needed due to existing geometry									
Ramp Priority:	-	-	-	H		M	M		



Client: City of Frisco, Texas  
Program: ADA Self-Evaluation and Transition Plan  
KHA No.: 061123109

Date: 1/23/13  
Prepared By: EPE  
Checked By: SRA

Project Name: Intersection of Main St ~ south and driveway 145' west of 3rd St

GPS ID: 0209

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
1	REMOVING CONC (SIDEWALKS)	22.22	SY	\$ 7.50	\$ 166.65
2	REMOVING CONC (WHEELCHAIR RAMP)	20.22	SY	\$ 37.00	\$ 748.14
3	CONC SIDEWALK (4")	22.22	SY	\$ 35.00	\$ 777.70
4	REFL PAV MRK TY I & II (W) 12" WITH PREP	0	LF	\$ 4.00	\$ -
5	ELIM EXT PAV MRK & MRKS (12")	0	LF	\$ 1.00	\$ -
6	CURB RAMPS (TY 1)	2	EA	\$ 1,200.00	\$ 2,400.00
7	TRUNCATED DOMES	0	SF	\$ 30.00	\$ -
8	REMOVAL OF PEDESTRIAN PUSH BUTTONS	0	EA	\$ 30.00	\$ -
9	PED DETECT (2 INCH PUSH BTN)	0	EA	\$ 600.00	\$ -
10	RELOCATE PED PUSH BTN	0	EA	\$ 300.00	\$ -
11	PED POLE ASSEMBLY	0	EA	\$ 1,500.00	\$ -
12	REPAVE ROADWAY	0	EA	\$ 5,000.00	\$ -
13	REGRADE ROADWAY	1	LS	\$ 1,000.00	\$ 1,000.00
14	REMOVE BOLLARD	0	EA	\$ 1,000.00	\$ -
15					
16					
17					
18					
19					
20					
21					
22					

Basis for Cost

- ☒ No Design  
☐ Preliminary Design  
☐ Final Design

Subtotal:	\$	5,092.49
Engineering: (% +/-)	15%	\$ 817.50
Contingency: (% +/-)	20%	\$ 1,090.01
<b>Estimated Project Cost:</b>	<b>\$</b>	<b>7,000.00</b>

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#### Project Location



#### Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Pavement condition at the crosswalk	N/A	N/A	Good	N/A	
Crosswalk cross slope is greater than 2%	N/A	N/A	-	N/A	
Crosswalk striping	N/A	N/A	Yes	N/A	

Ramp Issues	Ramp ID								Recommendations
	1A	1B	2A	2B	3A	3B	4A	4B	
Ramp does not land in crosswalk									
No 48" extension into crosswalk									
Ramp does not exist and is needed									
Flare cross slope is greater than 10%					X				
Ramp running slope is greater than 8.33%									
Ramp cross slope is greater than 2%							X		Remove and replace ramp
Ramp width is less than 36"									
Obstruction present in ramp or landing area					X				
No textured surface at base of ramp									
No color contrast at base of ramp									
Landing area is less than 5' x 5', has a cross slope greater than 2% or does not exist					X				Install landing area
No pedestrian push buttons									
Pedestrian pushbutton diameter is not 2'									
Pedestrian pushbutton height is greater than 42"									
Pedestrian head offset is greater than 10' from the nearest crosswalk edge									
Clear floor space for pedestrian pushbutton is less than 30" x 48", has a cross slope greater than 2% or does not exist									
Ramp transition onto roadway is greater than 0.25"									
Ponding occurs at base of ramp					X				Regrade roadway
Ramp not needed due to existing geometry									
Ramp Priority:	-	-	-	-	H	-	L	-	



Kimley-Horn and Associates, Inc.

Project: Intersection of Main St ~ south and driveway 145' west of 3rd St


Photographs

GPS ID: 0209

Ramp 1B




Ramp 2A



Ramp 1A




Ramp 2B



Corner 1

Ramp 4B



Corner 2


Ramp 3A



Ramp 4A



Ramp 3B



End of Project Description for Project 0209 Intersection of Main St ~ south and driveway 145' west of 3rd St

Client: City of Frisco, Texas  
Program: ADA Self-Evaluation and Transition Plan  
KHA No.: 061123109

Date: 1/23/13  
Prepared By: EPE  
Checked By: SRA

Project Name: Intersection of Main St ~ north and driveway 100' west of 3rd St

GPS ID: 0210

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
1	REMOVING CONC (SIDEWALKS)	11.11	SY	\$ 7.50	\$ 83.33
2	REMOVING CONC (WHEELCHAIR RAMP)	10.11	SY	\$ 37.00	\$ 374.07
3	CONC SIDEWALK (4")	11.11	SY	\$ 35.00	\$ 388.85
4	REFL PAV MRK TY I & II (W) 12" WITH PREP	0	LF	\$ 4.00	\$ -
5	ELIM EXT PAV MRK & MRKS (12")	0	LF	\$ 1.00	\$ -
6	CURB RAMPS (TY 1)	1	EA	\$ 1,200.00	\$ 1,200.00
7	TRUNCATED DOMES	0	SF	\$ 30.00	\$ -
8	REMOVAL OF PEDESTRIAN PUSH BUTTONS	0	EA	\$ 30.00	\$ -
9	PED DETECT (2 INCH PUSH BTN)	0	EA	\$ 600.00	\$ -
10	RELOCATE PED PUSH BTN	0	EA	\$ 300.00	\$ -
11	PED POLE ASSEMBLY	0	EA	\$ 1,500.00	\$ -
12	REPAVE ROADWAY	0	EA	\$ 5,000.00	\$ -
13	REGRADE ROADWAY	0	LS	\$ 1,000.00	\$ -
14	REMOVE BOLLARD	0	EA	\$ 1,000.00	\$ -
15					
16					
17					
18					
19					
20					
21					
22					

Basis for Cost

- ☒ No Design  
☐ Preliminary Design  
☐ Final Design

Subtotal:	\$	2,046.25
Engineering: (% +/-)	15%	\$ 408.75
Contingency: (% +/-)	20%	\$ 545.00
<b>Estimated Project Cost:</b>	<b>\$</b>	<b>3,000.00</b>

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#### Project Location



#### Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Pavement condition at the crosswalk	Good	N/A	N/A	N/A	
Crosswalk cross slope is greater than 2%	-	N/A	N/A	N/A	
Crosswalk striping	N/A	N/A	N/A	N/A	

Ramp Issues	Ramp ID								Recommendations
	1A	1B	2A	2B	3A	3B	4A	4B	
Ramp does not land in crosswalk									
No 48" extension into crosswalk									
Ramp does not exist and is needed									
Flare cross slope is greater than 10%									
Ramp running slope is greater than 8.33%			X						
Ramp cross slope is greater than 2%									
Ramp width is less than 36"									
Obstruction present in ramp or landing area									
No textured surface at base of ramp									
No color contrast at base of ramp									
Landing area is less than 5' x 5', has a cross slope greater than 2% or does not exist			X						
No pedestrian push buttons									
Pedestrian pushbutton diameter is not 2"									
Pedestrian pushbutton height is greater than 42"									
Pedestrian head offset is greater than 10' from the nearest crosswalk edge									
Clear floor space for pedestrian pushbutton is less than 30" x 48", has a cross slope greater than 2% or does not exist									
Ramp transition onto roadway is greater than 0.25"									
Ponding occurs at base of ramp									
Ramp not needed due to existing geometry									
Ramp Priority:	C		M		-		-		

Kimley-Horn and Associates, Inc.

Project: Intersection of Main St ~ north and driveway 100' west of 3rd St

Photographs

GPS ID: 0210

Ramp 1B



Ramp 2A



Ramp 1A



Ramp 2B



Corner 1

Corner 2

Ramp 4B



Corner 4

Corner 3

Ramp 3A



Ramp 4A



Ramp 3B



End of Project Description for Project 0210 Intersection of Main St ~ north and driveway 100' west of 3rd St

Client: City of Frisco, Texas  
Program: ADA Self-Evaluation and Transition Plan  
KHA No.: 061123109

Date: 1/23/13  
Prepared By: EPE  
Checked By: SRA

Project Name: Intersection of Main St ~ south and driveway 65' west of 3rd St

GPS ID: 0211

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
1	REMOVING CONC (SIDEWALKS)	27.8	SY	\$ 7.50	\$ 208.50
2	REMOVING CONC (WHEELCHAIR RAMP)	0	SY	\$ 37.00	\$ -
3	CONC SIDEWALK (4")	27.8	SY	\$ 35.00	\$ 973.00
4	REFL PAV MRK TY I & II (W) 12" WITH PREP	0	LF	\$ 4.00	\$ -
5	ELIM EXT PAV MRK & MRKS (12")	0	LF	\$ 1.00	\$ -
6	CURB RAMPS (TY 1)	0	EA	\$ 1,200.00	\$ -
7	TRUNCATED DOMES	0	SF	\$ 30.00	\$ -
8	REMOVAL OF PEDESTRIAN PUSH BUTTONS	0	EA	\$ 30.00	\$ -
9	PED DETECT (2 INCH PUSH BTN)	0	EA	\$ 600.00	\$ -
10	RELOCATE PED PUSH BTN	0	EA	\$ 300.00	\$ -
11	PED POLE ASSEMBLY	0	EA	\$ 1,500.00	\$ -
12	REPAVE ROADWAY	0	EA	\$ 5,000.00	\$ -
13	REGRADE ROADWAY	0	LS	\$ 1,000.00	\$ -
14	REMOVE BOLLARD	0	EA	\$ 1,000.00	\$ -
15					
16					
17					
18					
19					
20					
21					
22					

Basis for Cost

- ☒ No Design  
☐ Preliminary Design  
☐ Final Design

Subtotal:	\$	1,181.50
Engineering: (% +/-)	15%	\$ 350.79
Contingency: (% +/-)	20%	\$ 467.71
<b>Estimated Project Cost:</b>	<b>\$</b>	<b>2,000.00</b>

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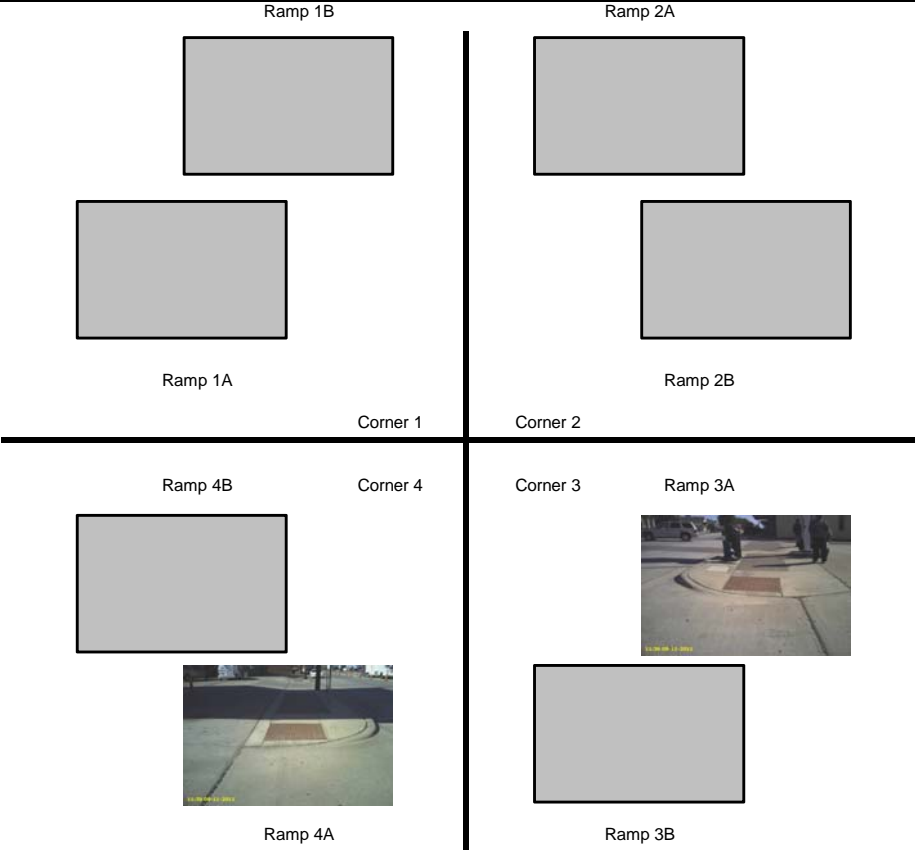
#### Project Location



#### Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Pavement condition at the crosswalk	N/A	N/A	Good	N/A	
Crosswalk cross slope is greater than 2%	N/A	N/A	-	N/A	
Crosswalk striping	N/A	N/A	N/A	N/A	

Ramp Issues	Ramp ID								Recommendations
	1A	1B	2A	2B	3A	3B	4A	4B	
Ramp does not land in crosswalk									
No 48" extension into crosswalk									
Ramp does not exist and is needed									
Flare cross slope is greater than 10%									
Ramp running slope is greater than 8.33%									
Ramp cross slope is greater than 2%									
Ramp width is less than 36"									
Obstruction present in ramp or landing area									
No textured surface at base of ramp									
No color contrast at base of ramp									
Landing area is less than 5' x 5', has a cross slope greater than 2% or does not exist					X		X		Install landing area
No pedestrian push buttons									
Pedestrian pushbutton diameter is not 2"									
Pedestrian pushbutton height is greater than 42"									
Pedestrian head offset is greater than 10' from the nearest crosswalk edge									
Clear floor space for pedestrian pushbutton is less than 30" x 48", has a cross slope greater than 2% or does not exist									
Ramp transition onto roadway is greater than 0.25"									
Ponding occurs at base of ramp									
Ramp not needed due to existing geometry									
Ramp Priority:	-	-	-	M	M	M	M	M	



Client: City of Frisco, Texas  
Program: ADA Self-Evaluation and Transition Plan  
KHA No.: 061123109

Date: 1/23/13  
Prepared By: EPE  
Checked By: SRA

Project Name: Intersection of Main St ~ north and driveway 205' west of 4th St

GPS ID: 0212

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
1	REMOVING CONC (SIDEWALKS)	25.01	SY	\$ 7.50	\$ 187.58
2	REMOVING CONC (WHEELCHAIR RAMP)	10.11	SY	\$ 37.00	\$ 374.07
3	CONC SIDEWALK (4")	25.01	SY	\$ 35.00	\$ 875.35
4	REFL PAV MRK TY I & II (W) 12" WITH PREP	0	LF	\$ 4.00	\$ -
5	ELIM EXT PAV MRK & MRKS (12")	0	LF	\$ 1.00	\$ -
6	CURB RAMPS (TY 1)	1	EA	\$ 1,200.00	\$ 1,200.00
7	TRUNCATED DOMES	0	SF	\$ 30.00	\$ -
8	REMOVAL OF PEDESTRIAN PUSH BUTTONS	0	EA	\$ 30.00	\$ -
9	PED DETECT (2 INCH PUSH BTN)	0	EA	\$ 600.00	\$ -
10	RELOCATE PED PUSH BTN	0	EA	\$ 300.00	\$ -
11	PED POLE ASSEMBLY	0	EA	\$ 1,500.00	\$ -
12	REPAVE ROADWAY	0	EA	\$ 5,000.00	\$ -
13	REGRADE ROADWAY	0	LS	\$ 1,000.00	\$ -
14	REMOVE BOLLARD	0	EA	\$ 1,000.00	\$ -
15					
16					
17					
18					
19					
20					
21					
22					

Basis for Cost

- ☒ No Design  
☐ Preliminary Design  
☐ Final Design

Subtotal:	\$	2,637.00
Engineering: (% +/-)	15%	\$ 584.15
Contingency: (% +/-)	20%	\$ 778.86
<b>Estimated Project Cost:</b>	<b>\$</b>	<b>4,000.00</b>

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#### Project Location



#### Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Pavement condition at the crosswalk	Good	N/A	N/A	N/A	
Crosswalk cross slope is greater than 2%	-	N/A	N/A	N/A	
Crosswalk striping	N/A	N/A	N/A	N/A	

Ramp Issues	Ramp ID								Recommendations
	1A	1B	2A	2B	3A	3B	4A	4B	
Ramp does not land in crosswalk									
No 48" extension into crosswalk									
Ramp does not exist and is needed									
Flare cross slope is greater than 10%									
Ramp running slope is greater than 8.33%									
Ramp cross slope is greater than 2%			X						Remove and replace ramp
Ramp width is less than 36"									
Obstruction present in ramp or landing area									
No textured surface at base of ramp									
No color contrast at base of ramp									
Landing area is less than 5' x 5', has a cross slope greater than 2% or does not exist	X		X						Install landing area
No pedestrian push buttons									
Pedestrian pushbutton diameter is not 2"									
Pedestrian pushbutton height is greater than 42"									
Pedestrian head offset is greater than 10' from the nearest crosswalk edge									
Clear floor space for pedestrian pushbutton is less than 30" x 48", has a cross slope greater than 2% or does not exist									
Ramp transition onto roadway is greater than 0.25"									
Ponding occurs at base of ramp									
Ramp not needed due to existing geometry									
Ramp Priority:	M		M		-		-		


Kimley-Horn and Associates, Inc.

Project: Intersection of Main St ~ north and driveway 205' west of 4th St


Photographs

GPS ID: 0212


Ramp 1B




Ramp 2A



Ramp 1A




Ramp 2B



Corner 1


Corner 2

Ramp 4B




Corner 3


Ramp 3A



Ramp 4A



Ramp 3B



End of Project Description for Project 0212 Intersection of Main St ~ north and driveway 205' west of 4th St



Client: City of Frisco, Texas  
Program: ADA Self-Evaluation and Transition Plan  
KHA No.: 061123109

Date: 1/23/13  
Prepared By: EPE  
Checked By: SRA

Project Name: Intersection of Main St ~ north and driveway 145' west of 4th St

GPS ID: 0213

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
1	REMOVING CONC (SIDEWALKS)	25.01	SY	\$ 7.50	\$ 187.58
2	REMOVING CONC (WHEELCHAIR RAMP)	10.11	SY	\$ 37.00	\$ 374.07
3	CONC SIDEWALK (4")	25.01	SY	\$ 35.00	\$ 875.35
4	REFL PAV MRK TY I & II (W) 12" WITH PREP	0	LF	\$ 4.00	\$ -
5	ELIM EXT PAV MRK & MRKS (12")	0	LF	\$ 1.00	\$ -
6	CURB RAMPS (TY 1)	1	EA	\$ 1,200.00	\$ 1,200.00
7	TRUNCATED DOMES	0	SF	\$ 30.00	\$ -
8	REMOVAL OF PEDESTRIAN PUSH BUTTONS	0	EA	\$ 30.00	\$ -
9	PED DETECT (2 INCH PUSH BTN)	0	EA	\$ 600.00	\$ -
10	RELOCATE PED PUSH BTN	0	EA	\$ 300.00	\$ -
11	PED POLE ASSEMBLY	0	EA	\$ 1,500.00	\$ -
12	REPAVE ROADWAY	0	EA	\$ 5,000.00	\$ -
13	REGRADE ROADWAY	0	LS	\$ 1,000.00	\$ -
14	REMOVE BOLLARD	0	EA	\$ 1,000.00	\$ -
15					
16					
17					
18					
19					
20					
21					
22					

Basis for Cost

- ☒ No Design  
☐ Preliminary Design  
☐ Final Design

Subtotal:	\$	2,637.00
Engineering: (% +/-)	15%	\$ 584.15
Contingency: (% +/-)	20%	\$ 778.86
<b>Estimated Project Cost:</b>	<b>\$</b>	<b>4,000.00</b>

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#### Project Location



#### Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Pavement condition at the crosswalk	Good	N/A	N/A	N/A	
Crosswalk cross slope is greater than 2%	-	N/A	N/A	N/A	
Crosswalk striping	N/A	N/A	N/A	N/A	

Ramp Issues	Ramp ID								Recommendations
	1A	1B	2A	2B	3A	3B	4A	4B	
Ramp does not land in crosswalk									
No 48" extension into crosswalk									
Ramp does not exist and is needed									
Flare cross slope is greater than 10%									
Ramp running slope is greater than 8.33%			X						
Ramp cross slope is greater than 2%									
Ramp width is less than 36"									
Obstruction present in ramp or landing area			X						
No textured surface at base of ramp									
No color contrast at base of ramp									
Landing area is less than 5' x 5', has a cross slope greater than 2% or does not exist	X		X						
No pedestrian push buttons									
Pedestrian pushbutton diameter is not 2"									
Pedestrian pushbutton height is greater than 42"									
Pedestrian head offset is greater than 10' from the nearest crosswalk edge									
Clear floor space for pedestrian pushbutton is less than 30" x 48", has a cross slope greater than 2% or does not exist									
Ramp transition onto roadway is greater than 0.25"									
Ponding occurs at base of ramp									
Ramp not needed due to existing geometry									
Ramp Priority:	M		H		-		-		

Kimley-Horn and Associates, Inc.

Project: Intersection of Main St ~ north and driveway 145' west of 4th St

Photographs


GPS ID: 0213

Ramp 1B

Ramp 2A



Ramp 1A



Ramp 2B

Corner 1

Corner 2

Ramp 4B

Corner 3

Ramp 3A

Ramp 4A

Ramp 3B

End of Project Description for Project 0213 Intersection of Main St ~ north and driveway 145' west of 4th St

Client: City of Frisco, Texas  
Program: ADA Self-Evaluation and Transition Plan  
KHA No.: 061123109

Date: 1/23/13  
Prepared By: EPE  
Checked By: SRA

Project Name: Intersection of Main St ~ north and driveway 90' west of 4th St

GPS ID: 0214

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
1	REMOVING CONC (SIDEWALKS)	22.22	SY	\$ 7.50	\$ 166.65
2	REMOVING CONC (WHEELCHAIR RAMP)	20.22	SY	\$ 37.00	\$ 748.14
3	CONC SIDEWALK (4")	22.22	SY	\$ 35.00	\$ 777.70
4	REFL PAV MRK TY I & II (W) 12" WITH PREP	0	LF	\$ 4.00	\$ -
5	ELIM EXT PAV MRK & MRKS (12")	0	LF	\$ 1.00	\$ -
6	CURB RAMPS (TY 1)	2	EA	\$ 1,200.00	\$ 2,400.00
7	TRUNCATED DOMES	0	SF	\$ 30.00	\$ -
8	REMOVAL OF PEDESTRIAN PUSH BUTTONS	0	EA	\$ 30.00	\$ -
9	PED DETECT (2 INCH PUSH BTN)	0	EA	\$ 600.00	\$ -
10	RELOCATE PED PUSH BTN	0	EA	\$ 300.00	\$ -
11	PED POLE ASSEMBLY	0	EA	\$ 1,500.00	\$ -
12	REPAVE ROADWAY	0	EA	\$ 5,000.00	\$ -
13	REGRADE ROADWAY	0	LS	\$ 1,000.00	\$ -
14	REMOVE BOLLARD	0	EA	\$ 1,000.00	\$ -
15					
16					
17					
18					
19					
20					
21					
22					

Basis for Cost

- ☒ No Design  
☐ Preliminary Design  
☐ Final Design

Subtotal:	\$	4,092.49
Engineering: (% +/-)	15%	\$ 817.50
Contingency: (% +/-)	20%	\$ 1,090.01
<b>Estimated Project Cost:</b>	<b>\$</b>	<b>6,000.00</b>

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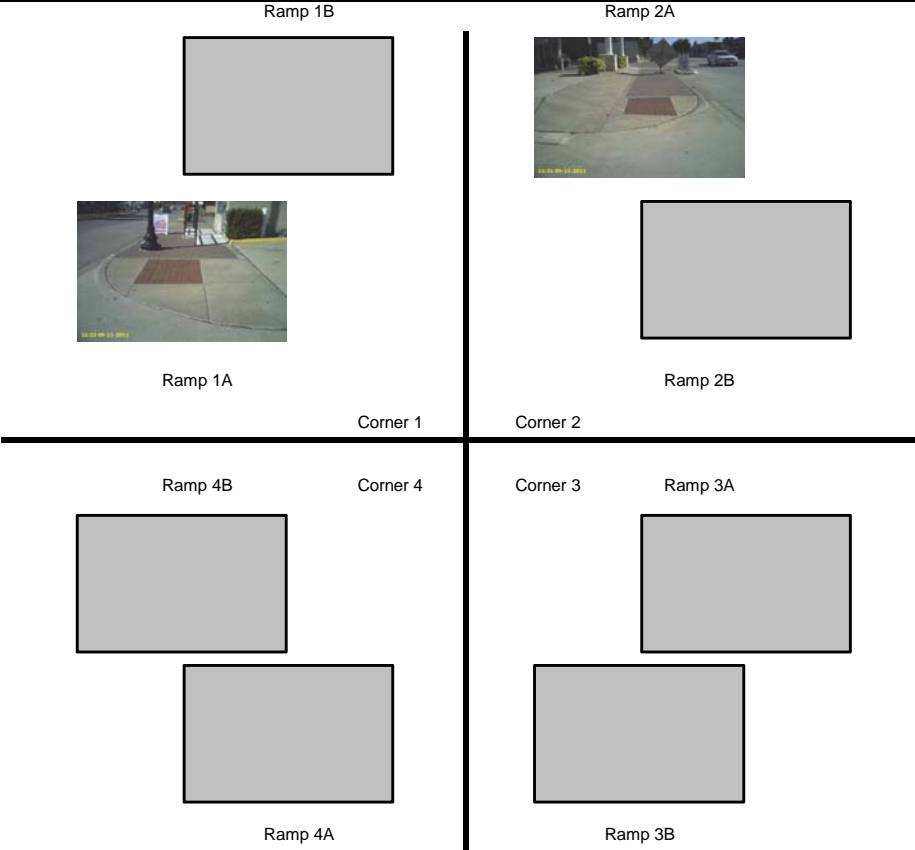
#### Project Location



#### Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Pavement condition at the crosswalk	Good	N/A	N/A	N/A	
Crosswalk cross slope is greater than 2%	-	N/A	N/A	N/A	
Crosswalk striping	N/A	N/A	N/A	N/A	

Ramp Issues	Ramp ID								Recommendations
	1A	1B	2A	2B	3A	3B	4A	4B	
Ramp does not land in crosswalk									
No 48" extension into crosswalk									
Ramp does not exist and is needed									
Flare cross slope is greater than 10%									
Ramp running slope is greater than 8.33%			X						
Ramp cross slope is greater than 2%	X								Remove and replace ramp
Ramp width is less than 36"									
Obstruction present in ramp or landing area	X								
No textured surface at base of ramp									
No color contrast at base of ramp									
Landing area is less than 5' x 5', has a cross slope greater than 2% or does not exist	X		X						Install landing area
No pedestrian push buttons									
Pedestrian pushbutton diameter is not 2"									
Pedestrian pushbutton height is greater than 42"									
Pedestrian head offset is greater than 10' from the nearest crosswalk edge									
Clear floor space for pedestrian pushbutton is less than 30" x 48", has a cross slope greater than 2% or does not exist									
Ramp transition onto roadway is greater than 0.25"									
Ponding occurs at base of ramp									
Ramp not needed due to existing geometry									
Ramp Priority:	H		M		-		-		



Client: City of Frisco, Texas  
Program: ADA Self-Evaluation and Transition Plan  
KHA No.: 061123109

Date: 1/23/13  
Prepared By: EPE  
Checked By: SRA

Project Name: Intersection of Main St ~ north and driveway 170' west of 5th St

GPS ID: 0215

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
1	REMOVING CONC (SIDEWALKS)	13.9	SY	\$ 7.50	\$ 104.25
2	REMOVING CONC (WHEELCHAIR RAMP)	0	SY	\$ 37.00	\$ -
3	CONC SIDEWALK (4")	13.9	SY	\$ 35.00	\$ 486.50
4	REFL PAV MRK TY I & II (W) 12" WITH PREP	0	LF	\$ 4.00	\$ -
5	ELIM EXT PAV MRK & MRKS (12")	0	LF	\$ 1.00	\$ -
6	CURB RAMPS (TY 1)	0	EA	\$ 1,200.00	\$ -
7	TRUNCATED DOMES	0	SF	\$ 30.00	\$ -
8	REMOVAL OF PEDESTRIAN PUSH BUTTONS	0	EA	\$ 30.00	\$ -
9	PED DETECT (2 INCH PUSH BTN)	0	EA	\$ 600.00	\$ -
10	RELOCATE PED PUSH BTN	0	EA	\$ 300.00	\$ -
11	PED POLE ASSEMBLY	0	EA	\$ 1,500.00	\$ -
12	REPAVE ROADWAY	0	EA	\$ 5,000.00	\$ -
13	REGRADE ROADWAY	0	LS	\$ 1,000.00	\$ -
14	REMOVE BOLLARD	0	EA	\$ 1,000.00	\$ -
15					
16					
17					
18					
19					
20					
21					
22					

Basis for Cost

- ☒ No Design  
☐ Preliminary Design  
☐ Final Design

Subtotal:	\$	590.75
Engineering: (% +/-)	15%	\$ 175.39
Contingency: (% +/-)	20%	\$ 233.86
<b>Estimated Project Cost:</b>	<b>\$</b>	<b>1,000.00</b>

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#### Project Location



#### Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Pavement condition at the crosswalk	Good	N/A	N/A	N/A	
Crosswalk cross slope is greater than 2%	-	N/A	N/A	N/A	
Crosswalk striping	N/A	N/A	N/A	N/A	

Ramp Issues	Ramp ID								Recommendations
	1A	1B	2A	2B	3A	3B	4A	4B	
Ramp does not land in crosswalk									
No 48" extension into crosswalk									
Ramp does not exist and is needed									
Flare cross slope is greater than 10%									
Ramp running slope is greater than 8.33%									
Ramp cross slope is greater than 2%									
Ramp width is less than 36"									
Obstruction present in ramp or landing area									
No textured surface at base of ramp									
No color contrast at base of ramp									
Landing area is less than 5' x 5', has a cross slope greater than 2% or does not exist			X						Install landing area
No pedestrian push buttons									
Pedestrian pushbutton diameter is not 2"									
Pedestrian pushbutton height is greater than 42"									
Pedestrian head offset is greater than 10' from the nearest crosswalk edge									
Clear floor space for pedestrian pushbutton is less than 30" x 48", has a cross slope greater than 2% or does not exist									
Ramp transition onto roadway is greater than 0.25"									
Ponding occurs at base of ramp									
Ramp not needed due to existing geometry									
Ramp Priority:	C		M		-		-		

Kimley-Horn and Associates, Inc.

Project: Intersection of Main St ~ north and driveway 170' west of 5th St

Photographs

GPS ID: 0215

Ramp 1B

Ramp 2A



Ramp 1A



Ramp 2B

Corner 1

Corner 2

Ramp 4B

Corner 3

Ramp 3A

Ramp 4A

Ramp 3B

End of Project Description for Project 0215 Intersection of Main St ~ north and driveway 170' west of 5th St

Client: City of Frisco, Texas  
Program: ADA Self-Evaluation and Transition Plan  
KHA No.: 061123109

Date: 1/23/13  
Prepared By: EPE  
Checked By: SRA

Project Name: Intersection of Hillcrest Rd and Jereme Tr

GPS ID: 0300

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
1	REMOVING CONC (SIDEWALKS)	69.45	SY	\$ 7.50	\$ 520.88
2	REMOVING CONC (WHEELCHAIR RAMP)	50.55	SY	\$ 37.00	\$ 1,870.35
3	CONC SIDEWALK (4")	69.45	SY	\$ 35.00	\$ 2,430.75
4	REFL PAV MRK TY I & II (W) 12" WITH PREP	210	LF	\$ 4.00	\$ 840.00
5	ELIM EXT PAV MRK & MRKS (12")	0	LF	\$ 1.00	\$ -
6	CURB RAMPS (TY 1)	5	EA	\$ 1,200.00	\$ 6,000.00
7	TRUNCATED DOMES	10	SF	\$ 30.00	\$ 300.00
8	REMOVAL OF PEDESTRIAN PUSH BUTTONS	0	EA	\$ 30.00	\$ -
9	PED DETECT (2 INCH PUSH BTN)	0	EA	\$ 600.00	\$ -
10	RELOCATE PED PUSH BTN	0	EA	\$ 300.00	\$ -
11	PED POLE ASSEMBLY	0	EA	\$ 1,500.00	\$ -
12	REPAVE ROADWAY	2	EA	\$ 5,000.00	\$ 10,000.00
13	REGRADE ROADWAY	1	LS	\$ 1,000.00	\$ 1,000.00
14	REMOVE BOLLARD	0	EA	\$ 1,000.00	\$ -
15					
16					
17					
18					
19					
20					
21					
22					

Basis for Cost

- ☒ No Design  
☐ Preliminary Design  
☐ Final Design

Subtotal:	\$	22,961.98
Engineering: (% +/-)	15%	\$ 3,444.87
Contingency: (% +/-)	20%	\$ 4,593.16
<b>Estimated Project Cost:</b>	<b>\$</b>	<b>31,000.00</b>

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#### Project Location



#### Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Pavement condition at the crosswalk	N/A	Good	N/A	Good	
Crosswalk cross slope is greater than 2%	N/A	X	N/A	X	Repave roadway and install crosswalk pavement markings
Crosswalk striping	N/A	No	N/A	No	

Ramp Issues	Ramp ID								Recommendations
	1A	1C	2A	2B	3A	3B	4A	4C	
Ramp does not land in crosswalk									
No 48" extension into crosswalk									
Ramp does not exist and is needed									
Flare cross slope is greater than 10%	X		X		X		X		
Ramp running slope is greater than 8.33%	X		X		X		X		
Ramp cross slope is greater than 2%	X				X		X		Remove and replace ramp
Ramp width is less than 36"									
Obstruction present in ramp or landing area									
No textured surface at base of ramp			X	X		X		X	Install colored truncated domes
No color contrast at base of ramp			X					X	
Landing area is less than 5' x 5', has a cross slope greater than 2% or does not exist	X	X	X		X		X	X	Install landing area
No pedestrian push buttons									
Pedestrian pushbutton diameter is not 2"									
Pedestrian pushbutton height is greater than 42"									
Pedestrian head offset is greater than 10' from the nearest crosswalk edge									
Clear floor space for pedestrian pushbutton is less than 30" x 48", has a cross slope greater than 2% or does not exist					X				Regrade roadway
Ramp transition onto roadway is greater than 0.25"									
Ponding occurs at base of ramp									
Ramp not needed due to existing geometry									
Ramp Priority:	H	M	H		H		H	M	



Ramp 1B



Ramp 2A



Ramp 1C



Ramp 1A

Corner 1



Ramp 2B

Corner 2

Ramp 4B Corner 4



Corner 3

Ramp 3A



Ramp 4C



Ramp 4A



Ramp 3B

Client: City of Frisco, Texas  
Program: ADA Self-Evaluation and Transition Plan  
KHA No.: 061123109

Date: 1/23/13  
Prepared By: EPE  
Checked By: SRA

Project Name: Intersection of Hillcrest Rd and Bocage Ln

GPS ID: 0301

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
1	REMOVING CONC (SIDEWALKS)	47.23	SY	\$ 7.50	\$ 354.23
2	REMOVING CONC (WHEELCHAIR RAMP)	30.33	SY	\$ 37.00	\$ 1,122.21
3	CONC SIDEWALK (4")	47.23	SY	\$ 35.00	\$ 1,653.05
4	REFL PAV MRK TY I & II (W) 12" WITH PREP	160	LF	\$ 4.00	\$ 640.00
5	ELIM EXT PAV MRK & MRKS (12")	0	LF	\$ 1.00	\$ -
6	CURB RAMPS (TY 1)	3	EA	\$ 1,200.00	\$ 3,600.00
7	TRUNCATED DOMES	10	SF	\$ 30.00	\$ 300.00
8	REMOVAL OF PEDESTRIAN PUSH BUTTONS	0	EA	\$ 30.00	\$ -
9	PED DETECT (2 INCH PUSH BTN)	0	EA	\$ 600.00	\$ -
10	RELOCATE PED PUSH BTN	0	EA	\$ 300.00	\$ -
11	PED POLE ASSEMBLY	0	EA	\$ 1,500.00	\$ -
12	REPAVE ROADWAY	2	EA	\$ 5,000.00	\$ 10,000.00
13	REGRADE ROADWAY	1	LS	\$ 1,000.00	\$ 1,000.00
14	REMOVE BOLLARD	0	EA	\$ 1,000.00	\$ -
15					
16					
17					
18					
19					
20					
21					
22					

Basis for Cost

- ☒ No Design  
☐ Preliminary Design  
☐ Final Design

Subtotal:	\$	18,669.49
Engineering: (% +/-)	15%	\$ 3,141.65
Contingency: (% +/-)	20%	\$ 4,188.87
<b>Estimated Project Cost:</b>	<b>\$</b>	<b>26,000.00</b>

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Project Location



Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Pavement condition at the crosswalk	N/A	Good	N/A	Good	
Crosswalk cross slope is greater than 2%	N/A	X	N/A	X	Repave roadway and install crosswalk pavement markings
Crosswalk striping	N/A	No	N/A	No	

Ramp Issues	Ramp ID								Recommendations
	1A	1B	2A	2B	3A	3B	4A	4B	
Ramp does not land in crosswalk									
No 48" extension into crosswalk									
Ramp does not exist and is needed									
Flare cross slope is greater than 10%							X		
Ramp running slope is greater than 8.33%			X		X		X		
Ramp cross slope is greater than 2%									Remove and replace ramp
Ramp width is less than 36"									
Obstruction present in ramp or landing area									
No textured surface at base of ramp	X		X		X		X		Install colored truncated domes
No color contrast at base of ramp	X						X		
Landing area is less than 5' x 5', has a cross slope greater than 2% or does not exist	X		X		X		X		Install landing area
No pedestrian push buttons									
Pedestrian pushbutton diameter is not 2"									
Pedestrian pushbutton height is greater than 42"									
Pedestrian head offset is greater than 10' from the nearest crosswalk edge									
Clear floor space for pedestrian pushbutton is less than 30" x 48", has a cross slope greater than 2% or does not exist									
Ramp transition onto roadway is greater than 0.25"					X				Regrade roadway
Ponding occurs at base of ramp									
Ramp not needed due to existing geometry									
Ramp Priority:	M		M		H		H		

Kimley-Horn and Associates, Inc.

Project: Intersection of Hillcrest Rd and Bocage Ln

Photographs

GPS ID: 0301

Ramp 1B




Ramp 2A



Ramp 1A



Ramp 2B



Corner 1

Corner 2

Ramp 4B



Ramp 3A



Ramp 4A



Ramp 3B



Corner 4

Corner 3

End of Project Description for Project 0301 Intersection of Hillcrest Rd and Bocage Ln

Client: City of Frisco, Texas  
Program: ADA Self-Evaluation and Transition Plan  
KHA No.: 061123109

Date: 1/23/13  
Prepared By: EPE  
Checked By: SRA

Project Name: Intersection of Hillcrest Rd and Asheboro St

GPS ID: 0302

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
1	REMOVING CONC (SIDEWALKS)	44.44	SY	\$ 7.50	\$ 333.30
2	REMOVING CONC (WHEELCHAIR RAMP)	40.44	SY	\$ 37.00	\$ 1,496.28
3	CONC SIDEWALK (4")	44.44	SY	\$ 35.00	\$ 1,555.40
4	REFL PAV MRK TY I & II (W) 12" WITH PREP	160	LF	\$ 4.00	\$ 640.00
5	ELIM EXT PAV MRK & MRKS (12")	0	LF	\$ 1.00	\$ -
6	CURB RAMPS (TY 1)	4	EA	\$ 1,200.00	\$ 4,800.00
7	TRUNCATED DOMES	0	SF	\$ 30.00	\$ -
8	REMOVAL OF PEDESTRIAN PUSH BUTTONS	0	EA	\$ 30.00	\$ -
9	PED DETECT (2 INCH PUSH BTN)	0	EA	\$ 600.00	\$ -
10	RELOCATE PED PUSH BTN	0	EA	\$ 300.00	\$ -
11	PED POLE ASSEMBLY	0	EA	\$ 1,500.00	\$ -
12	REPAVE ROADWAY	2	EA	\$ 5,000.00	\$ 10,000.00
13	REGRADE ROADWAY	0	LS	\$ 1,000.00	\$ -
14	REMOVE BOLLARD	0	EA	\$ 1,000.00	\$ -
15					
16					
17					
18					
19					
20					
21					
22					

Basis for Cost

- ☒ No Design  
☐ Preliminary Design  
☐ Final Design

Subtotal:	\$	18,824.98
Engineering: (% +/-)	15%	\$ 3,075.01
Contingency: (% +/-)	20%	\$ 4,100.01
<b>Estimated Project Cost:</b>	<b>\$</b>	<b>26,000.00</b>

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#### Project Location



#### Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Pavement condition at the crosswalk	N/A	Good	N/A	Good	
Crosswalk cross slope is greater than 2%	N/A	X	N/A	X	Repave roadway and install crosswalk pavement markings
Crosswalk striping	N/A	No	N/A	No	

Ramp Issues	Ramp ID								Recommendations
	1A	1B	2A	2B	3A	3B	4A	4B	
Ramp does not land in crosswalk									
No 48" extension into crosswalk									
Ramp does not exist and is needed									
Flare cross slope is greater than 10%	X		X		X		X		
Ramp running slope is greater than 8.33%	X		X		X		X		
Ramp cross slope is greater than 2%							X		Remove and replace ramp
Ramp width is less than 36"									
Obstruction present in ramp or landing area									
No textured surface at base of ramp	X		X		X		X		Install colored truncated domes
No color contrast at base of ramp	X						X		
Landing area is less than 5' x 5', has a cross slope greater than 2% or does not exist	X		X		X		X		Install landing area
No pedestrian push buttons									
Pedestrian pushbutton diameter is not 2"									
Pedestrian pushbutton height is greater than 42"									
Pedestrian head offset is greater than 10' from the nearest crosswalk edge									
Clear floor space for pedestrian pushbutton is less than 30" x 48", has a cross slope greater than 2% or does not exist									
Ramp transition onto roadway is greater than 0.25"									
Ponding occurs at base of ramp									
Ramp not needed due to existing geometry									
Ramp Priority:	H		H		H		H		

Ramp 1B



Ramp 2A



Ramp 1A



Ramp 2B

Corner 1

Corner 2

Ramp 4B

Corner 4



Corner 3

Ramp 3A



Ramp 4A



Ramp 3B

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
1	REMOVING CONC (SIDEWALKS)	25.01	SY	\$ 7.50	\$ 187.58
2	REMOVING CONC (WHEELCHAIR RAMP)	10.11	SY	\$ 37.00	\$ 374.07
3	CONC SIDEWALK (4")	25.01	SY	\$ 35.00	\$ 875.35
4	REFL PAV MRK TY I & II (W) 12" WITH PREP	106	LF	\$ 4.00	\$ 424.00
5	ELIM EXT PAV MRK & MRKS (12")	0	LF	\$ 1.00	\$ -
6	CURB RAMPS (TY 1)	1	EA	\$ 1,200.00	\$ 1,200.00
7	TRUNCATED DOMES	0	SF	\$ 30.00	\$ -
8	REMOVAL OF PEDESTRIAN PUSH BUTTONS	0	EA	\$ 30.00	\$ -
9	PED DETECT (2 INCH PUSH BTN)	0	EA	\$ 600.00	\$ -
10	RELOCATE PED PUSH BTN	0	EA	\$ 300.00	\$ -
11	PED POLE ASSEMBLY	0	EA	\$ 1,500.00	\$ -
12	REPAVE ROADWAY	1	EA	\$ 5,000.00	\$ 5,000.00
13	REGRADE ROADWAY	1	LS	\$ 1,000.00	\$ 1,000.00
14	REMOVE BOLLARD	0	EA	\$ 1,000.00	\$ -
15					
16					
17					
18					
19					
20					
21					
22					

Basis for Cost <input checked="" type="checkbox"/> No Design <input type="checkbox"/> Preliminary Design <input type="checkbox"/> Final Design	Subtotal: \$ 9,061.00 Engineering: (% +/-) 15% \$ 1,688.15 Contingency: (% +/-) 20% \$ 2,250.86 <b>Estimated Project Cost: \$ 13,000.00</b>
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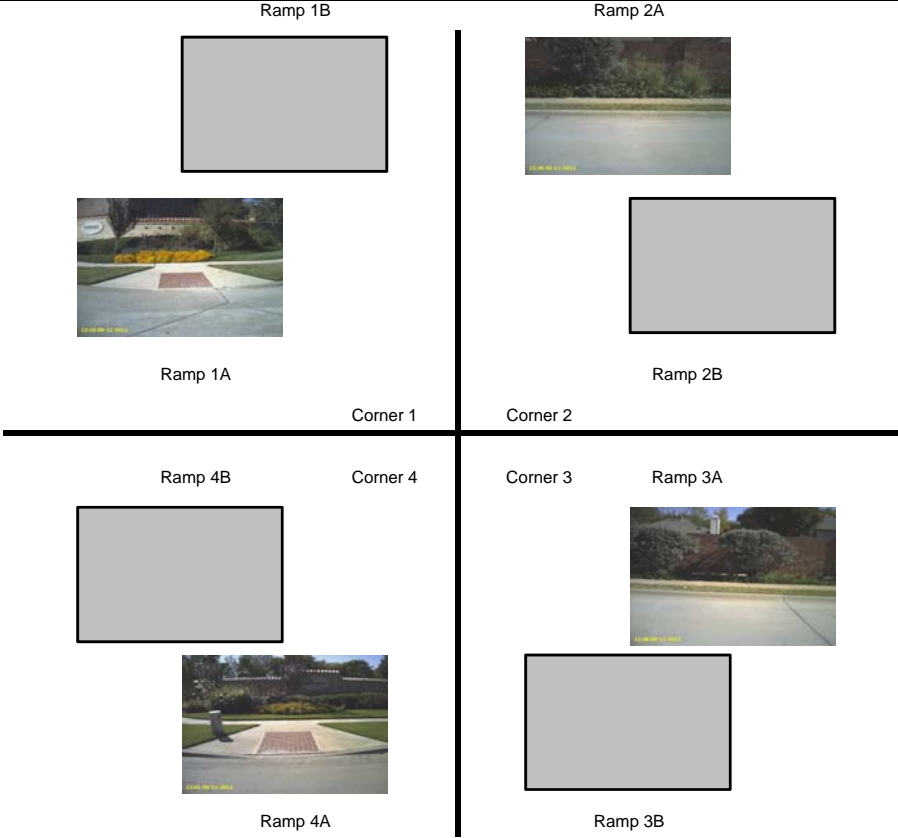
<b>Project Location</b>
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<b>Field Observations</b>
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Intersection Issues	N	E	S	W	Recommendations
Pavement condition at the crosswalk	N/A	N/A	N/A	Good	
Crosswalk cross slope is greater than 2%	N/A	N/A	N/A	X	Repave roadway and install crosswalk pavement markings
Crosswalk striping	N/A	N/A	N/A	No	

Ramp Issues	1A	1B	2A	2B	3A	3B	4A	4B	Recommendations
Ramp does not land in crosswalk									
No 48" extension into crosswalk									
Ramp does not exist and is needed									
Flare cross slope is greater than 10%									
Ramp running slope is greater than 8.33%									
Ramp cross slope is greater than 2%							X		Remove and replace ramp
Ramp width is less than 36"									
Obstruction present in ramp or landing area									
No textured surface at base of ramp									
No color contrast at base of ramp									
Landing area is less than 5' x 5', has a cross slope greater than 2% or does not exist	X						X		Install landing area
No pedestrian push buttons									
Pedestrian pushbutton diameter is not 2"									
Pedestrian pushbutton height is greater than 42"									
Pedestrian head offset is greater than 10' from the nearest crosswalk edge									
Clear floor space for pedestrian pushbutton is less than 30" x 48", has a cross slope greater than 2% or does not exist									
Ramp transition onto roadway is greater than 0.25"	X								Regrade roadway
Ponding occurs at base of ramp									
Ramp not needed due to existing geometry									
Ramp Priority:	H		-		-		M		





Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
1	REMOVING CONC (SIDEWALKS)	25.01	SY	\$ 7.50	\$ 187.58
2	REMOVING CONC (WHEELCHAIR RAMP)	10.11	SY	\$ 37.00	\$ 374.07
3	CONC SIDEWALK (4")	25.01	SY	\$ 35.00	\$ 875.35
4	REFL PAV MRK TY I & II (W) 12" WITH PREP	80	LF	\$ 4.00	\$ 320.00
5	ELIM EXT PAV MRK & MRKS (12")	0	LF	\$ 1.00	\$ -
6	CURB RAMPS (TY 1)	1	EA	\$ 1,200.00	\$ 1,200.00
7	TRUNCATED DOMES	10	SF	\$ 30.00	\$ 300.00
8	REMOVAL OF PEDESTRIAN PUSH BUTTONS	0	EA	\$ 30.00	\$ -
9	PED DETECT (2 INCH PUSH BTN)	0	EA	\$ 600.00	\$ -
10	RELOCATE PED PUSH BTN	0	EA	\$ 300.00	\$ -
11	PED POLE ASSEMBLY	0	EA	\$ 1,500.00	\$ -
12	REPAVE ROADWAY	1	EA	\$ 5,000.00	\$ 5,000.00
13	REGRADE ROADWAY	0	LS	\$ 1,000.00	\$ -
14	REMOVE BOLLARD	0	EA	\$ 1,000.00	\$ -
15					
16					
17					
18					
19					
20					
21					
22					

Basis for Cost <input checked="" type="checkbox"/> No Design <input type="checkbox"/> Preliminary Design <input type="checkbox"/> Final Design	Subtotal: \$ 8,257.00 Engineering: (% +/-) 15% \$ 1,604.15 Contingency: (% +/-) 20% \$ 2,138.86 <b>Estimated Project Cost: \$ 12,000.00</b>
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<b>Project Location</b>
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<b>Field Observations</b>
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Intersection Issues	N	E	S	W	Recommendations
Pavement condition at the crosswalk	N/A	N/A	N/A	Good	
Crosswalk cross slope is greater than 2%	N/A	N/A	N/A	X	Repave roadway and install crosswalk pavement markings
Crosswalk striping	N/A	N/A	N/A	No	

Ramp Issues	1A	1B	2A	2B	3A	3B	4A	4B	Recommendations
Ramp does not land in crosswalk									
No 48" extension into crosswalk									
Ramp does not exist and is needed									
Flare cross slope is greater than 10%									
Ramp running slope is greater than 8.33%							X		
Ramp cross slope is greater than 2%							X		Remove and replace ramp
Ramp width is less than 36"									
Obstruction present in ramp or landing area									
No textured surface at base of ramp	X						X		Install colored truncated domes
No color contrast at base of ramp	X						X		
Landing area is less than 5' x 5', has a cross slope greater than 2% or does not exist	X						X		Install landing area
No pedestrian push buttons									
Pedestrian pushbutton diameter is not 2"									
Pedestrian pushbutton height is greater than 42"									
Pedestrian head offset is greater than 10' from the nearest crosswalk edge									
Clear floor space for pedestrian pushbutton is less than 30" x 48", has a cross slope greater than 2% or does not exist									
Ramp transition onto roadway is greater than 0.25"									
Ponding occurs at base of ramp									
Ramp not needed due to existing geometry									
Ramp Priority:	M		-		-		M		

Ramp 1B



Ramp 2A



Ramp 1A



Ramp 2B

Corner 1

Corner 2

Ramp 4B

Corner 4



Corner 3

Ramp 3A



Ramp 4A



Ramp 3B

# Appendix E

## Implementation Schedules

Appendix E1: Signalized Intersections

Appendix E2: Arterial Sidewalk Corridors and  
Unsignalized Intersections

**Frisco ADA Self-evaluation and Transition Plan**  
**Signalized Intersection Cost Projection Summary**  
9/3/2013

Location Number	Intersection Name	Cost Projection	Priority	Pedestrian Attractor Score
<b>FY 2013-2014</b>				
0008	Intersection of Main St and Coleman Blvd	\$ 28,000.00	High	25.05
0013	Intersection of Parkwood Blvd and Gaylord Pkwy	\$ 22,000.00	High	25.05
0020	Intersection of Independence Pkwy and Eldorado Pkwy	\$ 6,000.00	High	21.50
0007	Intersection of Main St and World Cup Wy	\$ 21,000.00	High	20.25
0014	Intersection of Parkwood Blvd and Hammons Dr	\$ 20,000.00	High	20.25
<b>Subtotal</b>		<b>\$ 97,000.00</b>		
<b>FY 2014-2015</b>				
6e	Intersection of Main St and Dallas North Tollway Northbound Frontage Road	\$ 15,000.00	High	20.25
6w	Intersection of Main St and Dallas North Tollway Southbound Frontage Road	\$ 28,000.00	High	20.25
0004	Intersection of Teel Pkwy and Main St	\$ 35,000.00	High	19.75
0018	Intersection of Hillcrest Rd and Lebanon Rd	\$ 23,000.00	High	19.75
<b>Subtotal</b>		<b>\$ 101,000.00</b>		
<b>FY 2015-2016</b>				
0001	Intersection of Teel Pkwy and Panther Creek Pkwy	\$ 31,000.00	High	19.75
0019	Intersection of Rolater Rd and Coit Rd	\$ 28,000.00	High	19.75
0017	Intersection of Hillcrest Rd and College Pkwy	\$ 15,000.00	High	19.25
0009	Intersection of Main St and Frisco St	\$ 14,000.00	High	18.00
0003	Intersection of Teel Pkwy and The Trails Pkwy	\$ 15,000.00	High	17.50
<b>Subtotal</b>		<b>\$ 103,000.00</b>		
<b>FY 2016-2017</b>				
0010	Intersection of Main St and 5th St	\$ 19,000.00	High	17.50
0016	Intersection of Hillcrest Rd and Rolater Rd	\$ 22,000.00	High	17.50
0011	Intersection of Main St and N. County Rd	\$ 28,000.00	High	17.50
0012	Intersection of Parkwood Blvd and Warren Pkwy	\$ 30,000.00	High	17.25
<b>Subtotal</b>		<b>\$ 99,000.00</b>		
<b>FY 2017-2018</b>				
0021	Intersection of Preston Rd and Stonebrook Pkwy/Rolater Rd	\$ 59,000.00	High	17.50
0015	Intersection of Preston Rd and Wade Blvd	\$ 26,000.00	High	17.25
0005	Intersection of Teel Pkwy and Lebanon Rd	\$ 13,000.00	High	15.00
0002	Intersection of Teel Pkwy and Eldorado Pkwy	\$ 7,000.00	Medium	19.75
<b>Subtotal</b>		<b>\$ 105,000.00</b>		
<b>TOTAL</b>		<b>\$ 505,000.00</b>		

**Frisco ADA Self-evaluation and Transition Plan**  
**Arterial Sidewalk and Unsignalized Intersection Cost Projection Summary**  
**9/3/2013**

Location Number	Intersection Name	Cost Projection	Priority	Pedestrian Attractor Score
<b>FY 2013-2014</b>				
---	Teel Pkwy (Blackstone Dr to Main St) - east	\$ 84,000.00	---	30.50
---	Teel Pkwy (Blackstone Dr to Main St) - west	\$ 104,000.00	---	30.50
	<b>Subtotal</b>	<b>\$ 188,000.00</b>		
<b>FY 2014-2015</b>				
0100	Intersection of Teel Pkwy and Blackstone Dr	\$ 15,000.00	High	19.75
0103	Intersection of Teel Pkwy and Birchridge Dr	\$ 12,000.00	High	19.75
0104	Intersection of Teel Pkwy and Old Orchard Dr	\$ 20,000.00	High	19.75
0107	Intersection of Teel Pkwy and driveways 170' south of Old Orchard Dr	\$ 6,000.00	High	19.75
0108	Intersection of Teel Pkwy and driveways 520' south of Old Orchard Dr	\$ 15,000.00	High	19.75
0109	Intersection of Teel Pkwy and driveways 535' north of Main St	\$ 10,000.00	High	19.75
0110	Intersection of Teel Pkwy and driveways 210' north of Main St	\$ 12,000.00	High	19.75
0105	Intersection of Teel Pkwy and driveways 610' north of The Trails Pkwy	\$ 13,000.00	High	17.50
	<b>Subtotal</b>	<b>\$ 103,000.00</b>		
<b>FY 2015-2016</b>				
0102	Intersection of Teel Pkwy and Sweetleaf Dr	\$ 12,000.00	Medium	17.50
0106	Intersection of Teel Pkwy and driveways 340' north of The Trails Pkwy	\$ 3,000.00	Medium	17.50
---	Hillcrest Rd (Jereme Tr to Lebanon Rd) - east	\$ 23,000.00	---	30.50
---	Hillcrest Rd (Jereme Tr to Lebanon Rd) - west	\$ 36,000.00	---	30.50
0304	Intersection of Hillcrest Rd and Darkwood Dr	\$ 13,000.00	High	17.50
0300	Intersection of Hillcrest Rd and Jereme Tr	\$ 31,000.00	High	17.50
0301	Intersection of Hillcrest Rd and Bocage Ln	\$ 26,000.00	High	17.50
	<b>Subtotal</b>	<b>\$ 144,000.00</b>		
<b>FY 2016-2017</b>				
0302	Intersection of Hillcrest Rd and Asheboro St	\$ 26,000.00	High	17.50
0305	Intersection of Hillcrest Rd and Noel Dr	\$ 12,000.00	Medium	17.50
---	Main St (First St to Carroll Cir) - north	\$ 31,000.00	---	29.50
---	Main St (First St to Carroll Cir) - south	\$ 45,000.00	---	29.50
0203	Intersection of Main St and 4th St	\$ 37,000.00	High	22.25
	<b>Subtotal</b>	<b>\$ 151,000.00</b>		
<b>FY 2017-2018</b>				
0209	Intersection of Main St ~ south and driveway 145' west of 3rd St	\$ 7,000.00	High	22.25
0213	Intersection of Main St ~ north and driveway 145' west of 4th St	\$ 4,000.00	High	22.25
0214	Intersection of Main St ~ north and driveway 90' west of 4th St	\$ 6,000.00	High	22.25
0206	Intersection of Main St and Carroll Cir	\$ 11,000.00	High	17.50
0208	Intersection of Main St and driveways 135' east of 2nd St	\$ 5,000.00	High	17.50
0205	Intersection of Main St and 7th St	\$ 24,000.00	High	17.50
0202	Intersection of Main St and 3rd St	\$ 32,000.00	Medium	22.25
0210	Intersection of Main St ~ north and driveway 100' west of 3rd St	\$ 3,000.00	Medium	22.25
0211	Intersection of Main St ~ south and driveway 65' west of 3rd St	\$ 2,000.00	Medium	22.25
0212	Intersection of Main St ~ north and driveway 205' west of 4th St	\$ 4,000.00	Medium	22.25
0215	Intersection of Main St ~ north and driveway 170' west of 5th St	\$ 1,000.00	Medium	22.25
0201	Intersection of Main St and 2nd St	\$ 19,000.00	Medium	20.50
0200	Intersection of Main St and First St	\$ 6,000.00	Medium	17.50
0204	Intersection of Main St and 6th St	\$ 22,000.00	Medium	17.50
0207	Intersection of Main St and driveways 135' north of 2nd St	\$ 7,000.00	Medium	15.00
	<b>Subtotal</b>	<b>\$ 153,000.00</b>		
	<b>TOTAL</b>	<b>\$ 739,000.00</b>		

# Appendix F

## ADA Definitions

# ADA Self-Evaluation and Transition Plan

## APPENDIX F: ADA DEFINITIONS

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# ADA Self-Evaluation and Transition Plan

## APPENDIX F: ADA DEFINITIONS

A summary of many definitions found in the ADA are provided below. Please refer to the Americans with Disabilities Act for the full text of definitions and explanations.

### Disability

The term disability means, with respect to an individual:

- A physical or mental impairment that substantially limits one or more of the major life activities of such individual;
- A record of such impairment; or
- Being regarded as having such impairment.

### Qualified Individual with a Disability

A qualified individual with a disability means an individual with a disability who, with or without reasonable modification to rules, policies, or practices; the removal of architectural, communication, or transportation barriers; or the provision of auxiliary aids and services, meets the essential eligibility requirements for the receipt of services or the participation in programs or activities provided by the City.

### Discrimination on the Basis of Disability

Discrimination on the basis of disability means to:

- Limit, segregate, or classify a citizen in a way that may adversely affect opportunities or status because of the person's disability;
- Limit, segregate, or classify a participant in a program or activity offered to the public in a way that may adversely affect opportunities or status because of the participant's disability;
- Participate in a contract that could subject a qualified citizen with a disability to discrimination;

- Use any standards, criteria, or methods of administration that have the effect of discriminating on the basis of disability;
- Deny equal benefits because of a disability;
- Fail to make reasonable accommodations to known physical or mental limitations of an otherwise qualified individual unless it can be shown that the accommodation would impose an undue burden on the City's operations;
- Use selection criteria that exclude otherwise qualified people with disabilities from participating in the programs or activities offered to the public; and
- Fail to use tests, including eligibility tests, in a manner that ensures that the test results accurately reflect the qualified applicant's skills or aptitude to participate in a program or activity.

### Complaint

A complaint is a claimed violation of the ADA.

### Physical or Mental Impairments

Physical or mental impairments may include, but are not limited to: vision, speech, and hearing impairments; emotional disturbance and mental illness; seizure disorders; mental retardation; orthopedic and neuromotor disabilities; learning disabilities; diabetes; heart disease; nervous conditions; cancer; asthma; hepatitis B; HIV infection (HIV condition); and drug addiction if the addict has successfully completed or is participating in a rehabilitation program and no longer uses illegal drugs.

The following conditions are not physical or mental impairments: transvestitism; illegal drug use; homosexuality or bisexuality; compulsive gambling; kleptomania; pyromania; pedophilia; exhibitionism; voyeurism; pregnancy; height; weight; eye color; hair

# ADA Self-Evaluation and Transition Plan

## APPENDIX F: ADA DEFINITIONS

color; left-handedness; poverty; lack of education; a prison record; and poor judgment or quick temper if not symptoms of a mental or physiological disorder.

### Substantial Limitation of Major Life Activities

An individual is disabled if she or he has a physical or mental impairment that (a) renders her or him unable to perform a major life activity, or (b) substantially limits the condition, manner, or duration under which she or he can perform a particular major life activity in comparison to other people.

Major life activities are functions such as walking, seeing, hearing, speaking, breathing, learning, performing manual tasks, or caring for oneself.

In determining whether physical or mental impairment substantially limits the condition, manner, or duration under which an individual can perform a particular major life activity in comparison to other people, the following factors shall be considered:

- The nature and severity of the impairment;
- The duration or expected duration of the impairment; and
- The permanent or long term impact (or expected impact) of or resulting from the impairment.

### Having a Record of Impairment

An individual is disabled if he or she has a history of having an impairment that substantially limits the performance of a major life activity; or has been diagnosed, correctly or incorrectly, as having such impairment.

### Regarded as Having a Disability

An individual is disabled if she or he is treated or perceived as having an impairment that substantially limits major life activities, although no such impairment exists.

### Reasonable Program Modifications

If the individuals' disabilities prevent them from performing the essential functions of the program or activity, it is necessary to determine whether reasonable program modifications would enable these individuals to perform the essential functions of the program or activity.

Reasonable program modification is any change in program or activity or in the way things are customarily done that enables an individual with a disability to enjoy equal program opportunities. Accommodation means modifications or adjustments:

- To a registration or application process to enable an individual with a disability to be considered for the program or activity;
- To the program or activity environment in which the duties of a position are performed so that a person with a disability can perform the essential functions of the program or activity; and
- That enables individuals with disabilities to enjoy equally the benefits of the program or activity as other similarly situated individuals without disabilities enjoy.

Modification includes making existing facilities and equipment used by individuals readily accessible and usable by individuals with disabilities.

Modification applies to:

- Known disabilities only.

Modification is not required if it changes the essential nature of a program or activity of the person with a disability, it creates a hazardous situation, adjustments or modifications requested are primarily for the personal benefit of the individual with a disability, or it poses an undue burden on the City.

### Auxiliary Aids and Services

The term auxiliary aids and services include:

- Qualified interpreters or other effective methods of making orally delivered materials available to individuals with hearing impairments;
- Qualified readers, taped texts, or other effective methods of making visually delivered materials available to individuals with visual impairments;
- Acquisition or modification of equipment or devices; and
- Other similar services and actions.

# Appendix G

## **Program Accessibility Guidelines, Standards & Resources**

# ADA Self-Evaluation and Transition Plan

## APPENDIX G: PROGRAM ACCESSIBILITY GUIDELINES, STANDARDS & RESOURCES

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# ADA Self-Evaluation and Transition Plan

## APPENDIX G: PROGRAM ACCESSIBILITY GUIDELINES, STANDARDS & RESOURCES

### Introduction

In order for all citizens to facilitate access to City programs by all citizens, the City ADA Coordinator will maintain these program accessibility guidelines, standards and resources. This information is available to all City employees. Each division will add to these guidelines when necessary to address its special needs and include information and technological devices that help staff members communicate with individuals with a variety of disabilities. The City ADA Coordinator will periodically review the components of this section as new technologies are developed in order to ensure that the best types of modifications are included. This section also contains the accessibility standards of care that govern new construction and alterations to facilities.

The City ADA Coordinator should establish a “Resources Toolkit” of adaptive aids and human resources that will be available for use by programs without the means to assemble their own. It is recommended that the City explore local sources of assistive technology. Local and National community groups are listed below.

### Federal and State Accessibility Standards and Regulations Federal Regulations

#### U.S. Department of Justice

- The U.S. Department of Justice provides many free ADA materials including the Americans with Disability Act (ADA) text. Printed materials may be ordered by calling the ADA Information Line [1.800.514.0301 (Voice) or 1.800.514.0383 (TDD)]. Publications are available in standard print as well as large print, audiotope, Braille, and computer disk for people with disabilities. Documents, including the following publications, can also be downloaded from the Department of Justice website (<http://www.ada.gov/>).

- ADA Regulation for Title II: This publication describes Title II of the Americans with Disabilities Act, Pub. L. 101-336, which prohibits discrimination on the basis of disability by public entities. Title II of the ADA protects qualified individuals with disabilities from discrimination on the basis of disability in the services, programs, or activities of all state and local governments. This rule adopts the general prohibitions of discrimination established under Section 504, as well as the requirements for making programs accessible to individuals with disabilities and for providing equally effective communications. It also sets forth standards for what constitutes discrimination on the basis of mental or physical disability, provides a definition of disability and qualified individual with a disability, and establishes a complaint mechanism for resolving allegations of discrimination.
- Title II Technical Assistance Manual (1993) and Yearly Supplements. This 56-page manual explains in lay terms what state and local governments must do to ensure that their services, programs, and activities are provided to the public in a nondiscriminatory manner. Many examples are provided for practical guidance.
- Accessibility of State and Local Government Websites to People with Disabilities. A 5-page publication providing guidance on making state and local government websites accessible.

#### U.S. Access Board

The full texts of federal laws and regulations that provide the guidelines for the design of accessible facilities and programs are available from the U.S. Access Board. Single copies of publications are available free and can be downloaded or ordered by completing a form available on the Access Board's website (<http://www.access-board.gov/>). In addition to regular print, publications are available in: large print, disk, audiocassette, and Braille. Multiple copies

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of publications can be ordered by sending a request to [pubs@access-board.gov](mailto:pubs@access-board.gov). In addition to the guidelines, guidance material is also available to assist City staff in understanding and implementing federal accessibility guidelines.

The following publications are currently available from the U.S. Access Board.

- **ADA Accessibility Guidelines (ADAAG):** This document contains scoping and technical requirements for accessibility to buildings and facilities by individuals with disabilities under the Americans with Disabilities Act (ADA) of 1990. These scoping and technical requirements are to be applied during the design, construction, and alteration of buildings and facilities covered by Titles II and III of the ADA to the extent required by regulations issued by federal agencies, including the Department of Justice and the Department of Transportation, under the ADA.
- **State and Local Government Facilities: ADAAG Amendments:** The Access Board is issuing final guidelines to provide additional guidance to the Department of Justice and the Department of Transportation in establishing accessibility standards for new construction and alterations of State and local government facilities covered by Title II of the Americans with Disabilities Act (ADA) of 1990. The guidelines will ensure that newly constructed and altered State and local government facilities are readily accessible to and usable by individuals with disabilities in terms of architecture, design, and communication.
- **Building Elements for Children: ADAAG Amendments:** The Access Board is issuing final guidelines to provide additional guidance to the Department of
- **Justice and the Department of Transportation** in establishing alternate specifications for building elements designed for use by children. These

specifications are based on children's dimensions and anthropometrics and apply to building elements designed specifically for use by children ages 12 and younger. **Play Areas: ADAAG Amendments:** The Access Board is issuing final accessibility guidelines to serve as the basis for standards to be adopted by the Department of Justice for new construction and alterations of play areas covered by the Americans with Disabilities Act (ADA). The guidelines include scoping and technical provisions for ground level and elevated play components, accessible routes, ramps and transfer systems, ground surfaces, and soft contained play structures.

- **Recreation Facilities: ADAAG Amendments:** The Access Board is issuing final accessibility guidelines to serve as the basis for standards to be adopted by the Department of Justice for new construction and alterations of recreation facilities covered by the Americans with Disabilities Act (ADA). The guidelines include scoping and technical provisions for amusement rides, boating facilities, fishing piers and platforms, golf courses, miniature golf, sports facilities, and swimming pools and spas.

Federal guidelines and standards are subject to periodic revision based on research findings and guidance from advisory committees. The City should have a regular practice of reviewing research materials posted to the U.S. Access Board's website and updating local guidelines and practices as new standards are adopted or existing standards are revised.

### Guidance Material and Advisory Reports for Facilities

The following publications provide additional information on specific aspects of the above guidelines and standards for facilities. City employees are encouraged to refer to these publications to



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obtain more detailed and up-to-date information when evaluating and implementing accessibility improvements to facilities.

- **ADAAG Technical Bulletin:** This bulletin was developed to serve the specific needs of architects and other design professionals who must apply the ADA Accessibility Guidelines (ADAAG) to new construction and alterations projects covered by Titles II and III of the ADA. It is also intended to clarify accessibility regulations generally, including those that apply to existing facilities covered by the ADA. <http://www.access-board.gov/adaag/about/bulletins/using-adaag.htm>
- **Visual Alarms Technical Bulletin:** In passing the Americans with Disabilities Act in 1990, Congress specifically directed the Access Board to provide greater guidance regarding communications accessibility. Thus the ADA Accessibility Guidelines (ADAAG) require that where emergency warning systems are provided in new or altered construction, they must include both audible and visible alarms that meet certain technical specifications. This bulletin was developed to provide more technical information about the types of visual fire alarms available and how and where their use is required. <http://www.access-board.gov/adaag/about/bulletins/alarms.htm>
- **Text Telephones Technical Bulletin:** Text telephones are machinery or equipment that employs interactive graphic (i.e., typed) communications through the transmission of coded signals across the standard telephone network. Text telephones can include, for example, devices known as TDDs (telecommunications display devices or telecommunications devices for deaf persons) or computers. This bulletin was developed to provide more technical information about the types of text telephones available and how and where their use is required. <http://www.access-board.gov/adaag/about/bulletins/ttys.htm>
- **Ground and Floor Surfaces Technical Bulletin:** Over twenty-seven million Americans report some difficulty in walking. Of these, eight million have a severe limitation and one-fifth of this population is elderly. Ambulatory persons with mobility impairments — especially those who use walking aids — are particularly at risk of slipping and falling even on level surfaces. The information in this bulletin is intended to provide designers with an understanding of the variables that affect the measurement and performance of materials specified for use on walking surfaces and to better describe the requirements of an accessible route. <http://www.access-board.gov/adaag/about/bulletins/surfaces.htm>
- **Parking Technical Bulletin:** Accessible parking requires that sufficient space be provided alongside the vehicle so that persons using mobility aids, including wheelchairs, can transfer and maneuver to and from the vehicle. Accessible parking also involves the appropriate designation and location of spaces and their connection to an accessible route. This bulletin was developed to provide more detailed information about the requirements for accessible parking including the configuration, location, and quantities of accessible parking spaces. <http://www.access-board.gov/adaag/about/bulletins/parking.htm>
- **Detectable Warnings Update (March 2003):** Currently, the Access Board is in the process of developing guidelines on public rights-of-ways that, once finalized, will supplement the new ADAAG. While ADAAG covers various features common to public streets and sidewalks, such as curb ramps and crosswalks, further guidance is necessary to address conditions unique to public rights-of-way. Constraints posed by space limitations at sidewalks, roadway design practices, slope, and terrain raise valid questions on how and to what extent access can be achieved. Guidance on providing access for blind pedestrians at street

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crossings is also considered essential. This bulletin outlines the requirements of detectable warnings, a distinctive surface pattern of domes detectable by cane or underfoot, which are used to alert people with vision impairments of their approach to streets and hazardous drop-offs. The ADA Accessibility Guidelines (ADAAG) require these warnings on the surface of curb ramps, which remove a tactile cue otherwise provided by curb faces, and at other areas where pedestrian ways blend with vehicular ways. They are also required along the edges of boarding platforms in transit facilities and the perimeter of reflecting pools. <http://www.access-board.gov/adaag/dws/update.htm>

- **Assistive Listening Systems Technical Bulletins:** Assistive listening systems (ALSs) are devices designed to help people with hearing loss improve their auditory access in difficult and large-area listening situations. Typically, these devices are used in such venues as movie houses, theaters, auditoriums, convention centers, and stadiums, where they are piggybacked on a public address system. They may also be used in smaller listening locations like courtrooms, museums, classrooms, and community centers. This bulletin provides information about the types of systems that are currently available and tips on choosing the appropriate systems for different types of applications. <http://www.access-board.gov/adaag/about/bulletins/als-index.htm>
- **Guide to the ADA Accessibility Guidelines for Play Areas:** The Access Board has developed accessibility guidelines for newly constructed and altered play areas. This bulletin is designed to assist in using the play area accessibility guidelines and provides information regarding where the play area guidelines apply, what a play component is considered to be, how many play components must be an accessible route, and the requirements for accessible routes within play areas. <http://www.access-board.gov/play/guide/intro.htm>
- **Summary of Recreation Facility Guidelines:** The Access Board issued accessibility guidelines for newly constructed and altered recreation facilities in 2002. The recreation facility guidelines are a supplement to ADAAG. They cover the following facilities and elements: amusement rides, boating facilities, fishing piers and platforms, miniature golf courses, golf courses, exercise equipment, bowling lanes, shooting facilities, swimming pools, wading pools, and spas. <http://www.access-board.gov/recreation/summary.htm>
- **Accessibility Guidelines for Outdoor Developed Areas:** The Regulatory Negotiation Committee on Accessibility Guidelines for Outdoor Developed Areas was established in June 1997. The accessibility guidelines proposed by the Committee include consideration of the latest information, design, and construction practices in existence. Proposed Section 16 of ADAAG requires all areas of newly designed or newly constructed and altered portions of existing trails connecting to designated trailheads or accessible trails to comply with this section. This proposed section also provides design guidelines for all newly constructed and altered camping facilities, picnic areas, and beach access routes. It is recognized that compliance with this section will not always result in facilities that will be accessible to all persons with disabilities. These guidelines recognize that often the natural environment will prevent full compliance with certain technical provisions, which are outlined in this publication. <http://www.access-board.gov/outdoor/status.htm>

### Guidelines and Standards for Communication

- **Standards for Electronic and Information Technology:** The Access Board is issuing final accessibility standards for electronic and information technology covered by Section 508 of the Rehabilitation Act Amendments of 1998.

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Section 508 requires the Access Board to publish standards setting forth a definition of electronic and information technology and the technical and functional performance criteria necessary for such technology to comply with Section 508. <http://www.access-board.gov/sec508/standards.htm>

- Section 508 also requires that individuals with disabilities, who are members of the public seeking information or services from a federal agency, have access to and use of information and data that is comparable to that provided to the public who are not individuals with disabilities, unless an undue burden would be imposed on the agency. <http://www.section508.gov/>

### Guidance Material for Communication

- Bulletin on the Telecommunications Act Accessibility Guidelines: As technology continues to improve our means of telecommunication, it can pose challenges to accessibility on one hand, while on the other hold the key to innovative access solutions. Section 255 of the Telecommunications Act requires telecommunications products and services to be accessible to people with disabilities. This is required to the extent access is “readily achievable,” meaning easily accomplishable, without much difficulty or expense. Telecommunications products covered include: wired and wireless telecommunication devices, such as telephones (including pay phones and cellular phones), pagers, and fax machines; other products that have a telecommunication service capability, such as computers with modems, and equipment that carriers use to provide services, such as a phone company’s switching equipment. <http://www.access-board.gov/adaag/about/bulletins/telecomm.htm>

### Guidelines for Transportation

- ADA Accessibility Guidelines for Transportation Vehicles: This publication provides minimum guidelines and requirements for accessibility standards for transportation vehicles required to be accessible by the Americans with Disabilities Act (ADA) of 1990, including over-the road bus and tram systems. <http://www.access-board.gov/transit/html/vguide.htm>
- ADA Accessibility Guidelines for Transportation Vehicles; Over-the-Road Buses: This publication outlines the amendments to the accessibility guidelines for over-the-road buses (OTRB) made by the Architectural and Transportation Barriers Compliance Board and the Department of Transportation to include scoping and technical provisions for lifts, ramps, wheelchair securement devices, and moveable aisle armrests. Revisions to the specifications for doors and lighting are also adopted. The specifications describe the design features that an OTRB must have to be readily accessible to and usable by persons who use wheelchairs or other mobility aids. <http://www.access-board.gov/transit/otrb/otrbfnl.htm>
- American Association of State Highway and Transportation Officials: AASHTO is the organization that maintains the “Green Book” for design of roads and highways and has begun to address accessibility of pedestrian networks. Several AASHTO publications, which can be ordered from the AASHTO website (<http://www.transportation.org/>), address accessible circulation systems, including: AASHTO Guide for the Planning, Design, and Operation of Pedestrian Facilities, 1st Edition and Guide for the Development of Bicycle Facilities, 3rd Edition.
- Federal Transit Administration: FTA regulates and enforces requirements of the ADA covering transportation facilities and systems. FTA maintains a technical assistance line on ADA

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questions at (888.446.4511) and on their website (<http://www.fta.dot.gov>)

- **Securement of Wheelchairs and Other Mobility Aids on Transit Vehicles:** As a public or private transit authority, the responsibility of safe, efficient service from public agencies who offer transportation services has been enlarged to affording ridership to people using a wide variety of mobility aids. In considering not only the many types of mobility aid devices, but the variety and sizes of lifts, and the numerous makes of buses and vans, it can be easily seen that there is no single, definitive solution to accessibility on mass transit vehicles. This publication reports on the experience of two transit accessibility leaders who have taken the initiative to involve the ridership in needs assessment and have established policies, educated operators, and informed the public to achieve greater accessibility in their bus transit systems. <http://www.access-board.gov/research/wheelchairsecurement/report.html>

## Resources for Providing Accessible Programs and Facilities

### Programmatic Resources

- **ADA Document Portal:** This website (<http://www.adaportal.org>) provides links to an ADA Collection consisting of more than 7,400 documents on a wide range of topics. The ADA Document Portal is supported by the ten ADA & IT Technical Assistance Centers
- **DisabilityInfo.Gov:** A one-stop interagency portal for information on Federal programs, services, and resources for people with disabilities, their families, employers, service providers, and other community members.
- **Beneficial Design:** Beneficial Designs works toward universal access through research, design, and education. Beneficial Designs develops assistive and adaptive technology, performs rehabilitation research, contract design, legal consultation, standards development, and serves as a rehabilitation information resource. Contact Beneficial Designs, Inc. at 2240 Meridian Blvd, Suite C, Minden, NV 89423-8628, (775.783.8822), by email at [mail@beneficialdesigns.com](mailto:mail@beneficialdesigns.com) or website (<http://www.beneficialdesigns.com>).
- **Smithsonian Institution: The Accessibility Program** has developed the Smithsonian Guidelines for Accessible Exhibition Design (1996), which are available for downloading from their website (<http://www.si.edu/opa/accessibility/exdesign/start.htm>). Further information is available from the Smithsonian Accessibility Program at the Arts and Industries Building, Room 1239 MRC 426, Washington, D.C. 20560 (202.786.2942).
- **National Center on Accessibility:** The Center (<http://ncaonline.org>) is a cooperative project between the National Park Service and Indiana University to provide information and technical assistance, primarily on recreation access. An example of the research activities of the NCA is the National Trails Surface Study. This study is primarily the result of questions that NCA has, for many years and continues to receive from organizations, agencies and individuals who desire to make their trails accessible; are interested in an unobtrusive surface that blends and is friendly to the environment; and provides a quality trail experience for people with and without disabilities. NCA also publishes “What is an Accessible Trail?” which summarizes the federal guidelines for outdoor developed areas and is available for downloading from its website. The NCA website also has information on campground accessibility, accessible picnic tables, access to beaches, and inclusion of people with disabilities in aquatic venues.



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- National Center on Physical Activity and Disability: The Center (<http://www.ncpad.org>) provides information and resources on physical activity to help people with disabilities find ways to become more active and healthier. The Center also provides information on how to provide access to fitness centers, schools, recreation facilities, camps, and health and leisure services.
- National Park Service: NPS has many programs that address the issue of providing accessible recreation services to people with disabilities. These include Wilderness Accessibility for People with Disabilities (available for downloading at <http://planning.nps.gov/wilderness/toolbox3.cfm>) and Director's Order #42, Accessibility, which establishes the purpose and role of the NPS Accessibility Program, lists applicable laws, standards and authorities, implementation strategies, roles and responsibilities. It also addresses National Park Service policies and provides links to additional information sources (available for downloading at [http://www.nps.gov/access/resources\\_online.htm](http://www.nps.gov/access/resources_online.htm)).
- Blind and low vision: Products for people with visual disabilities, including computers, educational aids, information storage, kitchen aids, labeling, magnification, office equipment, orientation and mobility, reading, recreation, sensors, telephones, tools, travel, typing, and writing (Braille).
- Communication: Products to help people with disabilities related to speech, writing and other methods of communication, including alternative and augmentative communication, signal systems, telephones, typing, and writing.
- Computers: Products to allow people with disabilities to use desktop and laptop computers and other kinds of information technology including software, hardware, and computer accessories.
- Controls: Products that provide people with disabilities with the ability to start, stop or adjust electric or electronic devices including environmental controls and control switches.
- Deaf and hard of hearing: Products for people with hearing disabilities, including amplification, recreational electronics, signal switches, and telephones.
- Deaf and Blind: Products for people who are both deaf and blind.
- Education: Products to provide people with disabilities with access to educational materials and instruction in school and in other learning environments including classroom and instructional materials.
- Recreation: Products to assist people with disabilities with their leisure and athletic activities including crafts, electronics, gardening, music, photography, and sports.
- Seating: Products that assist people to sit comfortably and safely including seating systems and therapeutic seats.
- Transportation: Products to enable people with disabilities to drive or ride in cars, vans, trucks and

### Technical Resources

The City should utilize the many disability-related resources available through the Internet. A good place to start is ABLEDATA The National Institute on Disability and Rehabilitation Research of the U.S. Department of Education maintains a national web-based service (<http://www.abledata.com>), which provides up-to-date links to assistive technologies and disability-related resources. ABLEDATA's mission is to provide objective information on such assistive products as:

- Architectural elements: Products that make the built environment more accessible, including indoor and outdoor architectural elements, vertical lifts, lighting, and signs.

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buses including mass transit vehicles and facilities and vehicle accessories.

- Wheeled mobility: Products and accessories that enable people with mobility disabilities to move freely indoors and outdoors including wheelchairs (manual, sport, and powered), wheelchair alternatives (scooters), wheelchair accessories, and carts.
- Workplace: Products to aid people with disabilities at work including agricultural equipment, office equipment, tools, and work stations.
- Assistive technology vendors and service providers for:
  - Hard of Hearing/Deaf
  - Learning Disabled
  - Mobility/Physical/Orthopedic
  - Speech/Language
  - Visually impaired/Blind
- International Commission on Technology and Accessibility
- ICTA initiates, facilitates and provides information regarding technology and accessibility through the World Wide Web. This information is available to people with disabilities, advocates and professionals in the field of disability, researchers, legislative bodies, and the general community. Information and resources are available at the ICTA website (<http://www.ictaglobal.org>).
- National Center for Accessible Media
- NCAM is a research and development facility dedicated to the issues of media and information technology for people with disabilities in their homes, schools, workplaces, and communities. Developers of Web- and CD-ROM-based multimedia need an authoring tool for making their materials accessible to persons with disabilities. NCAM has developed two such tools, version 1.0 and 2.01 of the Media Access Generator (MAGpie), for creating captions and audio descriptions for rich media. Media Access Generator (MAGpie) is available for downloading from NCAM's website (<http://ncam.wgbh.org>).
- American Sign Language Interpreters
- A pool of on-call American Sign Language interpreters should be developed. This list should be routinely updated to ensure their availability. Some programs may need to have a pool of interpreters who are available on a twenty-four-hour basis to handle emergency procedures.
- The required qualifications of these interpreters should be established. Many non-certified interpreters provided by local services may have excellent skills and be qualified to handle most circumstances. However, certain circumstances, such as the provision of emergency medical services, may require interpreters who are approved by the courts and can ensure a level of confidentiality. <http://www.aslnetwork.com/>
- Assistive Listening Systems and Devices
- Systems and devices to amplify sound for persons with hearing disabilities should be available for public meetings and conferences. Various technologies exist for these devices. Different types of devices are more suitable for different types of hearing disabilities. Devices should be chosen to accommodate the greatest number of individuals.
  - *Assistive Listening Systems Technical Bulletins* are available on the U.S. Access Board's website (<http://www.access-board.gov>).
  - *Closed Caption Machine*: To the extent practical, City Departments should have access to a device for encoding closed captioning on films and videotapes used for training and other programs.
  - *Enlarging Printed Materials*: A copy machine capable of enlarging printed materials should be available for each site where programs or

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transaction counter services are provided to the public.

- *Optical Readers*: Equipment that can translate printed information into an audio format should be available to Departments.
- *Text Telephone (TDD)*: To the extent necessary, City Departments should have access to a text telephone or have access to a telephone transfer service as required by the law and offered by public telephone companies.
- *TDI*: TDI's (formerly known as Telecommunications for the Deaf, Inc.) mission is to promote equal access in telecommunications and media for people who are deaf, hard of hearing, late deafened, or deaf blind. TDI's on-line resources (<http://www.tdi-online.org>) include information about telecommunications access such as a TTY, pagers, telephony, VoIP, and more.

### Guide to Disabilities and Disability Etiquette

A summary guide to disabilities and disability etiquette has been included below. The guide will allow staff members to become familiar with a variety of types of disabilities, and help them to be more sensitive to the abilities and needs of people with disabilities in order not to offend or demean them. The guide should be periodically updated to ensure that it includes current acceptable language for talking about disabilities.

#### Introduction

The National Organization on Disability reports that more than 59 million Americans have a disability. This section is for anyone — with or without a disability — who wants to interact more effectively with people who are disabled.

The Americans with Disabilities Act (ADA) of 1990 was conceived with the goal of integrating people with disabilities into all aspects of American life, particularly the workplace and the marketplace. Sensitivity toward people with disabilities is not only in the spirit of the ADA, it makes good business sense. It can help the City expand its services to citizens, better serve its customers and improve relationships with its employees.

When supervisors and co-workers use disability etiquette, employees with disabilities feel more comfortable and work more productively. Practicing disability etiquette is an easy way to make all people feel more comfortable and welcomed in their environment.

There is no reason to feel awkward when dealing with a person who has a disability. This section provides some basic tips for City staff to follow. If City employee is ever unsure how to best serve a person with a disability, just ask them.

#### The Basics

- *Ask Before You Help!* Just because someone has a disability, don't assume he/she needs your help. If the setting is accessible, people with disabilities can usually get around fine without assistance. Adults with disabilities want to be treated as independent people. Offer assistance only if the person appears to need it. If they do want help, ask what type of help they would like before you offer any assistance. What you think they may need may not be what they really need.
- *Do Not Touch!* Some people with disabilities depend on their arms for balance. Grabbing them — even if you mean well — could knock them off balance and create an injury. This is especially true of a person using a cane, crutches, or walker.



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When someone is in a wheelchair, never pat their head or touch their wheelchair (or scooter) without permission. This equipment is part of their personal space and touching it is considered rude.

- *Engage Your Mind Before Engaging Your Mouth.* Always speak directly to the person with the disability NOT to their companion, aide, or sign language interpreter. Making small talk with a person who has a disability is great; just talk to him/her like you would anyone else. Respect his/her privacy and don't ask questions about their disability unless they invite the discussion. If you are with a child who asks, don't make the situation awkward for everyone; let the person with the disability respond directly to the child. They are used to children's questions.
- *Make No Assumptions.* People with disabilities are the best judge of what they can or cannot do. Do not make any decisions for them about participating in any activity or what they may or may not be able to do. Simply respond to their questions and let them make their own decisions. Depending on the situation, it may be a violation of the ADA to exclude someone because of a wrong decision on what they're capable of doing.
- *Respond Graciously To Requests.* When people who have a disability ask for an accommodation at a city owned property, it is not a complaint. It shows they feel comfortable enough in your establishment to ask for what they need. If they get a positive response, they will enjoy their transaction and feel comfortable to come back again and again. Unless they are asking for something outlandish, provide what is asked for.

If they request something unreasonable, contact your ADA Coordinator for a direction toward a resolution.

- *Terminology.* PUT THE PERSON FIRST! Always say "person with a disability" rather than "disabled person". This recognizes that they are a person first, not a disability first. If someone has a specific disability, it would be a "person who is blind", a "person who is deaf", or a "person with dwarfism". Each person may have their own preferred terminology, and if you're not sure what to use, just ask them. Most, however, will recognize the effort when you just refer to them as "people".

Avoid outdated, politically incorrect terms like "handicapped" or "crippled". Be aware that many people with disabilities dislike jargon and euphemistic terms like "physically challenged" and "differently abled". Say "wheelchair user" instead of "confined to a wheelchair" or "wheelchair bound". The wheelchair is what enables the person to get around, but they are neither confined by it nor bound to it. The wheelchair is liberating, not confining.

With any disability, avoid negative, disempowering words like "victim" or "sufferer". Say "person with AIDS" instead of "AIDS victim" or person who "suffers from AIDS".

It's okay to use idiomatic expressions when talking to people with disabilities. For example, saying "It was good to see you" and "See you later" to a person who is blind is completely acceptable. They will use the same terminology and it's inappropriate to respond with questions like, "How are you going to see me later?"

People in wheelchairs will say things like, "Let's go for a walk" and it's okay for you to say it too. The situation will only become awkward if you make it so.

Many people who are Deaf communicate with sign language and consider themselves to be members of a cultural and linguistic minority group. They

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refer to themselves as Deaf (with a capital D) and may be offended by the term “hearing impaired.” Others may not object to the term, but in general it is safest to refer to people who have hearing loss but communicate through a spoken language as “people with hearing loss” and those who have a profound hearing loss as “people who are Deaf”.

### Community Groups, Organizations, Associations and Commissions

- The REACH Independent Living Center is a facility located in Dallas, Fort Worth, Plano and Denton and serves all of North Texas. The Plano office best serves the City of Frisco. REACH was developed to provide services for people with disabilities so that they are enabled to lead self-directed lives and to educate the general public about disability-related topics in order to promote a barrier free community. The Plano office is located at 720 E. Park Blvd., Suite 104, Plano, TX 75074-8844. Phone is 972-398-1111 and Email: [reachplano@reachcils.org](mailto:reachplano@reachcils.org).
  - The American Foundation for the Blind Center on Vision Loss, located in Dallas, Texas, is a unique part of AFB dedicated to helping the 25 million Americans with vision loss find resources, professional services, and workable solutions to many issues related to living independently. They offer life-changing information and have over 500 products and devices on display that can help a person with low or no vision: Read, Use a computer, Identify medications, Use the telephone, Move about their home independently and safely. They can be reached at (214) 352-7222 and are located at: AFB Center on Vision Loss, 11030 Ables Lane, Dallas, TX 75229, E-mail: [dallas@afb.net](mailto:dallas@afb.net).
  - The mission of Ability Connection Texas is to provide a full range of services for people with physical and intellectual disabilities as they strive to achieve their highest level of independence.
- This mission is the core value their team holds in their pursuit to deliver programs and services that will positively impact the Texas communities throughout North Texas. They have served Texas for over 59 years and help children and adults reach new levels of autonomy. The Greater Dallas office serves the Frisco area and is located at 8802 Harry Hines Blvd., Dallas, Texas 75235. Phone: (214) 351-2500.
- The Deaf Action Center: Deaf Action Center is located at 3115 Crestview Drive, Dallas, Texas 75235, Phone: (214) 521-0407 Videophone: (214) 377-1898
  - United Cerebral Palsy and ARC of Dallas are also organizations that provide resources and services for people with disabilities in the North Texas Area. Each entity will have constituents located in the Frisco area and those are the people who should be invited to join the community group and the more formal Advisory Board for the City.
  - American Association of People with Disabilities: The American Association of People with Disabilities (<http://www.aapd-dc.org>) is the largest nonprofit, nonpartisan, cross-disability organization in the United States.
  - National Organization on Disability: The National Organization on Disability promotes the full and equal participation and contribution of America’s 54 million men, women and children with disabilities in all aspects of life. NOD maintains an on-line directory of information and links including transportation-related resources (<http://www.nod.org>).
  - Paralyzed Veterans of America: PVA is a national advocacy organization representing veterans. PVA’s Sports and Recreation Program promotes a range of activities for people with disabilities, with special emphasis on activities that enhance lifetime health and fitness. PVA’s website (<http://www.pva.org>).

# ADA Self-Evaluation and Transition Plan

## APPENDIX G: PROGRAM ACCESSIBILITY GUIDELINES, STANDARDS & RESOURCES

[org/sports/sportsindex.htm](http://www.usa-sports.org/sports/sportsindex.htm)) provides information on useful sports publications and a list of contacts.

- United Spinal Association: United Spinal Association is a membership organization serving individuals with spinal cord injuries or disease. Formerly known as the Eastern Paralyzed Veterans Association, the organization expanded its mission to serve people with spinal cord injuries or disease regardless of their age, gender, or veteran status. Information on accessibility training and consulting services and recreational opportunities for people with spinal cord injuries or disease is available on their website (<http://www.unitedspinal.org>). World Institute on Disability: WID is an international public policy center dedicated to carrying out research on disability issues and overcoming obstacles to independent living. WID maintains an on-line information and resource directory on technology, research, universal design, and the ADA. (<http://www.wid.org/resources>)

# Appendix H

## City of Frisco Forms

# ADA Self-Evaluation and Transition Plan

## APPENDIX H: CITY OF FRISCO FORMS

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**CITY OF FRISCO, TEXAS  
TITLE II OF THE AMERICANS WITH DISABILITIES ACT  
COMPLAINT FORM**

Instructions: Please fill out this form completely, in black ink or type. Sign and return to the address on Page 3.

Complainant: \_\_\_\_\_

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

City, State and Zip Code: \_\_\_\_\_

Telephone: \_\_\_\_\_

Home: \_\_\_\_\_

Business: \_\_\_\_\_

Person Discriminated Against: \_\_\_\_\_  
(if other than the complainant)

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

City, State and Zip Code: \_\_\_\_\_

Telephone: \_\_\_\_\_

Home: \_\_\_\_\_

Business: \_\_\_\_\_

City department, or organization, or institution which you believe has discriminated:

Name: \_\_\_\_\_

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

County: \_\_\_\_\_

City, State and Zip Code: \_\_\_\_\_

Telephone Number: \_\_\_\_\_

When did the discrimination occur? Date: \_\_\_\_\_

Describe the acts of discrimination providing the name(s) where possible or applicable of the individuals who discriminated:

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Has the complaint been filed with the City of Frisco ADA Coordinator or the Federal Department of Justice or any other Federal agency or court?

Yes\_\_\_\_\_ No\_\_\_\_\_

If yes: what is the status of the grievance? \_\_\_\_\_

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If yes:

Agency or Court: \_\_\_\_\_

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

City, State and Zip Code: \_\_\_\_\_

Telephone Number: \_\_\_\_\_

Date Filed: \_\_\_\_\_

Do you intend to file with another agency or court?

Yes\_\_\_\_\_ No\_\_\_\_\_

Agency or Court: \_\_\_\_\_

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

City, State and Zip Code: \_\_\_\_\_

Telephone Number: \_\_\_\_\_



Additional space for answers: \_\_\_\_\_

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Signature: \_\_\_\_\_

Date: \_\_\_\_\_

Return to:

**Ben Brezina**

**ADA Coordinator, City of Frisco**

**6101 Frisco Square Blvd.**

**Frisco, TX 75034**

**Office: (972) 292-5103**

**Fax: (972) 292-5122**

# CONFIDENTIAL



City of Frisco  
6101 Frisco Square Blvd.  
Frisco, TX 75034

## ACKNOWLEDGEMENT LETTER FOR RECEIPT OF GRIEVANCE

{Date}

{Complainant Name or Name of Representative}  
{Address}

### Re: Acknowledgement of Receipt of Grievance

Dear Mr/s. {Complainant Name or Name of Representative}:

This letter is to inform you that Ben Brezina, City of Frisco ADA Coordinator, received your grievance on {Date} regarding {insert brief statement of Participant's grievance}. Please find enclosed a description of the {City of Frisco} Grievance Process, including notification of your right to request a State hearing at any time during the grievance process.

We take your grievance very seriously and are continuing to work toward resolving the issue to your satisfaction.

Within ninety (90) calendar days of receiving your grievance, {Frisco City Staff} will provide you with a written response about the findings of the investigation and the action taken to resolve the grievance. If you feel that waiting ninety (90) calendar days represents a serious health threat, we will expedite the review process to a decision within 72 hours of receiving your grievance. You may contact {Designated Individual} at {insert regular and toll-free (as applicable) telephone number(s)} at any time for information about your grievance. For the hearing impaired (TTY), please call {number}.

Thank you for working with us to resolve this matter.

Sincerely,

{Designated Individual}  
enclosures