

Appendix A: Public Outreach

ADA Advisory Committee Meeting Notes

Web Survey Feedback Summary

Web Map Feedback Summary

ADA Advisory Committee Meeting Notes

Date: 7/18/22
Time: 5:30 – 7:30 PM
Location: 120 S. Chenango Street, Angleton, Texas 77515

Public Input/Discussion

- **Public Question:** One of the things I was looking at is one of the elementary schools having, rather lacking, ramps and so forth along there. Is that a City function or is that now the school board's responsibility? For example, sidewalks along the street might be the City's responsibility where once it gets onto school property it's the responsibility of the school. Can you give an example or whatever you can tell us? Curb ramps near Central Elementary - they've got what looks like a lot of sidewalks for students but students with a wheelchair have to go all the way to the end of the sidewalk to find a ramp. They are not where they need to be.

Consultant Team Response: Pedestrian facilities in the public rights-of-way are the City's responsibility and those on the school property are the school district's responsibility.

- **Public Question/Comment:** So, I understood whenever [the Consultant Team] was speaking about the parks and the different ways to go into the restroom, the BBQ pit, and all of that but what about the actual playgrounds for the children to play on?

Consultant Team Response: Yes, all elements of the playgrounds were evaluated.

- **Public Comment:** Whenever I've been to several of the playgrounds, there are not a lot of accommodations in Angleton. Freedom Park has a little ramp (it's not much fun) and then there's the big chair that someone could get in. But as far as if someone is in a wheelchair (and maybe it's hard to get them from the wheelchair to the swing) we could have one where the wheelchair went right up on to the swing and attach. And just more fun things at our parks for children not just in wheelchairs, but other disabilities, to do. Our parks are really for typical developing children in this area.
- **Public Question:** We're talking about the City, but then what about a commercial business that has some limitations? My perspective changed because I was in a wheelchair and going into one particular fast-food restaurant was dicey because you come out and there's a drop of about 6 inches and you had to carefully position yourself to go in the door and then once you're in the door you're okay and then coming out again is the same thing. Yes, they have a ramp that gets you from the level of the building. So, where does that lie in this? Does the City say hey, you have to look at this?

Consultant Team Response: Restaurants within the City are not the City's responsibility. The public should contact those businesses directly with your concerns as the business owners may be unaware of the issues.

- **Public Comment:** I know y'all touched on this about the sidewalks. Say for instance over by the library. I didn't hear anything about Valderas. But Valderas has some great issues going on with their sidewalks. The library may be accessible, but the sidewalks I've literally had to stop and help a lady get out of the cracks and she didn't want the help, but I said no y'all are in great need. They literally couldn't even get out of the cracks. And they were coming from Henderson. So, when y'all talk about going to places you need to think

about travel too. Some people are literally using the sidewalks to travel from Henderson Road into town because of the apartments on Henderson are accessible apartments. So, the lack of sidewalks on Henderson is a big issue as well as maintaining the existing sidewalks. Also, on Westside Elementary that's a big issue as far as lack of sidewalks for any children or parents that needed to walk their children to school. Yes, they could use accessible bussing, but just say they wanted to walk their children to school. There are no sidewalks. So, not only do we need to maintain the sidewalks that we have, but we also need to add sidewalks we don't have and think about the population of people with disabilities.

City Response (Chris Whittaker, City Manager): Regarding Henderson Road, the cost estimate was originally at \$30M and now it's up to \$52M to fill in the culvert, expand the road, and put sidewalks on there for walkability. The City is pursuing a grant through HGAC, which is an 80/20 match or 75/25 of \$52M that the City would have to come up with to do that. Because all that drainage needs to be put in, fill it with culverts, and fill it over with road base and some of the intersections need to be reengineered and there may have to be soundwalls because now it's a boulevard, and all those kinds of things.

Switching to other sidewalks, the City started last year with America's Rescue Plan Act. The City got \$2.4M last year, of which, we designated \$200K for sidewalks so that was new sidewalks, old sidewalks, and there's a \$180K project going in at Miller and Parrish Street. If you've seen that, there's brand new sidewalks over there and the City hopes to expand on that and we're just baby stepping. City staff is going back to council next month to talk about the \$2.4M we're going to get so that will be water, sewer, and more sidewalks. We put in the budget for sidewalks in the budget, which is the first time we've done this since [Chris Whittaker, City Manager] has been here so that the City would have a sidewalk plan. The City has a lot of needs between existing sidewalks and some of those pictures are classic the way there are, but like over at Miller Parrish, there's nothing over there. So, the City is starting a program so that we can expand the streets. Megan Mainer has led a Hike and Bike Committee and it's the same sort of connectivity issues of how do we get from Henderson Road to the library or how to we get to the parks. So, the committee is addressing that navigation piece so that City staff can go back to the council and let them know what the community wants. The City takes all the nefarious costs of what it is today and try to chuck it into a program or we borrow money for roads this year and maybe some of that becomes for sidewalks. So y'all can help us out. I walk my dog and I've got my route and I know exactly where I'm going to trip. With this new app "Text My Gov" you can take your phone when you're walking around and if you see an issue, you can take a picture and text the City's number, so it goes into our work order system. This app is brand new, and it goes into our work order system. It helps us identify the areas that need improvement. Y'all can help us out by using that app.

City Comment (Travis Townsend, City Council): TxDOT presents to the City annually and I believe Maria Ponce is our local rep. I brought this to her attention, it's a wish list and we probably aren't going to get it any time soon but on 35 I asked for a sidewalk from the corner of 274 all the way out to 288, specifically for the purpose of the parks, the schools that are over there, and for people to access it. I asked for something similar to what you see in the City of West Columbia. She took it down and I believe she is sincere but there's a lot of money and they have a lot of projects their working on and when she comes back again this year, I'll raise the issue again. But it will just keep putting a bug in her ear. Maybe someday TxDOT will get around to funding that project. But that's their road and we can't touch it.

City Comment: If you look at Miller and Parrish, the City had to put all of that drainage in storm sewers and so just about every street in Angleton has that same issue that doesn't have a sidewalk. So, it's not just getting a contractor to lay a sidewalk, that drainage must be installed underground in order to be able to build that sidewalk. My second point, last year we applied for a TxDOT Transportation Alternative Grant (75/25 or so match) to redo downtown from near City Hall up to the Courthouse. You've all traveled to Dirty

South or the boutique where you have to step down two curbs into the gutter, back up onto the street, and all that kind of stuff. Step 1, this summer TxDOT will mill it down a little, so it won't be as ground and high. The City has applied for the grant since we didn't get it last year. The City reevaluated the engineering on it and resubmitted that package. It will address all of those issues that are going on. The City did this in Rockdale and it's still going on. They look at all slopes, match it to the road, and work the drainage, etc. We will have to replace all of the 1940s water pipes and 1930s sewer lines that are under the existing stuff. If the City gets that grant, it will fix all those problems that everyone complains about, beautify the downtown area, and create greater accessibility.

Consultant Team Comment: Maintenance of existing sidewalks is an ADA requirement but installing new sidewalks is not.

- **Public Question:** Who did the checking of the facilities and stuff? I thought that there was going to be an advisory committee to do that. Was it only City employees that did all this initial work?

Consultant Response: Kimley-Horn and Accessology were the consultant team that did the evaluations.

City Response: This is the first initial meeting for the ADA Advisory Committee, so a lot and of the self-assessment and evaluation was done. That is what we're presenting to you tonight so that we can get some feedback from you all on where we are, what has been collected, and there's going to be a couple of things after this that the Consultant Team is going to ask you to do essentially as a homework thing so that you can help us identify some other key areas that you specifically feel are issues throughout the city. So, it's going to be highly interactive and will require your attention. So, we're going to implement those key components, any comments that you make tonight, those components where you give us feedback. Also, electronically and we will have subsequent meetings on updates before we get this approved and adopted through the City Council.

- **Public Question:** Obviously, we want our city to be more accessible to folks. For folks online that are listening and those in the room, what are the consequences of not moving forward with ADA compliance? What kind of punitive measures are triggered?

Consultant Team Response: Litigation is always a fact and the number of cases filed has increased each year until COVID hit, but it only decreased by 1%. There are currently at 11,000 cases nationwide per year. The increase in access related litigation is a big deal and that's private litigation. There's also the Department of Justice (DOJ) that is broken into 10 different divisions. Each division is responsible for reviewing issues within their jurisdiction. When the DOJ finds non-compliance, the first thing they do is contact the entity and ask for the ADA Coordinator. Then, they ask to see the ADA Transition Plan and when the ADA Transition Plan was completed. DOJ will determine how much time has passed and what's been done since the plan was first completed. If the entity is updating the ADA Transition Plan and it is a living document, that will go a long way with the DOJ. ADA itself does not have punitive or compensatory damages, but Section 504 of the Rehabilitation Act (Section 504) does. Section 504 calls for compliance for programs, services, and activities and sidewalks and curb ramps are part of the pedestrian program, so they fall under Section 504 and complainants can get some monetary relief under that.

- **Public Question:** My next question I had is you mentioned playgrounds earlier and the different experiences you can have on them. So, would part of a Transition Plan be making sure that every single playground has those experiences in the most inclusive way possible? Or I've seen other cities where they have one or two main parks that are designated as inclusive, so what is a good protocol to follow there?

Consultant Team Response: As new playgrounds are built, they are required to comply. As new pieces of equipment are added, those are required to comply. The playground surface is required to comply, so there are elements that are required to comply. As the City updates the playgrounds, they need to make improvements.

- **Public Comment:** My daughter grew up in this town and is 38. She was born before the ADA and the parks were not very accessible and I could not put her in a swing or anything and I worked with Glenn for a long time. I worked for the Center for Independent Living that Pam works at now and we work with people with disabilities so that they can be as independent as they want to be in our community. Glenn and I worked to make sure people with disabilities were involved in emergency planning back in the older days. I'm very pleased to be here and to see this plan going in place. I remember coming down to City Hall about 20 years ago to talk about the Transition Plan and they couldn't even find a paper plan. We talked about the sidewalks, and I was very proactive because I really wanted my daughter to be included in our community. It's very wonderful to see all of us here tonight to discuss making Angleton as accessible and inclusive as it can be. Not just because of the ADA, but because we all care deeply about making sure all citizens can get around our community and enjoy our community. I just want to say thank you for your efforts.
- **City Comment:** Sidewalks are actually in the budget now, "ADA Sidewalks" and "ADA Transition for Parks." What level it gets funded is a big piece. We recognize that it's something we need to do as a city and that we're responsible for it. Part of that is showing that we have a budgeted line item for ADA whether it's \$100K for sidewalks or \$500K. I don't know what it's going to be but we're attempting to show that and move towards it. As Parks & Recreation develops their budgets in the future and their capital improvement program, which are things that don't go in the budget but get spread over the next 5 years, we will take the Parks & Recreation amount and chunk it into over 5 years. Whether it gets funded or not, the City is at least identifying that it's a priority and we will have those frank conversations with Council.
- **Public Question:** So, is that HGAC grant that you were talking about, is that part of that funding that you're referring to or is that separate?

City Comment: The Henderson Road project is not in the City budget, so that's money the City would have to go borrow to meet that 25% or 20%. Same thing with the downtown TxDOT project, we'd have to go with that. In the City's last budget meeting, Patty gave a quick TxDOT update and TxDOT offered to do sidewalks on 274 and sidewalks going east and west. We're not quite there - it was \$11M and the City's share would have been 25% of that. Limited funds, not raising taxes, the City is focused on the downtown piece because it's a better bang for our buck.

- **City Comment (Christiene Daniel, City Council):** I had a few people reach out to me they mentioned Henderson - wanting a sidewalk from the apartments so people could get into town easier. Also, by Central and along Erskine coming into Arcola. There is construction right now with the Courthouse across the street being constructed, but that little intersection is really overgrown, and it was hard for them to get down. And, then along North Walker (between 35 and W. Live Oak) there's only one sidewalk on that street and it's just in poor condition with the transitions to the streets and onto the sidewalk. There's a lot of residents in that area that use that pathway to go to the light to cross the street to the little grocery store that's right there on the corner. Not necessarily sidewalks, but to keep in mind the small lots that we have coming in and the short driveways and cars that don't fit in the driveways. One man reached out to me and said he cancelled his contract in one of the new subdivisions because when he pulled in with his work truck it blocked the sidewalk. He said he can't even park in the driveway and can't have that house.

- **Public Question:** Is there a set number of ADA Advisory Committee meetings?

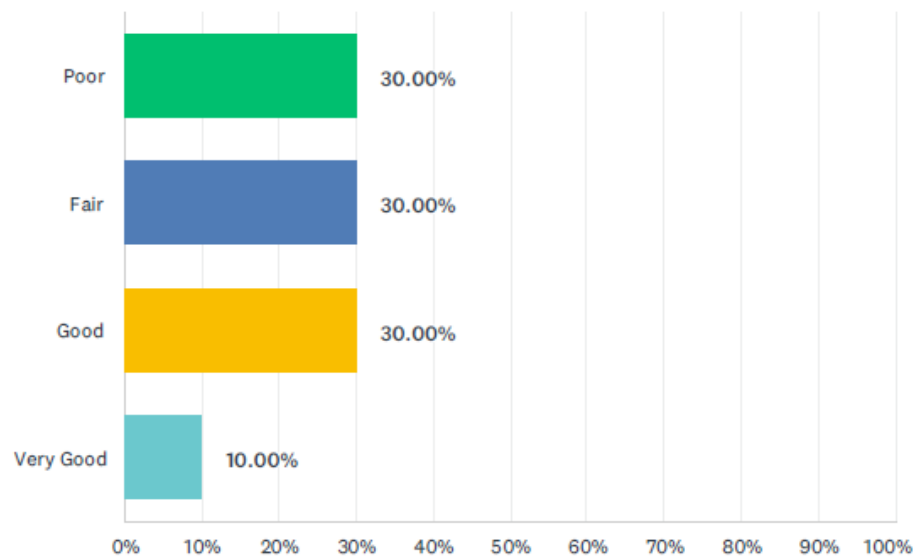
City Response: When we hit key points, we will have meetings to get additional feedback. A timeline will be sent out.

Web Survey Feedback Summary

Question #1

Q1 How would you rate the overall accessibility of the City of Angleton's programs and facilities?

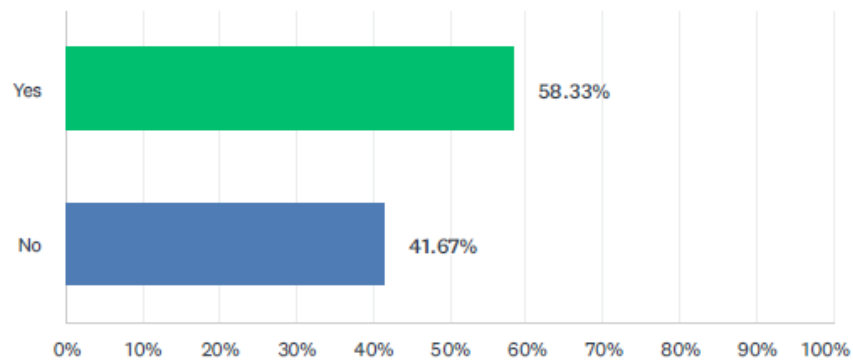
Answered: 10 Skipped: 2



Question #2

Q2 Do you believe the City is accepting/accommodating of persons with disabilities?

Answered: 12 Skipped: 0



Question #2 (cont.)

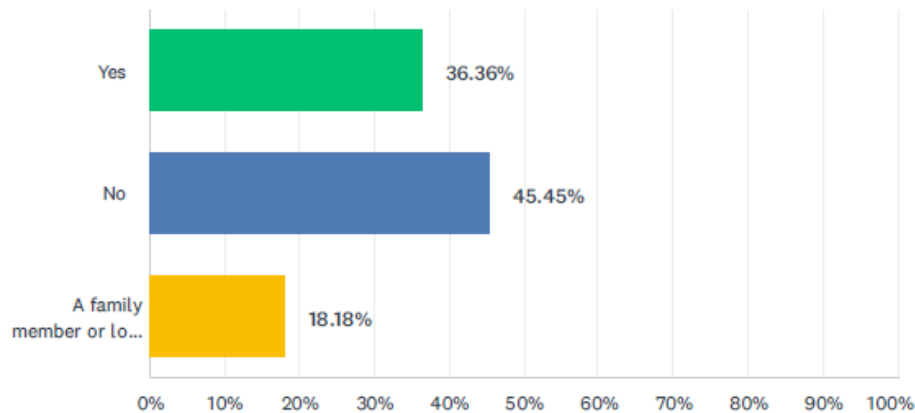
Do you believe the City is accepting/accommodating of persons with disabilities? - Please Explain

Response No.	Response
1	Down town and thru out can't cross 288 area ,so safe cross overs, city can't even keep painted what's there now,light signal to short plus crossing over 35 un even road big dip to get safely on to side walk.plus 35 has storage of side walk and 95 percent of light don't have cross walks signs
2	All new sidewalks are installed ADA compatible. Older versions need a lot of work.
3	Most things are good but there is a problem with garbage services. I have two elderly friends on walkers and it is almost impossible for them to get those heavy trash cans to the curb. Unless friends help, they just skip garbage pick-up. I like the big cans and have no problem but this is definitely a problem for many of the elderly in Angleton. The city says requests can be made to have the trash truck drivers get out and move the cans. We tried that with one friend - called, wrote letters, filled out forms, got approval. It worked once or twice several times. We gave up. This only works if the cans are kept in front of the house, which is unsightly. My other friend keeps her cans behind her garage on a long driveway. Drivers are not going to stop and go get those cans. I do not know the answer - extra worker, allowing bags on the lawn instead of cans - but I do know this is a real problem for people with physical issues.
4	There are disability signs in area, but at times need to be unforced.
5	It's not a yes or no question. In some areas the city shines, in others we have a ways to go. Begin with our parks and then address these giant curbs we have downtown.
6	Sidewalks are lacking in the lower income areas of town. Lower income residents with disabilities have very little safe options in the area of gifford rd in order to get to and from home and accessible places to find food etc
7	Lots of sidewalks that need repair around the city and not accessible. Needs to be a city budget item to rapidly address

Question #3

Q3 Have you experienced physical barriers or constraints on a pedestrian path or in a facility you currently use or would like to use?

Answered: 11 Skipped: 1



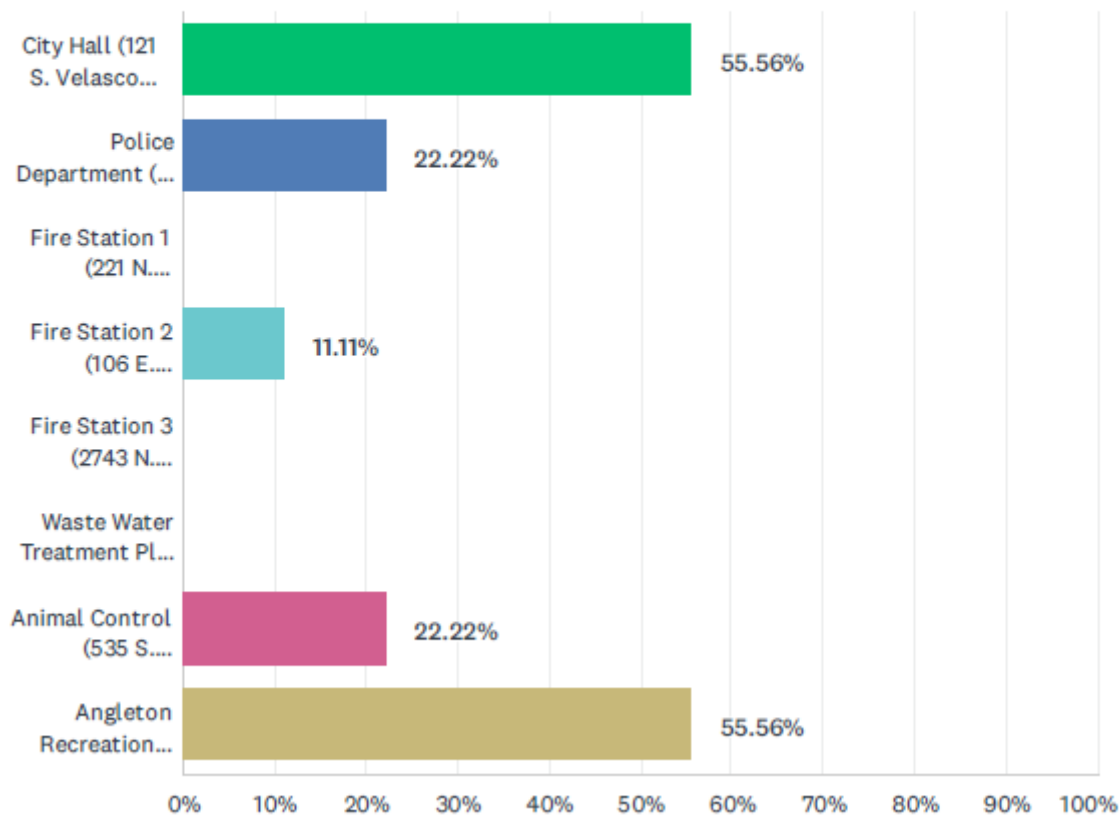
Have you experienced physical barriers or constraints on a pedestrian path or in a facility you currently use or would like to use? – Please identify location or locations below.

Response No.	Response
1	N Valasco at Tigner/ Cannon. No landing or curbing for wheel chair bound people to safely cross the street. There are wheel chair bound residences in the apartments behind Kroger. They wheel themselves to the bank and Walmart and to the restaurants. Greatly needed.
2	City buildings city streets stores restaurants in the city,cross roads, yall know All this already but yall never do anything about but survey.
3	walkability from fire dept. to Veteran's park
4	using a wheelchair on unlevel sidewalks ends up using electric wheelchair in middle of the road
5	The chamber of commerce
6	Wilkins St, N Tinsley, Downing St

Question #4

Q4 Which City buildings or facilities do you visit most often?

Answered: 9 Skipped: 3



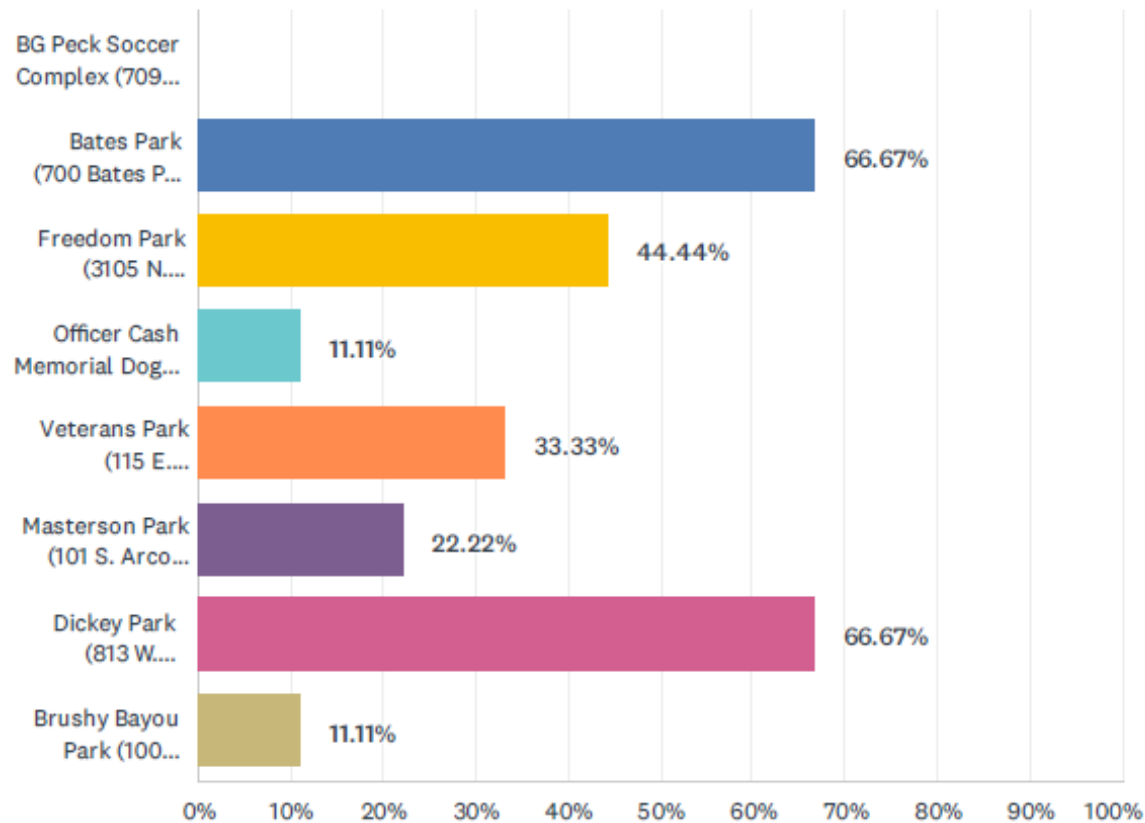
Which City buildings or facilities do you visit most often? – Please identify other facilities or parks below.

Response No.	Response
1	A lot of places in the city.
2	Freedom Park
3	Public library, grocery stores

Question #5

Q5 Which City parks do you visit most often?

Answered: 9 Skipped: 3



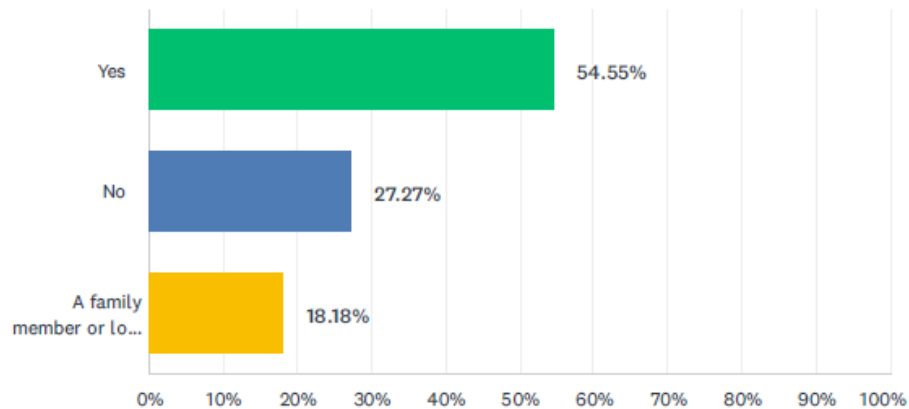
Which City parks do you visit most often? – Please identify other facilities or parks below.

Response No.	Response
1	Don't go very often.

Question #6

Q6 Have you encountered inaccessible sections or poor conditions related to parks and/or sidewalks?

Answered: 11 Skipped: 1



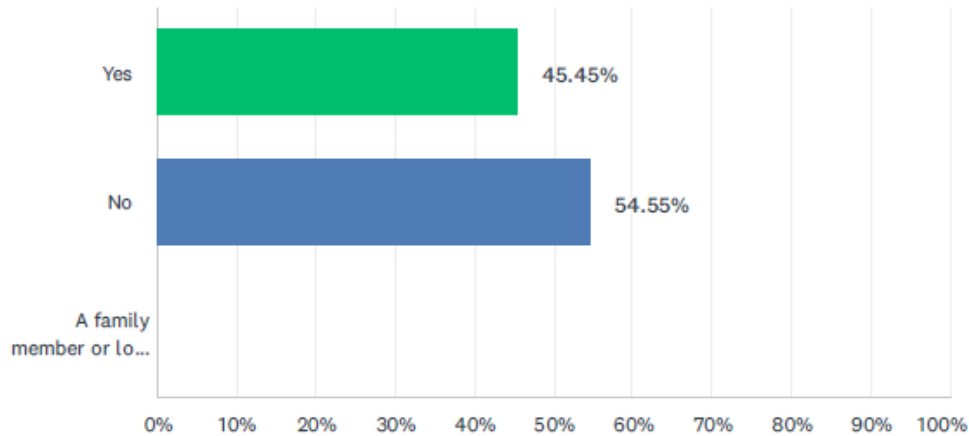
Have you encountered inaccessible sections or poor conditions related to parks and/or sidewalks? – Please identify location or locations below.

Response No.	Response
1	N Valasco at Tigner/ Cannon. No landing or curbing for wheel chair bound people to safely cross the street. There are wheel chair bound residences in the apartments behind Kroger. They wheel themselves to the bank and Walmart and to the restaurants. Greatly needed.
2	Veteran's Park
3	uneven or level sidewalks end up using the road to Ride the wheelchair in
4	There are several areas that need sidewalks. I know we're we live on Angle we don't have any. It would be good so we can walk instead of the danger on the street.
5	Drive around town, bad or non existing sidewalk are everywhere
6	No sidewalks on gifford in order to get to the dog park or fire station
7	Wilkins St, N Tinsley, Downing St

Question #7

Q7 Have you encountered locations where curb ramps are missing or inaccessible?

Answered: 11 Skipped: 1



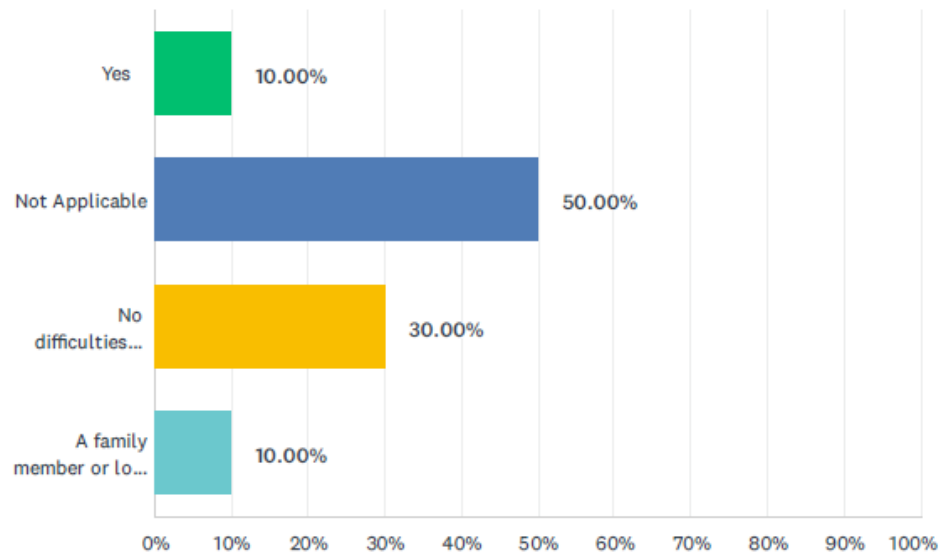
Have you encountered locations where curb ramps are missing or inaccessible? – Please identify location or locations below.

Response No.	Response
1	N Valasco at Tigner/ Cannon. No landing or curbing for wheel chair bound people to safely cross the street. There are wheel chair bound residences in the apartments behind Kroger. They wheel themselves to the bank and Walmart and to the restaurants. Greatly needed.
2	Thru out city
3	Fire Dept.
4	these have gotten much better down downing and to the library they used to be weird 90° angles now they're much better and they were put into the library
5	Wilkins St, N Tinsley, Downing St

Question #8

Q8 Do you have difficulties accessing public schools within the City of Angleton due to inaccessibility of sidewalks or curb ramps in front of the school?

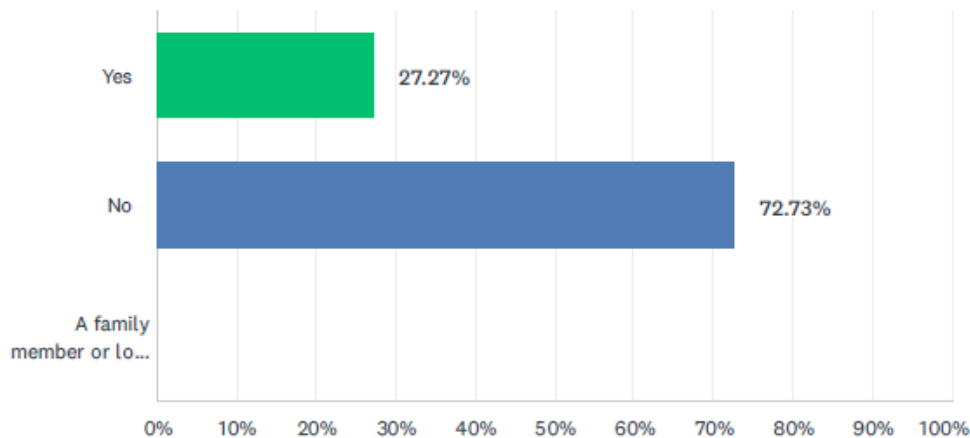
Answered: 10 Skipped: 2



Question #9

Q9 Have you encountered street or intersection crossings near a City building or park where lack of pedestrian crossing signals or medians affect your ability to cross the street?

Answered: 11 Skipped: 1



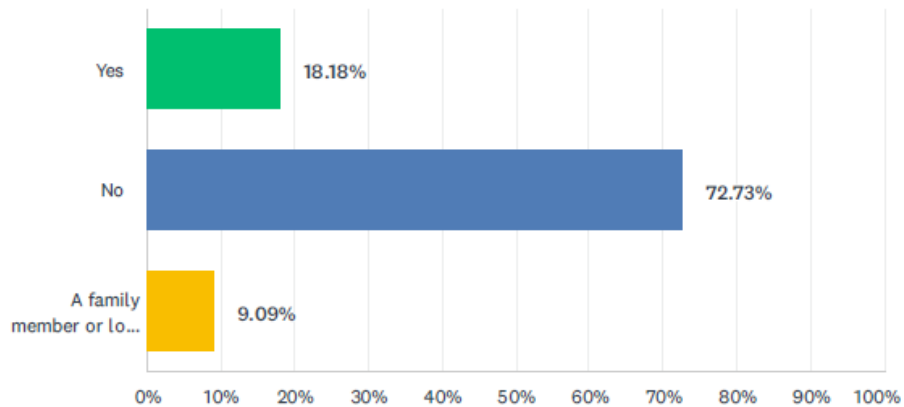
Have you encountered street or intersection crossings near a City building or park where lack of pedestrian crossing signals or medians affect your ability to cross the street? – Please identify location or locations below.

Response No.	Response
1	N Valasco at Tigner/ Cannon. No landing or curbing for wheel chair bound people to safely cross the street. There are wheel chair bound residences in the apartments behind Kroger. They wheel themselves to the bank and Walmart and to the restaurants. Greatly needed.
2	Every where

Question #10

Q10 Are there any City programs, services, or activities that you would like to participate in or utilize but cannot due to accessibility challenges?

Answered: 11 Skipped: 1



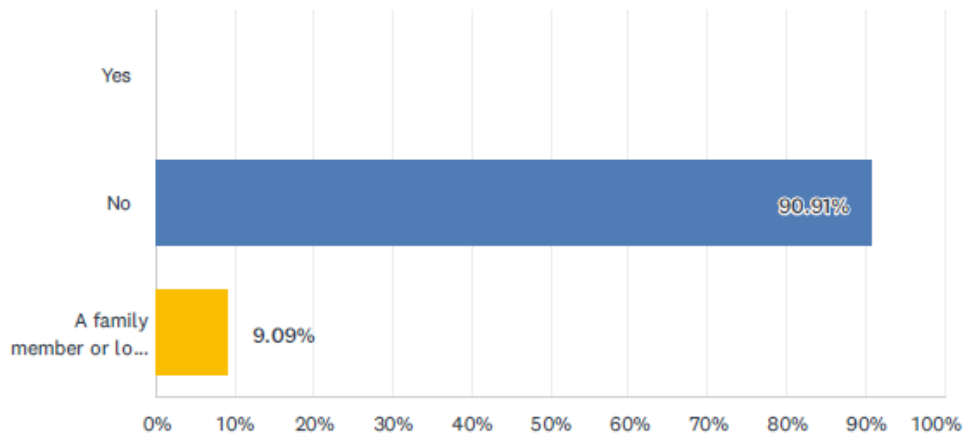
Are there any City programs, services, or activities that you would like to participate in or utilize but cannot due to accessibility challenges? – Please identify the specific City program, service or activity and describe challenges below.

Response No.	Response
1	Angleton
2	I do wish there were better bus stops North downing

Question #11

Q11 Have you encountered any communication barriers within a City building or park which prevented you from utilizing or participating in a program, service, or activity?

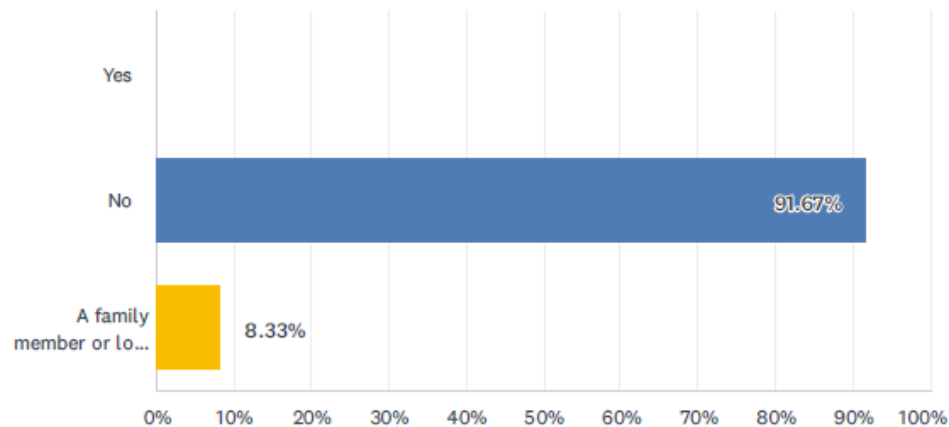
Answered: 11 Skipped: 1



Question #12

Q12 Have you encountered any physical barriers or obstructions within a City building which prevented you from utilizing or participating in a program, service, or activity?

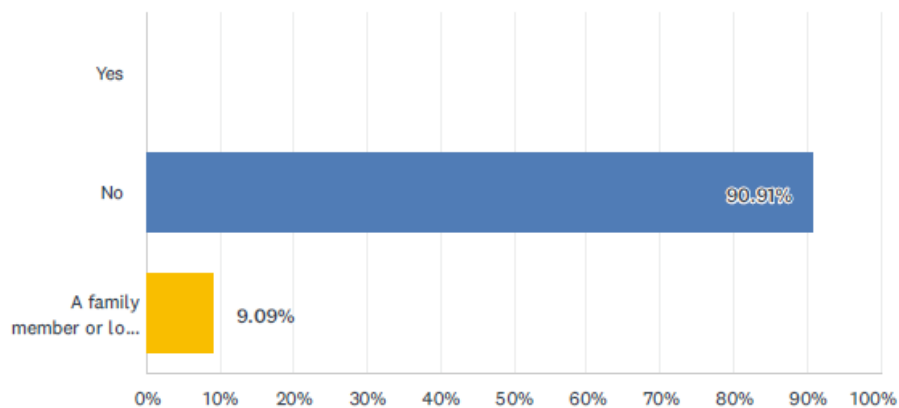
Answered: 12 Skipped: 0



Question #13

Q13 Have you encountered any physical barriers or obstructions within a City park which prevented you from utilizing or participating in a program, service, or activity?

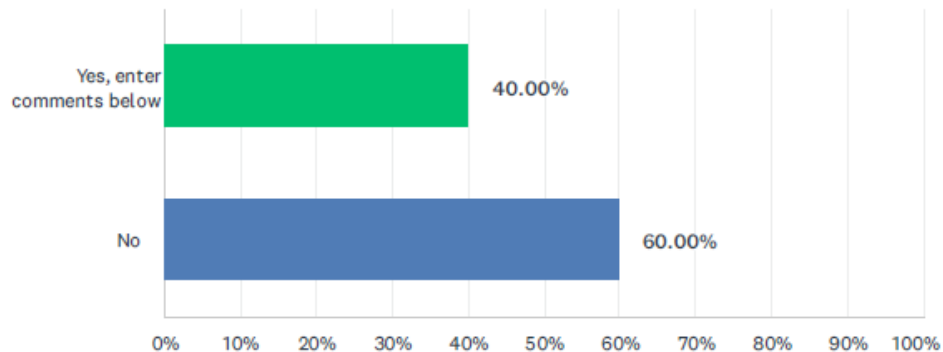
Answered: 11 Skipped: 1




Question #14

Q14 Do you have any general comments or items regarding accessibility that you would like us to be aware of?

Answered: 10 Skipped: 2



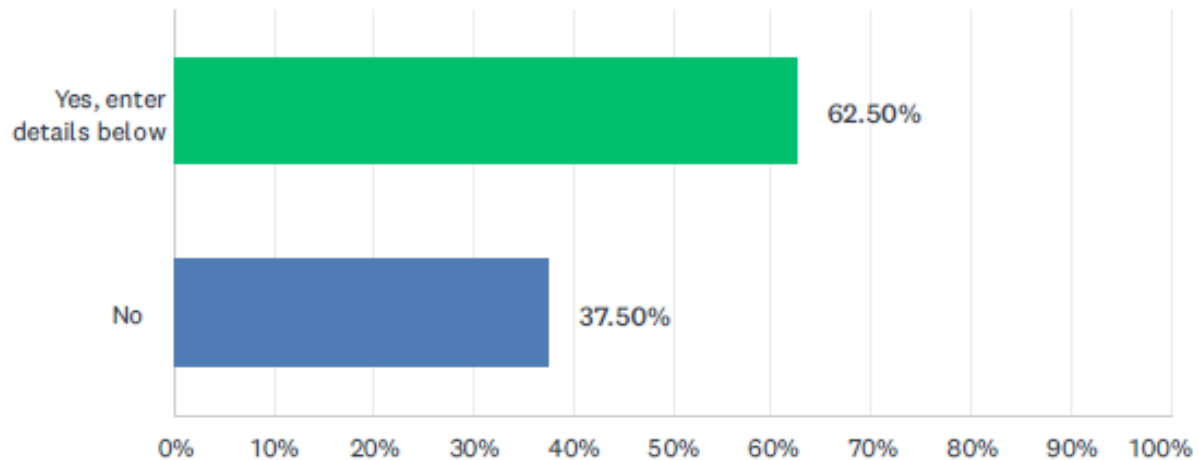
Do you have any general comments or items regarding accessibility that you would like us to be aware of? – Yes, enter comments below.

Response No.	Response
1	How many years does it take for yall to fix the issue besides waste money on rec and parks
2	While residential walkability is important, I believe focus should be placed on areas better served for public use. I.E. downtown and major thorough fares, like 288B and State Hwy 35.
3	I really wish these improvements I have seen around the city had come about 10 years ago when my mom was still alive but late than never
4	YES, WE LIVE OFF OF COUNTY RD 44. THE SPEED THERE IS 30 MPH. AND I WOULD SAY THAT 98% DO NOT ABIDE BY IT! THE NOISE FROM EMERGENCY  VEHICLES, AMBULANCES IS SEVERAL TIMES A better DAY. IT WOULD BE NICE IF THERE WAS ANOTHER ROUTE FOR THEM. THE SPEEDING VEHICLES IS RIDICULOUS, LOUD, LOUD MUSIC, MOTORCYCLES ETC.

Question #15

Q15 Do you have a disability? (Optional)

Answered: 8 Skipped: 4

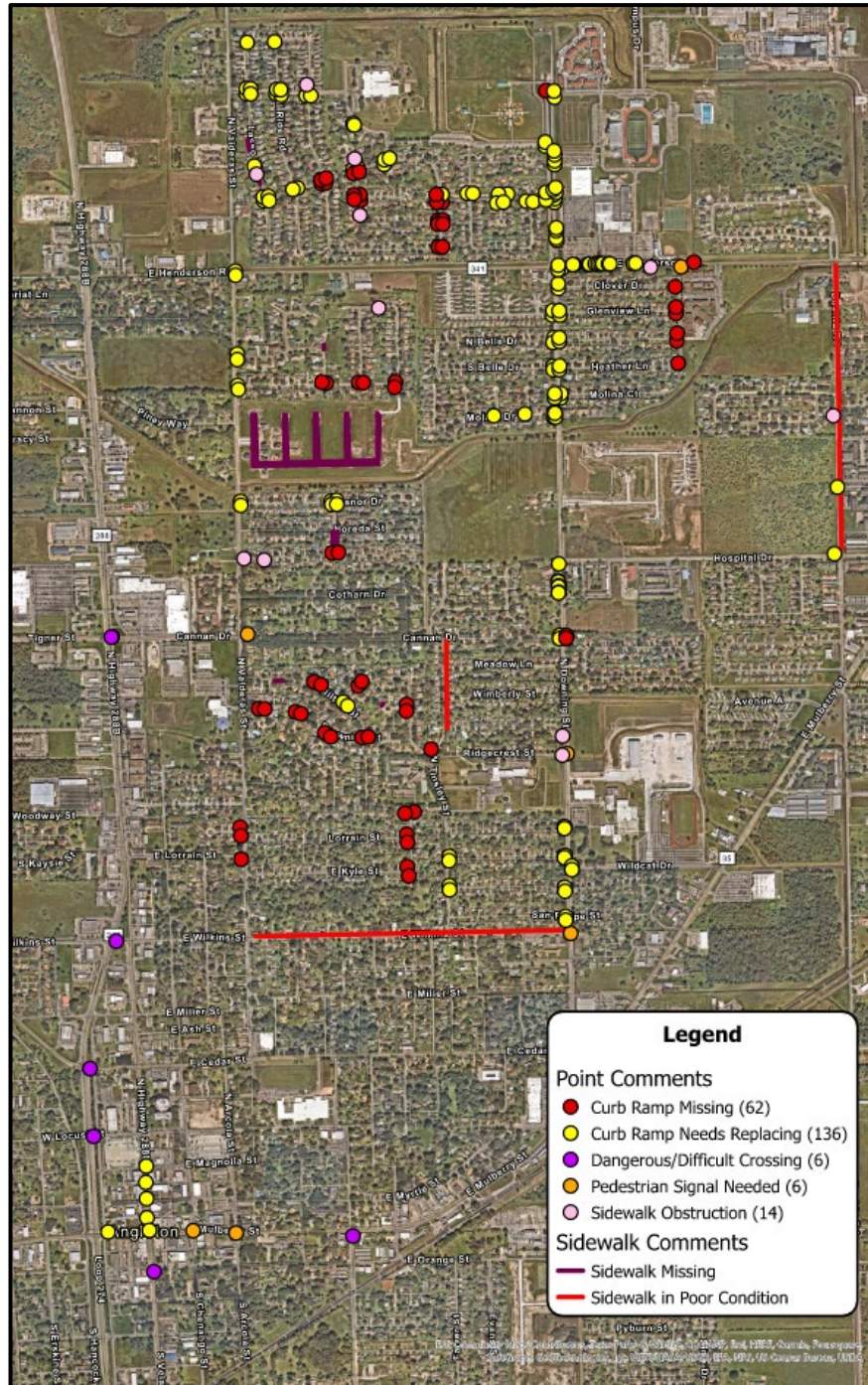


Do you have a disability? (optional) – Yes, Please identify the type(s) of disabilities.

Response No.	Response
1	Several to many to list
2	I'm partially deaf, but can hear wonderfully with my hearing aid.
3	Rheumatoid arthritis

Web Map Feedback Summary

The City of Angleton received 25 sidewalk corridor comments indicating the sidewalk either missing or in poor condition and 224 comments for other locations across the City indicating missing curb ramps, curb ramps that need to be replaced, dangerous/difficult crossings, locations where pedestrian signals are needed, and sidewalk obstructions. The comments are summarized in the map below. The sidewalk corridor comments are along segments of E. Wilkins Street, N. Tinsley Street, and Buchta Road. The remaining comments were spread across the City with the majority of comments indicating curb ramps that are in poor condition or missing entirely.



Appendix B: Programs, Services, and Activities Review

Reasonable Accommodations in the Workplace

Step-by-Step Approach to an ADA Compliant Human Resources Process

Job Description Review



Reasonable Accommodations in the Workplace

This fact sheet serves as a basic overview of reasonable accommodations in the workplace and includes some examples and a brief review of the reasonable accommodation process. This document has information that may be useful for employees, employers, human resources staff, and others. Because this is a very general, baseline document, more specific questions may be answered by the reader's local ADA Center.

Key Definitions

What is a reasonable accommodation?

A reasonable accommodation is any change to the application or hiring process, to the job, to the way the job is done, or the work environment that allows a person with a disability who is qualified for the job to perform the essential functions of that job and enjoy equal employment opportunities. Accommodations are considered "reasonable" if they do not create an undue hardship or a direct threat.

Who is an "individual with a disability?"

An individual meets the Americans with Disabilities with Act definition act of "disability" that would qualify them for reasonable accommodations if they have "a physical or mental impairment that substantially limits one or more major life activities (sometimes referred to in the regulations as an "actual disability")." If a disability is not obvious to an employer, they can ask for medical documentation from a health care provider to confirm the need for an accommodation.

Individuals who solely are "regarded as" having a disability but do not have a disability, are not qualified to receive reasonable accommodations.

What are "essential functions?"

In order to be qualified for a position, an applicant or employee must be able to perform essential job functions. Essential functions are job duties that are fundamental to the position, they are the reason the job exists. Some of the factors for determining essential functions of a job include:

- Whether the position exists specifically to perform these essential functions.
- The number of other employees who are available to perform the same job duties.
- The expertise or skills required to perform the essential functions.



Obligations of Employers

What types of employers are required to provide reasonable accommodations?

Under the Americans with Disabilities Act, employers who have 15 or more employees are usually required to provide reasonable accommodations. Some state and local laws may require that employers with fewer employees provide reasonable accommodations.

Reasonable accommodations come in many forms.

In order to determine what is reasonable, an employer must look at the request made by the applicant or employee with a disability. Whether or not an accommodation is reasonable will vary according to the position the employee holds, the way their disability affects their ability to do their job, and the environment that they work in.

What types of accommodations are generally considered reasonable?

- Change job tasks.
- Provide reserved parking.
- Improve accessibility in a work area.
- Change the presentation of tests and training materials.
- Provide or adjust a product, equipment, or software.
- Allow a flexible work schedule.
- Provide an aid or a service to increase access.
- Reassign to a vacant position.

What are some examples of reasonable accommodation?

Provide Alternative Formats: A supervisor gives feedback in writing, rather than verbally, for an employee who communicates better through written materials.

Accessible Parking: An employer changes its practice of only offering parking to upper management to allow an employee who is unable to walk long distances access to a reserved parking spot close to the building.

Service Animals: An employer reasonably changes their office's "no animals" policy, in order to welcome an employee's service animal.

Equipment Change: An employer purchases software that magnifies the computer screen to allow an employee with low vision to correctly enter and read information on the computer.

Reorganization of the Job: The employer provides a checklist to ensure task completion for an employee who has an intellectual disability.

Reassignment: Reassignment is the reasonable accommodation in some situations. An employer may reassign an employee to an open position if the employee can no longer perform the essential functions of their current job. **The employer does not have to create a new position, no other employees need be transferred or terminated in order to make a position vacant for the purpose of reassignment, and the individual with a disability should be qualified for the new position.**



Reasonable Accommodation Process

According to the Equal Employment Opportunity Commission (EEOC) and Title I of the ADA, each request for a reasonable accommodation must be considered on a case-by-case basis. This section reviews the phases of the reasonable accommodation process. The first step in the reasonable accommodation process is disclosure of a disability, as employers are only required to accommodate disabilities of which they are aware. It is important to note that the process must be interactive, with participation by both the person with a disability and the employer, so that an effective solution may be agreed upon.

Get the process started.

After an employee discloses a disability to their manager or to human resources, it is important to initiate whatever reasonable accommodation process that the employer has in place. Disclosure usually takes the form of: because of my disability(s), I am having trouble with X job duty or benefit or privilege of employment. For an employee to disclose that they have a disability without also saying that it is impacting their work is usually not sufficient to begin the accommodation process. Disability disclosure should never be ignored.

Initiate an interactive dialogue between the employer and the employee.

The goal of this dialogue is to understand what barrier the person is experiencing and why. It is also helpful to see if the person has any ideas about what might be useful for them. At this point, the employer can also provide an overview of the process, so the person who requested an accommodation understands what will happen next and who will have access to the information shared. All participants involved must agree to maintain confidentiality when discussing accommodations; reasonable accommodation information may only be shared on a need-to-know basis, will never go in a personnel file, and will not be shared with coworkers. Co-workers who may need to do something differently as a result of an accommodation may be told of the change required, but not the reasons why the change was made.

If necessary, obtain preliminary documentation.

If the need for an accommodation is not obvious, the employee may be required to provide documentation of a disability from the appropriate health or rehabilitation professional.

The accommodation must be effective.

Both the employer and the employee are important participants in the process of finding an effective accommodation. The employee often knows what accommodation(s) will work best, because they know the barriers presented by their disability. The employer should participate, as they are familiar with the systems, policies, and practices in place within the organization. In the end, it is the employer who decides what accommodation is put into place, but it must be effective in resolving the functional limitation(s) presented by the disability.

Implement the agreed upon reasonable accommodation.

Once the employer identifies an effective accommodation, make a plan to put it into effect on the job, including any necessary training for the employee. If an employer plans to deny an accommodation request, they should have a prepared reason for denying the request to give to the employee.



Reasonable Accommodations in the Workplace

The interactive accommodation process should be ongoing.

The employer and the employee should continue communication to determine if the accommodations are working and make adjustments accordingly.

Document dates, actions taken, and adjustments made to assure continued success.

All parties involved should document information about the reasonable accommodation process in order to maintain an accurate record and so that they can review the process and know what they have done to act on the accommodation.

Resources

ADA National Network

800-949-4232

www.adata.org

The Job Accommodation Network (JAN)

800-526-7234

www.askjan.org

Equal Employment Opportunity Commission (EEOC) ADA Information Line

800-669-4000 (Voice)

800-669-6820 (TTY)

www.eeoc.gov

Content was developed by the Northwest ADA Center, and is based on professional consensus of ADA experts and the ADA National Network.



<http://www.adainfo.org/>

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STEP-BY-STEP APPROACH TO ADA COMPLIANT HUMAN RESOURCE PROCESS

Human Resource (HR) professionals are key players in organizations' implementation of the employment provisions of the Americans with Disabilities Act of 1990 (ADA), which prohibits, among other things, discrimination based on disability in the workplace. HR professionals are involved with recruitment, pre-employment screening and testing, benefits, performance management, disability leave, and other parts of the employment process. Because of this broad involvement, they are in a key position to help their organization realize the intent of the ADA and minimize disability employment discrimination.

Many individuals that have a disability are unemployed or underemployed, compared to their non-disabled peers, and represent a significant and untapped U.S. labor pool. This step-by-step approach was created to examine barriers to employment for individuals with disabilities and to offer suggestions for maximizing ADA compliance.

Implementation of the ADA program within your HR process will take time and effort. Taking a proactive approach by outlining your plan is much more effective than reacting later to specific issues or problems.

The following steps may assist employers in developing and maintaining an ADA compliant HR processes:

STEP ONE: ENCOURAGE APPLICANTS WITH DISABILITIES AND MINIMIZE NEEDLESS DISCRIMINATION IN THE APPLICATION, PRE-EMPLOYMENT SCREENING, AND TESTING PROCESSES.

- Encourage and facilitate applications by individuals with disabilities for open positions by making sure that local agencies that provide rehabilitation services are aware of job openings.
- Minimize pre-employment screening and testing. Job applications and job interviews should not include medical or disability-related inquiries, nor inquiries about prior workers' compensation claims. The ADA bans such inquiries before making a conditional job offer. Any pre-employment medical screening must occur post-offer, and other pre-employment screening that does occur should be consistent with actual job needs and business necessity. Also, the recruitment, application, and interview processes must be made accessible to candidates with mobility, visual, and hearing disabilities. Having recruitment materials and application forms in alternate formats and knowing where to access sign language interpreters in your community are examples of providing access to individuals with disabilities.

STEP TWO: REVIEW ALL EMPLOYMENT PROCESS POLICIES, PROCEDURES AND FORMS FOR DISABILITY DISCRIMINATION AND ACCESS CONSIDERATIONS

- The recruitment and application process is a good place to start your assessment of the organization's policies and procedures regarding effective outreach to individuals with disabilities, and minimizing barriers in the application and screening processes. However, the ADA applies to the employment process as a whole. Therefore, HR professionals must screen the entire employment process with disability nondiscrimination in mind. All benefit programs and employee benefit plans that the agency offers should be examined to assure equity for individuals with disabilities. Although employers can use actuarial data as approved by their state insurance boards, disability-specific exclusions, or limitations are prohibited.
- An examination for equitable access to other benefits of employment, such as the use of the work out facilities for employee use and other periodic recreational and social activities should occur to ensure accessibility to employees with disabilities. Organizations should determine whether facilities are accessible to individuals who are mobility-impaired and whether appropriate signage is in place for individuals with visual impairment.
- Employee training and other career development opportunities must be equitably available to the organization's employees with disabilities. Opportunities for advancement should be made available to all

STEP-BY-STEP APPROACH TO ADA COMPLIANT HUMAN RESOURCE PROCESS

employees, and facilities and training approaches must be examined to ensure accessibility for employees with disabilities. The examination also includes any training material purchased from an outside entity or having an outside entity come onsite to provide training. Consider if the training material is accessible to individuals with disabilities such as visual and hearing impairments. Also, consider the facility for accessibility to individuals who may have a mobile impairment.

- An examination of the grievance, lay-off, termination, and discharge processes should occur to ensure that individuals with disabilities do not receive disparate treatment in these processes.

STEP THREE: HAVE GOOD COMMUNICATION WITH YOUR ADA COORDINATOR

- Your ADA Coordinator is the key and ultimately responsible for the organizations overall ADA compliance. Having a good working relationship and communication will help to ensure that all HR functions, policies, and procedures are created and maintained in ADA compliance.
- Meet with your ADA Coordinator to review all other ADA policies, including reasonable accommodations. Keeping the ADA Coordinator and HR in the loop for all processes, including those that do not reside with HR, will result in a better product regarding compliance.
- Utilize your internal and external diversity programs. The Civil Rights Division can provide an abundance of assistance including training, resources, and support to assist in removing attitudinal barriers in the workplace resulting in discrimination.

STEP FOUR: TOP MANAGEMENT COMMITMENT TO DISABILITY NONDISCRIMINATION

- No significant changes can occur without a commitment from agency leadership. Leadership must affirm and effectively communicate the importance of recruiting and retaining individuals with disabilities to ensure effective recruitment, hiring, integration, and accommodation of individuals with disabilities. Conveying the leadership's stance on ADA issues not only ensures compliance but also sends the right message to employees.

STEP FIVE: TRAINING FOR CONTINUING COMMUNICATION ON ADA REQUIREMENTS

- Training is important for all levels and employees of the agency, and not just interviewers, hiring supervisors, or administrators. The ADA is not just a law to provide equal access to individuals with disabilities. It is also about sensitivity and looking at our behaviors and attitudes to determine whether we may be part of the problem in ensuring equal access. Training and education allow employees to make sure they are part of the solution in providing equal employment opportunities. As previously stated, utilize your organization's internal and/ external diversity programs. These programs can provide an abundance of assistance including training, resources, and support in assisting the removal of attitudinal barriers in the workplace resulting in discrimination.

CITY OF ANGLETON JOB DESCRIPTION REVIEW SUMMARY

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

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

A written job description is also useful in defending a claim of disability discrimination. When defending a charge of discrimination under the ADA, an initial issue will be whether the disabled individual could perform the essential functions of the position, with or without reasonable accommodations. A well-written job description that was prepared before advertising or interviewing applicants is evidence of a position’s essential functions and the basis for establishing the defense. Likewise, employers will have an effective defense against charges of ADA discrimination if they can readily establish the disabled individual could not perform one or more of the position’s essential functions, even with a reasonable accommodation.

The City of Angleton has nearly 70 job descriptions. The following were reviewed in their entirety and the rest were spot checked:

- Firefighter
- Municipal Court Technician
- Maintenance Technician III
- Maintenance Technician – Rec Center
- Parks and Recreation Maintenance Technician
- Telecommunications Officer

Discriminatory language was found in all job descriptions and will need to be updated using the language provided in the chart located in the section “Verbiage Use” on the following page.

UNDERSTANDING ESSENTIAL JOB FUNCTIONS

The City of Angleton has a very good understanding of the “Essential Job Functions” for each written job description. This function is imperative to the success of any employment program.

The essential functions of a job are not synonymous with all the functions of that job. A disabled person’s inability to perform a nonessential function is not a valid basis for disqualifying that person from employment. It is important that essential functions be defined and job descriptions are prepared before advertising or interviewing applicants. Job descriptions written after advertising or interviewing applicants will not stand as evidence of essential functions in the case of a discrimination charge.

CITY OF ANGLETON JOB DESCRIPTION REVIEW SUMMARY

Essential functions “are those functions that the individual who holds or desires the position must be able to perform unaided or with the assistance of reasonable accommodations.” To be considered an essential job function the function must:

1. The position exists for the performance of the function;
2. A limited number of employees can perform the function, and it, therefore cannot be reassigned; or
3. The function is specialized and requires certain expertise to perform it.

In determining essential functions, one must consider whether removal or redistribution of certain tasks is possible. Would removal of the task fundamentally alter the position? What about reassigning the task? Seasonal and fluctuating workloads might make the same function essential during the offseason, and the workforce is low, but nonessential during the busy season, and the workforce is high. Time spent performing a function is another consideration. For example, the ability to operate a cash register might be an essential function for a cashier but a non-essential function for an individual working in the library.

On the other hand, a function rarely needing completion may still be essential depending upon the consequences of failing to perform that function. A firefighter, for instance, may not regularly have to carry an unconscious adult from a burning building, but that function is still essential.

Qualitative and quantitative standards for essential functions are permissible under the ADA and will not be “second-guessed” as long as they are necessary and required for a particular position. The HR Department in Angleton has a clear understanding of this requirement and has developed the job descriptions appropriately.

VERBIAGE USE

The use of proper verbiage is very important. Sometimes there is no intent to discriminate but the verbiage used communicates something different than intended. This is the most concerning weakness of the City of Angleton’s job descriptions.

Below is a statement from the City of Angleton job description for the Municipal Court Technician. Other job descriptions have the following (or similar) statements:

*“While performing the duties of this job, the employee is Frequently required to **talk; hear and listen**; ability to **hear over telephone; stand; walk**; sit for long periods of time; and **use hands to fingers** for operating computer and calculator. Must have good **vision** to accomplish general office work and accurate filing; ability to read required. Occasionally reach, stoop, bend and lift up to 30 lbs.”*

The City needs to discern if the functions noted in **RED** above are necessary or discriminatory for each position. While being able to “speak” may be what we’re used to, what is the essential function of what the job needs? In some jobs, like Police dispatcher, “speaking” is essential. In an office setting, such as the Municipal Court Technician position “communicate” might be more in line with the needs of the job.

When choosing words to describe the essential functions of the job, do not exclude individuals with disabilities. The table on the following page provides examples of words that tend to be exclusionary and substitutions for these words.

CITY OF ANGLETON JOB DESCRIPTION REVIEW SUMMARY

Physical Demand	ADA-Compliant Equivalent	Language Example
Stand, Sit	Stationary position	Must be able to remain in a stationary position 50% of the specified workday.
Walk	Gait, Pace, Tread, Move, Traverse, Go, Promenade	The employee must be able to move about inside the office to access file cabinets, office machinery, etc.
Use hands/fingers to handle or feel	Operate, Work, Activate, Use, Control, Maneuver, Prepare, Inspect, Place, Detect, Position, Manage, Direct, Conduct	Constantly operating heavy machinery, such as a Motor Graders, Excavators, and Backhoe Loaders.
Climb (stairs / ladders)	Ascend/Descend, Work atop, Traverse, Scale	Occasionally ascending/descending a ladder to perform building maintenance.
Stoop, Kneel, Crouch, or Crawl	Position Self (to), Move, Changing your body direction, Repositioning	Constantly repositioning self to perform roadway maintenance, including mowing, weed eating, and maintenance of heavy equipment.
Speak, Talk, Hear	Communicate, Conversate, Convey, Express oneself, Exchange information, Apprehend, Become aware	The person in this position frequently communicates with other employees within the agency regarding time-sensitive projects. Must be able to exchange accurate information in these situations.
See	Notice, Examine, Identify, Observe, Detect, Recognize, Inspect, Assess	Must be able to stay aware and detect a traffic hazard when on a project site.
Taste, Smell	Detect, Distinguish, Determine	Occasionally must be able to distinguish the smell of chemicals when working in the Materials Lab.
Carry, Lift	Move, Transport, Position, Install, Remove, Hoist, Transfer	Must be able to transport computer equipment and requested supplies weighing up to 75 pounds to training events held by the agency.
Type 40 WPM	Input 40 WPM	Applicant must be able to input 40 WPM into the IOS Oracle System.

ADDITIONAL LANGUAGE

Employers should consider adding disclaimer language to job descriptions to remind employees and applicants that the description is subject to change. Examples include:

- Nothing in this job description restricts the agency's right to assign or reassign duties and responsibilities to this job at any time;
- This description reflects the agency's assignment of essential functions; it does not exclude or limit the tasks that may be assigned; or
- This job description is subject to change at any time.

CITY OF ANGLETON JOB DESCRIPTION REVIEW SUMMARY

Employers should also consider additional ADA compliant language to ensure that you do not discriminate based on a disability and reasonable accommodations are available upon request. For example:

The City of Angleton ensures that no person or groups of persons shall, on the grounds of race, color, sex, religion, national origin, age, disability, retaliation or genetic information, be excluded from participation

Appendix C: FHWA ADA Transition Plan Process Memo



U.S. Department
of Transportation
Federal Highway
Administration

Memorandum

Subject: **INFORMATION:** ADA Transition
Plans

Date: JUN 27 2019

From: Irene Rico 
Associate Administrator

In Reply Refer To:
HCR-40

To: Division Administrators
Civil Rights Specialist

THIS MEMORANDUM SUPERSEDES THE OFFICE OF CIVIL RIGHTS' (HCR) NOVEMBER 12, 2015 MEMORANDUM IN ITS ENTIRETY.

PURPOSE: To explain new process for review of submitted ADA transition plans (TPs). The TP review process is being delegated to Division Administrators in the 14 States that do not have either a self-certified TP or a TP that was found to meet the regulatory minimum attributes by the FHWA TP Review Team.

BACKGROUND: Over the last three years, FHWA has worked to ensure that every State, along with the District of Columbia and Puerto Rico, has an ADA Transition Plan (TP) that meets the minimum attributes provided in the Department of Justice's ADA Title II regulations, found at 28 CFR 35.150(d). In November of 2015, HCR issued guidance laying out the process for reviews of submitted TPs by an FHWA national review team. To date, 38 States (including DC) have a transition plan in place. Of these, 14 TPs have been vetted by the Team and found to have met the minimum regulatory attributes, and 24 TPs are self-certified plans. Over the course of the last year, that number has held steady at 38.

STATUS: The 38 jurisdictions that already have TPs in place, including the 24 self-certified States, can implement those TPs while continuing to update and improve them. Of the 14 remaining jurisdictions, only two have not yet submitted any plan. The other 12 have submitted plans that have not yet been deemed to meet the minimum attributes. Those 12 States can continue to update and improve those TPs before submitting them to the Division Offices in their States for review. The Resource Center is available to assist any of the 50 jurisdictions with submitted plans in updating and improving their TPs. The two jurisdictions that have not yet submitted TPs will be offered individual TA visits to assist them with getting plans in place so they can be submitted to the Division Offices in those States for review.

BENEFITS: FHWA's efforts over the last three years to assist States in developing and improving their TPs have been successful, but the process has sometimes been cumbersome. By delegating the remaining TP review to DAs and continuing plan

improvement efforts, we can continue to work collaboratively with States in a more productive way than under the current process. FHWA can maintain positive working relationships with the States through a more streamlined process that leverages the Division Offices' working relationships with the State DOTs. The DAs have local knowledge and relationships in their States to ease collaboration efforts to better implement TPs.

MINIMUM REQUIREMENTS:

The U.S. Department of Justice's (DOJ's) ADA Title II regulations at 28 CFR 35.150(d) set forth a list of minimum transition plan requirements as follows:

1. Identification of the official responsible for implementation of the transition plan (See 28 CFR 35.150(d)(3)(iv));
2. An inventory of barriers (i.e., identification of physical obstacles) (See 28 CFR 35.150(d)(3)(i) & 28 CFR 35.105(a));
3. A prioritized schedule of when barriers will be eliminated and deficiencies corrected (See 28 CFR 35.150(d)(2) & 28 CFR 35.150(d)(3)(iii)); and
4. A description of the methods that will be used to make facilities accessible (See 28 CFR 35.150(d)(3)(ii)).

More details about each requirement are available in the attached tools, "State DOT Transition Plan Attributes Review Guide" (Review Guide) and "Transition Plan Review Tool" (Tool). These tools are provided to assist Division Administrators in their review of TPs in States that do not have either a self-certified TP or a TP that was found to meet the regulatory minimum attributes by the FHWA TP Review Team. If you believe that the State's TP does not meet the minimum attributes, you should work with the State DOT to address the identified deficiencies. When the deficiencies, if any, are sufficiently addressed, the Division Administrator will notify the State DOT. HCR and the Resource Center are available to provide technical assistance upon request.

LOCAL PUBLIC AGENCIES (LPAs): LPAs are required to conduct self-evaluations of the accessibility of pedestrian facilities in their public rights-of-way and to correct deficiencies by making necessary modifications. In addition, LPAs with fifty or more employees are required to have a TP. FHWA will not review TPs from LPAs as a matter of course. When FHWA investigates a complaint filed against an LPA, FHWA will review the LPA's compliance with the self-evaluation and TP requirements as part of its investigation. While FHWA review of an LPA's TP is not required, a Division Office may assist LPAs with TPs and/or review LPA TPs if it wishes to do so.

POINTS OF CONTACT: If you have any questions related to this memorandum, please contact Sharon Field at sharon.field@dot.gov or Patrick Gomez at patrick.gomez@dot.gov

State DOT Transition Plan Attributes Review Guide:

All Elements posted conspicuously on website, for internal and external use

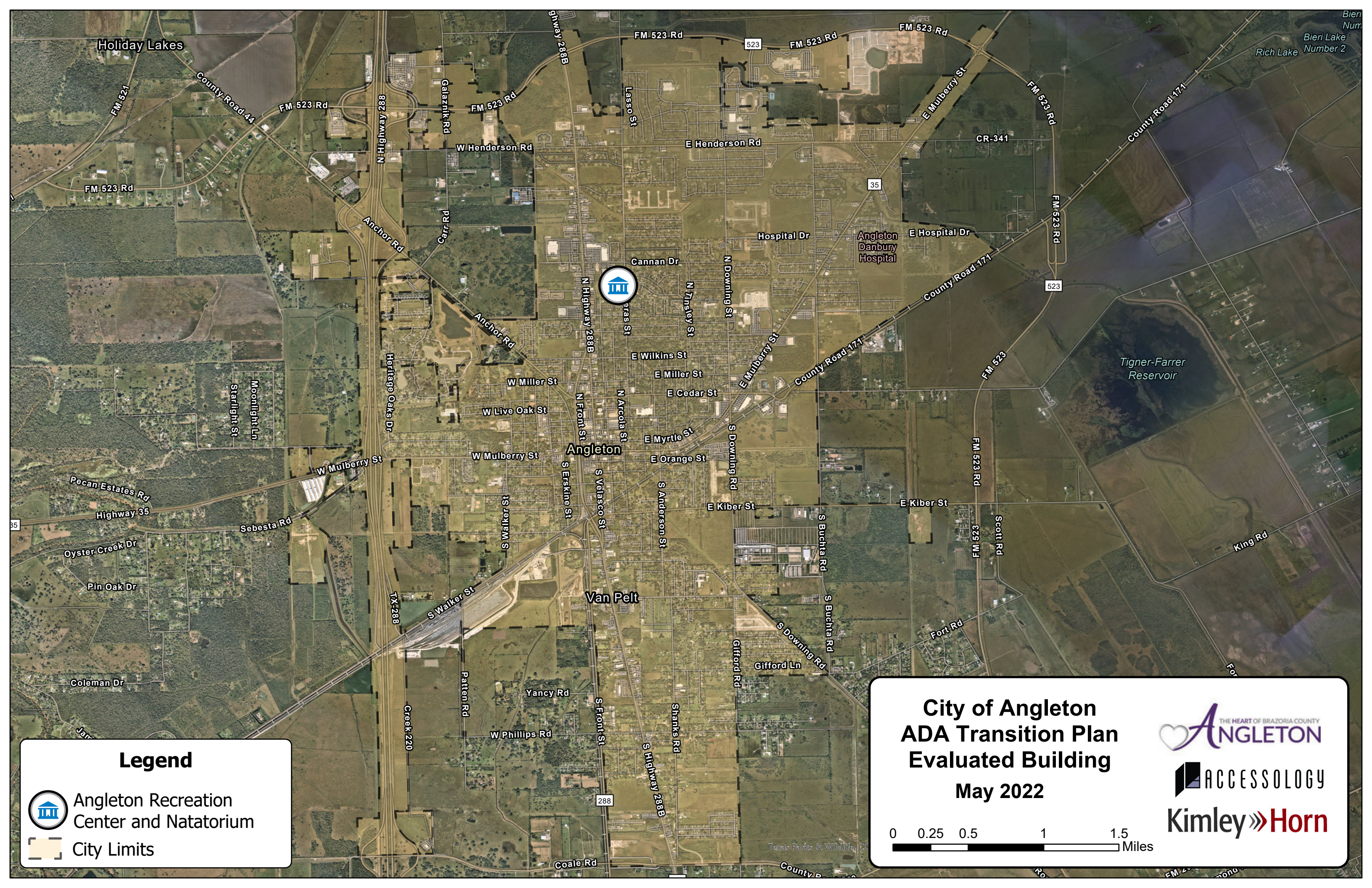
Transition Plan Attribute	Review Comments
Official responsible for implementation of the TP, i.e., Executive Director, Secretary, Commissioner, Chief Engineer, etc. 28 CFR 35.150(d)(3)(iv)	
Inventory of barriers (identification of physical obstacles) 28 CFR 35.150(d)(3)(i); 28 CFR 35.105 (a) – State demonstrates good faith by identifying intersection information, including curb ramps and other associated accessibility elements, as a starting point and showing movement and commitment toward developing a full inventory. Require an Action Plan to develop an inventory of sidewalks (slopes, obstructions, protruding objects, changes in levels, etc.), signals (APS), bus stops (bus pads), buildings, parking, rest areas (tourist areas, picnic areas, visitor centers, etc.), mixed use trails, linkages to transit. Best practice - have discussion of jurisdictional issues/responsibilities for sidewalks	
Schedule – Show a strong commitment toward upgrading ADA elements identified in the inventory of barriers in the short term (planned capital improvement projects) and a strong commitment over time toward prioritizing curb ramps at walkways serving entities covered by the ADA. 28 CFR 35.150(d)(2) This would also include prioritization information, planning, and investments directed at eliminating other identified barriers over time. 28 CFR 35.150(d)(3) Best practice - dedicate resources to eliminate identified ADA deficiencies	
Describe in detail the Methods that will be used to make the facilities accessible. 28 CFR 35.150(d)(3)(ii) Best practice – include the Standard that the STA is following (i.e., 2010 ADAAG, 2011 PROWAG)	
Other ADA Requirements	Review Comments
Public Involvement – Description of process to allow public to readily access and submit comments for both self-evaluation and transition plan. 28 CFR 35.150(d)(1); 28 CFR 35.105(b) Best practices: a) detailed list of individuals consulted posted conspicuously on website, does not have to be in actual TP, but must be documented and available; b) have both electronic and hard copy notice. 28 CFR 35.105(c)	
ADA policy statement is a requirement of State Agencies, but does not have to be in the TP per se, but it is a good practice and needs to be easily accessible by the public. 28 CFR 35.106 Best practice - post conspicuously on website, for internal and external use	
Clear identification of the ADA Coordinator (dedicated trained staff) with contact information (i.e., name, office address, telephone number, email address, fax number) 28 CFR 35.107(a)	
Clear Complaint/Grievance Process to receive and address complaints/grievances from the public (is a requirement of State Agencies, but does not have to be in the TP per se, but it is a good practice and needs to be easily accessible by the public). 28 CFR 35.107(b)	
REVIEWER _____	DATE _____

Appendix D: Evaluated Facility Maps


Buildings


Parks

Public Rights-of-Way Sidewalk Corridors



Legend

 Angleton Recreation Center and Natatorium

 City Limits

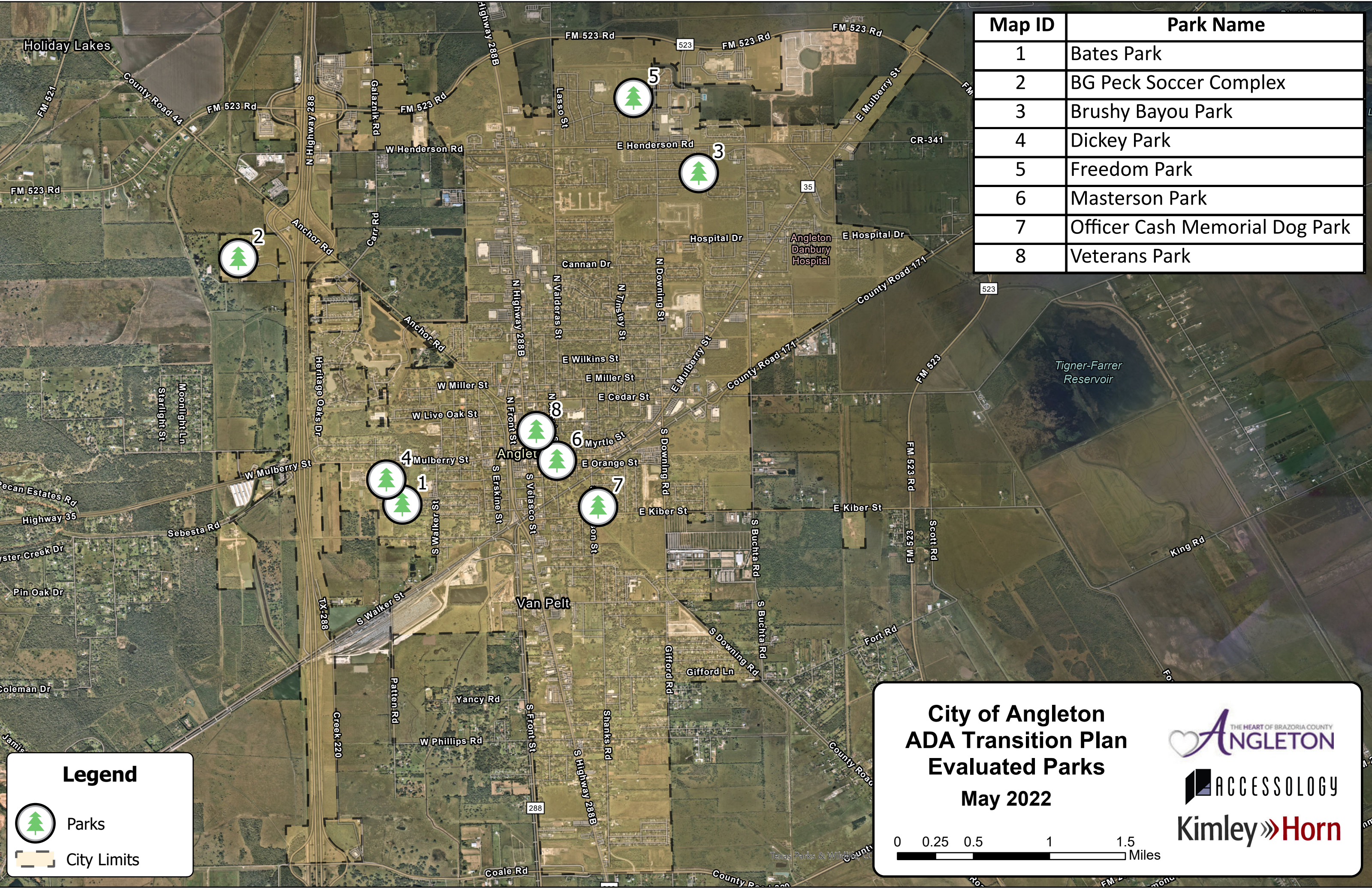
City of Angleton ADA Transition Plan Evaluated Building May 2022

00.250.511.5

Miles



Map ID	Park Name
1	Bates Park
2	BG Peck Soccer Complex
3	Brushy Bayou Park
4	Dickey Park
5	Freedom Park
6	Masterson Park
7	Officer Cash Memorial Dog Park
8	Veterans Park



Legend

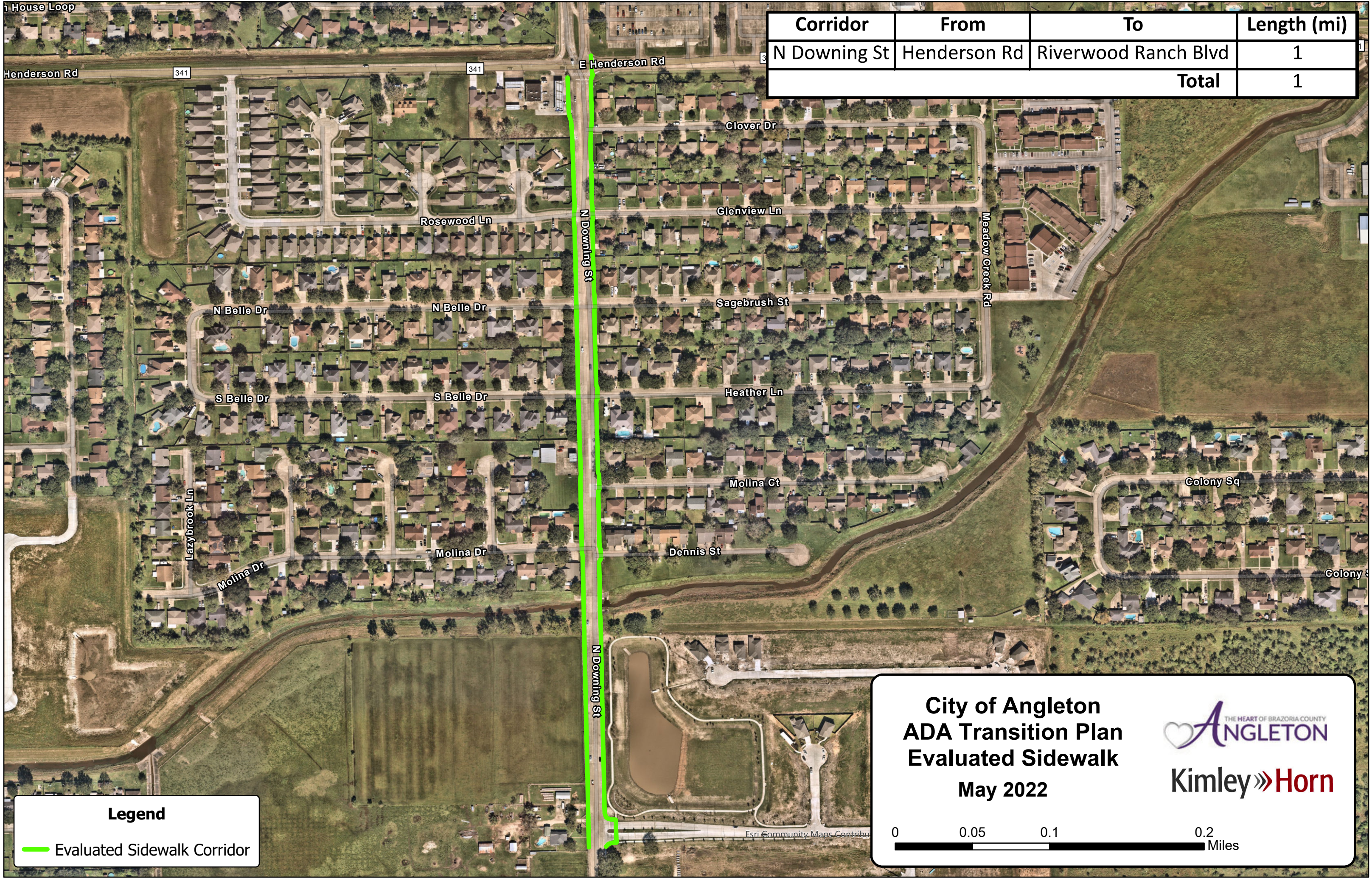
Parks

City Limits

City of Angleton
ADA Transition Plan
Evaluated Parks
May 2022


00.250.511.5

Miles



Corridor	From	To	Length (mi)
N Downing St	Henderson Rd	Riverwood Ranch Blvd	1
Total			1

Legend

 Evaluated Sidewalk Corridor

City of Angleton
ADA Transition Plan
Evaluated Sidewalk
May 2022


Kimley»Horn

00.050.10.2

Miles

Appendix E: Facility Reports

Buildings

Parks

Public Rights-of-Way Sidewalk Corridors

Public Rights-of-Way Unsignalized Intersections

Angleton, TX
ADA Self-Evaluation and Transition Plan Update
Buildings Cost Projection Summary
May 2022

GPS ID	Facility Name	Cost Projection
1	Angleton Recreation Center & Natatorium	\$26,700
TOTAL		\$26,700

Site Accessibility Evaluation



Angleton Recreation Center & Natatorium

1601 N Valderas St

Angleton, TX 77515

Accessibility Evaluation

Evaluation Date: 03/24/2022

Evaluators: Kristi Avalos

Prepared By



(972) 434 - 0068

www.accessology.com



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Main Floor: Kitchen

Barrier: 1

The sink drain pipes are exposed.

Hot water and drain pipes exposed under sinks shall be insulated or otherwise configured so as to protect against contact. There shall be no sharp or abrasive surfaces under sinks.

Citation:

2010 ADAS Section: 606.5

Current Condition:

Drain pipes are not insulated.

Budget Cost:

Base Cost: \$0.00
Contingency Cost: \$0.00
Design Cost: \$0.00
Total Cost: \$0.00

Possible Solutions:

Insulate drain pipes.

Barrier Priority:

Level 7 (Medium): Access to goods and services (DOJ Level 2) – minimally out of compliance

Restrooms (DOJ Level 3) – moderately out of compliance

Drinking fountains and public phones (DOJ Level 4 & 5) – severely out of compliance

Notes:

N/A



Main Floor: Kitchen

Barrier: 2

Knee and toe space has not been provided at the sink.

Kitchen sinks must be provided with a clear floor space positioned for a forward approach including knee and toe clearance.

Citation:

2010 ADAS Section: 606.2,
804.4

Current Condition:

There is a stool under the
sink

Budget Cost:

Base Cost: \$0.00
Contingency Cost: \$0.00
Design Cost: \$0.00
Total Cost: \$0.00

Possible Solutions:

Remove stool under the sink to allow proper knee and toe clearance.

Barrier Priority:

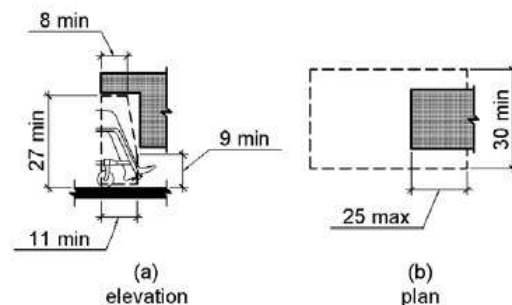
Level 6 (Medium): Parking or exterior accessible routes (DOJ Level 1) – minimally out of compliance

Access to goods and services (DOJ Level 2) – moderately out of compliance

Restrooms (DOJ Level 3) – severely out of compliance

Notes:

N/A



Main Floor: Weight Room

Barrier: 3

The locker box projects more than 4 inches into the circulation path.

Wall-mounted objects that have leading edges between 27 inches and 80 inches from the floor must not project more than 4 inches into the circulation path. Protruding objects that extend to the floor or within 27 inches of the floor are cane detectable and are therefore not hazardous. Where it is necessary or desirable to have objects protrude from the wall, a manner of cane detection must be provided.

Citation:

2010 ADAS Section: 307.2

Current Condition:

The locker box protrudes more than 4 inches into the path of travel.

Budget Cost:

Base Cost: \$750.00
Contingency Cost: \$150.00
Design Cost: \$100.00
Total Cost: \$1,000.00

Possible Solutions:

Move the locker box to an area outside the circulation path OR

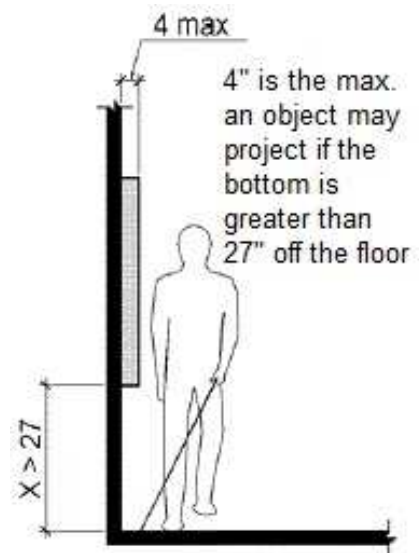
Install something permanently below it.

Barrier Priority:

Level 9 (Low): Restrooms (DOJ Level 3) – minimally out of compliance

Notes:

N/A



Main Floor: Weight Room

Barrier: 4

The exercise machine or equipment does not provide compliant clear floor space for transfer.

Exercise machines and equipment shall have a clear floor space positioned for transfer or for use by an individual seated in a wheelchair. Clear floor or ground spaces required at exercise machines and equipment is be permitted to overlap.

Citation:

2010 ADAS Section: 206.2.13

Current Condition:

Some of the exercise equipment does not have the required clear floor space next to it.

Budget Cost:

Base Cost: \$250.00
Contingency Cost: \$100.00
Design Cost: \$50.00
Total Cost: \$400.00

Possible Solutions:

Move exercise equipment around to ensure each type of equipment has a minimum of 30 inches by 48 inches next to at least one.

Barrier Priority:

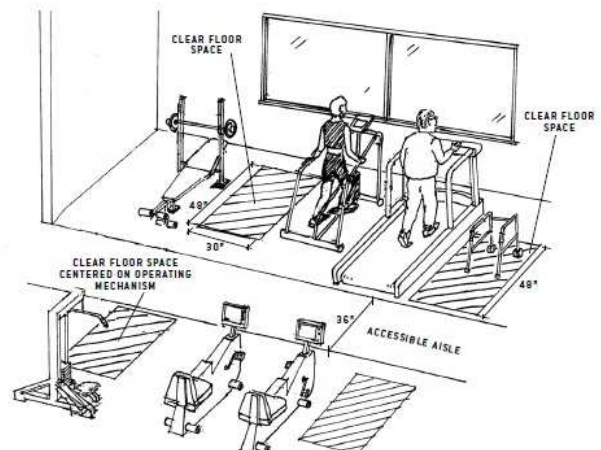
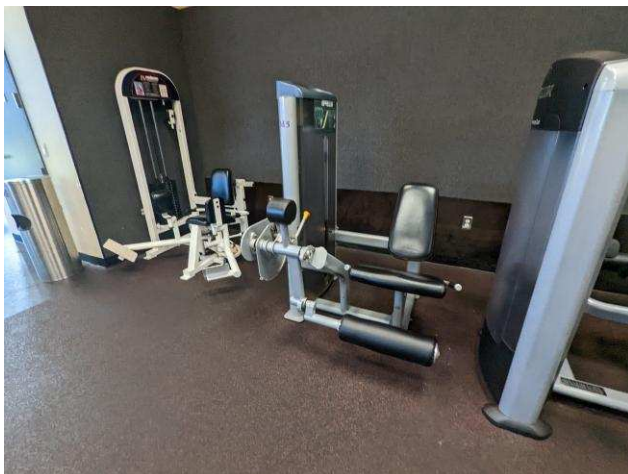
Level 7 (Medium): Access to goods and services (DOJ Level 2) – minimally out of compliance

Restrooms (DOJ Level 3) – moderately out of compliance

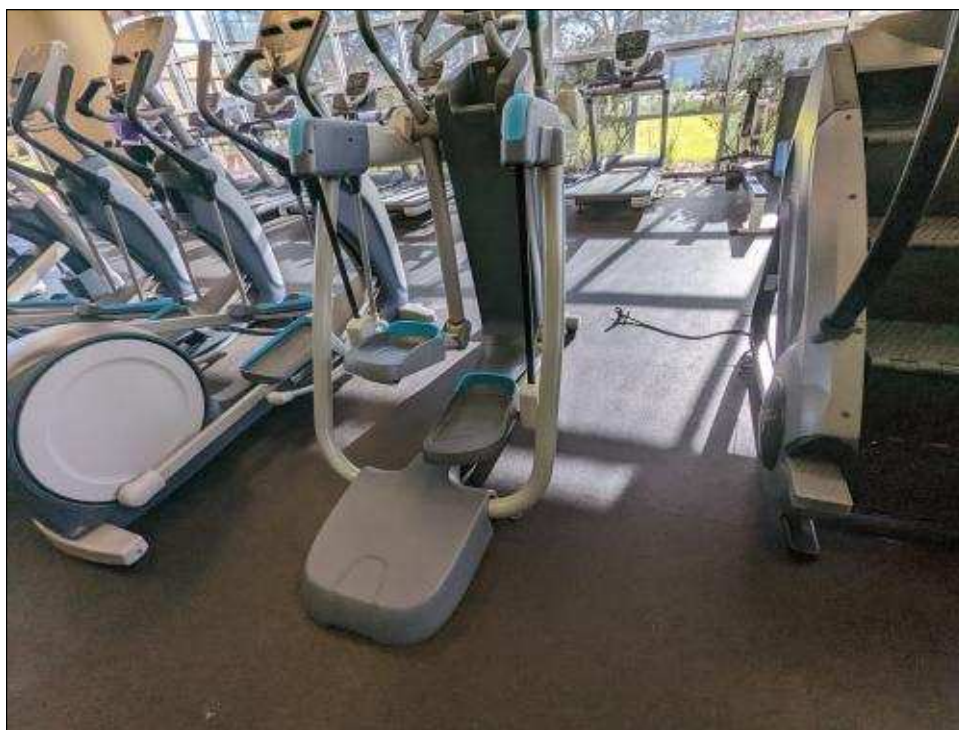
Drinking fountains and public phones (DOJ Level 4 & 5) – severely out of compliance

Notes:

N/A



Barrier #4 Additional Barrier Photos



Restrooms: Men's Restrooms

Barrier: 5

The water and drain pipes under the lavatory are not adequately insulated.

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

Citation:

2010 ADAS Section: 606.5

Current Condition:

There were three lavatories. One was being serviced by the plumbers, and the other two were partially insulated.

Budget Cost:

Base Cost: \$200.00
Contingency Cost: \$50.00
Design Cost: \$50.00
Total Cost: \$300.00

Possible Solutions:

Provide insulation to all drain pipes and waterlines.

Barrier Priority:

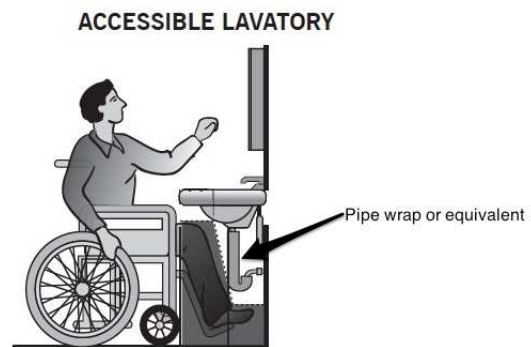
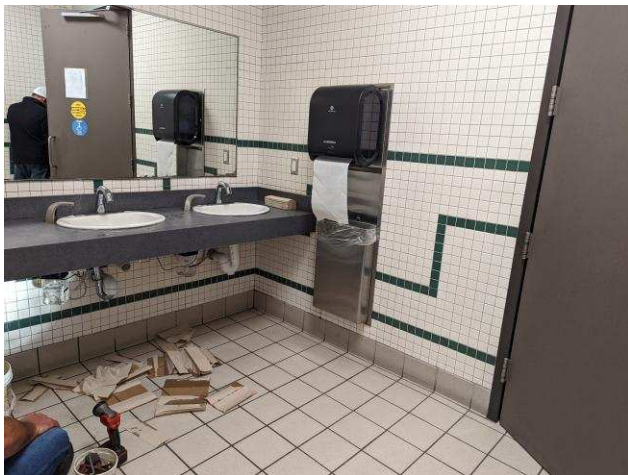
Level 7 (Medium): Access to goods and services (DOJ Level 2) – minimally out of compliance

Restrooms (DOJ Level 3) – moderately out of compliance

Drinking fountains and public phones (DOJ Level 4 & 5) – severely out of compliance

Notes:

N/A



Restrooms: Men's Restrooms

Barrier: 6

The toilet paper is not installed within the compliant range.

Toilet paper dispensers shall be 7 inches minimum and 9 inches maximum in front of the water closet measured to the centerline of the dispenser. The outlet of the dispenser shall be 15 inches minimum and 48 inches maximum above the finish floor and shall not be located behind grab bars. Dispensers shall not be of a type that controls delivery or that does not allow continuous paper flow. There shall be a clearance of 1 1/2 inches minimum below the grab bar.

Citation:

2010 ADAS Section: 604.7

Current Condition:

Toilet paper dispenser is approximately 13 inches from the toilet.

Budget Cost:

Base Cost: \$250.00
Contingency Cost: \$25.00
Design Cost: \$25.00
Total Cost: \$300.00

Possible Solutions:

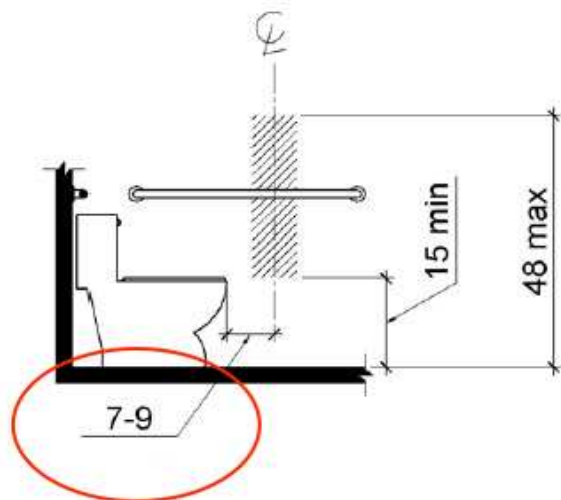
Adjust the toilet paper dispenser to be 7 inches minimum or 9 inches maximum from the toilet to the center of the dispenser.

Barrier Priority:

Level 9 (Low): Restrooms (DOJ Level 3) – minimally out of compliance

Notes:

N/A



Restrooms: Men's Restrooms

Barrier: 7

The (baby changing table projects more than 4 inches into the circulation path.

Wall-mounted objects that have leading edges between 27 inches and 80 inches from the floor must not project more than 4 inches into the circulation path. Protruding objects that extend to the floor or within 27 inches of the floor are cane detectable and are therefore not hazardous. Where it is necessary or desirable to have objects protrude from the wall, a manner of cane detection must be provided.

Citation:

2010 ADAS Section: 307.2

Current Condition:

The baby changing station is a protruding object when in the down position.

Budget Cost:

Base Cost: \$1,500.00
Contingency Cost: \$300.00
Design Cost: \$200.00
Total Cost: \$2,000.00

Possible Solutions:

Install wing walls or other barriers to ensure proper detection for baby changing station in the down position.

Barrier Priority:

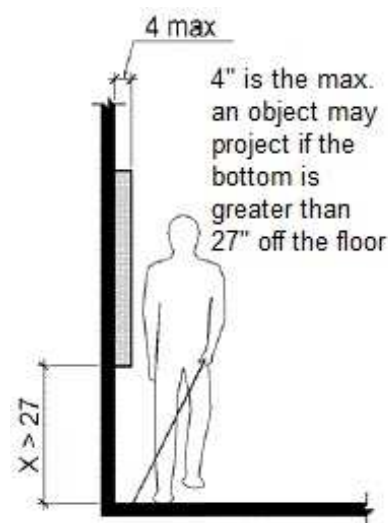
Level 7 (Medium): Access to goods and services (DOJ Level 2) – minimally out of compliance

Restrooms (DOJ Level 3) – moderately out of compliance

Drinking fountains and public phones (DOJ Level 4 & 5) – severely out of compliance

Notes:

N/A



Barrier #7 Additional Barrier Photos



Restrooms: Women's Restrooms

Barrier: 8

The baby changing station projects more than 4 inches into the circulation path.

Wall-mounted objects that have leading edges between 27 inches and 80 inches from the floor must not project more than 4 inches into the circulation path. Protruding objects that extend to the floor or within 27 inches of the floor are cane detectable and are therefore not hazardous. Where it is necessary or desirable to have objects protrude from the wall, a manner of cane detection must be provided.

Citation:

2010 ADAS Section: 307.2

Current Condition:

The baby changing station is a protruding object when in the down position,

Budget Cost:

Base Cost: \$1,500.00
Contingency Cost: \$300.00
Design Cost: \$200.00
Total Cost: \$2,000.00

Possible Solutions:

Install wing walls or other barriers to ensure proper detection for baby changing station in the down position.

Barrier Priority:

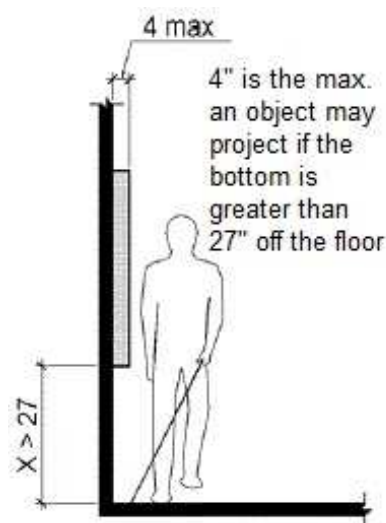
Level 7 (Medium): Access to goods and services (DOJ Level 2) – minimally out of compliance

Restrooms (DOJ Level 3) – moderately out of compliance

Drinking fountains and public phones (DOJ Level 4 & 5) – severely out of compliance

Notes:

N/A



Barrier #8 Additional Barrier Photos



Restrooms: Women's Restrooms

Barrier: 9

The toilet paper is not installed within the compliant range.

Toilet paper dispensers shall be 7 inches minimum and 9 inches maximum in front of the water closet measured to the centerline of the dispenser. The outlet of the dispenser shall be 15 inches minimum and 48 inches maximum above the finish floor and shall not be located behind grab bars. Dispensers shall not be of a type that controls delivery or that does not allow continuous paper flow. There shall be a clearance of 1 1/2 inches minimum below the grab bar.

Citation:

2010 ADAS Section: 604.7

Current Condition:

Toilet paper dispenser is approximately 13 inches from the toilet.

Budget Cost:

Base Cost: \$300.00
Contingency Cost: \$60.00
Design Cost: \$40.00
Total Cost: \$400.00

Possible Solutions:

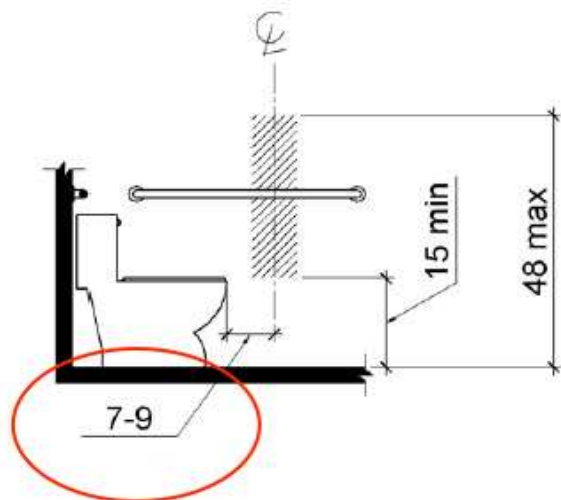
Adjust the toilet paper dispenser to be 7 inches minimum or 9 inches maximum from the toilet to the center of the dispenser.

Barrier Priority:

Level 9 (Low): Restrooms (DOJ Level 3) – minimally out of compliance

Notes:

N/A



Restrooms: Family Restroom

Barrier: 10

The toilet paper is not installed within the compliant range.

Toilet paper dispensers shall be 7 inches minimum and 9 inches maximum in front of the water closet measured to the centerline of the dispenser. The outlet of the dispenser shall be 15 inches minimum and 48 inches maximum above the finish floor and shall not be located behind grab bars. Dispensers shall not be of a type that controls delivery or that does not allow continuous paper flow. There shall be a clearance of 1 1/2 inches minimum below the grab bar.

Citation:

2010 ADAS Section: 604.7

Current Condition:

Toilet paper dispenser is approximately 15 inches from the toilet.

Budget Cost:

Base Cost: \$300.00
Contingency Cost: \$60.00
Design Cost: \$40.00
Total Cost: \$400.00

Possible Solutions:

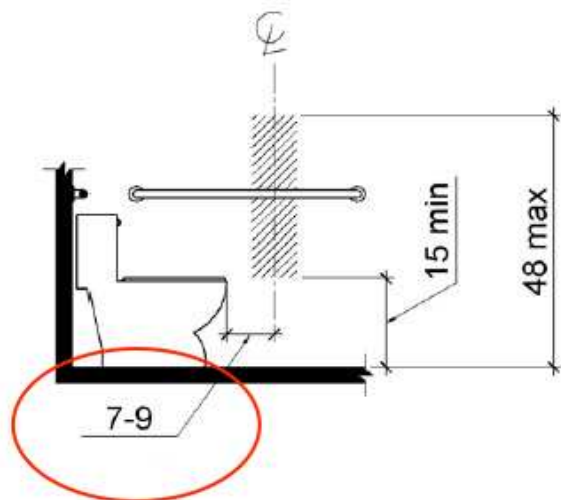
Adjust the toilet paper dispenser to be 7 inches minimum or 9 inches maximum from the toilet to the center of the dispenser.

Barrier Priority:

Level 9 (Low): Restrooms (DOJ Level 3) – minimally out of compliance

Notes:

N/A



Restrooms: Women's Locker Rooms

Barrier: 11

A portable seat is not allowed in a roll-in type shower.

A seat in a standard roll-in shower compartment shall be a folding type, shall be installed on the side wall adjacent to the controls, and shall extend from the back wall to a point within 3 inches of the compartment entry. A seat in an alternate roll-in type shower compartment shall be a folding type, shall be installed on the front wall opposite the back wall, and shall extend from the adjacent side wall to a point within 3 inches of the compartment entry. The top of the seat shall be 17 inches minimum and 19 inches maximum above the bathroom finish floor.

Citation:

2010 ADAS Section: 610.3

Current Condition:

There is a portable seat outside the shower.

Budget Cost:

Base Cost: \$1,500.00
Contingency Cost: \$300.00
Design Cost: \$200.00
Total Cost: \$2,000.00

Possible Solutions:

Install a compliant folding chair to the wall adjacent to the controls.

Barrier Priority:

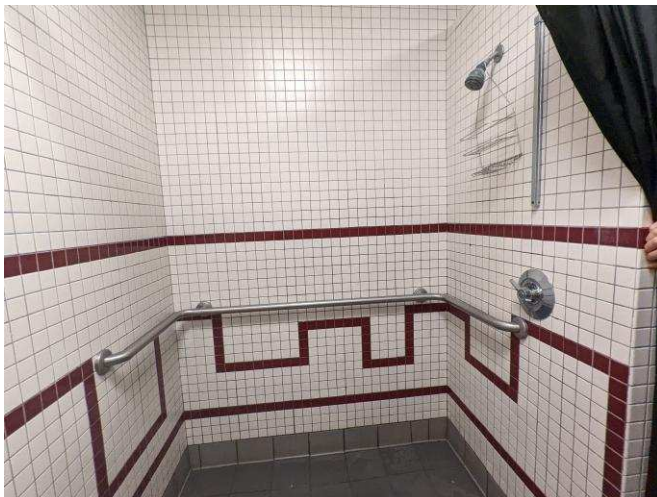
Level 6 (Medium): Parking or exterior accessible routes (DOJ Level 1) – minimally out of compliance

Access to goods and services (DOJ Level 2) – moderately out of compliance

Restrooms (DOJ Level 3) – severely out of compliance

Notes:

N/A



Barrier #11 Additional Barrier Photos



Restrooms: Women's Locker Rooms

Barrier: 12

The toilet paper is not installed within the compliant range.

Toilet paper dispensers shall be 7 inches minimum and 9 inches maximum in front of the water closet measured to the centerline of the dispenser. The outlet of the dispenser shall be 15 inches minimum and 48 inches maximum above the finish floor and shall not be located behind grab bars. Dispensers shall not be of a type that controls delivery or that does not allow continuous paper flow. There shall be a clearance of 1 1/2 inches minimum below the grab bar.

Citation:

2010 ADAS Section: 604.7

Current Condition:

Toilet paper dispenser is approximately 15 inches from the toilet.

Budget Cost:

Base Cost: \$300.00
Contingency Cost: \$60.00
Design Cost: \$40.00
Total Cost: \$400.00

Possible Solutions:

Adjust the toilet paper dispenser to be 7 inches minimum or 9 inches maximum from the toilet to the center of the dispenser.

Barrier Priority:

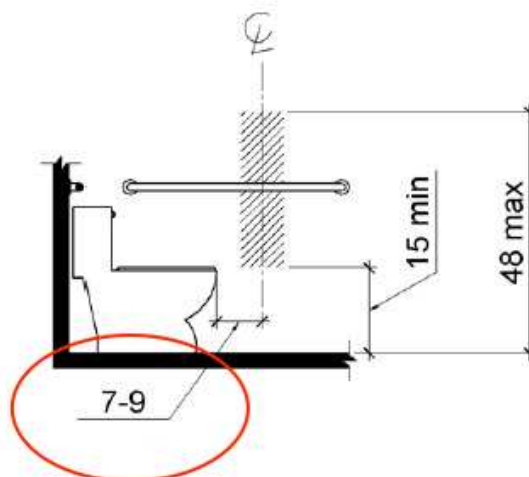
Level 7 (Medium): Access to goods and services (DOJ Level 2) – minimally out of compliance

Restrooms (DOJ Level 3) – moderately out of compliance

Drinking fountains and public phones (DOJ Level 4 & 5) – severely out of compliance

Notes:

N/A



Restrooms: Women's Locker Rooms

Barrier: 13

The water and drain pipes under the lavatory are not adequately insulated.

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

Citation:

2010 ADAS Section: 606.5

Current Condition:

Not all the drain pipes were insulated.

Budget Cost:

Base Cost: \$150.00
Contingency Cost: \$30.00
Design Cost: \$20.00
Total Cost: \$200.00

Possible Solutions:

Provide insulation to all drain pipes and waterlines.

Barrier Priority:

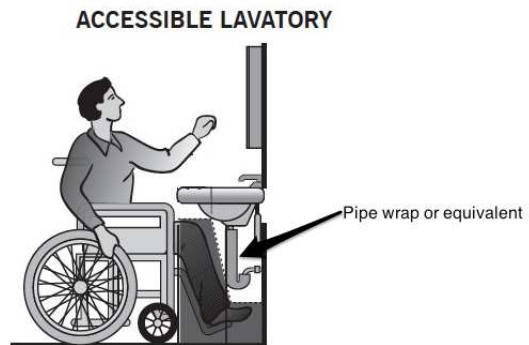
Level 7 (Medium): Access to goods and services (DOJ Level 2) – minimally out of compliance

Restrooms (DOJ Level 3) – moderately out of compliance

Drinking fountains and public phones (DOJ Level 4 & 5) – severely out of compliance

Notes:

N/A



Restrooms: Women's Locker Rooms

Barrier: 14

The clear floor space for the lockers is obstructed.

The clear floor or ground space shall be 30 inches minimum by 48 inches minimum and free of obstructions.

Citation:

2010 ADAS Section: 305.3

Current Condition:

The clear floor space for the lockers is obstructed by the door.

Budget Cost:

Base Cost: \$2,000.00
Contingency Cost: \$400.00
Design Cost: \$300.00
Total Cost: \$2,700.00

Possible Solutions:

Install lockers in a more accessible location or add additional lockers in a compliant location.

Barrier Priority:

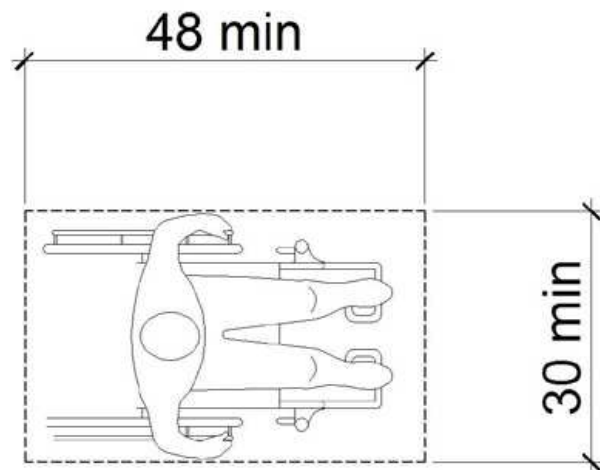
Level 7 (Medium): Access to goods and services (DOJ Level 2) – minimally out of compliance

Restrooms (DOJ Level 3) – moderately out of compliance

Drinking fountains and public phones (DOJ Level 4 & 5) – severely out of compliance

Notes:

N/A



Restrooms: Men's Locker Rooms

Barrier: 15

No seat provided in the shower.

A seat in a standard roll-in shower compartment shall be a folding type, shall be installed on the side wall adjacent to the controls, and shall extend from the back wall to a point within 3 inches of the compartment entry. A seat in an alternate roll-in type shower compartment shall be a folding type, shall be installed on the front wall opposite the back wall, and shall extend from the adjacent side wall to a point within 3 inches of the compartment entry. The top of the seat shall be 17 inches minimum and 19 inches maximum above the bathroom finish floor.

Citation:

2010 ADAS Section: 610.3

Current Condition:

There is no seat provided.

Budget Cost:

Base Cost: \$1,500.00
Contingency Cost: \$300.00
Design Cost: \$200.00
Total Cost: \$2,000.00

Possible Solutions:

Install a compliant folding chair to the wall adjacent to the controls.

Barrier Priority:

Level 6 (Medium): Parking or exterior accessible routes (DOJ Level 1) – minimally out of compliance
Access to goods and services (DOJ Level 2) – moderately out of compliance
Restrooms (DOJ Level 3) – severely out of compliance

Notes:

N/A



Restrooms: Men's Locker Rooms

Barrier: 16

The toilet paper is not installed within the compliant range.

Toilet paper dispensers shall be 7 inches minimum and 9 inches maximum in front of the water closet measured to the centerline of the dispenser. The outlet of the dispenser shall be 15 inches minimum and 48 inches maximum above the finish floor and shall not be located behind grab bars. Dispensers shall not be of a type that controls delivery or that does not allow continuous paper flow. There shall be a clearance of 1 1/2 inches minimum below the grab bar.

Citation:

2010 ADAS Section: 604.7

Current Condition:

Toilet paper dispenser is approximately 15 inches from the toilet.

Budget Cost:

Base Cost: \$300.00
Contingency Cost: \$60.00
Design Cost: \$40.00
Total Cost: \$400.00

Possible Solutions:

Adjust the toilet paper dispenser to be 7 inches minimum or 9 inches maximum from the toilet to the center of the dispenser.

Barrier Priority:

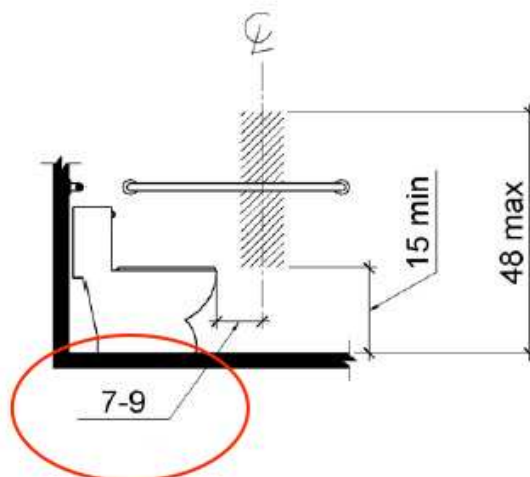
Level 7 (Medium): Access to goods and services (DOJ Level 2) – minimally out of compliance

Restrooms (DOJ Level 3) – moderately out of compliance

Drinking fountains and public phones (DOJ Level 4 & 5) – severely out of compliance

Notes:

N/A



Pool Area: Path of Travel

Barrier: 17

The accessible route of travel contains cross slopes greater than 2%.

Surface cross slopes shall not exceed 1 unit vertical in 48 units horizontal (2-percent slope). When the slope in the direction of travel of any walk exceeds 1 unit vertical in 20 units horizontal (5-percent slope), it must be constructed as ramp.

Citation:

2010 ADAS Section: 206.2.4,
403.3

Current Condition:

Pool deck has a slope of
5.2% from the main pool
drain to the secondary drain.

Budget Cost:

Base Cost: \$1,500.00
Contingency Cost: \$300.00
Design Cost: \$200.00
Total Cost: \$2,000.00

Possible Solutions:

Provide a slope not greater than 2%

Barrier Priority:

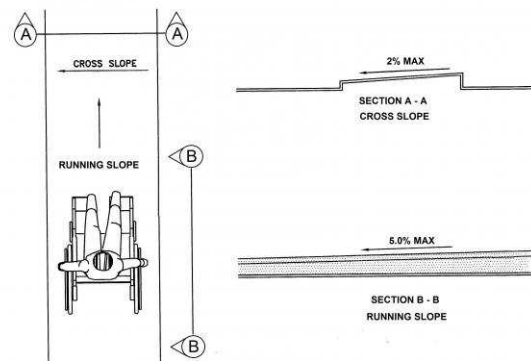
Level 6 (Medium): Parking or exterior accessible routes (DOJ Level 1) – minimally out of compliance

Access to goods and services (DOJ Level 2) – moderately out of compliance

Restrooms (DOJ Level 3) – severely out of compliance

Notes:

N/A



Barrier #17 Additional Barrier Photos



Pool Area: Path of Travel

Barrier: 18

The water slide extends down too close to the route of travel.

Any obstruction that overhangs a circulation route must be a minimum of 80 inches above the walking surface as measured from the bottom of the obstruction.

Citation:

2010 ADAS Section: 307.3

Current Condition:

The water slide is a protruding object.

Budget Cost:

Base Cost: \$1,500.00
Contingency Cost: \$300.00
Design Cost: \$200.00
Total Cost: \$2,000.00

Possible Solutions:

Install barriers to prevent anyone from being able to travel behind the slide.

Barrier Priority:

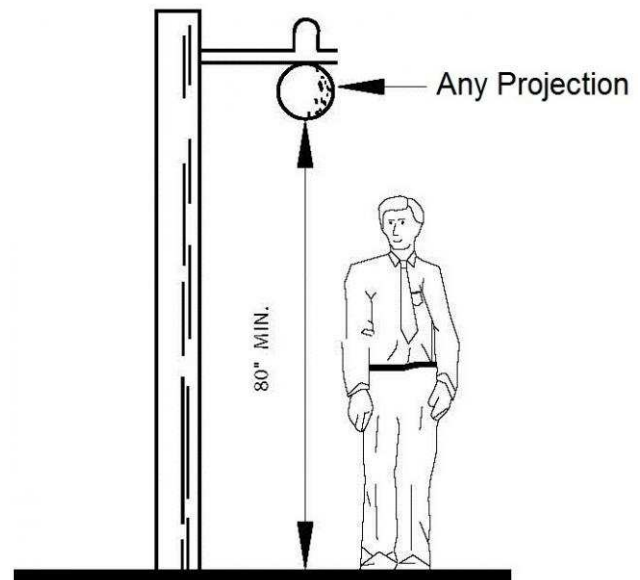
Level 7 (Medium): Access to goods and services (DOJ Level 2) – minimally out of compliance

Restrooms (DOJ Level 3) – moderately out of compliance

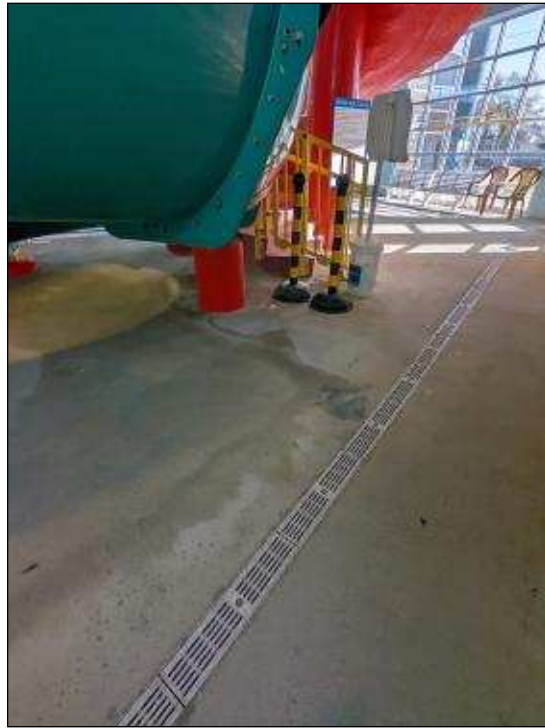
Drinking fountains and public phones (DOJ Level 4 & 5) – severely out of compliance

Notes:

N/A



Barrier #18 Additional Barrier Photos



Pool Area: Path of Travel

Barrier: 19

The accessible route of travel contains cross slopes greater than 2%.

Surface cross slopes shall not exceed 1 unit vertical in 48 units horizontal (2-percent slope). When the slope in the direction of travel of any walk exceeds 1 unit vertical in 20 units horizontal (5-percent slope), it must be constructed as ramp.

Citation:

2010 ADAS Section: 206.2.4,
403.3

Current Condition:

Pool deck has a slope of
5.2% from the main pool
drain to the secondary drain.

Budget Cost:

Base Cost: \$1,500.00
Contingency Cost: \$300.00
Design Cost: \$200.00
Total Cost: \$2,000.00

Possible Solutions:

Provide a slope not greater than 2%

Barrier Priority:

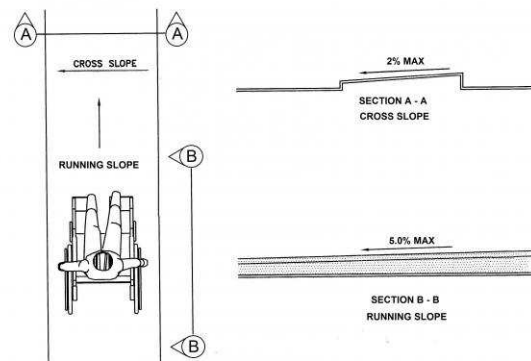
Level 6 (Medium): Parking or exterior accessible routes (DOJ Level 1) – minimally out of compliance

Access to goods and services (DOJ Level 2) – moderately out of compliance

Restrooms (DOJ Level 3) – severely out of compliance

Notes:

N/A



Barrier #19 Additional Barrier Photos



Pool Area: Path of Travel

Barrier: 20

The accessible route of travel contains cross slopes greater than 2%.

Surface cross slopes shall not exceed 1 unit vertical in 48 units horizontal (2-percent slope). When the slope in the direction of travel of any walk exceeds 1 unit vertical in 20 units horizontal (5-percent slope), it must be constructed as ramp.

Citation:

2010 ADAS Section: 206.2.4,
403.3

Current Condition:

Pool deck has a slope of
4.8% from the main pool
drain to the secondary drain.

Budget Cost:

Base Cost: \$1,500.00
Contingency Cost: \$300.00
Design Cost: \$200.00
Total Cost: \$2,000.00

Possible Solutions:

Provide a slope not greater than 2%

Barrier Priority:

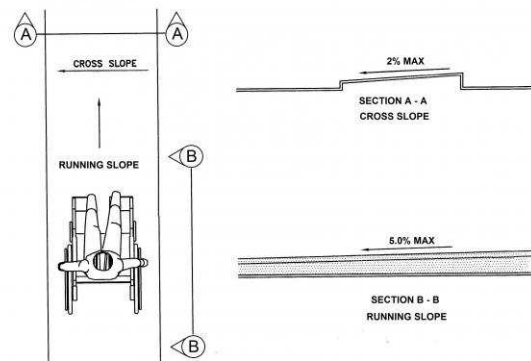
Level 6 (Medium): Parking or exterior accessible routes (DOJ Level 1) – minimally out of compliance

Access to goods and services (DOJ Level 2) – moderately out of compliance

Restrooms (DOJ Level 3) – severely out of compliance

Notes:

N/A



Barrier #20 Additional Barrier Photos



Pool Area: Path of Travel

Barrier: 21

The accessible route of travel contains cross slopes greater than 2%.

Surface cross slopes shall not exceed 1 unit vertical in 48 units horizontal (2-percent slope). When the slope in the direction of travel of any walk exceeds 1 unit vertical in 20 units horizontal (5-percent slope), it must be constructed as ramp.

Citation:

2010 ADAS Section: 206.2.4,
403.3

Current Condition:

Pool deck has a slope of
3.8% from the main pool
drain to the secondary drain.

Budget Cost:

Base Cost: \$1,500.00
Contingency Cost: \$300.00
Design Cost: \$200.00
Total Cost: \$2,000.00

Possible Solutions:

Provide a slope not greater than 2%

Barrier Priority:

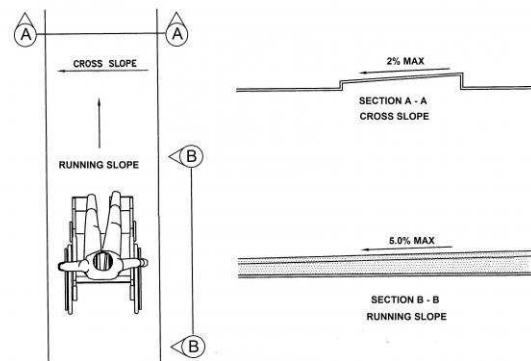
Level 6 (Medium): Parking or exterior accessible routes (DOJ Level 1) – minimally out of compliance

Access to goods and services (DOJ Level 2) – moderately out of compliance

Restrooms (DOJ Level 3) – severely out of compliance

Notes:

N/A



Barrier #21 Additional Barrier Photos



Exterior: Parking Lot

Barrier: 22

The parking sign is mounted too low.

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

Citation:

2010 ADAS Section: 502.6

Current Condition:

All accessible signs are not in compliance to the minimum required height of 60 inches.

Budget Cost:

Base Cost: \$150.00
Contingency Cost: \$30.00
Design Cost: \$20.00
Total Cost: \$200.00

Possible Solutions:

Adjust all the signs to the proper height of 60 inches.

Barrier Priority:

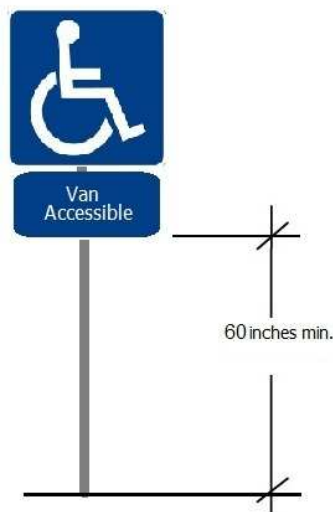
Level 6 (Medium): Parking or exterior accessible routes (DOJ Level 1) – minimally out of compliance

Access to goods and services (DOJ Level 2) – moderately out of compliance

Restrooms (DOJ Level 3) – severely out of compliance

Notes:

N/A



Barrier #22 Additional Barrier Photos



Exterior: Parking Lot

Barrier: 23

The accessible route between the building entrance and the accessible parking has running slopes greater than 5% and has not been constructed as a ramp (i.e. handrails, edge protection, etc.).

When the slope in the direction of travel of any walk exceeds 1 unit vertical in 20 units horizontal (5-percent slope), it must be constructed as a ramp. Surface cross slopes must not exceed one unit vertical in 48 units horizontal (2-percent slope).

Citation:

2010 ADAS Section: 403.3

Current Condition:

There is a 9.5% slope on the path of travel.

Budget Cost:

Base Cost: \$1,500.00
Contingency Cost: \$300.00
Design Cost: \$200.00
Total Cost: \$2,000.00

Possible Solutions:

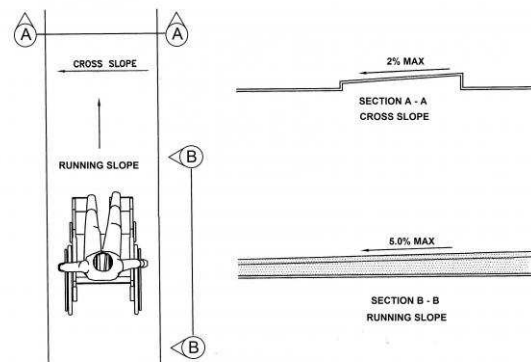
Provide a path of travel with a slope not greater than 5% or a ramp with a slope not greater than 8.33%

Barrier Priority:

Level 4 (High): Parking and exterior accessible routes (DOJ Level 1) – moderately out of compliance

Notes:

N/A



Barrier #23 Additional Barrier Photos



Cost Summary

Item	# of Barriers	Total Item Cost
High Priority	1	\$2,000.00
Level 1	0	\$0.00
Level 2	0	\$0.00
Level 3	0	\$0.00
Level 4	1	\$2,000.00
Medium Priority	18	\$22,600.00
Level 5	0	\$0.00
Level 6	8	\$12,200.00
Level 7	10	\$10,400.00
Level 8	0	\$0.00
Low Priority	4	\$2,100.00
Level 9	4	\$2,100.00
Level 10	0	\$0.00
Level 11	0	\$0.00
Level 12	0	\$0.00
Priority Total	23	\$26,700.00

Angleton, TX
ADA Self-Evaluation and Transition Plan Update
Parks Cost Projection Summary
May 2022

GPS ID	Facility Name	Cost Projection
1	Masterson Park	\$51,000
2	BG Peck Soccer Complex	\$260,600
3	Dickey Park	\$25,700
4	Bates Park	\$51,300
5	Brushy Bayou Park	\$20,500
6	Freedom Park	\$35,800
7	Officer Cash Memorial Dog Park	\$11,200
8	Veterans Park	\$27,500
TOTAL		\$483,600

Site Accessibility Evaluation



Masterson Park
101 S Arcola St
Angleton, TX 77515
Accessibility Evaluation
Evaluation Date: 04/14/2022
Evaluators: Thomas Avalos

Prepared By



(972) 434 - 0068

www.accessology.com



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Parking: Parking

Barrier: 1

The running slope (long dimension) of the accessible parking stall exceeds 2%.

The running slope in an accessible parking stall and the access aisle must not exceed 2%.

Citation:

2010 ADAS Section: 502.4

Current Condition:

7.7% Running slope

Budget Cost:

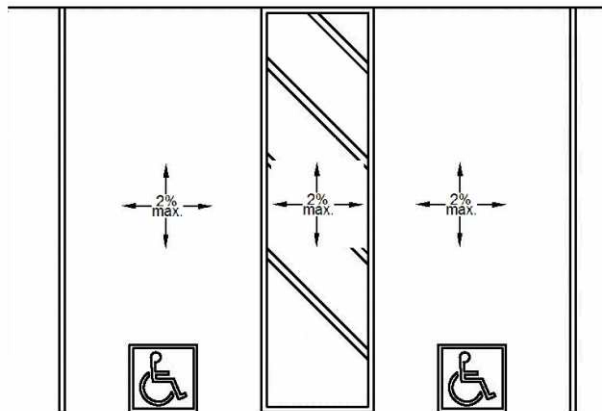
Base Cost: \$2,500.00
Contingency Cost: \$500.00
Design Cost: \$400.00
Total Cost: \$3,400.00

Possible Solutions:

Regrade the accessible parking space to achieve a 1:48 (2.08%) maximum slope in all directions.

Barrier Priority:

Level 2 (High): Parking and exterior accessible routes (DOJ Level 1) – severely out of compliance; near a hospital, school, transit stop, govt. bldg., or other pedestrian attractor



Barrier #1 Additional Barrier Photos



Parking: Parking

Barrier: 2

The cross slope (narrow dimension) of the parking stall exceeds 2%.

The running and cross slope in an accessible parking stall and the access aisle must not exceed 2%.

Citation:

2010 ADAS Section: 502.4

Current Condition:

Cross slope is at 2.2%

Budget Cost:

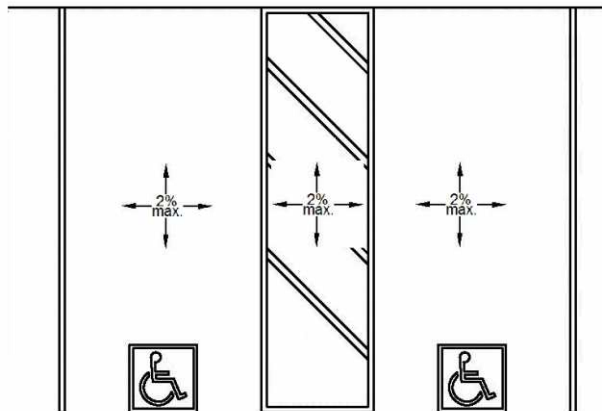
Base Cost: \$2,500.00
Contingency Cost: \$500.00
Design Cost: \$400.00
Total Cost: \$3,400.00

Possible Solutions:

Regrade the accessible parking space to achieve a 1:48 (2.08%) maximum slope in all directions.

Barrier Priority:

Level 2 (High): Parking and exterior accessible routes (DOJ Level 1) – severely out of compliance; near a hospital, school, transit stop, govt. bldg., or other pedestrian attractor



Barrier #2 Additional Barrier Photos



Parking: Parking

Barrier: 3

The parking sign is mounted too low.

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

Citation:

2010 ADAS Section: 502.6

Current Condition:

The accessible parking sign is mounted at 36.75 inches above the ground.

Budget Cost:

Base Cost: \$200.00
Contingency Cost: \$50.00
Design Cost: \$50.00
Total Cost: \$300.00

Possible Solutions:

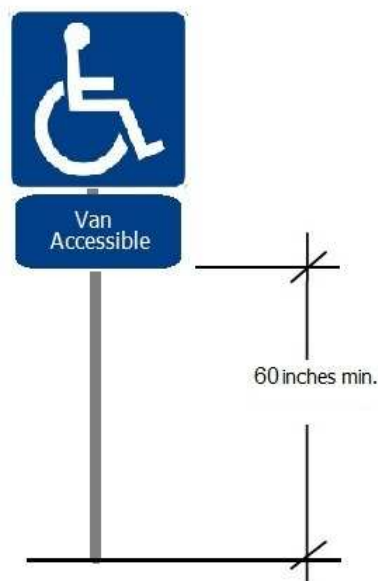
Raise signage so the bottom of the sign is a minimum of 60" above ground to the bottom of the sign.

Barrier Priority:

Level 6 (Medium): Parking or exterior accessible routes (DOJ Level 1) – minimally out of compliance

Access to goods and services (DOJ Level 2) – moderately out of compliance

Restrooms (DOJ Level 3) – severely out of compliance



Parking: Parking

Barrier: 4

There are no van accessible parking stalls.

1 in every 6, minimum of one, required accessible stalls must be a van accessible stall.

There are a total of 23 parking stalls in the parking lot that could be reasonably associated with this facility. There should be a minimum of 1 accessible stalls with a minimum of 1 being designed as van accessible.

Citation:

2010 ADAS Section: 208.2,
208.2.4

Current Condition:

23 parking spaces with 2
non compliant accessible
spaces

Budget Cost:

Base Cost: \$2,500.00
Contingency Cost: \$500.00
Design Cost: \$400.00
Total Cost: \$3,400.00

Possible Solutions:

Provide a van accessible parking space with an access aisle and signage.

Barrier Priority:

Level 2 (High): Parking and exterior accessible routes (DOJ Level 1) – severely out of compliance; near a hospital, school, transit stop, govt. bldg., or other pedestrian attractor



Total Number of Parking Spaces Provided in Parking Facility	Minimum Number of Required Accessible Parking Spaces
1 to 25	1
26 to 50	2
51 to 75	3
76 to 100	4
101 to 150	5
151 to 200	6
201 to 300	7
301 to 400	8
401 to 500	9
501 to 1000	2 percent of total
1001 and over	20, plus 1 for each 100, or fraction thereof, over 1000

Barrier #4 Additional Barrier Photos



Parking: Parking

Barrier: 5

The running slope (long dimension) of the accessible parking stall exceeds 2%.

The running slope in an accessible parking stall and the access aisle must not exceed 2%.

Citation:

2010 ADAS Section: 502.4

Current Condition:

Running slope 7.1%

Budget Cost:

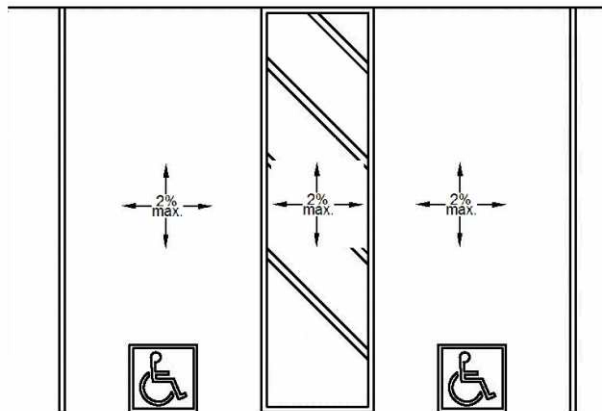
Base Cost: \$2,500.00
Contingency Cost: \$500.00
Design Cost: \$400.00
Total Cost: \$3,400.00

Possible Solutions:

Regrade the accessible parking space to achieve a 1:48 (2.08%) maximum slope in all directions.

Barrier Priority:

Level 2 (High): Parking and exterior accessible routes (DOJ Level 1) – severely out of compliance; near a hospital, school, transit stop, govt. bldg., or other pedestrian attractor



Barrier #5 Additional Barrier Photos



Parking: Parking

Barrier: 6

The parking sign is mounted too low.

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

Citation:

2010 ADAS Section: 502.6

Current Condition:

Height 34.5 inches and facing wrong direction.

Budget Cost:

Base Cost: \$200.00
Contingency Cost: \$60.00
Design Cost: \$40.00
Total Cost: \$300.00

Possible Solutions:

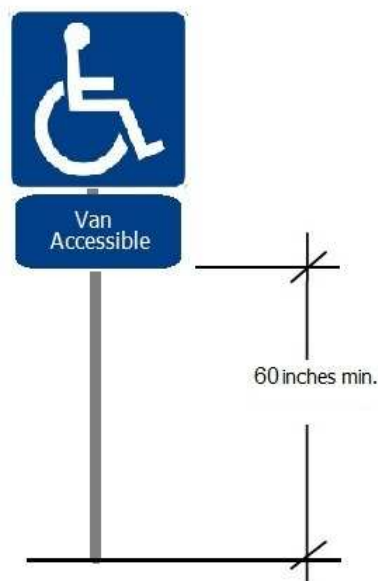
Raise signage so the bottom of the sign is a minimum of 60" above ground to the bottom of the sign.

Barrier Priority:

Level 6 (Medium): Parking or exterior accessible routes (DOJ Level 1) – minimally out of compliance

Access to goods and services (DOJ Level 2) – moderately out of compliance

Restrooms (DOJ Level 3) – severely out of compliance



Parking: Parking

Barrier: 7

The striping for the accessible parking stalls loading/unloading access aisle is missing.

Access aisles shall be marked so as to discourage parking in them.

Citation:

2010 ADAS Section: 502.3.3

Current Condition:

The words "NO PARKING" is missing from the access aisle adjacent to the parking space per Texas Administrative Code.

Budget Cost:

Base Cost: \$150.00
Contingency Cost: \$100.00
Design Cost: \$50.00
Total Cost: \$300.00

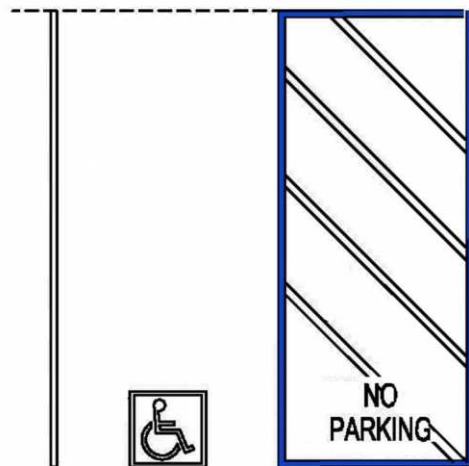
Possible Solutions:

The words "NO PARKING" painted on any access aisle adjacent to the parking space. The words must be painted:

- (1) in all capital letters;
- (2) with a letter height of at least twelve inches, and a stroke width of at least two inches; and
- (3) centered within each access aisle adjacent to the parking space.

Barrier Priority:

Level 5 (Medium): Access to goods and services issues (DOJ Level 2) – severely out of compliance



Parking: Parking

Barrier: 8

The running slope of the access aisle (long dimension) exceeds 2%.

The running slope in an accessible parking stall and the access aisle must not exceed 2%.

Citation:

2010 ADAS Section: 502.4

Current Condition:

The running slope 8.6%.

Budget Cost:

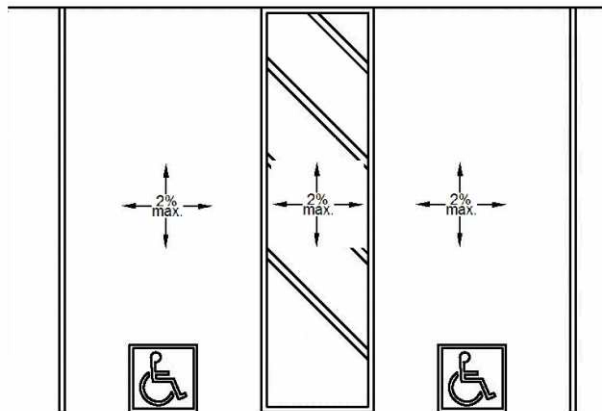
Base Cost: \$2,500.00
Contingency Cost: \$500.00
Design Cost: \$400.00
Total Cost: \$3,400.00

Possible Solutions:

Re-grade the access aisle to achieve a 1:48 (2.08%) maximum slope in all directions.

Barrier Priority:

Level 2 (High): Parking and exterior accessible routes (DOJ Level 1) – severely out of compliance; near a hospital, school, transit stop, govt. bldg., or other pedestrian attractor



Barrier #8 Additional Barrier Photos



Parking: Parking

Barrier: 9

The curb ramp on the accessible route has cross slopes greater than 2 percent and running slopes greater than 8.33 percent.

Surface cross slopes shall not exceed one unit vertical in 48 units horizontal (2-percent slope). Surface running slopes shall not exceed one unit vertical in 12 units horizontal (8.33-percent slope).

Citation:

2010 ADAS Section: 405.3,
405.2, 406.1

Current Condition:

Running slope exceeds
8.33%

Budget Cost:

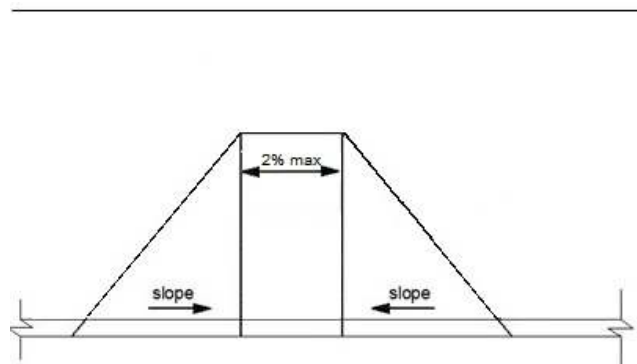
Base Cost: \$3,000.00
Contingency Cost: \$600.00
Design Cost: \$400.00
Total Cost: \$4,000.00

Possible Solutions:

Remove and replace curb ramp.

Barrier Priority:

Level 2 (High): Parking and exterior accessible routes (DOJ Level 1) – severely out of compliance; near a hospital, school, transit stop, govt. bldg., or other pedestrian attractor



Accessible Route: Accessible Route

Barrier: 10

There is no accessible route to the amenities offered in the park.

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

Citation:

2010 ADAS Section: 206.2.2

Current Condition:

Only a grass surface is provided to the volleyball and picnic areas.

Budget Cost:

Base Cost: \$15,000.00
Contingency Cost: \$3,000.00
Design Cost: \$2,300.00
Total Cost: \$20,300.00

Possible Solutions:

Provide a level, stable and slip resistant ground surface route to each amenity through out park.

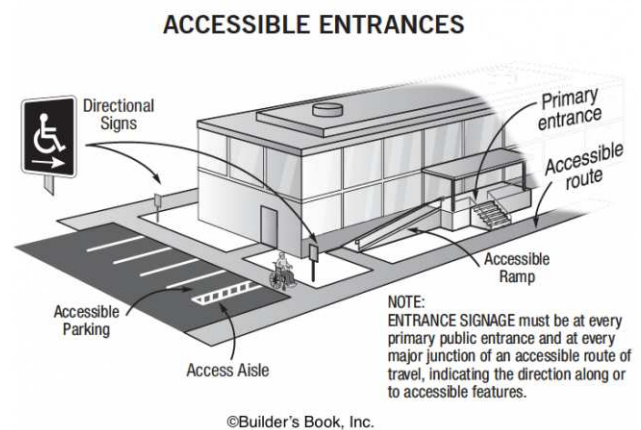
This does not have to be a concrete sidewalk, but needs to be a compliant route.

Barrier Priority:

Level 6 (Medium): Parking or exterior accessible routes (DOJ Level 1) – minimally out of compliance

Access to goods and services (DOJ Level 2) – moderately out of compliance

Restrooms (DOJ Level 3) – severely out of compliance



Barrier #10 Additional Barrier Photos



Barrier #10 Additional Barrier Photos



Restrooms: Restrooms

Barrier: 11

The toilet paper is not installed within the compliant range in front of the toilet.

Toilet paper dispensers shall be 7 inches minimum and 9 inches maximum in front of the water closet measured to the centerline of the dispenser. The outlet of the dispenser shall be 15 inches minimum and 48 inches maximum above the finish floor and shall not be located behind grab bars. Dispensers shall not be of a type that controls delivery or that does not allow continuous paper flow. There shall be a clearance of 1 1/2 inches minimum below the grab bar.

Citation:

2010 ADAS Section: 604.7

Current Condition:

Toilet paper dispenser is not installed within compliant range.

Budget Cost:

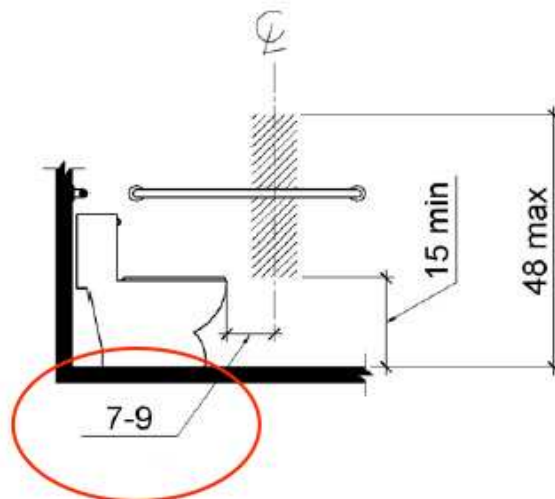
Base Cost: \$200.00
Contingency Cost: \$60.00
Design Cost: \$40.00
Total Cost: \$300.00

Possible Solutions:

Remove and reinstall the toilet paper dispenser to be 7 to 9 inches in front of the water closet measured to the centerline of the dispenser.

Barrier Priority:

Level 9 (Low): Restrooms (DOJ Level 3) – minimally out of compliance



Restrooms: Restrooms

Barrier: 12

The element is positioned less than 12 inches from the top of the grab bar.

Elements adjacent to the grab bar shall be positioned to provide unobstructed use of grab bars. The space between the grab bar and projecting objects below and at the ends shall be 1-1/2 inches minimum. The space between the grab bar and projecting objects above shall be 12 inches minimum.

Citation:

2010 ADAS Section: 609.3

Current Condition:

Toilet paper dispenser located 9 inches above grab bar.

Budget Cost:

Base Cost: \$0.00
Contingency Cost: \$0.00
Design Cost: \$0.00
Total Cost: \$0.00

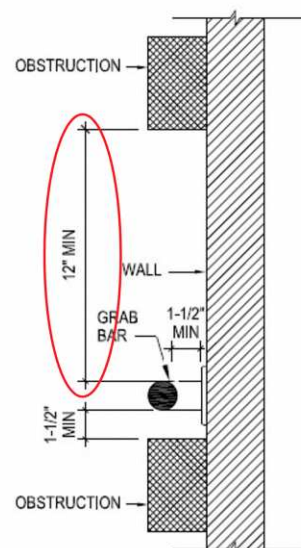
Possible Solutions:

Remove and relocate the dispenser to a compliant range either 12 inches above or 1 1/2 inches below the grab bar.

Remediation cost included in barrier 12.

Barrier Priority:

Level 9 (Low): Restrooms (DOJ Level 3) – minimally out of compliance



Drinking Fountain: Drinking Fountain

Barrier: 13

The required types of drinking fountains are not provided.

Where drinking fountains are provided, a minimum of one must be designed for wheelchair users and one must be designed for standing persons unless a single fountain meets the requirements for both.

Citation:

2010 ADAS Section: 211.2

Current Condition:

Drinking fountain for standing person not provided.

Budget Cost:

Base Cost: \$3,800.00
Contingency Cost: \$760.00
Design Cost: \$540.00
Total Cost: \$5,100.00

Possible Solutions:

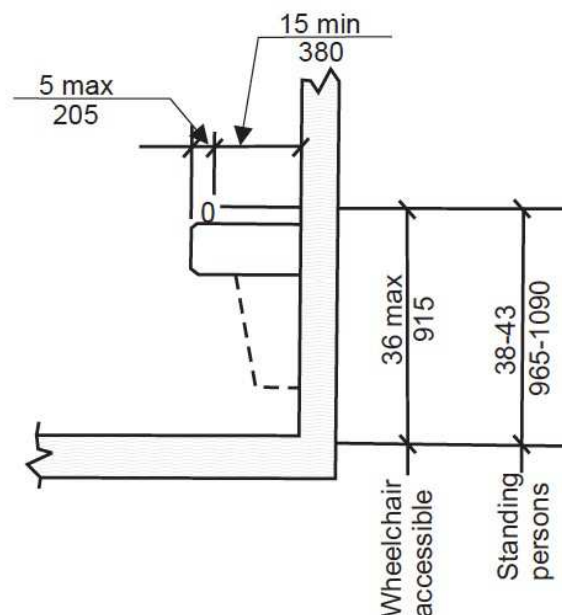
Install an additional unit for standing persons.

Barrier Priority:

Level 7 (Medium): Access to goods and services (DOJ Level 2) – minimally out of compliance

Restrooms (DOJ Level 3) – moderately out of compliance

Drinking fountains and public phones (DOJ Level 4 & 5) – severely out of compliance



Playground: Play Area

Barrier: 14

Compliance with ASTM F1951 for accessibility for ground surfaces on accessible routes, clear floor or ground spaces, and turning spaces has not been determined.

Ground surfaces shall comply with ASTM F 1951. Ground surfaces shall be inspected and maintained regularly and frequently to ensure continued compliance with ASTM F 1951.

Citation:

2010 ADAS Section:
1008.2.6.1

Current Condition:

Playground surface is wavy
and uneven.

Budget Cost:

Base Cost: \$2,500.00
Contingency Cost: \$500.00
Design Cost: \$400.00
Total Cost: \$3,400.00

Possible Solutions:

Ensure surface is maintained in compliance.

Barrier Priority:

Level 8 (Medium): Drinking fountains and public phones (DOJ Level 4 & 5) – moderately out of compliance



Cost Summary

Item	# of Barriers	Total Item Cost
High Priority	6	\$21,000.00
Level 1	0	\$0.00
Level 2	6	\$21,000.00
Level 3	0	\$0.00
Level 4	0	\$0.00
Medium Priority	6	\$29,700.00
Level 5	1	\$300.00
Level 6	3	\$20,900.00
Level 7	1	\$5,100.00
Level 8	1	\$3,400.00
Low Priority	2	\$300.00
Level 9	2	\$300.00
Level 10	0	\$0.00
Level 11	0	\$0.00
Level 12	0	\$0.00
Priority Total	14	\$51,000.00

Site Accessibility Evaluation



BG Peck Soccer Complex
709 Kelly Blvd
Angleton, TX 77515
Accessibility Evaluation
Evaluation Date: 03/24/2022
Evaluators: Kristi Avalos

Prepared By



(972) 434 - 0068

www.accessology.com

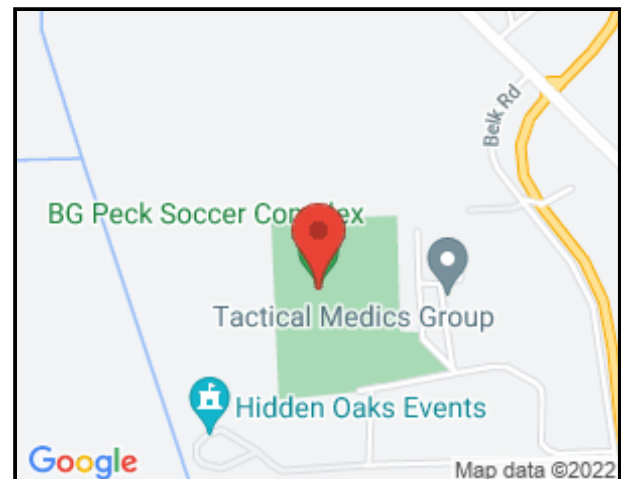


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Parking: Parking

Barrier: 1

The access aisle is missing at the majority of the accessible parking stalls.

Access aisles serving parking spaces shall adjoin an accessible route. Two parking spaces shall be permitted to share a common access aisle.

Citation:

2010 ADAS Section: 502.2

Current Condition:

Only the parking spaces on the ends have access aisles. The majority do not.

Budget Cost:

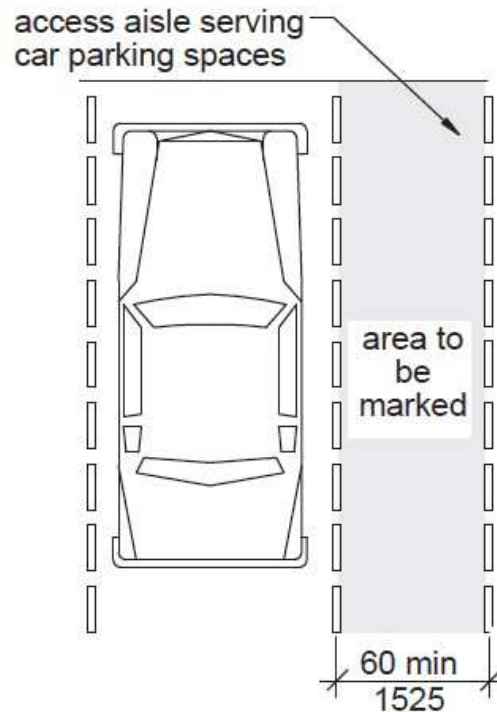
Base Cost: \$1,500.00
Contingency Cost: \$300.00
Design Cost: \$200.00
Total Cost: \$2,000.00

Possible Solutions:

Restripe accessible parking spaces to ensure each space is served by an access aisle.

Barrier Priority:

Level 3 (High): Parking and exterior accessible routes (DOJ Level 1) – severely out of compliance; NOT near a hospital, school, transit stop, govt. bldg., or other pedestrian attractor



Parking: Parking

Barrier: 2

There is no accessible route to the soccer fields.

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

Citation:

2010 ADAS Section: 206.2.2

Current Condition:

No accessible route is provided from accessible parking to the soccer fields.

Budget Cost:

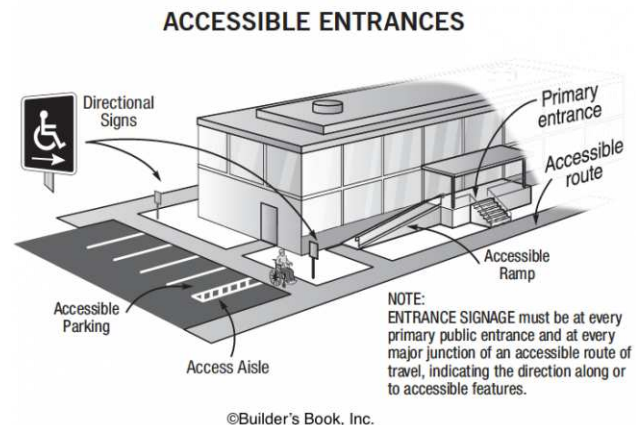
Base Cost: \$5,000.00
Contingency Cost: \$1,000.00
Design Cost: \$800.00
Total Cost: \$6,800.00

Possible Solutions:

When the accessible parking areas are restriped, create an accessible route leading to the soccer fields.

Barrier Priority:

Level 3 (High): Parking and exterior accessible routes (DOJ Level 1) – severely out of compliance; NOT near a hospital, school, transit stop, govt. bldg., or other pedestrian attractor



Accessible Route: Path of Travel

Barrier: 3

The pedestrian bridge contains changes in level greater than a 1/2 inch high that should be ramped.

Changes in level greater than 1/2 inch high shall be constructed as a ramp or curb ramp.

Citation:

2010 ADAS Section: 303.4

Current Condition:

There is a change of level on both ends of the pedestrian bridge between the accessible parking and soccer field 3.

Budget Cost:

Base Cost: \$5,000.00
Contingency Cost: \$1,000.00
Design Cost: \$800.00
Total Cost: \$6,800.00

Possible Solutions:

Replace the pedestrian bridge with a fully compliant accessible route.

Barrier Priority:

Level 5 (Medium): Access to goods and services issues (DOJ Level 2) – severely out of compliance



Barrier #3 Additional Barrier Photos



Accessible Route: Path of Travel

Barrier: 4

The accessible route has running slopes greater than 5 percent across the width of the walk and has not been constructed as a ramp (i.e. handrails, edge protection, etc.).

When the slope in the direction of travel of any walk exceeds 1 unit vertical in 20 units horizontal (5-percent slope), it must be constructed as a ramp. Surface cross slopes must not exceed one unit vertical in 48 units horizontal (2-percent slope).

Citation:

2010 ADAS Section: 403.3

Current Condition:

Ramp to the pedestrian bridge has a 13.9% running slope.

Budget Cost:

Base Cost: \$0.00
Contingency Cost: \$0.00
Design Cost: \$0.00
Total Cost: \$0.00

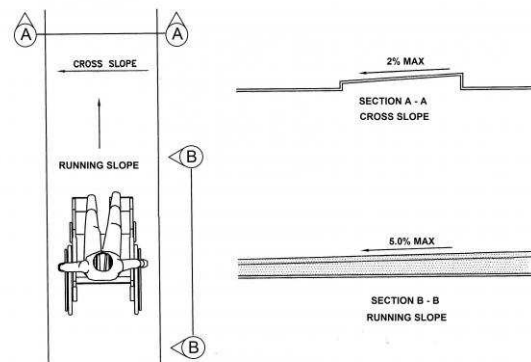
Possible Solutions:

This should be removed completely when the new pedestrian route is developed.

Cost is figured in barrier #3.

Barrier Priority:

Level 4 (High): Parking and exterior accessible routes (DOJ Level 1) – moderately out of compliance



Barrier #4 Additional Barrier Photos



Accessible Route: Path of Travel

Barrier: 5

There is no accessible route to the soccer fields and/or seating areas.

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

Citation:

2010 ADAS Section: 206.2.2

Current Condition:

At the time of the evaluation the path of travel was under construction and is not accessible to other fields.

Budget Cost:

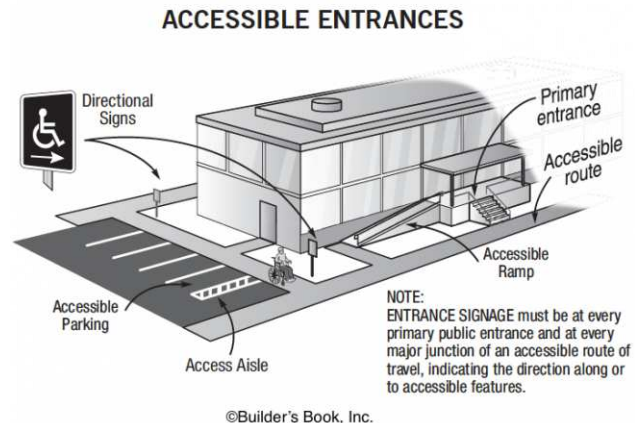
Base Cost: \$150,000.00
Contingency Cost: \$30,000.00
Design Cost: \$22,500.00
Total Cost: \$202,500.00

Possible Solutions:

Provide path of travel that the running slope is no greater than 1:20 (5%) and a cross slope that is no greater than 1:48 (2.08%).

Barrier Priority:

Level 5 (Medium): Access to goods and services issues (DOJ Level 2) – severely out of compliance



Barrier #5 Additional Barrier Photos



Barrier #5 Additional Barrier Photos



Restrooms: Women's Restrooms

Barrier: 6

The walkway contains abrupt vertical edges and/or variations over a 1/2 inch.

1/4 inch is the maximum vertical rise. Changes in level between 1/4 inch and 1/2 inch must be beveled at 1:2 or less.

Changes in level greater than 1/2 inch must be by way of a ramp.

Citation:

2010 ADAS Section: 303.3,
303.2

Current Condition:

There is a change of elevation of 1 inch at the entrance of the women's restroom.

Budget Cost:

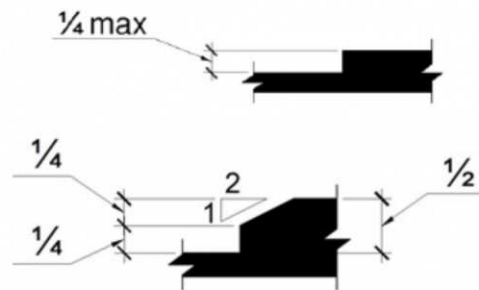
Base Cost: \$1,500.00
Contingency Cost: \$300.00
Design Cost: \$200.00
Total Cost: \$2,000.00

Possible Solutions:

Modify the path of travel to provide a smooth level surface.

Barrier Priority:

Level 6 (Medium): Parking or exterior accessible routes (DOJ Level 1) – minimally out of compliance
Access to goods and services (DOJ Level 2) – moderately out of compliance
Restrooms (DOJ Level 3) – severely out of compliance



Restrooms: Women's Restrooms

Barrier: 7

The water and drain pipes under the lavatory are not adequately insulated.

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

Citation:

2010 ADAS Section: 606.5

Current Condition:

No pipe insulation is provided.

Budget Cost:

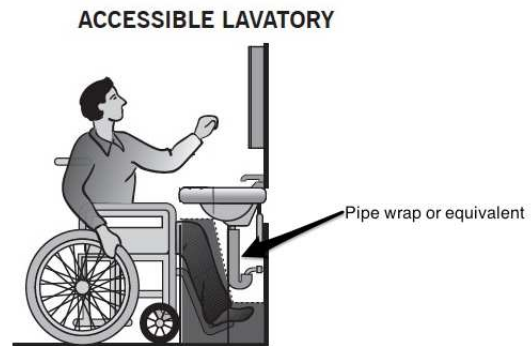
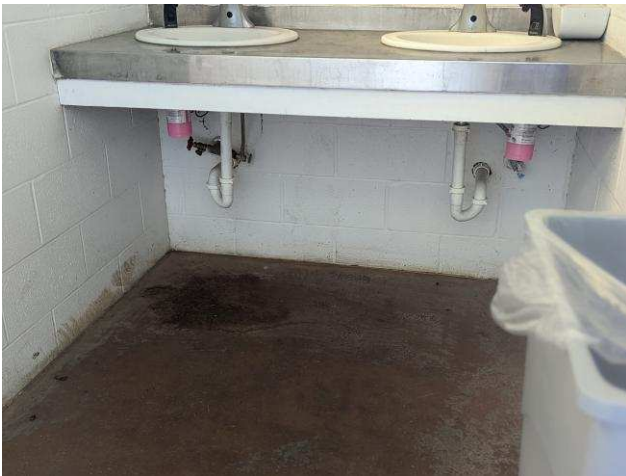
Base Cost: \$650.00
Contingency Cost: \$150.00
Design Cost: \$100.00
Total Cost: \$900.00

Possible Solutions:

Install insulation around at least one of the lavatory pipes or otherwise protect against contact.

Barrier Priority:

Level 8 (Medium): Drinking fountains and public phones (DOJ Level 4 & 5) – moderately out of compliance



Restrooms: Women's Restrooms

Barrier: 8

The compartment door is not self closing.

The water closet compartment shall be equipped with a door that has an automatic-closing device.

Citation:

2010 ADAS Section:
604.8.1.2

Current Condition:

Neither the accessible stall
nor the ambulatory stall
have self-closing hinges.

Budget Cost:

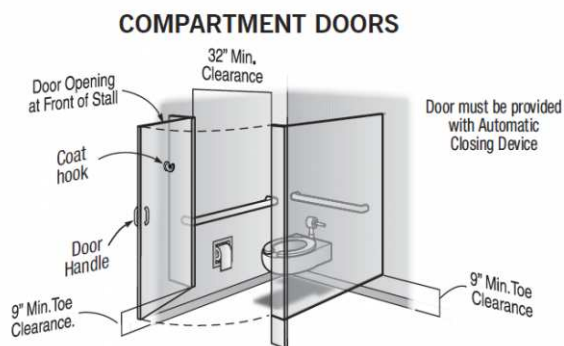
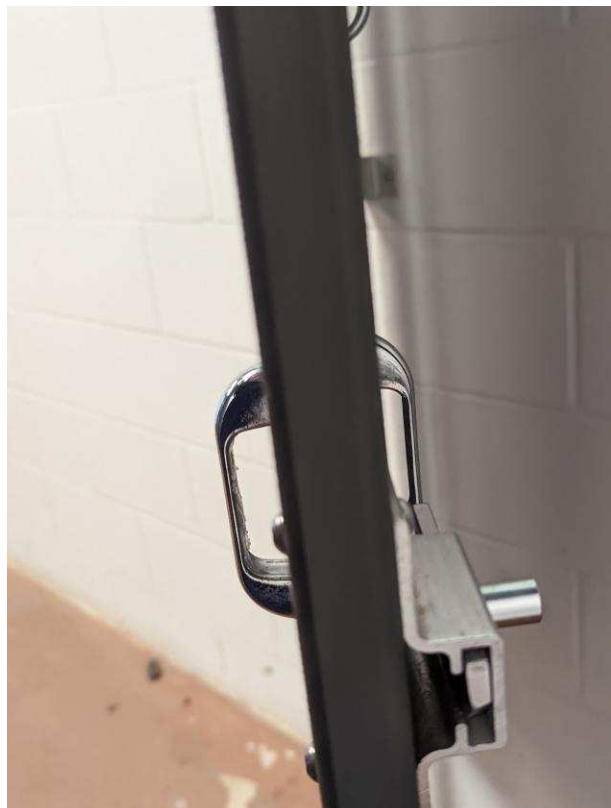
Base Cost: \$650.00
Contingency Cost: \$150.00
Design Cost: \$100.00
Total Cost: \$900.00

Possible Solutions:

Install self-closing hinges on both doors.

Barrier Priority:

Level 9 (Low): Restrooms (DOJ Level 3) – minimally out of compliance



Restrooms: Men's Restroom

Barrier: 9

The compartment door is not self closing.

The water closet compartment shall be equipped with a door that has an automatic-closing device.

Citation:

2010 ADAS Section:
604.8.1.2

Current Condition:

Neither the accessible stall
nor the ambulatory stall
have self-closing hinges.

Budget Cost:

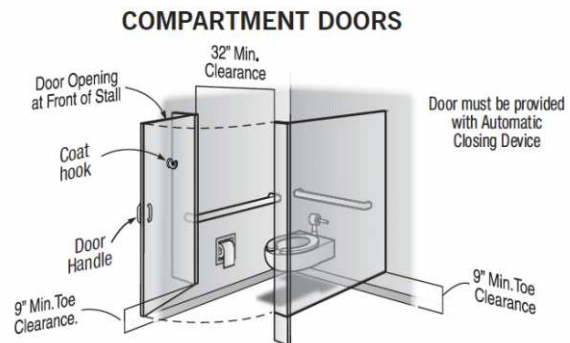
Base Cost: \$650.00
Contingency Cost: \$150.00
Design Cost: \$100.00
Total Cost: \$900.00

Possible Solutions:

Install self-closing hinges on both doors.

Barrier Priority:

Level 9 (Low): Restrooms (DOJ Level 3) – minimally out of compliance



Restrooms: Men's Restroom

Barrier: 10

The water and drain pipes under the lavatory are not adequately insulated.

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

Citation:

2010 ADAS Section: 606.5

Current Condition:

No pipe insulation is provided.

Budget Cost:

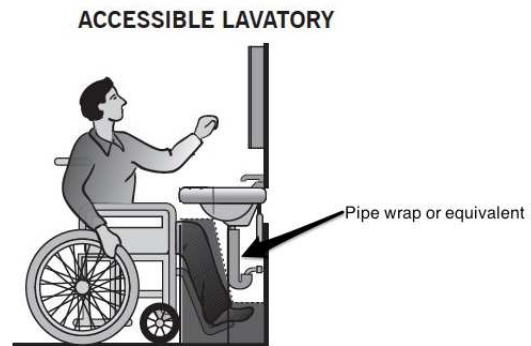
Base Cost: \$650.00
Contingency Cost: \$150.00
Design Cost: \$100.00
Total Cost: \$900.00

Possible Solutions:

Install insulation around at least one of the lavatory pipes or otherwise protect against skin contact.

Barrier Priority:

Level 8 (Medium): Drinking fountains and public phones (DOJ Level 4 & 5) – moderately out of compliance



Concession: Doors

Barrier: 11

The maneuvering clearance at the entrance door exceeds 2% slope.

Exterior doors with a front approach must have a landing on the pull side that is a minimum of 60 inches in depth perpendicular to the door in a close position by a minimum width dimension of 18 inches plus the door width. The additional 18 inches must extend past the door on the latch side. The entire maneuvering clearance must be free of obstructions and must be flat (2% max. slope is considered flat in any direction).

Citation:

2010 ADAS Section:
404.2.4.4

Current Condition:

Slope into the concession
building is at 7.1%.

Budget Cost:

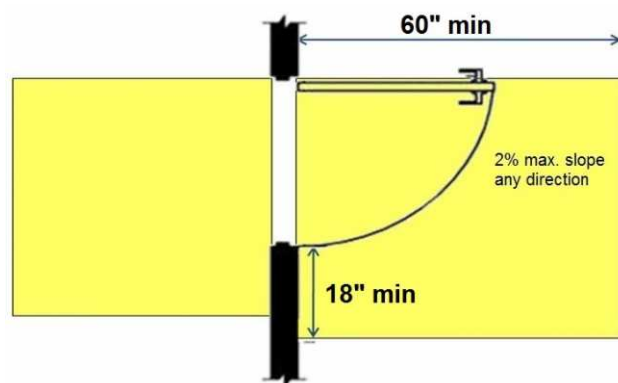
Base Cost: \$25,000.00
Contingency Cost: \$5,000.00
Design Cost: \$3,800.00
Total Cost: \$33,800.00

Possible Solutions:

The exterior sidewalk around the building has a cross slope. The areas serving entry doors need to be altered for compliance.

Barrier Priority:

Level 6 (Medium): Parking or exterior accessible routes (DOJ Level 1) – minimally out of compliance
Access to goods and services (DOJ Level 2) – moderately out of compliance
Restrooms (DOJ Level 3) – severely out of compliance



Concession: Counters

Barrier: 12

The counter is too high.

A portion of the counter surface that is 30 inches long minimum and 36 inches high maximum shall be provided. Knee and toe space shall be provided under the counter. A clear floor or ground space shall be positioned for a forward approach to the counter.

Citation:

2010 ADAS Section: 904.4.2

Current Condition:

The lower concession counter is mounted at 41 inches.

Budget Cost:

Base Cost: \$2,300.00
Contingency Cost: \$450.00
Design Cost: \$350.00
Total Cost: \$3,100.00

Possible Solutions:

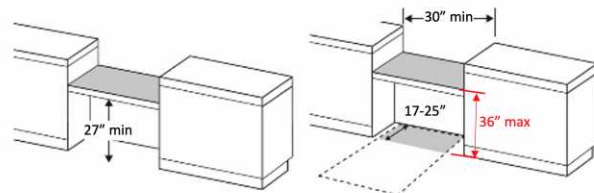
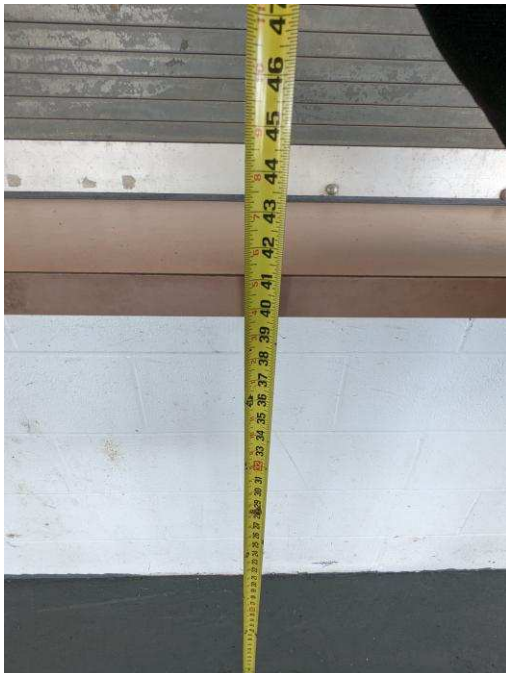
Lower at least one of the concession counters so it's no more than 36 inches high.

Barrier Priority:

Level 7 (Medium): Access to goods and services (DOJ Level 2) – minimally out of compliance

Restrooms (DOJ Level 3) – moderately out of compliance

Drinking fountains and public phones (DOJ Level 4 & 5) – severely out of compliance



Cost Summary

Item	# of Barriers	Total Item Cost
High Priority	3	\$8,800.00
Level 1	0	\$0.00
Level 2	0	\$0.00
Level 3	2	\$8,800.00
Level 4	1	\$0.00
Medium Priority	7	\$250,000.00
Level 5	2	\$209,300.00
Level 6	2	\$35,800.00
Level 7	1	\$3,100.00
Level 8	2	\$1,800.00
Low Priority	2	\$1,800.00
Level 9	2	\$1,800.00
Level 10	0	\$0.00
Level 11	0	\$0.00
Level 12	0	\$0.00
Priority Total	12	\$260,600.00

Site Accessibility Evaluation



Dickey Park
813 W Mulberry St
Angleton, TX 77515
Accessibility Evaluation
Evaluation Date: 03/24/2022
Evaluators: Kristi Avalos

Prepared By



(972) 434 - 0068

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Pavillion: Picnic Table

Barrier: 1

The knee clearance is not compliant.

The knee clearance shall be 11 inches deep minimum at 9 inches above the finish floor or ground, and 8 inches deep minimum at 27 inches above the finish floor or ground and 30 inches wide minimum.

Citation:

2010 ADAS Section: 306.3.3

Current Condition:

Picnic tables throughout the park do not have the proper knee and toe clearance.

Budget Cost:

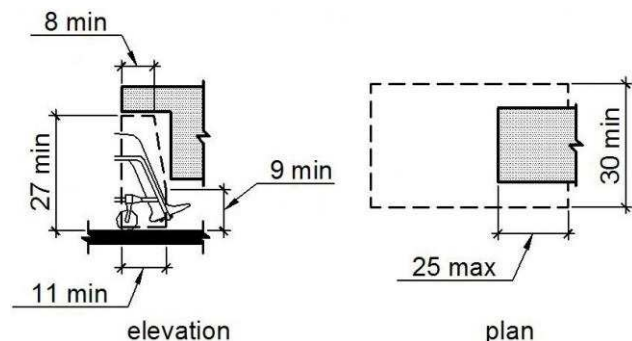
Base Cost: \$1,200.00
Contingency Cost: \$240.00
Design Cost: \$160.00
Total Cost: \$1,600.00

Possible Solutions:

Provide at least one accessible picnic table under the pavilion.

Barrier Priority:

Level 5 (Medium): Access to goods and services issues (DOJ Level 2) – severely out of compliance



Playground: Playground Equipment

Barrier: 2

The transfer platform has not been provided with support for transferring.

Where play components require transfer to entry points or seats, at least one means of support for transferring shall be provided.

Citation:

2010 ADAS Section: 1008.4.5

Current Condition:

Transfer support missing.

Budget Cost:

Base Cost: \$1,000.00
Contingency Cost: \$225.00
Design Cost: \$175.00
Total Cost: \$1,400.00

Possible Solutions:

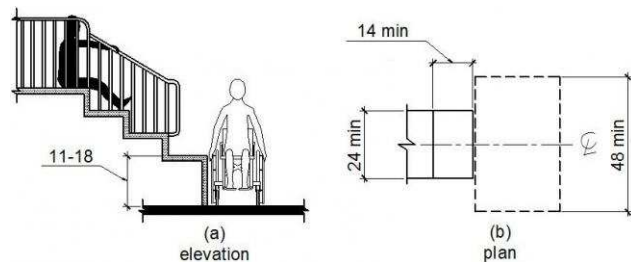
Add transfer support to transfer platform.

Barrier Priority:

Level 6 (Medium): Parking or exterior accessible routes (DOJ Level 1) – minimally out of compliance

Access to goods and services (DOJ Level 2) – moderately out of compliance

Restrooms (DOJ Level 3) – severely out of compliance



Playground: Playground Equipment

Barrier: 3

The clear floor space required at the bench has a change in elevation..

Changes in level are not permitted at required clear floor or ground space except that slopes not steeper than 1:48 shall be permitted.

Citation:

2010 ADAS Section: 305.2

Current Condition:

The area that required for clear floor space next to the bench has a change in elevation due to transition from sidewalk to ground surface.

Budget Cost:

Base Cost: \$1,800.00
Contingency Cost: \$350.00
Design Cost: \$250.00
Total Cost: \$2,400.00

Possible Solutions:

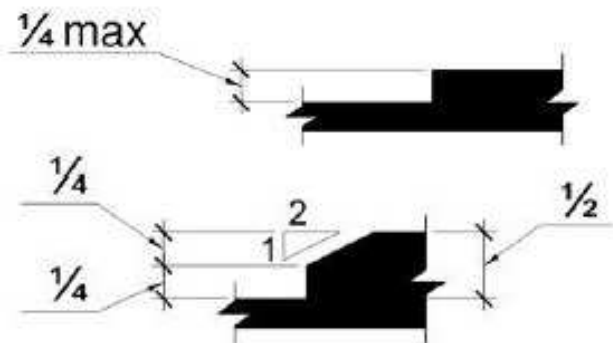
Install bench and companion seating area on a concrete or otherwise prepared pad with a firm, stable and slip resistant uninterrupted surface.

Barrier Priority:

Level 6 (Medium): Parking or exterior accessible routes (DOJ Level 1) – minimally out of compliance

Access to goods and services (DOJ Level 2) – moderately out of compliance

Restrooms (DOJ Level 3) – severely out of compliance



Barrier #3 Additional Barrier Photos



Playground: Playground Equipment

Barrier: 4

The walkway contains abrupt vertical edges and/or variations over a 1/2 inch.

1/4 inch is the maximum vertical rise. Changes in level between 1/4 inch and 1/2 inch must be beveled at 1:2 or less.

Changes in level greater than 1/2 inch must be by way of a ramp.

Citation:

2010 ADAS Section: 303.3,
303.2

Current Condition:

Level change at entrance to
the playground

Budget Cost:

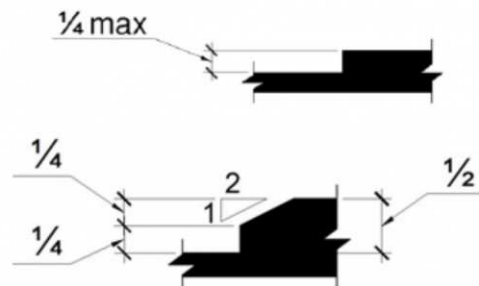
Base Cost: \$750.00
Contingency Cost: \$150.00
Design Cost: \$100.00
Total Cost: \$1,000.00

Possible Solutions:

Ensure a fully compliant path of travel into the playground area.

Barrier Priority:

Level 5 (Medium): Access to goods and services issues (DOJ Level 2) – severely out of compliance



Barrier #4 Additional Barrier Photos



Playground: Playground Equipment

Barrier: 5

Compliance with ASTM F1951 for accessibility for ground surfaces on accessible routes, clear floor or ground spaces, and turning spaces has not been determined.

Ground surfaces shall comply with ASTM F 1951. Ground surfaces shall be inspected and maintained regularly and frequently to ensure continued compliance with ASTM F 1951.

Citation:

2010 ADAS Section:
1008.2.6.1

Current Condition:

Playground surface is
uneven.

Budget Cost:

Base Cost: \$2,500.00
Contingency Cost: \$525.00
Design Cost: \$375.00
Total Cost: \$3,400.00

Possible Solutions:

Engineered wood fiber requires proper maintenance for compliance. It needs to be regularly raked to ensure a compliant surface.

Barrier Priority:

Level 8 (Medium): Drinking fountains and public phones (DOJ Level 4 & 5) – moderately out of compliance



Playground: Amenities

Barrier: 6

The walkway contains abrupt vertical edges and/or variations over a 1/2 inch.

1/4 inch is the maximum vertical rise. Changes in level between 1/4 inch and 1/2 inch must be beveled at 1:2 or less.

Changes in level greater than 1/2 inch must be by way of a ramp.

Citation:

2010 ADAS Section: 303.3,
303.2

Current Condition:

1.5 inch level change to the
grill.

Budget Cost:

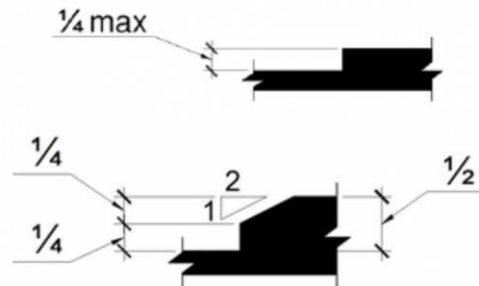
Base Cost: \$1,000.00
Contingency Cost: \$225.00
Design Cost: \$175.00
Total Cost: \$1,400.00

Possible Solutions:

Repair ground surface to provide a smooth transition to the grill.

Barrier Priority:

Level 5 (Medium): Access to goods and services issues (DOJ Level 2) – severely out of compliance



Barrier #6 Additional Barrier Photos



Playground: Amenities

Barrier: 7

There is no accessible route to any of the horseshoe pits.

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

Citation:

2010 ADAS Section: 206.2.2

Current Condition:

No accessible route to any horseshoe pit.

Budget Cost:

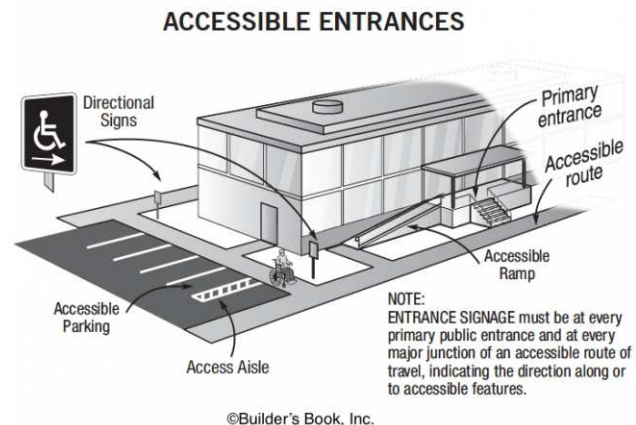
Base Cost: \$3,000.00
Contingency Cost: \$650.00
Design Cost: \$450.00
Total Cost: \$4,100.00

Possible Solutions:

Provide a concrete or otherwise prepared path to at least one horseshoe pit. Ensure it has a firm, stable and slip resistant uninterrupted surface.

Barrier Priority:

Level 5 (Medium): Access to goods and services issues (DOJ Level 2) – severely out of compliance



Playground: Amenities

Barrier: 8

There is no accessible route to the element.

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

Citation:

2010 ADAS Section: 206.2.2

Current Condition:

No accessible route to trash cans.

Budget Cost:

Base Cost: \$1,500.00
Contingency Cost: \$300.00
Design Cost: \$200.00
Total Cost: \$2,000.00

Possible Solutions:

Provide a concrete or otherwise prepared path to the trash can. Ensure it has a firm, stable and slip resistant uninterrupted surface.

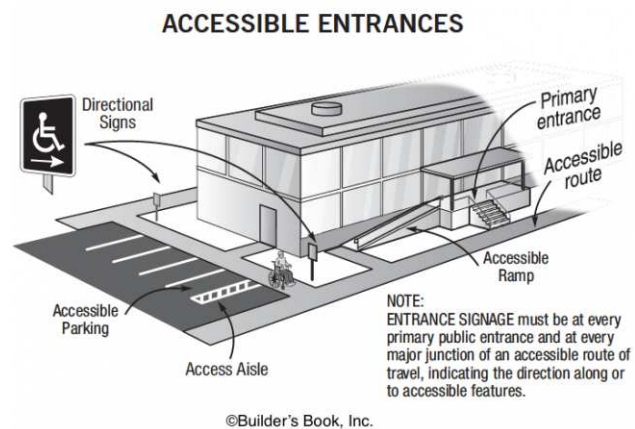
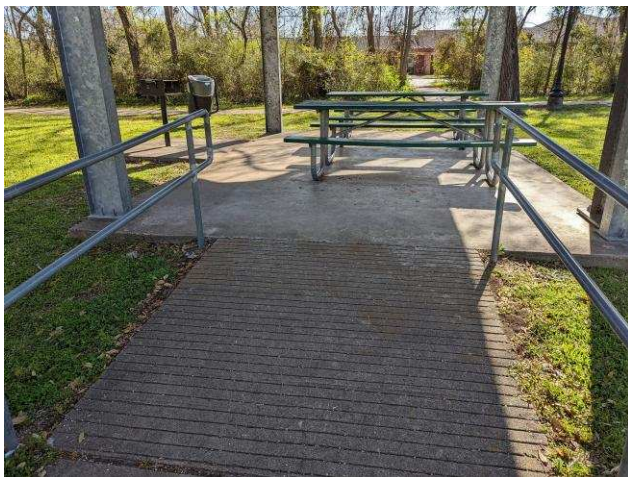
Alternatively relocate the trash can so it is served by the existing pad and is within reach ranges.

Barrier Priority:

Level 6 (Medium): Parking or exterior accessible routes (DOJ Level 1) – minimally out of compliance

Access to goods and services (DOJ Level 2) – moderately out of compliance

Restrooms (DOJ Level 3) – severely out of compliance



Barrier #8 Additional Barrier Photos



Playground: Amenities

Barrier: 9

An accessible route is not provided to the start of play for each basket.

Disc golf courses shall be configured so that the accessible start of play areas are consecutive.

Citation:

2010 ADAS Section: 239.3

Current Condition:

No accessible route is provided for the start of play tee station through out the entire course.

Budget Cost:

Base Cost: \$3,500.00
Contingency Cost: \$700.00
Design Cost: \$500.00
Total Cost: \$4,700.00

Possible Solutions:

Provide a level, stable and slip resistant ground surface route to at least 50% of the start of play tees.

Barrier Priority:

Level 6 (Medium): Parking or exterior accessible routes (DOJ Level 1) – minimally out of compliance

Access to goods and services (DOJ Level 2) – moderately out of compliance

Restrooms (DOJ Level 3) – severely out of compliance



Barrier #9 Additional Barrier Photos



Playground: Amenities

Barrier: 10

The concrete expansion joint is spaced greater than 1/2 inch.

Openings in floor or ground surfaces shall not allow passage of a sphere more than 1/2 inch diameter. Elongated openings shall be placed so that the long dimension is perpendicular to the dominant direction of travel.

Citation:

2010 ADAS Section: 302.3

Current Condition:

The concrete expansion joint is spaced greater than 1/2 inch.

Budget Cost:

Base Cost: \$750.00
Contingency Cost: \$150.00
Design Cost: \$100.00
Total Cost: \$1,000.00

Possible Solutions:

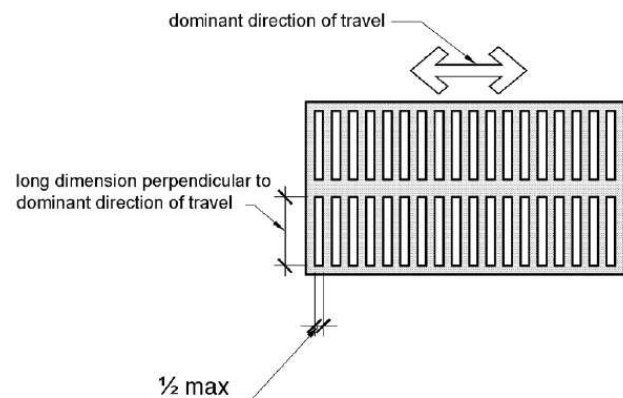
Fill or treat expansion joints to alleviate gap.

Barrier Priority:

Level 6 (Medium): Parking or exterior accessible routes (DOJ Level 1) – minimally out of compliance

Access to goods and services (DOJ Level 2) – moderately out of compliance

Restrooms (DOJ Level 3) – severely out of compliance



Barrier #10 Additional Barrier Photos



Playground: Amenities

Barrier: 11

There is no accessible route to the element.

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

Citation:

2010 ADAS Section: 206.2.2

Current Condition:

No accessible route to the park bench.

Budget Cost:

Base Cost: \$1,500.00
Contingency Cost: \$300.00
Design Cost: \$200.00
Total Cost: \$2,000.00

Possible Solutions:

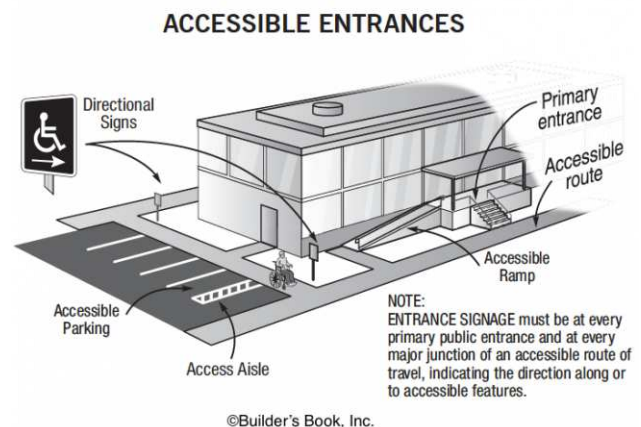
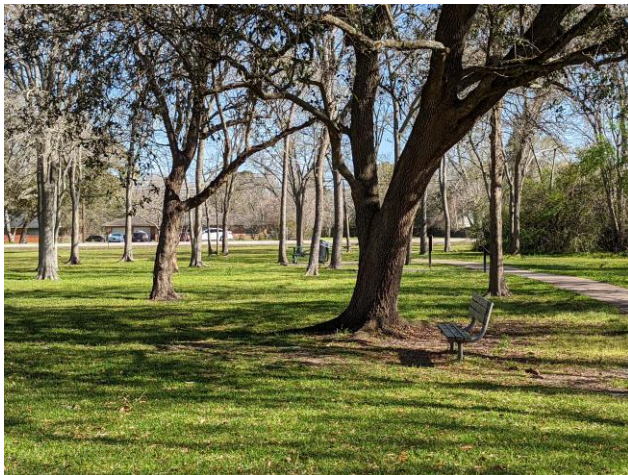
Provide a level, stable and slip resistant ground surface route to bench and provide a level 30" x 48" wheelchair space with slopes no greater than 1:48 (2.08%).

Barrier Priority:

Level 6 (Medium): Parking or exterior accessible routes (DOJ Level 1) – minimally out of compliance

Access to goods and services (DOJ Level 2) – moderately out of compliance

Restrooms (DOJ Level 3) – severely out of compliance



Restrooms: Restrooms

Barrier: 12

The toilet paper is not installed within the compliant range in front of the toilet.

Toilet paper dispensers shall be 7 inches minimum and 9 inches maximum in front of the water closet measured to the centerline of the dispenser. The outlet of the dispenser shall be 15 inches minimum and 48 inches maximum above the finish floor and shall not be located behind grab bars. Dispensers shall not be of a type that controls delivery or that does not allow continuous paper flow. There shall be a clearance of 1 1/2 inches minimum below the grab bar.

Citation:

2010 ADAS Section: 604.7

Current Condition:

Both toilet paper dispensers are installed outside compliant range.

Budget Cost:

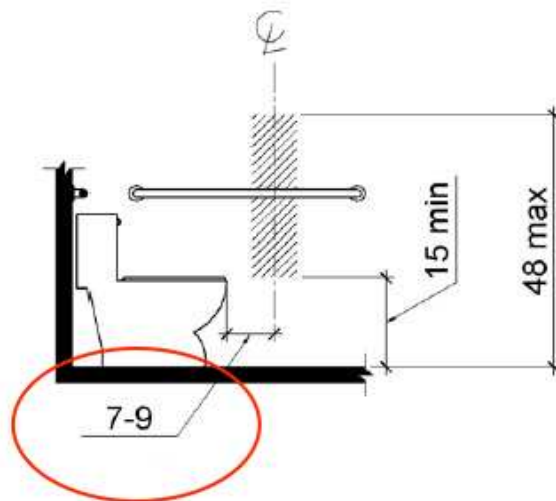
Base Cost: \$500.00
Contingency Cost: \$100.00
Design Cost: \$100.00
Total Cost: \$700.00

Possible Solutions:

Remove and reinstall the toilet paper dispenser to be 7 to 9 inches in front of the water closet measured to the centerline of the dispenser.

Barrier Priority:

Level 9 (Low): Restrooms (DOJ Level 3) – minimally out of compliance



Cost Summary

Item	# of Barriers	Total Item Cost
High Priority	0	\$0.00
Level 1	0	\$0.00
Level 2	0	\$0.00
Level 3	0	\$0.00
Level 4	0	\$0.00
Medium Priority	11	\$25,000.00
Level 5	4	\$8,100.00
Level 6	6	\$13,500.00
Level 7	0	\$0.00
Level 8	1	\$3,400.00
Low Priority	1	\$700.00
Level 9	1	\$700.00
Level 10	0	\$0.00
Level 11	0	\$0.00
Level 12	0	\$0.00
Priority Total	12	\$25,700.00

Site Accessibility Evaluation



Bates Park
700 Bates Park Rd
Angleton, TX 77515
Accessibility Evaluation
Evaluation Date: 03/24/2022
Evaluators: Kristi Avalos

Prepared By



(972) 434 - 0068

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Parking: Signage

Barrier: 1

The parking sign is mounted too low.

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

Citation:

2010 ADAS Section: 502.6

Current Condition:

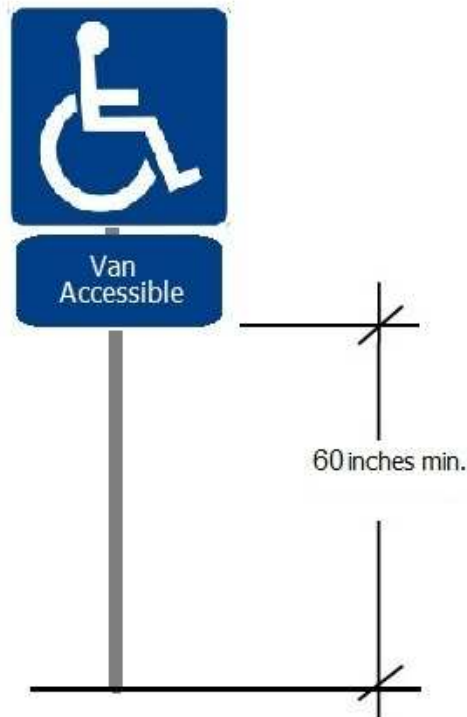
All accessible parking signs are mounted too low.

Budget Cost:

Base Cost: \$1,000.00
Contingency Cost: \$250.00
Design Cost: \$150.00
Total Cost: \$1,400.00

Possible Solutions:

Raise all accessible signage so the bottom of the sign is a minimum of 60 inches above ground to the bottom of the sign.



Pavillion: Accessible Route

Barrier: 2

There is no accessible route to the dog waste bags, hand sanitizer, or the library box.

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

Citation:

2010 ADAS Section: 206.2.2

Current Condition:

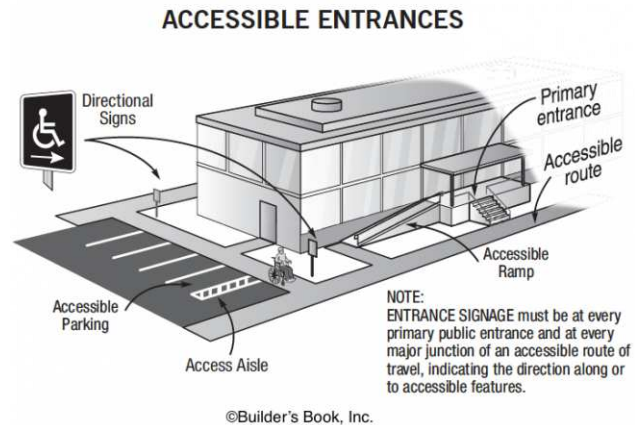
There is no prepared accessible route throughout the entire park, the surface is comprised of grass, and no wheel stops are present to protect the clear floor space of dispensers.

Budget Cost:

Base Cost: \$1,500.00
Contingency Cost: \$300.00
Design Cost: \$200.00
Total Cost: \$2,000.00

Possible Solutions:

Provide a level, stable and slip resistant ground surface route to each amenity throughout the park. Also add a wheel stop to protect the clear floor space.



Pavillion: Accessible Route

Barrier: 3

There is no accessible route to the picnic tables and pavilion.

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

Citation:

2010 ADAS Section: 206.2.2

Current Condition:

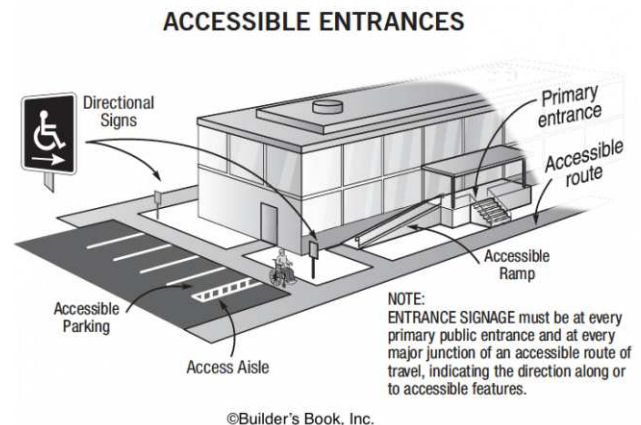
There is no prepared accessible route throughout the entire park. All surfacing is comprised of grass and dirt.

Budget Cost:

Base Cost: \$1,500.00
Contingency Cost: \$300.00
Design Cost: \$200.00
Total Cost: \$2,000.00

Possible Solutions:

Provide a firm, stable and slip-resistant connection to the pavilion and picnic tables.



Pavillion: Accessible Route

Barrier: 4

There are no accessible tables.

At least 5% of each type in each functional area of dining surfaces must be accessible and must be dispersed throughout the space or facility containing dining surfaces. An accessible table must be on an accessible route (36 inches minimum) and have knee and toe spaces at least 27 inches high, 30 inches wide and 17 inches deep. The tops of tables and counters shall be 28 inches to 34 inches from the floor or ground.

Citation:

2010 ADAS Section: 226.1

Current Condition:

There are no accessible picnic tables provided nor are any located on an accessible route.

Budget Cost:

Base Cost: \$1,500.00
Contingency Cost: \$300.00
Design Cost: \$200.00
Total Cost: \$2,000.00

Possible Solutions:

Add at least 5% (minimum of 1) fully accessible picnic tables at each area where picnic tables are offered. Provide an accessible route that has a level, firm, stable, and slip resistant ground surface, and provide proper connection to any areas with a level change.



Pavillion: Accessible Route

Barrier: 5

There is no accessible route to the grill or trash can.

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

Citation:

2010 ADAS Section: 206.2.2

Current Condition:

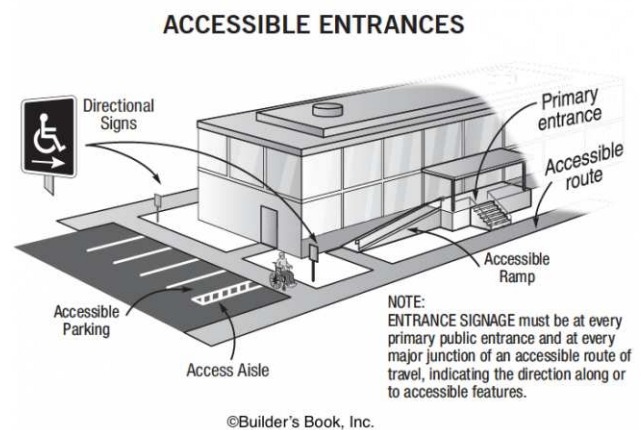
Grill and trash can are not located on an accessible route.

Budget Cost:

Base Cost: \$1,500.00
Contingency Cost: \$300.00
Design Cost: \$200.00
Total Cost: \$2,000.00

Possible Solutions:

Provide an accessible route to the trash can and grill or relocate the elements to an accessible location.



Pavillion: Accessible Route

Barrier: 6

The ramps exceeds the maximum running slope (direction of travel) allowable of 8.33%.

Ramps should have the least possible slope but in no case more than 8.3% (1:12).

Citation:

2010 ADAS Section: 405.2

Current Condition:

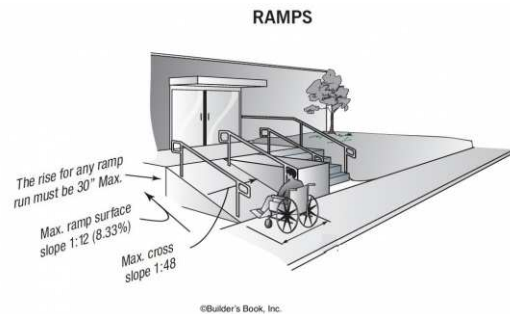
The ramp to the basketball pavilion has a running slope of 13.3% percent.

Budget Cost:

Base Cost: \$3,000.00
Contingency Cost: \$600.00
Design Cost: \$500.00
Total Cost: \$4,100.00

Possible Solutions:

Modify ramps to obtain no greater than 8.33% running slope with handrails on both sides.



Barrier #6 Additional Barrier Photos



Playground: Amenities

Barrier: 7

An accessible route is not provided from the last accessible hole to the course entrance or exit.

Miniature golf courses shall be configured so that the accessible holes are consecutive. Miniature golf courses shall provide an accessible route from the last accessible hole to the course entrance or exit without requiring travel through any other holes on the course.

Citation:

2010 ADAS Section: 239.3

Current Condition:

There is no accessible route provided for any of the start of play tee stations throughout the entire course.

Budget Cost:

Base Cost: \$3,500.00
Contingency Cost: \$700.00
Design Cost: \$500.00
Total Cost: \$4,700.00

Possible Solutions:

Provide a level, stable and slip resistant ground surface route to at least 50% of start of play tees.



Barrier #7 Additional Barrier Photos



Playground: Amenities

Barrier: 8

Compliance with ASTM F1951 for accessibility for ground surfaces on accessible routes, clear floor or ground spaces, and turning spaces has not been determined.

Ground surfaces shall comply with ASTM F 1951. Ground surfaces shall be inspected and maintained regularly and frequently to ensure continued compliance with ASTM F 1951.

Citation:

2010 ADAS Section:
1008.2.6.1

Current Condition:

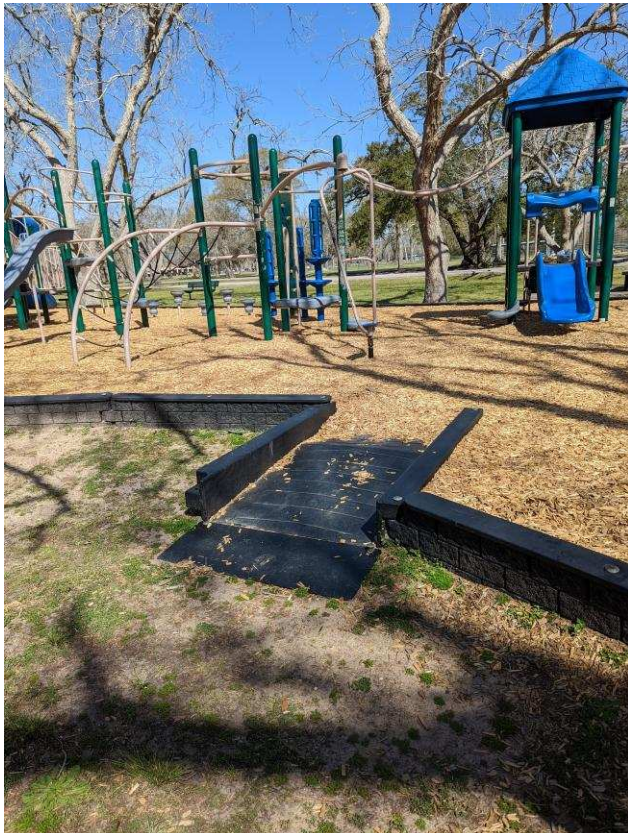
Engineered wood fiber.
Compliance with ASTM
F1951 and ASTM 1292 has
not been determined.

Budget Cost:

Base Cost: \$2,500.00
Contingency Cost: \$500.00
Design Cost: \$400.00
Total Cost: \$3,400.00

Possible Solutions:

Engineered wood fiber is an acceptable surface if properly maintained. Proper maintenance requires raking the surface to ensure the integrity is maintained.



Barrier #8 Additional Barrier Photos



Baseball Fields: Dugouts

Barrier: 9

The walkway contains abrupt vertical edges and/or variations over a 1/2 inch.

1/4 inch is the maximum vertical rise. Changes in level between 1/4 inch and 1/2 inch must be beveled at 1:2 or less.

Changes in level greater than 1/2 inch must be by way of a ramp.

Citation:

2010 ADAS Section: 303.3,
303.2

Current Condition:

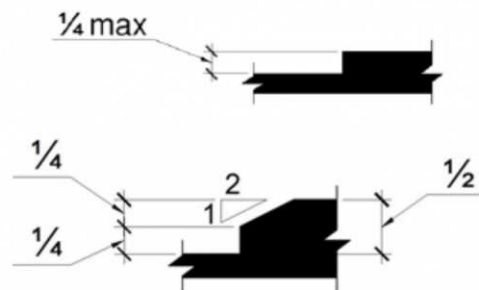
Each of the dugouts, for all 5
of the fields, has a level
change both at the entry and
at the exit onto the field.

Budget Cost:

Base Cost: \$6,500.00
Contingency Cost: \$1,300.00
Design Cost: \$1,000.00
Total Cost: \$8,800.00

Possible Solutions:

Remove level changes at both the entry and exit points of each dugout.



Barrier #9 Additional Barrier Photos



Concession Stand: Access

Barrier: 10

The transaction counter provides for a parallel approach and is not within the required height range.

Transaction counters shall be 36 inches high maximum and a minimum of 36 inches wide and should extend the same depth as the sales or service counter tops.

Citation:

2010 ADAS Section: 904.4.1

Current Condition:

The concession counter measures at 46 inches.

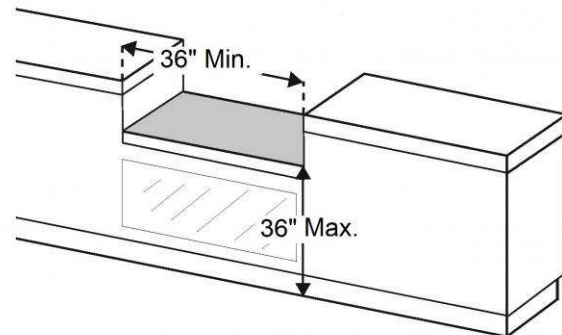
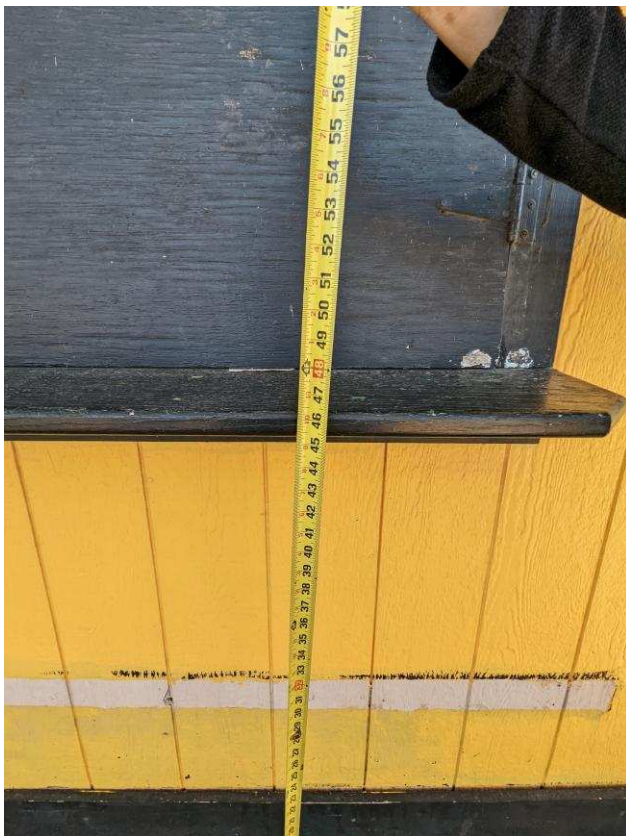
Budget Cost:

Base Cost: \$2,500.00
Contingency Cost: \$500.00
Design Cost: \$300.00
Total Cost: \$3,300.00

Possible Solutions:

Lower the transaction counter to 36 inches maximum.

It was uncertain if this concession building is being used as storage or for service.



Concession Stand: Access

Barrier: 11

The accessible route of travel exceeds 5% running slope and therefore must be considered a ramp.

Where the slope is greater than one unit vertical in 20 units horizontal (5-percent slope), ramps shall be used.

Citation:

2010 ADAS Section: 403.3

Current Condition:

The running slope of the ramp is 22.5% and it goes all the way to the entry door.

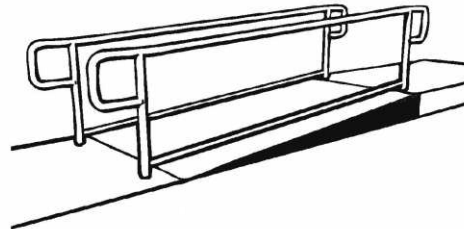
Budget Cost:

Base Cost: \$3,500.00
Contingency Cost: \$700.00
Design Cost: \$500.00
Total Cost: \$4,700.00

Possible Solutions:

Modify the entry path to the concession building to include a compliant slope, level landing, and proper door maneuvering clearances. Ensure the running slope is no greater than 1:20 (5%), or 1:12 (8.33%) with handrails and edge protection.

Same comment as the previous barrier: uncertain of the use of this building: is it used for concessions or only for storage?.



Barrier #11 Additional Barrier Photos



Concession Stand: Access

Barrier: 12

The accessible path of travel has cross slopes greater than 2%.

Surface cross slopes shall not exceed one unit vertical in 48 units horizontal (2-percent slope). When the slope in the direction of travel of any walk exceeds 1 unit vertical in 20 units horizontal (5-percent slope), it must be constructed as a ramp.

Citation:

2010 ADAS Section: 403.3

Current Condition:

Grate drain is set too low which causes a slope over 2%

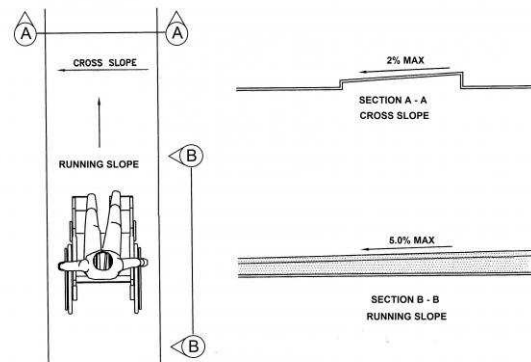
Budget Cost:

Base Cost: \$5,000.00
Contingency Cost: \$1,000.00
Design Cost: \$800.00
Total Cost: \$6,800.00

Possible Solutions:

Replace the plaza area between the fields to ensure the slope does not exceed 2% in any direction.

Alternatively, the area around the drain can be blocked so it's not part of the accessible route and the route around it can be made compliant.



Restrooms: Drinking Fountain

Barrier: 13

The drinking fountain projects from the wall into the pedestrian way with its leading edge above 27 inches from the floor.

Objects may protrude no more than 4 inches into circulation route when located between 27 and 80 inches above the floor. All drinking fountains shall be positioned so as not to encroach into pedestrian ways.

Citation:

2010 ADAS Section: 307.2

Current Condition:

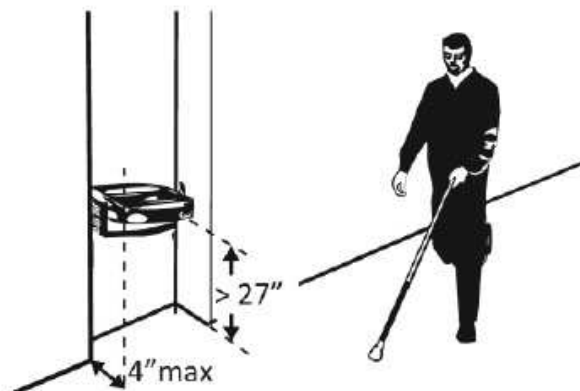
The standard height drinking fountain projects more than 4 inches into circulation path

Budget Cost:

Base Cost: \$1,000.00
Contingency Cost: \$200.00
Design Cost: \$100.00
Total Cost: \$1,300.00

Possible Solutions:

Provide a skirt for cane detection, replace, or relocate standard drinking fountain out of the circulation path.



Barrier #13 Additional Barrier Photos



Restrooms: Women's

Barrier: 14

The water and drain pipes under the lavatory are not adequately insulated.

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

Citation:

2010 ADAS Section: 606.5

Current Condition:

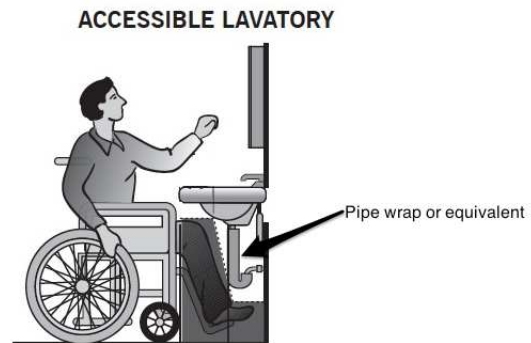
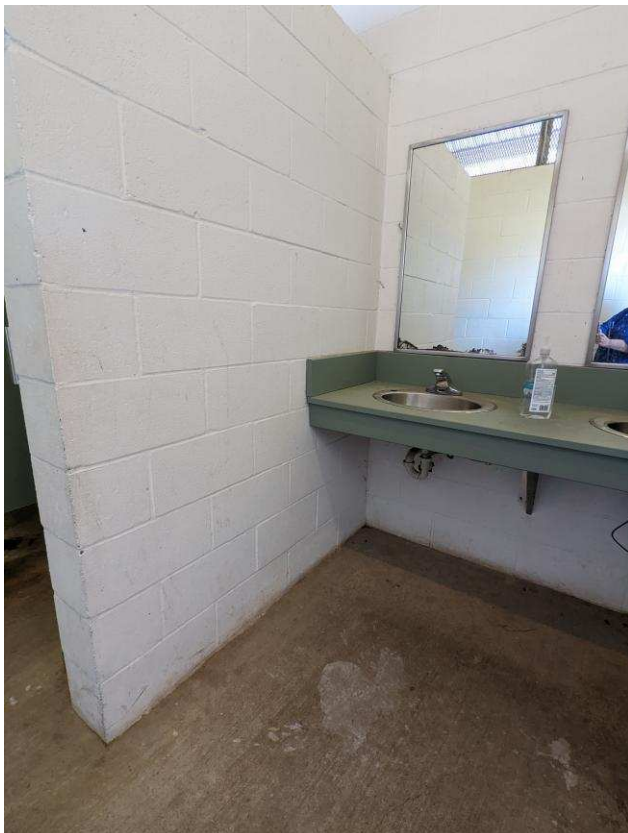
Lavatory drain pipes are not protected.

Budget Cost:

Base Cost: \$250.00
Contingency Cost: \$100.00
Design Cost: \$50.00
Total Cost: \$400.00

Possible Solutions:

Wrap the pipes under at least one sink to protect against skin contact.



Restrooms: Women's

Barrier: 15

The force required to operate the element exceeds the maximum allowable force.

The force required to activate operable parts is 5 pounds maximum.

Citation:

2010 ADAS Section: 309.4

Current Condition:

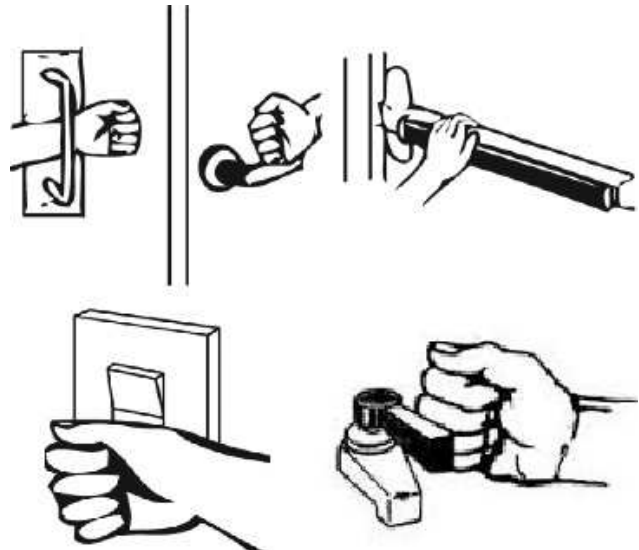
Flush control is flush with wall and requires more than 5 lbs to operate.

Budget Cost:

Base Cost: \$1,000.00
Contingency Cost: \$175.00
Design Cost: \$125.00
Total Cost: \$1,300.00

Possible Solutions:

Modify flush control to meet the required force of 5 lbs or less to activate it. Ensure the control protrudes from the wall so it can be activated with the side of a hand.



Restrooms: Women's

Barrier: 16

The toilet paper dispenser is positioned less than 12 inches from the top of the grab bar.

Elements adjacent to the grab bar shall be positioned to provide unobstructed use of grab bars. The space between the grab bar and projecting objects below and at the ends shall be 1-1/2 inches minimum. The space between the grab bar and projecting objects above shall be 12 inches minimum.

Citation:

2010 ADAS Section: 609.3

Current Condition:

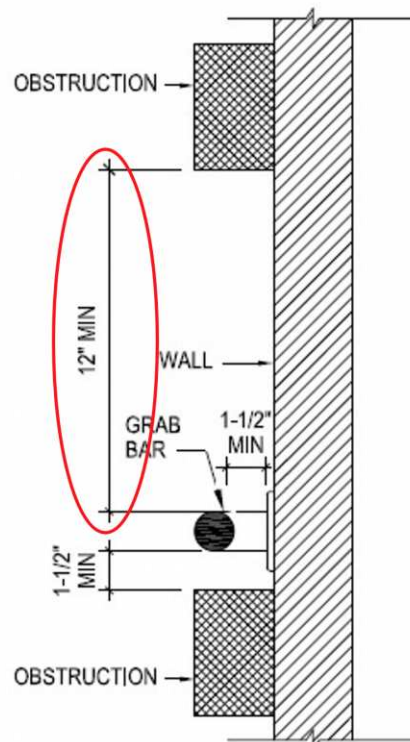
Toilet paper dispenser is located less than 12" above side grab bar

Budget Cost:

Base Cost: \$500.00
Contingency Cost: \$100.00
Design Cost: \$100.00
Total Cost: \$700.00

Possible Solutions:

Relocate the dispenser so it is a minimum of 12" above the side grab bar or place it at least 1 1/2" below.



Restrooms: Men's

Barrier: 17

The water and drain pipes under the lavatory are not adequately insulated.

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

Citation:

2010 ADAS Section: 606.5

Current Condition:

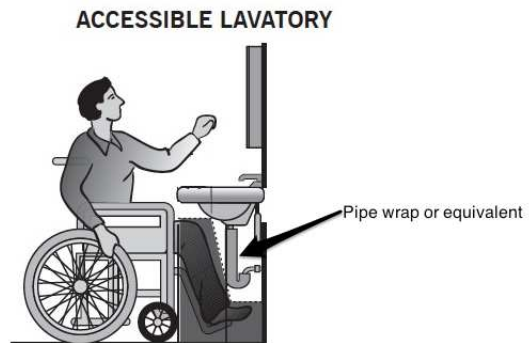
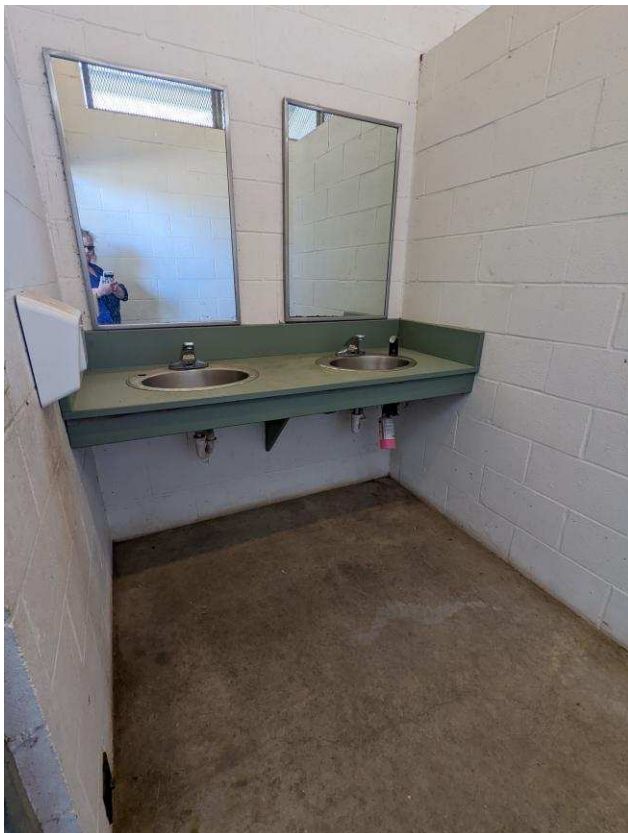
Lavatory drain pipes are not protected.

Budget Cost:

Base Cost: \$250.00
Contingency Cost: \$100.00
Design Cost: \$50.00
Total Cost: \$400.00

Possible Solutions:

Wrap the pipes under at least one sink to protect against skin contact.



Restrooms: Men's

Barrier: 18

The force required to operate the element exceeds the maximum allowable force.

The force required to activate operable parts is 5 pounds maximum.

Citation:

2010 ADAS Section: 309.4

Current Condition:

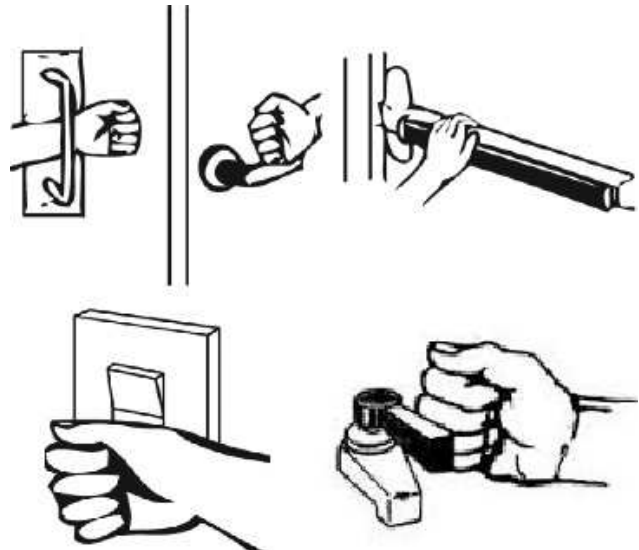
Flush control is flush with wall and requires more than 5 lbs to operate.

Budget Cost:

Base Cost: \$1,000.00
Contingency Cost: \$200.00
Design Cost: \$100.00
Total Cost: \$1,300.00

Possible Solutions:

Modify flush control to meet the required force of 5 lbs or less to activate it. Ensure the control protrudes from the wall so it can be activated with the side of a hand.



Restrooms: Men's

Barrier: 19

The element is positioned less than 12 inches from the top of the grab bar.

Elements adjacent to the grab bar shall be positioned to provide unobstructed use of grab bars. The space between the grab bar and projecting objects below and at the ends shall be 1-1/2 inches minimum. The space between the grab bar and projecting objects above shall be 12 inches minimum.

Citation:

2010 ADAS Section: 609.3

Current Condition:

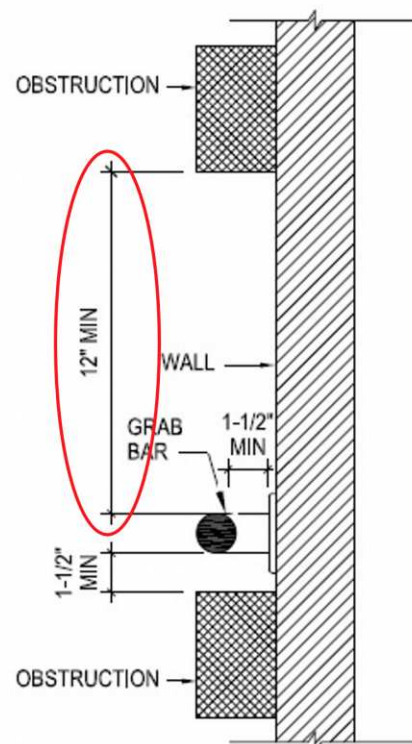
Toilet paper dispenser is located less than 12" above side grab bar

Budget Cost:

Base Cost: \$500.00
Contingency Cost: \$100.00
Design Cost: \$100.00
Total Cost: \$700.00

Possible Solutions:

Relocate the dispenser so it is a minimum of 12" above the side grab bar or place it at least 1 1/2" below.



Cost Summary

Item	# of Barriers	Total Item Cost
High Priority	0	\$0.00
Level 1	0	\$0.00
Level 2	0	\$0.00
Level 3	0	\$0.00
Level 4	0	\$0.00
Medium Priority	19	\$51,300.00
Level 5	6	\$28,400.00
Level 6	11	\$22,100.00
Level 7	2	\$800.00
Level 8	0	\$0.00
Low Priority	0	\$0.00
Level 9	0	\$0.00
Level 10	0	\$0.00
Level 11	0	\$0.00
Level 12	0	\$0.00
Priority Total	19	\$51,300.00

Site Accessibility Evaluation



Brushy Bayou Park
100 Meadow Creek Rd
Angleton, TX 77515
Accessibility Evaluation
Evaluation Date: 04/14/2022
Evaluators: Thomas Avalos

Prepared By



(972) 434 - 0068

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Parking: Parking

Barrier: 1

There are no on-street accessible parking stalls.

Where on-street parking is provided on the block perimeter and the parking is marked or metered, accessible parking spaces shall be provided.

There is a total of 0 marked or metered parking stalls on the block perimeter. There should be a minimum of 1 accessible stalls designed as van accessible.

Advisory R214 On-Street Parking Spaces. The MUTCD contains provisions for marking on-street parking spaces (see Section 3B.19). Metered parking includes parking metered by parking pay stations. Where parking on part of the block perimeter is altered, the minimum number of accessible parking spaces required is based on the total number of marked or metered parking spaces on the block perimeter.

Citation:

2011 PROWAG Section:
R214

Current Condition:

No accessible parking spaces and no accessible route from street to any element in the park

Budget Cost:

Base Cost: \$5,000.00
Contingency Cost: \$1,000.00
Design Cost: \$800.00
Total Cost: \$6,800.00

Possible Solutions:

Provide a van accessible parking space with an access aisle, signage, and curb ramp.

Barrier Priority:

Level 2 (High): Parking and exterior accessible routes (DOJ Level 1) – severely out of compliance; near a hospital, school, transit stop, govt. bldg., or other pedestrian attractor



Table R214 On-Street Parking Spaces

Total Number of Marked or Metered Parking Spaces on the Block Perimeter	Minimum Required Number of Accessible Parking Spaces
1 to 25	1
26 to 50	2
51 to 75	3
76 to 100	4
101 to 150	5
151 to 200	6
201 and over	4 percent of total

Barrier #1 Additional Barrier Photos



Playground: Equipment

Barrier: 2

The transfer platform has not been provided with support for transferring.

Where play components require transfer to entry points or seats, at least one means of support for transferring shall be provided.

Citation:

2010 ADAS Section: 1008.4.5

Current Condition:

No support for transfer onto the transfer platform.

Budget Cost:

Base Cost: \$750.00
Contingency Cost: \$150.00
Design Cost: \$100.00
Total Cost: \$1,000.00

Possible Solutions:

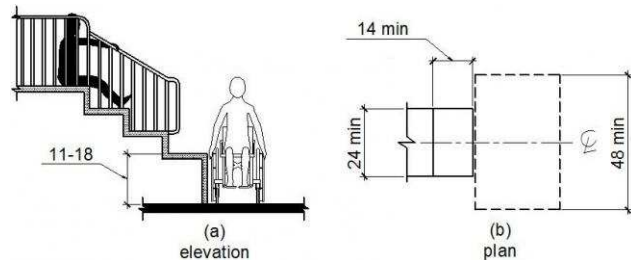
Add a transfer support to the transfer platform.

Barrier Priority:

Level 7 (Medium): Access to goods and services (DOJ Level 2) – minimally out of compliance

Restrooms (DOJ Level 3) – moderately out of compliance

Drinking fountains and public phones (DOJ Level 4 & 5) – severely out of compliance



Playground: Equipment

Barrier: 3

There is no accessible route to the element.

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

Citation:

2010 ADAS Section: 206.2.2

Current Condition:

No accessible route / No access

Budget Cost:

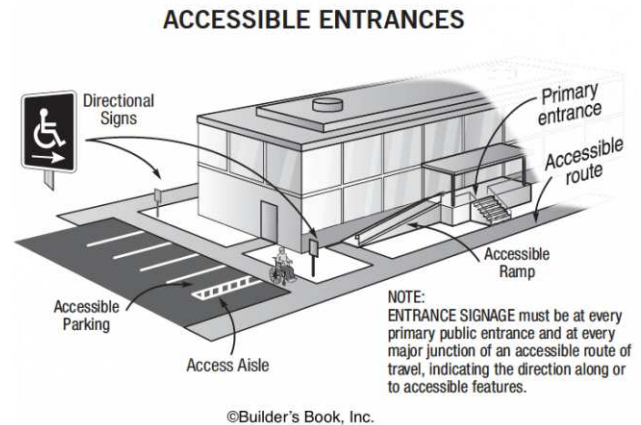
Base Cost: \$1,500.00
Contingency Cost: \$300.00
Design Cost: \$200.00
Total Cost: \$2,000.00

Possible Solutions:

provide proper connection to level change area.

Barrier Priority:

Level 5 (Medium): Access to goods and services issues (DOJ Level 2) – severely out of compliance



Barrier #3 Additional Barrier Photos



Playground: Equipment

Barrier: 4

The accessible path of travel has cross slopes greater than 2%.

Surface cross slopes shall not exceed one unit vertical in 48 units horizontal (2-percent slope). When the slope in the direction of travel of any walk exceeds 1 unit vertical in 20 units horizontal (5-percent slope), it must be constructed as a ramp.

Citation:

2010 ADAS Section: 403.3

Current Condition:

Slope exceeding 2% due to the water meter and not on an accessible route.

Budget Cost:

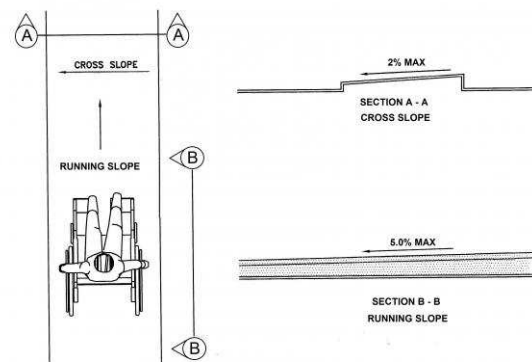
Base Cost: \$1,500.00
Contingency Cost: \$300.00
Design Cost: \$200.00
Total Cost: \$2,000.00

Possible Solutions:

Provide a level, stable, slip resistant ground surface for animal relief dispenser.

Barrier Priority:

Level 5 (Medium): Access to goods and services issues (DOJ Level 2) – severely out of compliance



Playground: Equipment

Barrier: 5

Compliance with ASTM F1951 for accessibility for ground surfaces on accessible routes, clear floor or ground spaces, and turning spaces has not been determined.

Ground surfaces shall comply with ASTM F 1951. Ground surfaces shall be inspected and maintained regularly and frequently to ensure continued compliance with ASTM F 1951.

Citation:

2010 ADAS Section:
1008.2.6.1

Current Condition:

Playground surface is wavy
and uneven.

Budget Cost:

Base Cost: \$2,500.00
Contingency Cost: \$500.00
Design Cost: \$400.00
Total Cost: \$3,400.00

Possible Solutions:

Ensure surface is maintained in compliance.

Barrier Priority:

Level 8 (Medium): Drinking fountains and public phones (DOJ Level 4 & 5) – moderately out of compliance



Pavillion: Accessible Route

Barrier: 6

There is no accessible route to the element.

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

Citation:

2010 ADAS Section: 206.2.2

Current Condition:

1 inch or more level change,
no accessible route.

Budget Cost:

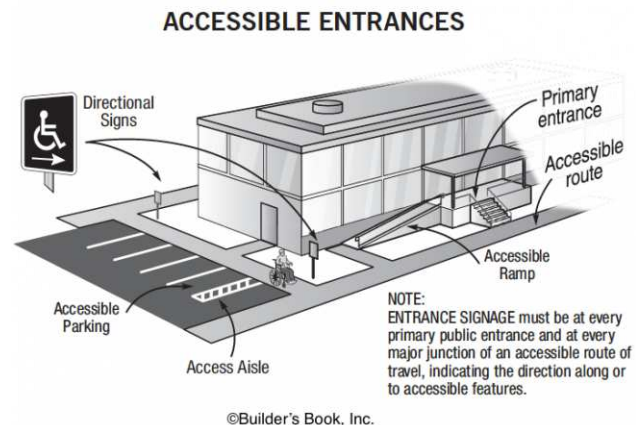
Base Cost: \$1,500.00
Contingency Cost: \$300.00
Design Cost: \$200.00
Total Cost: \$2,000.00

Possible Solutions:

No prepared accessible route through out the entire park. Surface comprised of grass. Provide proper connection to level change area.

Barrier Priority:

Level 5 (Medium): Access to goods and services issues (DOJ Level 2) – severely out of compliance



Pavillion: Accessible Route

Barrier: 7

The knee clearance is not compliant.

The knee clearance shall be 11 inches deep minimum at 9 inches above the finish floor or ground, and 8 inches deep minimum at 27 inches above the finish floor or ground and 30 inches wide minimum.

Citation:

2010 ADAS Section: 306.3.3

Current Condition:

Picnic table does not have the proper knee and toe clearance.

Budget Cost:

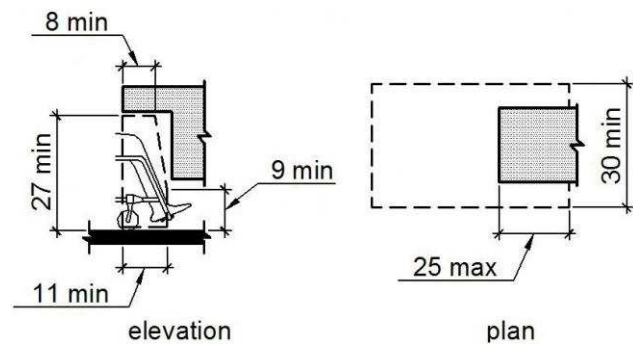
Base Cost: \$400.00
Contingency Cost: \$120.00
Design Cost: \$80.00
Total Cost: \$600.00

Possible Solutions:

Provide accessible picnic table.

Barrier Priority:

Level 5 (Medium): Access to goods and services issues (DOJ Level 2) – severely out of compliance



Pavillion: Accessible Route

Barrier: 8

There is no accessible route to the element.

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

Citation:

2010 ADAS Section: 206.2.2

Current Condition:

Grill is 48 inches from pavilion pad.

Budget Cost:

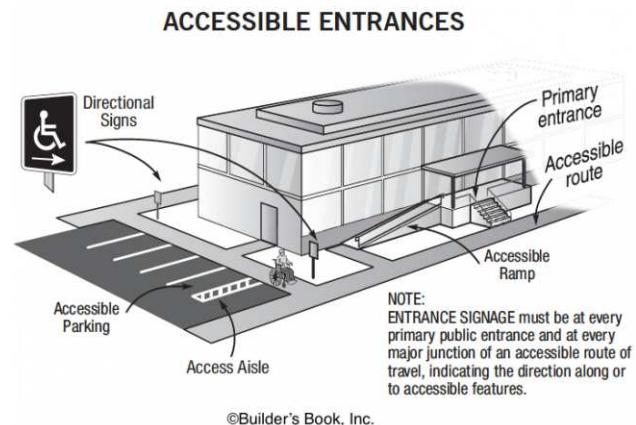
Base Cost: \$2,000.00
Contingency Cost: \$400.00
Design Cost: \$300.00
Total Cost: \$2,700.00

Possible Solutions:

No prepared accessible route through out the entire park. Surface comprised of grass. Provide a level, stable and slip resistant ground surface route to each amenity through out park. provide proper connection to level change area and extend concrete to grill.

Barrier Priority:

Level 5 (Medium): Access to goods and services issues (DOJ Level 2) – severely out of compliance



Cost Summary

Item	# of Barriers	Total Item Cost
High Priority	1	\$6,800.00
Level 1	0	\$0.00
Level 2	1	\$6,800.00
Level 3	0	\$0.00
Level 4	0	\$0.00
Medium Priority	7	\$13,700.00
Level 5	5	\$9,300.00
Level 6	0	\$0.00
Level 7	1	\$1,000.00
Level 8	1	\$3,400.00
Low Priority	0	\$0.00
Level 9	0	\$0.00
Level 10	0	\$0.00
Level 11	0	\$0.00
Level 12	0	\$0.00
Priority Total	8	\$20,500.00

Site Accessibility Evaluation



Freedom Park
3105 N Downing St
Angleton, TX 77515
Accessibility Evaluation
Evaluation Date: 03/24/2022
Evaluators: Kristi Avalos

Prepared By



(972) 434 - 0068

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Parking Lots: Baseball Fields and Playground Parking

Barrier: 1

The running slope of the access aisle (long dimension) exceeds 2%.

The running slope in an accessible parking stall and the access aisle must not exceed 2%.

Citation:

2010 ADAS Section: 502.4

1991 ADAAG Section: 4.6.3

Current Condition:

The access aisle has a 6.5 percent running slope.

Budget Cost:

Base Cost: \$2,500.00

Contingency Cost: \$500.00

Design Cost: \$400.00

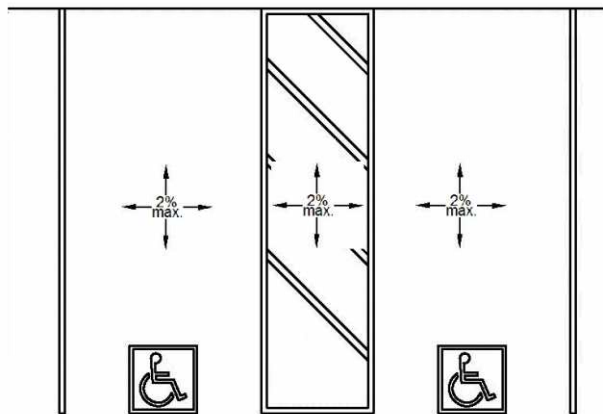
Total Cost: \$3,400.00

Possible Solutions:

Regrade the access aisle to achieve a 1:48 (2.08 percent) maximum slope.

Barrier Priority:

Level 4 (High): Parking and exterior accessible routes (DOJ Level 1) – moderately out of compliance



Barrier #1 Additional Barrier Photos



Parking Lots: Baseball Fields and Playground Parking

Barrier: 2

The running slope of the access aisle (long dimension) exceeds 2%.

The running slope in an accessible parking stall and the access aisle must not exceed 2%.

Citation:

2010 ADAS Section: 502.4

1991 ADAAG Section: 4.6.3

Current Condition:

The access aisle has a 3.2 percent running slope.

Budget Cost:

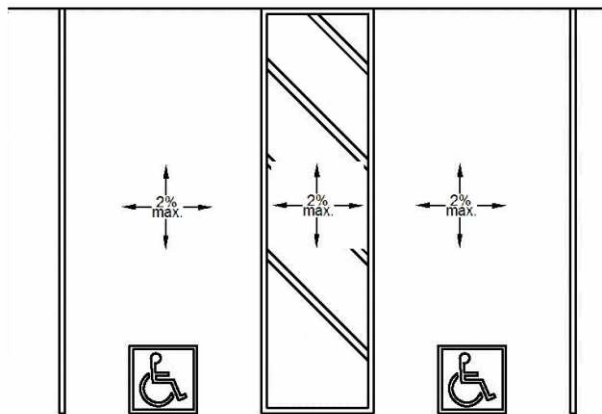
Base Cost: \$2,500.00
Contingency Cost: \$500.00
Design Cost: \$400.00
Total Cost: \$3,400.00

Possible Solutions:

Regrade the access aisle to achieve a 1:48 (2.08 percent) maximum slope in all directions.

Barrier Priority:

Level 4 (High): Parking and exterior accessible routes (DOJ Level 1) – moderately out of compliance



Barrier #2 Additional Barrier Photos



Parking Lots: Baseball Fields and Playground Parking

Barrier: 3

The access aisle is in not nearly compliant.

The access ai the minimum width. The access aisle is not as long as the parking space it serves. There are no markings to discourage parking. The floor or ground surface is not firm stable or slip resistant. The parking space contains changes in level and/or gaps that exceed the maximum allowable requirements.

Citation:

2010 ADAS Section: 502.3

Current Condition:

There are no markings to discourage parking on any access aisle.

Budget Cost:

Base Cost: \$1,250.00
Contingency Cost: \$250.00
Design Cost: \$200.00
Total Cost: \$1,700.00

Possible Solutions:

the words "NO PARKING" painted on access aisle adjacent to the parking space. The words must be painted:

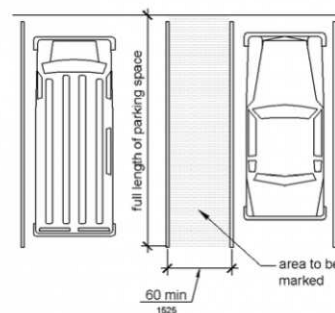
- (1) in all capital letters;
- (2) with a letter height of at least twelve inches, and a stroke width of at least two inches; and
- (3) centered within each access aisle adjacent to the parking space.

Barrier Priority:

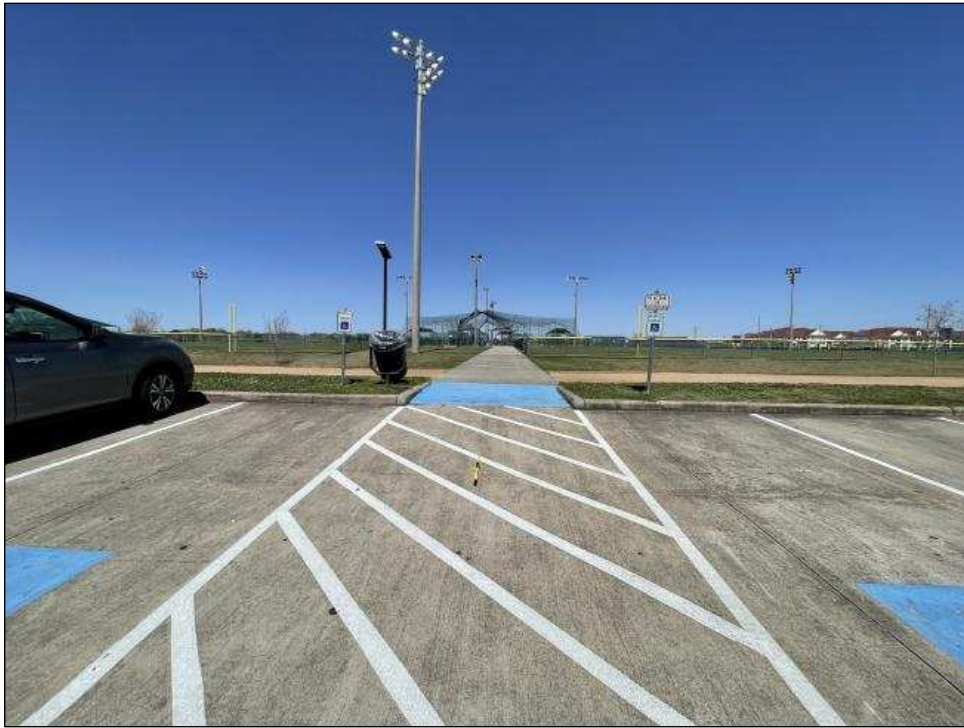
Level 6 (Medium): Parking or exterior accessible routes (DOJ Level 1) – minimally out of compliance

Access to goods and services (DOJ Level 2) – moderately out of compliance

Restrooms (DOJ Level 3) – severely out of compliance



Barrier #3 Additional Barrier Photos



Parking Lots: Baseball Fields and Playground Parking

Barrier: 4

The parking sign is mounted too low.

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

Citation:

2010 ADAS Section: 502.6

Current Condition:

All signs are at 40 inches from the ground to the bottom of the signs.

Budget Cost:

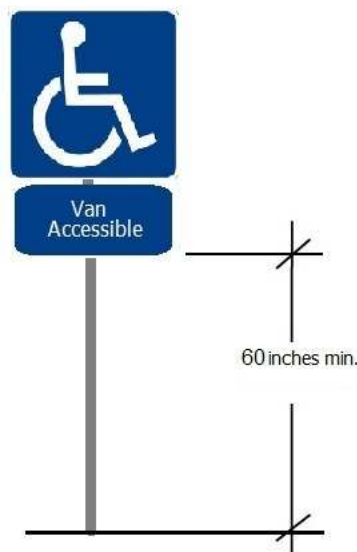
Base Cost: \$1,500.00
Contingency Cost: \$300.00
Design Cost: \$200.00
Total Cost: \$2,000.00

Possible Solutions:

Raise signage so the bottom of the sign is a minimum of 60 inches above ground to the bottom of the sign.

Barrier Priority:

Level 6 (Medium): Parking or exterior accessible routes (DOJ Level 1) – minimally out of compliance
Access to goods and services (DOJ Level 2) – moderately out of compliance
Restrooms (DOJ Level 3) – severely out of compliance



Barrier #4 Additional Barrier Photos



Baseball Fields: Baseball Fields

Barrier: 5

The walkway contains abrupt vertical edges and/or variations over a 1/2 inch.

Citation:

2010 ADAS Section: 303.3,
303.2

1991 ADAAG Section: 4.5.2

Current Condition:

All dugouts have a change
of elevation greater than 1/2
inch going to the fields.

Budget Cost:

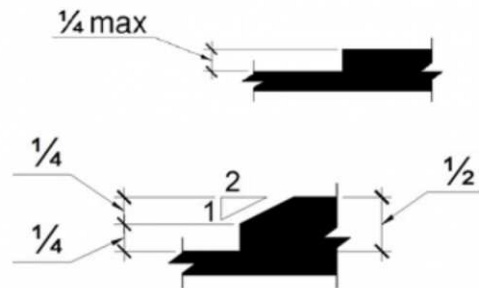
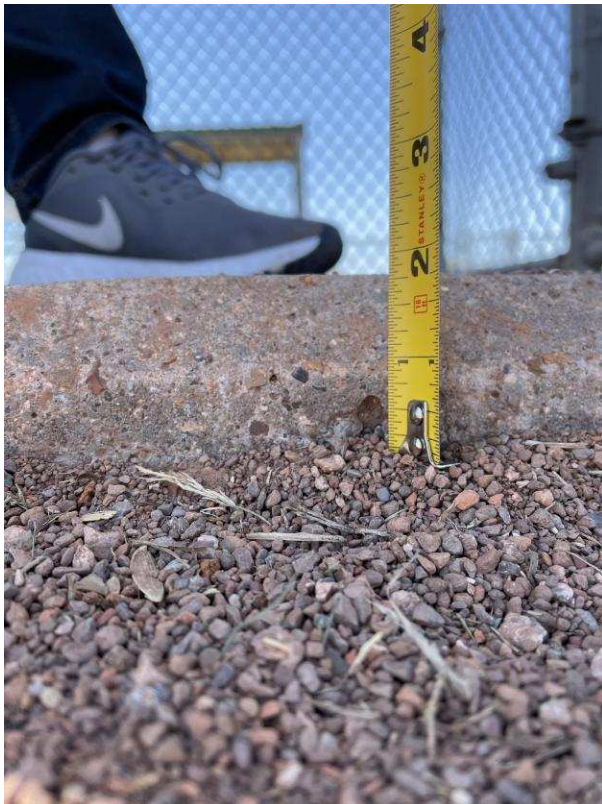
Base Cost: \$2,000.00
Contingency Cost: \$400.00
Design Cost: \$300.00
Total Cost: \$2,700.00

Possible Solutions:

Provide a level, stable, and slip resistant ground surface route to pavilion and provide proper connection to level change area.

Barrier Priority:

Level 2 (High): Parking and exterior accessible routes (DOJ Level 1) – severely out of compliance; near a hospital, school, transit stop, govt. bldg., or other pedestrian attractor



Baseball Fields: Baseball Fields

Barrier: 6

There is no accessible route to the dugout.

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

Citation:

2010 ADAS Section: 206.2.2

1991 ADAAG Section:
4.1.2(1)

Current Condition:

No prepared accessible route to dugout. Surface comprised of gravel and grass.

Budget Cost:

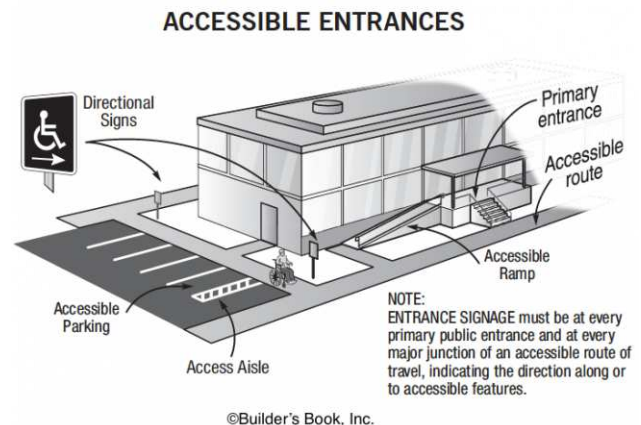
Base Cost: \$2,000.00
Contingency Cost: \$400.00
Design Cost: \$300.00
Total Cost: \$2,700.00

Possible Solutions:

Provide a level, stable, and slip resistant ground surface route to pavilion and provide proper connection to level change area.

Barrier Priority:

Level 5 (Medium): Access to goods and services issues (DOJ Level 2) – severely out of compliance



Restrooms: Playground Restrooms

Barrier: 7

The toilet paper dispenser does not allow a continuous flow.

Toilet paper dispensers shall be 7 inches minimum and 9 inches maximum in front of the water closet measured to the centerline of the dispenser. The outlet of the dispenser shall be 15 inches minimum and 48 inches maximum above the finish floor and shall not be located behind grab bars. Dispensers shall not be of a type that controls delivery or that does not allow continuous paper flow. There shall be a clearance of 1 1/2 inches minimum below the grab bar.

Citation:

2010 ADAS Section: 604.7

1991 ADAAG Section: 4.16.6

Current Condition:

Currently the dispenser in both accessible toilets are approximately 5 inches to the center.

Budget Cost:

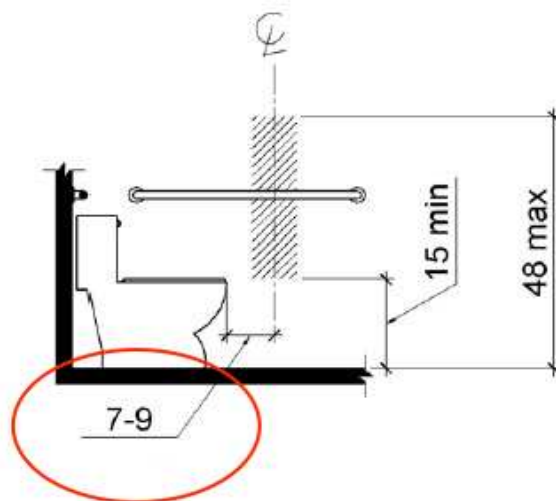
Base Cost: \$150.00
Contingency Cost: \$30.00
Design Cost: \$20.00
Total Cost: \$200.00

Possible Solutions:

Remove and relocate the dispenser at least 7 inches to the center of the dispenser from the front of the water closet.

Barrier Priority:

Level 9 (Low): Restrooms (DOJ Level 3) – minimally out of compliance



Barrier #7 Additional Barrier Photos



Path of Travel: Pavillion

Barrier: 8

There is no accessible route to the trash can.

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

Citation:

2010 ADAS Section: 206.2.2

1991 ADAAG Section:
4.1.2(1)

Current Condition:

No accessible route to trash can

Budget Cost:

Base Cost: \$500.00
Contingency Cost: \$125.00
Design Cost: \$75.00
Total Cost: \$700.00

Possible Solutions:

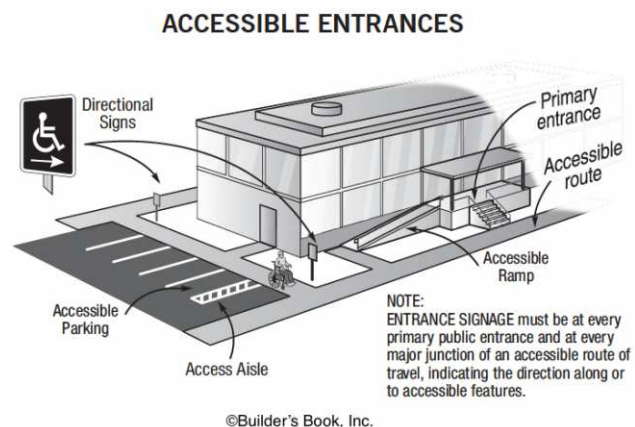
Relocate trash can so it is close enough to be served by the accessible route.

Barrier Priority:

Level 7 (Medium): Access to goods and services (DOJ Level 2) – minimally out of compliance

Restrooms (DOJ Level 3) – moderately out of compliance

Drinking fountains and public phones (DOJ Level 4 & 5) – severely out of compliance



Path of Travel: Pavillion

Barrier: 9

There is no accessible route to the picnic table pavilion.

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

Citation:

2010 ADAS Section: 206.2.2

1991 ADAAG Section:
4.1.2(1)

Current Condition:

No accessible route to
picnic table

Budget Cost:

Base Cost: \$3,500.00
Contingency Cost: \$700.00
Design Cost: \$500.00
Total Cost: \$4,700.00

Possible Solutions:

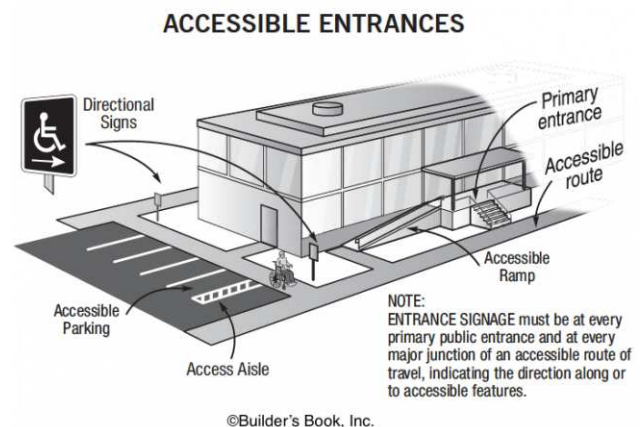
Provide a level, stable and slip resistant ground surface route to each amenity

Barrier Priority:

Level 7 (Medium): Access to goods and services (DOJ Level 2) – minimally out of compliance

Restrooms (DOJ Level 3) – moderately out of compliance

Drinking fountains and public phones (DOJ Level 4 & 5) – severely out of compliance



Path of Travel: Pavillion

Barrier: 10

There is no accessible route to either the trash can or the picnic table.

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

Citation:

2010 ADAS Section: 206.2.2

1991 ADAAG Section:
4.1.2(1)

Current Condition:

No accessible route to
picnic table and trash can

Budget Cost:

Base Cost: \$1,500.00
Contingency Cost: \$300.00
Design Cost: \$200.00
Total Cost: \$2,000.00

Possible Solutions:

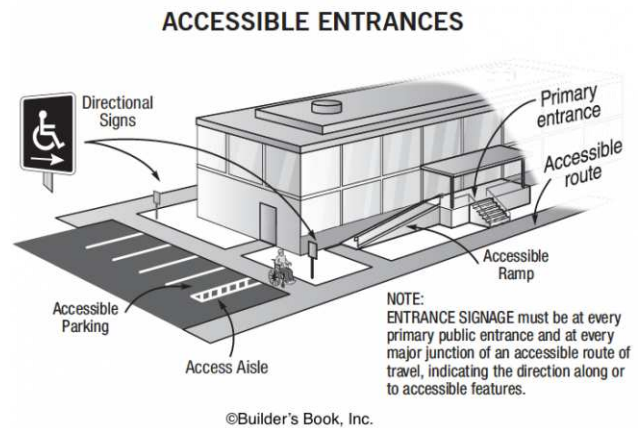
Provide a level, stable and slip resistant ground surface route to each amenity. Relocate trash can so it is reach ranges of accessible route.

Barrier Priority:

Level 7 (Medium): Access to goods and services (DOJ Level 2) – minimally out of compliance

Restrooms (DOJ Level 3) – moderately out of compliance

Drinking fountains and public phones (DOJ Level 4 & 5) – severely out of compliance



Barrier #10 Additional Barrier Photos



Path of Travel: Pavillion

Barrier: 11

There is no accessible route to the trash can from the pavilion.

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

Citation:

2010 ADAS Section: 206.2.2

1991 ADAAG Section:
4.1.2(1)

Current Condition:

No accessible route to trash can

Budget Cost:

Base Cost: \$500.00
Contingency Cost: \$100.00
Design Cost: \$100.00
Total Cost: \$700.00

Possible Solutions:

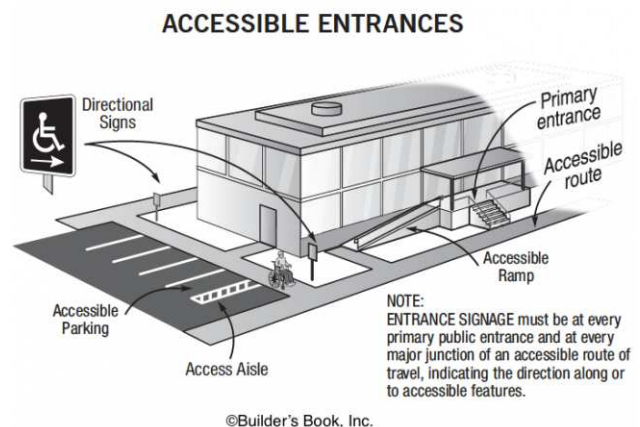
Relocate trash can so it is close enough to be served by the accessible route.

Barrier Priority:

Level 7 (Medium): Access to goods and services (DOJ Level 2) – minimally out of compliance

Restrooms (DOJ Level 3) – moderately out of compliance

Drinking fountains and public phones (DOJ Level 4 & 5) – severely out of compliance



Path of Travel: Pavillion

Barrier: 12

There is no accessible route to the trash can.

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

Citation:

2010 ADAS Section: 206.2.2

1991 ADAAG Section:
4.1.2(1)

Current Condition:

No accessible route is
provided to the trash can.

Budget Cost:

Base Cost: \$500.00
Contingency Cost: \$100.00
Design Cost: \$100.00
Total Cost: \$700.00

Possible Solutions:

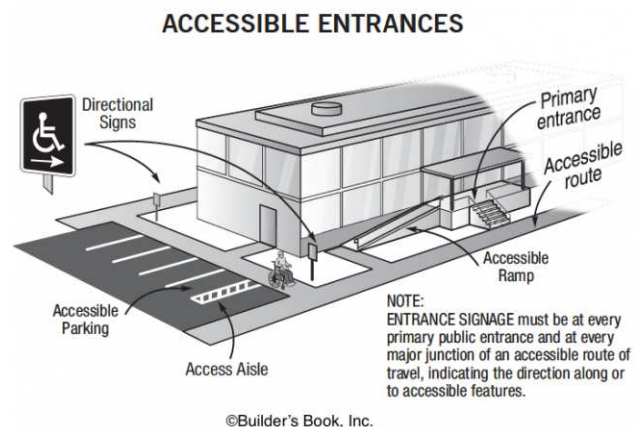
Relocate trash can so it is close enough to be served by the accessible route.

Barrier Priority:

Level 7 (Medium): Access to goods and services (DOJ Level 2) – minimally out of compliance

Restrooms (DOJ Level 3) – moderately out of compliance

Drinking fountains and public phones (DOJ Level 4 & 5) – severely out of compliance



Drinking Fountain: Drinking Fountain

Barrier: 13

The drinking fountain has multiple violations.

Drinking fountains must be on an accessible route that provides a 30 inch by 48 inch clear floor space centered on the low unit, allowing a forward approach.

Spout outlets shall be 30 inches maximum above the finish floor or ground if the drinking fountain is design for children.

Citation:

2010 ADAS Section: 403.5.1,
602.1

1991 ADAAG Section: 4.15.1

Current Condition:

Drinking fountain is not
compliant.

Budget Cost:

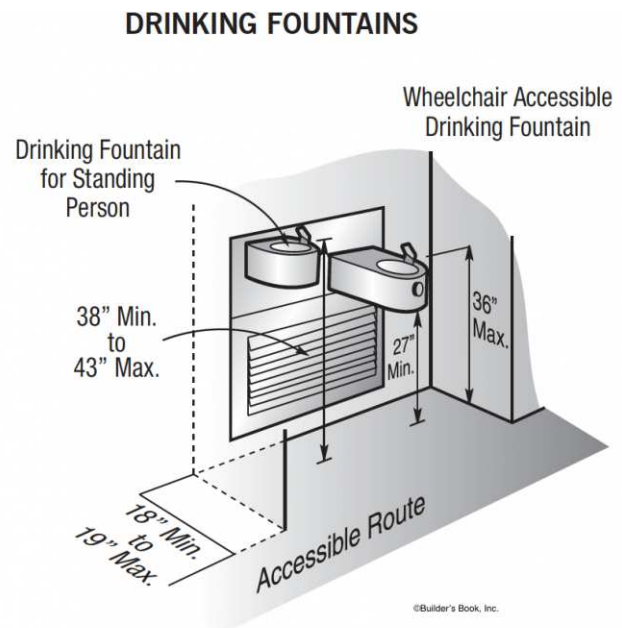
Base Cost: \$2,500.00
Contingency Cost: \$500.00
Design Cost: \$400.00
Total Cost: \$3,400.00

Possible Solutions:

Install a compliant drinking fountain.

Barrier Priority:

Level 5 (Medium): Access to goods and services issues (DOJ Level 2) – severely out of compliance



Barrier #13 Additional Barrier Photos



Drinking Fountain: Drinking Fountain

Barrier: 14

The spout is greater than 5 inches away from the leading edge of the drinking fountain.

The spout shall be located 15 inches minimum from the vertical support and 5 inches maximum from the front edge of the unit, including bumpers.

Citation:

2010 ADAS Section: 602.5

Current Condition:

Spout is located more than 5 inches from the edge of the fountain.

Budget Cost:

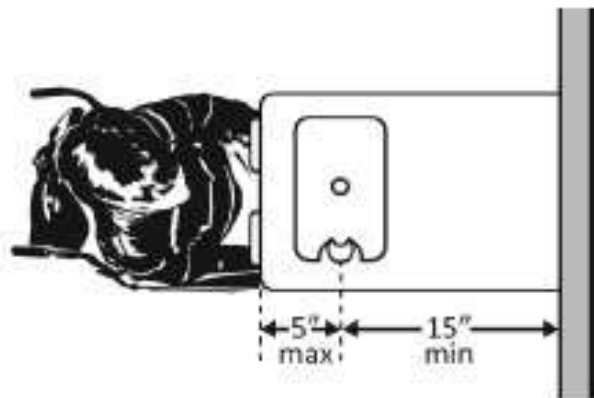
Base Cost: \$2,500.00
Contingency Cost: \$500.00
Design Cost: \$400.00
Total Cost: \$3,400.00

Possible Solutions:

Replace the drinking fountain with a compliant fountain.

Barrier Priority:

Level 8 (Medium): Drinking fountains and public phones (DOJ Level 4 & 5) – moderately out of compliance



Playground: Playground

Barrier: 15

There is no accessible route to the element.

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

Citation:

2010 ADAS Section: 206.2.2

1991 ADAAG Section:
4.1.2(1)

Current Condition:

No accessible route is
provided to the swing set.

Budget Cost:

Base Cost: \$3,000.00
Contingency Cost: \$600.00
Design Cost: \$500.00
Total Cost: \$4,100.00

Possible Solutions:

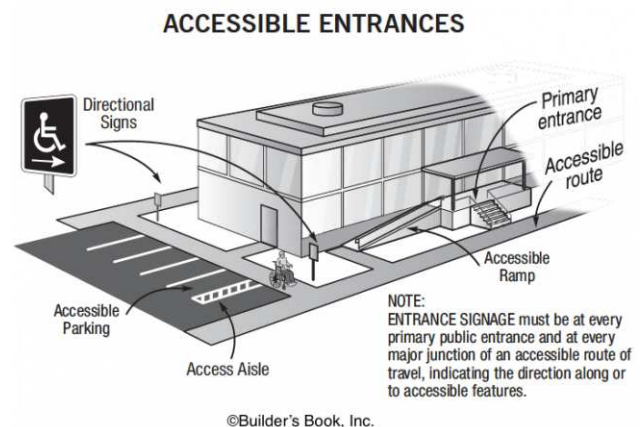
Provide proper connection to level change area, and a level, stable and slip resistant ground surface route to each amenity

Barrier Priority:

Level 7 (Medium): Access to goods and services (DOJ Level 2) – minimally out of compliance

Restrooms (DOJ Level 3) – moderately out of compliance

Drinking fountains and public phones (DOJ Level 4 & 5) – severely out of compliance



Barrier #15 Additional Barrier Photos



Cost Summary

Item	# of Barriers	Total Item Cost
High Priority	3	\$9,500.00
Level 1	0	\$0.00
Level 2	1	\$2,700.00
Level 3	0	\$0.00
Level 4	2	\$6,800.00
Medium Priority	11	\$26,100.00
Level 5	2	\$6,100.00
Level 6	2	\$3,700.00
Level 7	6	\$12,900.00
Level 8	1	\$3,400.00
Low Priority	1	\$200.00
Level 9	1	\$200.00
Level 10	0	\$0.00
Level 11	0	\$0.00
Level 12	0	\$0.00
Priority Total	15	\$35,800.00

Site Accessibility Evaluation



Officer Cash Memorial Dog Park
535 S Anderson St
Angleton, TX 77515
Accessibility Evaluation
Evaluation Date: 04/14/2022
Evaluators: Thomas Avalos

Prepared By



(972) 434 - 0068

www.accessology.com



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Accessible Route 3

Entrance 3

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Cost Summary 10

Accessible Route: Entrance

Barrier: 1

There is no accessible route to the dog park entrance.

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

Citation:

2010 ADAS Section: 206.2.2

Current Condition:

No prepared accessible route through out the entire park. Surface comprised of gravel and grass.

Budget Cost:

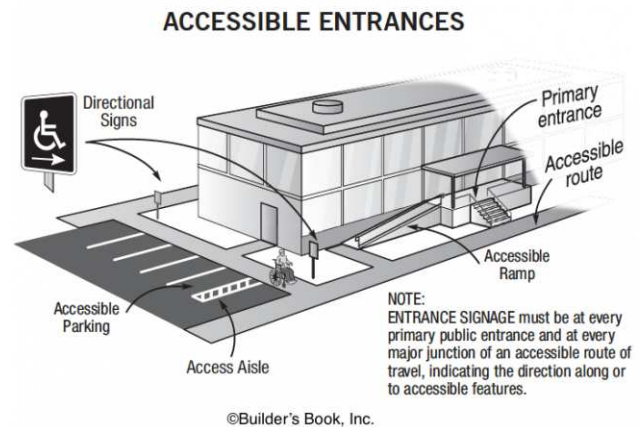
Base Cost: \$6,000.00
Contingency Cost: \$1,200.00
Design Cost: \$900.00
Total Cost: \$8,100.00

Possible Solutions:

Provide a level, stable and slip resistant ground surface route to each amenity through out park.

Barrier Priority:

Level 5 (Medium): Access to goods and services issues (DOJ Level 2) – severely out of compliance



Barrier #1 Additional Barrier Photos



Barrier #1 Additional Barrier Photos



Barrier #1 Additional Barrier Photos



Barrier #1 Additional Barrier Photos



Pavillion: Picnic Table

Barrier: 2

There is no accessible route to the element.

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

Citation:

2010 ADAS Section: 206.2.2

Current Condition:

No prepared accessible route through out the entire park. Surface comprised of gravel and grass. pavilion has 1 or more level change to access.

Budget Cost:

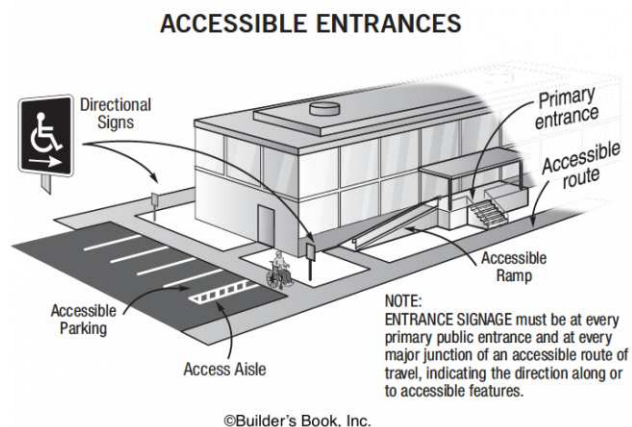
Base Cost: \$1,500.00
Contingency Cost: \$300.00
Design Cost: \$200.00
Total Cost: \$2,000.00

Possible Solutions:

Provide a level, stable, and slip resistant ground surface route to pavilion and provide proper connection to level change area.

Barrier Priority:

Level 5 (Medium): Access to goods and services issues (DOJ Level 2) – severely out of compliance



Pavillion: Picnic Table

Barrier: 3

The knee clearance is not compliant.

The knee clearance shall be 11 inches deep minimum at 9 inches above the finish floor or ground, and 8 inches deep minimum at 27 inches above the finish floor or ground and 30 inches wide minimum.

Citation:

2010 ADAS Section: 306.3.3

Current Condition:

There is no accessible seating. Picnic tables are not compliant.

Budget Cost:

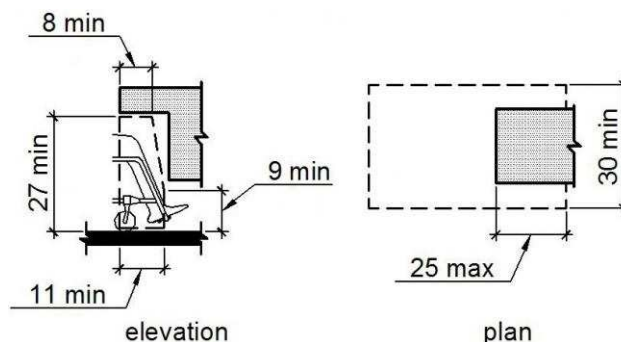
Base Cost: \$800.00
Contingency Cost: \$170.00
Design Cost: \$130.00
Total Cost: \$1,100.00

Possible Solutions:

Provide accessible picnic tables.

Barrier Priority:

Level 6 (Medium): Parking or exterior accessible routes (DOJ Level 1) – minimally out of compliance
Access to goods and services (DOJ Level 2) – moderately out of compliance
Restrooms (DOJ Level 3) – severely out of compliance



Cost Summary

Item	# of Barriers	Total Item Cost
High Priority	0	\$0.00
Level 1	0	\$0.00
Level 2	0	\$0.00
Level 3	0	\$0.00
Level 4	0	\$0.00
Medium Priority	3	\$11,200.00
Level 5	2	\$10,100.00
Level 6	1	\$1,100.00
Level 7	0	\$0.00
Level 8	0	\$0.00
Low Priority	0	\$0.00
Level 9	0	\$0.00
Level 10	0	\$0.00
Level 11	0	\$0.00
Level 12	0	\$0.00
Priority Total	3	\$11,200.00

Site Accessibility Evaluation



Veterans Park
115 E Magnolia St
Angleton, TX 77515
Accessibility Evaluation
Evaluation Date: 04/14/2022
Evaluators: Thomas Avalos

Prepared By



(972) 434 - 0068

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Barriers 3

Parking 3

Parking 3

Accessible Route 6

Accessible Route 6

Cost Summary 29

Parking: Parking

Barrier: 1

There are no on-street accessible parking stalls.

Where on-street parking is provided on the block perimeter and the parking is marked or metered, accessible parking spaces shall be provided.

There is a total of 6 marked or metered parking stalls on the block perimeter. There should be a minimum of 1 accessible stalls designed as van accessible.

Advisory R214 On-Street Parking Spaces. The MUTCD contains provisions for marking on-street parking spaces (see Section 3B.19). Metered parking includes parking metered by parking pay stations. Where parking on part of the block perimeter is altered, the minimum number of accessible parking spaces required is based on the total number of marked or metered parking spaces on the block perimeter.

Citation:

2011 PROWAG Section:
R214

Current Condition:

6 total spaces are provided
on street.

Budget Cost:

Base Cost: \$5,000.00
Contingency Cost: \$1,000.00
Design Cost: \$700.00
Total Cost: \$6,700.00

Possible Solutions:

Provide a van accessible parking space with an access aisle and signage.

Barrier Priority:

Level 2 (High): Parking and exterior accessible routes (DOJ Level 1) – severely out of compliance; near a hospital, school, transit stop, govt. bldg., or other pedestrian attractor



Table R214 On-Street Parking Spaces

Total Number of Marked or Metered Parking Spaces on the Block Perimeter	Minimum Required Number of Accessible Parking Spaces
1 to 25	1
26 to 50	2
51 to 75	3
76 to 100	4
101 to 150	5
151 to 200	6
201 and over	4 percent of total

Barrier #1 Additional Barrier Photos



Parking: Parking

Barrier: 2

There are no accessible parking stalls.

Each lot where parking is provided for the public as clients, guests or employees, shall provide accessible parking and shall be located on the shortest accessible route of travel from adjacent parking to an accessible entrance.

A minimum of one accessible stall is required and it must be sized and designated as a van accessible stall.

Citation:

2010 ADAS Section: 208.2.4

Current Condition:

Gravel lot has a possible area for 14 parking spaces with access aisles. There are no marked or striped spaces.

Budget Cost:

Base Cost: \$3,000.00
Contingency Cost: \$600.00
Design Cost: \$500.00
Total Cost: \$4,100.00

Possible Solutions:

Provide a van accessible parking space with an access aisle and signage. Re-grade at least one space to achieve a 1:48 (2.08%) maximum slope in all directions if needed.

Barrier Priority:

Level 2 (High): Parking and exterior accessible routes (DOJ Level 1) – severely out of compliance; near a hospital, school, transit stop, govt. bldg., or other pedestrian attractor



208.2 Parking Spaces	
Total Number of Parking Spaces Provided in Parking Facility	Minimum Number of Required Accessible Parking Spaces
1 to 25	1
26 to 50	2
51 to 75	3
76 to 100	4
101 to 150	5
151 to 200	6
201 to 300	7
301 to 400	8
401 to 500	9
501 to 1000	2 percent of total
1001 and over	20, plus 1 for each 100, or fraction thereof, over 1000

Accessible Route: Accessible Route

Barrier: 3

The concrete expansion joint is spaced greater than 1/2 inch.

Openings in floor or ground surfaces shall not allow passage of a sphere more than 1/2 inch diameter. Elongated openings shall be placed so that the long dimension is perpendicular to the dominant direction of travel.

Citation:

2010 ADAS Section: 302.3

Current Condition:

Expansion joints have gaps greater than 1/2 inch.

Budget Cost:

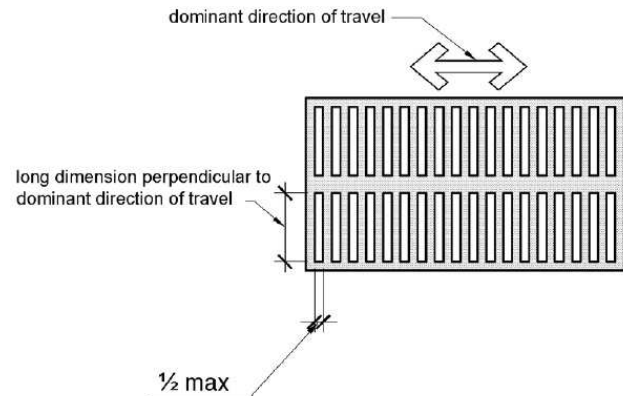
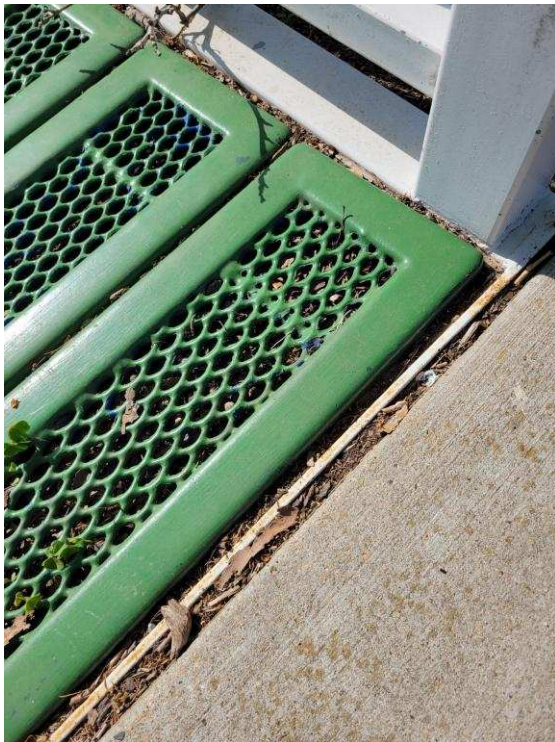
Base Cost: \$300.00
Contingency Cost: \$60.00
Design Cost: \$40.00
Total Cost: \$400.00

Possible Solutions:

Fill expansion joints to alleviate gaps.

Barrier Priority:

Level 4 (High): Parking and exterior accessible routes (DOJ Level 1) – moderately out of compliance



Accessible Route: Accessible Route

Barrier: 4

The concrete expansion joint is spaced greater than 1/2 inch.

Openings in floor or ground surfaces shall not allow passage of a sphere more than 1/2 inch diameter. Elongated openings shall be placed so that the long dimension is perpendicular to the dominant direction of travel.

Citation:

2010 ADAS Section: 302.3

Current Condition:

Expansion joint is spaced greater than 1/2 inch.

Budget Cost:

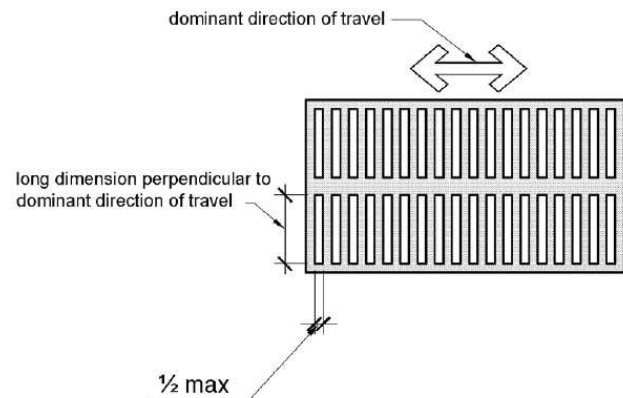
Base Cost: \$300.00
Contingency Cost: \$60.00
Design Cost: \$40.00
Total Cost: \$400.00

Possible Solutions:

Fill expansion joint to alleviate gap.

Barrier Priority:

Level 4 (High): Parking and exterior accessible routes (DOJ Level 1) – moderately out of compliance



Barrier #4 Additional Barrier Photos



Accessible Route: Accessible Route

Barrier: 5

The top of the curb ramp does not have a level landing.

A level landing 36 inches in length shall be provided at the upper end of each curb. The landing clear width shall be at least as wide as the curb ramp, excluding flared sides, leading to the landing.

Citation:

2010 ADAS Section: 406.4

Current Condition:

Curb ramp running slope is 8.4%. There is no 36 inch level landing area provided.

Budget Cost:

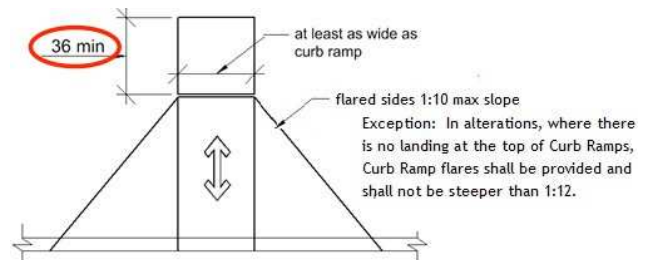
Base Cost: \$3,000.00
Contingency Cost: \$600.00
Design Cost: \$500.00
Total Cost: \$4,100.00

Possible Solutions:

Replace the curb ramp with a fully compliant curb ramp that includes a level landing area at the top.

Barrier Priority:

Level 4 (High): Parking and exterior accessible routes (DOJ Level 1) – moderately out of compliance



Barrier #5 Additional Barrier Photos



Accessible Route: Accessible Route

Barrier: 6

The walkway contains abrupt vertical edges and/or variations over a 1/2 inch.

1/4 inch is the maximum vertical rise. Changes in level between 1/4 inch and 1/2 inch must be beveled at 1:2 or less.

Changes in level greater than 1/2 inch must be by way of a ramp.

Citation:

2010 ADAS Section: 303.3,
303.2

Current Condition:

A section of the sidewalk
has a 1.5 inch level change.

Budget Cost:

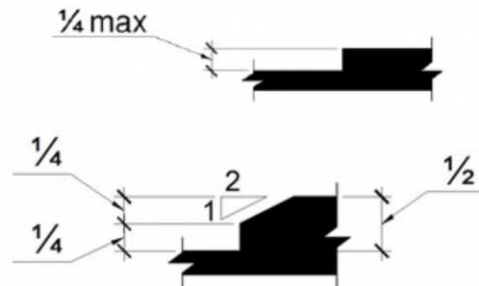
Base Cost: \$750.00
Contingency Cost: \$225.00
Design Cost: \$125.00
Total Cost: \$1,100.00

Possible Solutions:

Remove and replace the section of concrete that has the level change.

Barrier Priority:

Level 4 (High): Parking and exterior accessible routes (DOJ Level 1) – moderately out of compliance



Barrier #6 Additional Barrier Photos



Accessible Route: Accessible Route

Barrier: 7

The concrete expansion joint is spaced greater than 1/2 inch.

Openings in floor or ground surfaces shall not allow passage of a sphere more than 1/2 inch diameter. Elongated openings shall be placed so that the long dimension is perpendicular to the dominant direction of travel.

Citation:

2010 ADAS Section: 302.3

Current Condition:

Expansion joint is spaced greater than 1/2 inch.

Budget Cost:

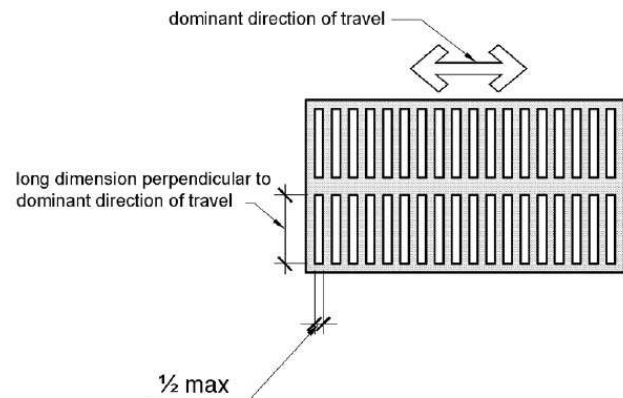
Base Cost: \$300.00
Contingency Cost: \$60.00
Design Cost: \$40.00
Total Cost: \$400.00

Possible Solutions:

Fill expansion joint to alleviate gap.

Barrier Priority:

Level 4 (High): Parking and exterior accessible routes (DOJ Level 1) – moderately out of compliance



Barrier #7 Additional Barrier Photos



Accessible Route: Accessible Route

Barrier: 8

The concrete expansion joint is spaced greater than 1/2 inch.

Openings in floor or ground surfaces shall not allow passage of a sphere more than 1/2 inch diameter. Elongated openings shall be placed so that the long dimension is perpendicular to the dominant direction of travel.

Citation:

2010 ADAS Section: 302.3

Current Condition:

Expansion joint is spaced greater than 1/2 inch.

Budget Cost:

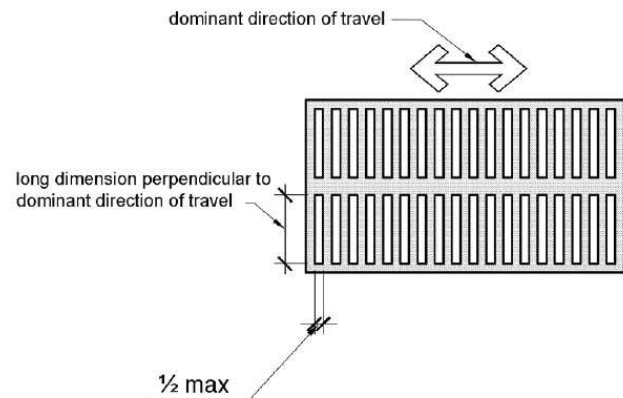
Base Cost: \$300.00
Contingency Cost: \$60.00
Design Cost: \$40.00
Total Cost: \$400.00

Possible Solutions:

Fill expansion joint to alleviate gap.

Barrier Priority:

Level 4 (High): Parking and exterior accessible routes (DOJ Level 1) – moderately out of compliance



Barrier #8 Additional Barrier Photos



Accessible Route: Accessible Route

Barrier: 9

The walkway contains abrupt vertical edges and/or variations over a 1/2 inch.

1/4 inch is the maximum vertical rise. Changes in level between 1/4 inch and 1/2 inch must be beveled at 1:2 or less.

Changes in level greater than 1/2 inch must be by way of a ramp.

Citation:

2010 ADAS Section: 303.3,
303.2

Current Condition:

Expansion joint is spaced
greater than 1/2 inch.

Budget Cost:

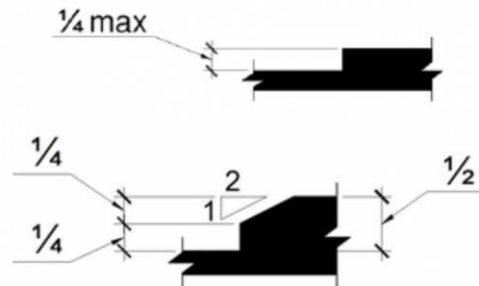
Base Cost: \$300.00
Contingency Cost: \$60.00
Design Cost: \$40.00
Total Cost: \$400.00

Possible Solutions:

Fill expansion joint to alleviate gap.

Barrier Priority:

Level 4 (High): Parking and exterior accessible routes (DOJ Level 1) – moderately out of compliance



Barrier #9 Additional Barrier Photos



Accessible Route: Accessible Route

Barrier: 10

The concrete expansion joint is spaced greater than 1/2 inch.

Openings in floor or ground surfaces shall not allow passage of a sphere more than 1/2 inch diameter. Elongated openings shall be placed so that the long dimension is perpendicular to the dominant direction of travel.

Citation:

2010 ADAS Section: 302.3

Current Condition:

Expansion joint is spaced greater than 1/2 inch.

Budget Cost:

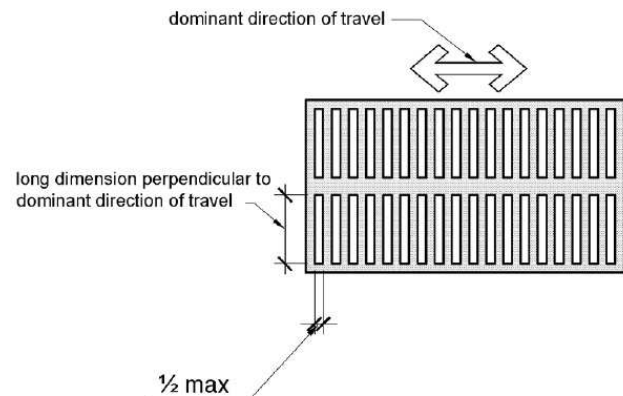
Base Cost: \$300.00
Contingency Cost: \$60.00
Design Cost: \$40.00
Total Cost: \$400.00

Possible Solutions:

Fill expansion joint to alleviate gap.

Barrier Priority:

Level 4 (High): Parking and exterior accessible routes (DOJ Level 1) – moderately out of compliance



Barrier #10 Additional Barrier Photos



Accessible Route: Accessible Route

Barrier: 11

The concrete expansion joint is spaced greater than 1/2 inch.

Openings in floor or ground surfaces shall not allow passage of a sphere more than 1/2 inch diameter. Elongated openings shall be placed so that the long dimension is perpendicular to the dominant direction of travel.

Citation:

2010 ADAS Section: 302.3

Current Condition:

Expansion joint is spaced greater than 1/2 inch.

Budget Cost:

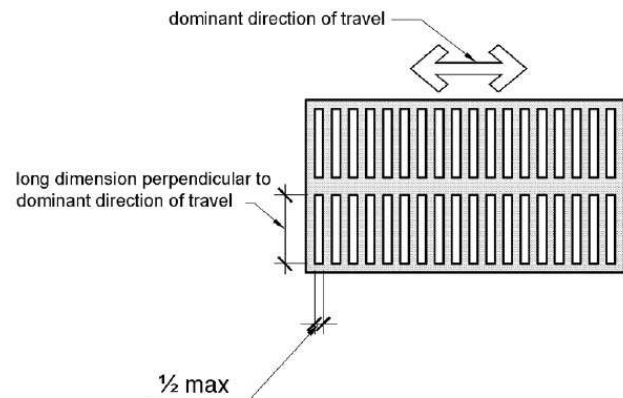
Base Cost: \$300.00
Contingency Cost: \$60.00
Design Cost: \$40.00
Total Cost: \$400.00

Possible Solutions:

Fill expansion joint to alleviate gap.

Barrier Priority:

Level 4 (High): Parking and exterior accessible routes (DOJ Level 1) – moderately out of compliance



Barrier #11 Additional Barrier Photos



Accessible Route: Accessible Route

Barrier: 12

The concrete expansion joint is spaced greater than 1/2 inch.

Openings in floor or ground surfaces shall not allow passage of a sphere more than 1/2 inch diameter. Elongated openings shall be placed so that the long dimension is perpendicular to the dominant direction of travel.

Citation:

2010 ADAS Section: 302.3

Current Condition:

Expansion joint is spaced greater than 1/2 inch.

Budget Cost:

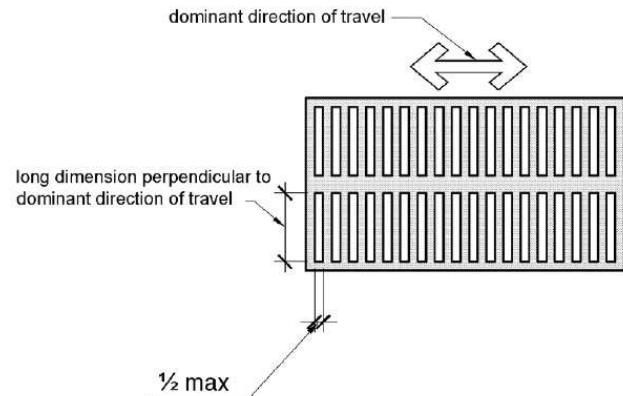
Base Cost: \$300.00
Contingency Cost: \$60.00
Design Cost: \$40.00
Total Cost: \$400.00

Possible Solutions:

Fill expansion joint to alleviate gap.

Barrier Priority:

Level 4 (High): Parking and exterior accessible routes (DOJ Level 1) – moderately out of compliance



Barrier #12 Additional Barrier Photos



Accessible Route: Accessible Route

Barrier: 13

The concrete expansion joint is spaced greater than 1/2 inch.

Openings in floor or ground surfaces shall not allow passage of a sphere more than 1/2 inch diameter. Elongated openings shall be placed so that the long dimension is perpendicular to the dominant direction of travel.

Citation:

2010 ADAS Section: 302.3

Current Condition:

Expansion joint is spaced greater than 1/2 inch.

Budget Cost:

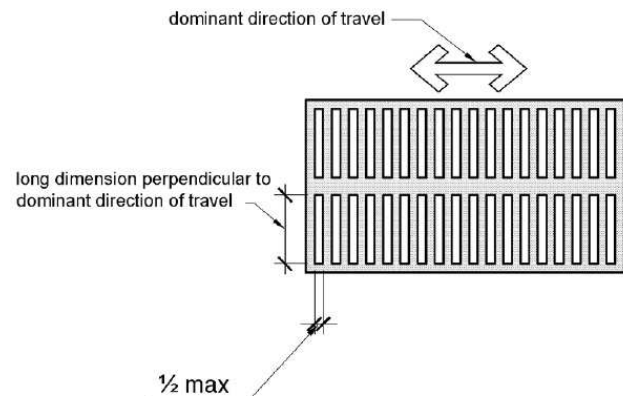
Base Cost: \$300.00
Contingency Cost: \$60.00
Design Cost: \$40.00
Total Cost: \$400.00

Possible Solutions:

Fill expansion joint to alleviate gap.

Barrier Priority:

Level 4 (High): Parking and exterior accessible routes (DOJ Level 1) – moderately out of compliance



Barrier #13 Additional Barrier Photos



Accessible Route: Accessible Route

Barrier: 14

The outdoor seating area is not on an accessible route.

At least 5% of the seating in each functional area must be accessible. An accessible table must be on an accessible route (36 inches minimum) and have knee spaces at least 27 inches high, 30 inches wide and 19 inches deep. The tops of tables and counters must be 28 inches to 34 inches from the floor or ground.

Citation:

2010 ADAS Section: 226.1

Current Condition:

2 picnic tables are provided
with no accessible route.

Budget Cost:

Base Cost: \$5,500.00
Contingency Cost: \$1,100.00
Design Cost: \$900.00
Total Cost: \$7,500.00

Possible Solutions:

Provide a level, stable, and slip resistant ground surface to the picnic tables.

Barrier Priority:

Level 6 (Medium): Parking or exterior accessible routes (DOJ Level 1) – minimally out of compliance
Access to goods and services (DOJ Level 2) – moderately out of compliance
Restrooms (DOJ Level 3) – severely out of compliance



Accessible Route: Accessible Route

Barrier: 15

The concrete expansion joint is spaced greater than 1/2 inch.

Openings in floor or ground surfaces shall not allow passage of a sphere more than 1/2 inch diameter. Elongated openings shall be placed so that the long dimension is perpendicular to the dominant direction of travel.

Citation:

2010 ADAS Section: 302.3

Current Condition:

Expansion joint is spaced greater than 1/2 inch.

Budget Cost:

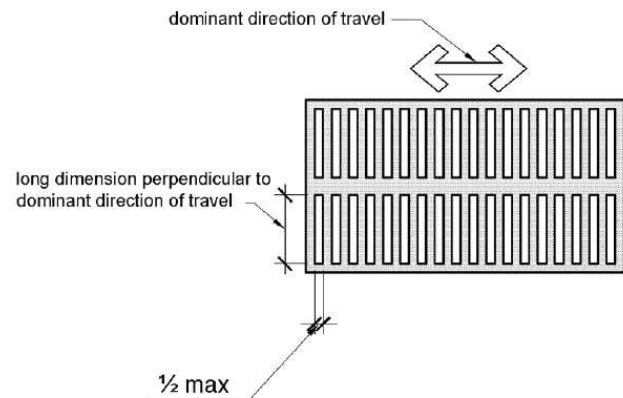
Base Cost: \$300.00
Contingency Cost: \$60.00
Design Cost: \$40.00
Total Cost: \$400.00

Possible Solutions:

Fill expansion joint to alleviate gap.

Barrier Priority:

Level 4 (High): Parking and exterior accessible routes (DOJ Level 1) – moderately out of compliance



Cost Summary

Item	# of Barriers	Total Item Cost
High Priority	14	\$20,000.00
Level 1	0	\$0.00
Level 2	2	\$10,800.00
Level 3	0	\$0.00
Level 4	12	\$9,200.00
Medium Priority	1	\$7,500.00
Level 5	0	\$0.00
Level 6	1	\$7,500.00
Level 7	0	\$0.00
Level 8	0	\$0.00
Low Priority	0	\$0.00
Level 9	0	\$0.00
Level 10	0	\$0.00
Level 11	0	\$0.00
Level 12	0	\$0.00
Priority Total	15	\$27,500.00

City of Angleton
ADA Self-Evaluation and Transition Plan
Sidewalk Cost Projection Summary
4/18/2022

Corridor ID	Project Name	Limit 1	Limit 2	Cost Projection
1	N Downing St	Henderson Rd	Riverwood Ranch Blvd	\$ 257,300
TOTAL				\$ 257,300

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

Client: City of Angleton
Program: ADA Self-Evaluation and Transition Plan
KHA No.: 068921101

Date: 04/18/22

Corridor: N Downing St
Limits: Henderson Rd - Riverwood Ranch Blvd
City: Angleton

Corridor ID: 1

Item No.	Item Description	Quantity	Unit	Unit Price	Includes Engineering (15%) and Contingency (20%)
TxDOT 450-6003	Rail (Handrail)	0	LF	\$ 200.00	\$ -
TxDOT 531-6001	Conc Sidewalks (4")	2,104	SY	\$ 55.00	\$ 156,211.34
TxDOT 530-6004	Driveways (Conc)	463	SY	\$ 80.00	\$ 50,035.89
TxDOT 104-6017	Removing Conc (Driveways)	463	SY	\$ 15.00	\$ 9,381.73
TxDOT 104-6015	Removing Conc (Sidewalks)	1,684	SY	\$ 10.00	\$ 22,735.50
TxDOT 5003-6005	Retrofit Det Warn Surf (Cast In Place)	0	SF	\$ 925.00	\$ -
--	Concrete Railroad Panel	0	LS	\$ 36,000.00	\$ -
TxDOT 530-6005	Driveways (Asphalt Conc Pav)	0	SY	\$ 40.00	\$ -
--	Welded Steel Grate	0	EA	\$ 1,300.00	\$ -
--	Relocate Fire Hydrant	0	LS	\$ 2,000.00	\$ -
--	Adjust Utility Elevation	9	LS	\$ 1,000.00	\$ 12,150.00
--	Remove Obstruction	5	LS	\$ 1,000.00	\$ 6,750.00
--	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
--	Railroad Company Flagger	0	Day(s)	\$ 1,000.00	\$ -
--	Remove Concrete Railroad Panel	0	LS	\$ 2,000.00	\$ -
TxDOT 105-6008	Removing Stab Base And Asph Pav (6")	0	SY	\$ 4.50	\$ -
--	Installation Of Asphalt Pavement (6")	0	SY	\$ 80.00	\$ -

Basis for Cost Projection

- ☒ No Design Completed
☐ Preliminary Design
☐ Final Design

Subtotal:	\$	257,264.45
Estimated Project Cost:	\$	257,300.00
Engineering: (% +/-)	15%	\$ 28,584.94
Contingency: (% +/-)	20%	\$ 38,113.25

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Sidewalk Summary

Priority	Length (LF)*	Cost
High	2,313	\$ 146,466.74
Medium	1,940	\$ 110,347.62
Low	56	\$ 450.09
Compliant	1,062	
Not Prioritized	0	
Subtotal	5,371	\$ 257,264.45
Sidewalk Total		\$ 257,300.00

* Totals rounded for simplification

Corridor Summary

Facility	Cost
Sidewalk Total	\$ 257,300.00
Unsignalized Intersection Total	\$ 272,200.00
Corridor Total	\$ 529,500.00

End of Project Description for Project 1 N Downing St

City of Angleton
ADA Self-Evaluation and Transition Plan
Unsignalized Intersection Cost Projection Summary
4/18/2022

GPS ID	Project Name	Cost Projection	Priority
1000	Intersection of N Downing St and Henderson Rd	\$ 26,900	2
1001	Intersection of N Downing St and Clover Dr	\$ 30,100	5
1002	Intersection of N Downing St and Glenview Ln / Rosewood Ln	\$ 36,200	5
1003	Intersection of N Downing St and Sagebrush St / N Belle Dr	\$ 31,500	5
1004	Intersection of N Downing St and Heather Ln / S Belle Dr	\$ 31,200	5
1005	Intersection of N Downing St and Molina Ct	\$ 18,100	5
1006	Intersection of N Downing St and Dennis St / Molina Dr	\$ 34,800	5
1007	Intersection of N Downing St and Riverwood Ranch Blvd	\$ 29,900	5
90000	Intersection of N Downing St and driveway (Lat. 29.1902; Long. -95.4193)	\$ 13,000	5
90001	Intersection of N Downing St and driveway (Lat. 29.1936; Long. -95.4194)	\$ 4,800	2
90002	Intersection of N Downing St and driveway (Lat. 29.1887; Long. -95.4193)	\$ 15,700	5
TOTAL		\$ 272,200	

Client: City of Angleton
Program: ADA Self-Evaluation and Transition Plan
KHA No.: 068921101

Date: 4/18/22

Corridor : N Downing St
Project Name: Intersection of N Downing St and Henderson Rd
City: Angleton

GPS ID: 1000

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	Excavation (Roadway)	0	CY	\$ 8.00	\$ -
TxDOT 529-6002	Conc Curb (Ty II)	0	LF	\$ 15.00	\$ -
TxDOT 531-6001	Conc Sidewalks (4")	0	SY	\$ 55.00	\$ -
TxDOT 531-6004	Curb Ramps (Ty 1)	8	EA	see page 2	\$ 15,550.00
TxDOT 6003-6005	Retrofit Det Warn Surf (Cast In Place)	0	SF	\$ 925.00	\$ -
TxDOT 104-6015	Removing Conc (Sidewalks)	31	SY	\$ 10.00	\$ 310.00
TxDOT 677-6007	Elim Ext Pav Mk & Mkrs	0	LF	\$ 3.50	\$ -
TxDOT 666/678	Refl Pav Mk Prep, Ty I & Ty II (W) 24" (Sld)	0	LF	\$ 7.00	\$ -
---	Repave Roadway	0	LS	\$ 5,000.00	\$ -
---	Fix Ponding	2	LS	\$ 2,000.00	\$ 4,000.00
---	Fix Curb Ramp Transition	0	LS	\$ 2,000.00	\$ -
---	Median Nose Modification	0	LS	\$ 5,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Fix Curb Ramp Counter Slope	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

- ☒ No Design Completed
☐ Preliminary Design
☐ Final Design

Subtotal: \$ 19,860.00
Engineering: (% +/-) 15% \$ 3,017.14
Contingency: (% +/-) 20% \$ 4,022.86
Estimated Project Cost: \$ 26,900.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Possible Solutions
	N	E	S	W	
Path of travel pavement condition	Good	Good	Good	N/A	
Path of travel running slope is greater than 5%				N/A	
Path of travel cross slope is greater than 2% for stop control approaches	N/A		N/A	N/A	
Path of travel cross slope is greater than 5% for free-flow approaches		N/A		N/A	
Crosswalk width is less than 6'	N/A			N/A	
Crosswalk striping condition	None	Good	Good	N/A	Install crosswalk pavement markings

Curb Ramp Issues	Curb Ramp ID ('z', 'i', or 'CN' in ramp label indicates no existing ramp)						Possible Solutions
	Nz	1A	1i	2A	3A	4z	
Curb ramp does not exist and is needed	X		X			X	Install curb ramp; if median improvement, see shapefile
Curb ramp does not land in crosswalk							
No 4' x 4' clear space at base of curb ramp							
Curbed side is not 90° or has traversable adjacent surface							
Flare cross slope is greater than 10%							
Curb ramp running slope is greater than 8.3%		X		X	X		
Blended transition running slope is greater than 5%							
Cut-thru ramp running slope is greater than 5%							
Curb ramp cross slope is greater than 2%							
Cut-thru ramp cross slope is greater than 2%							
Curb ramp width is less than 48"		X		X	X		Remove and replace curb ramp
Cut-thru ramp width is less than 60"							
Permanent obstruction (>0.25') in curb ramp/landings/flares							
Turning space does not exist and is needed				X	X		
Turning space length is less than 4' (or 5' when constrained)							
Turning space width is less than 4' (or 5' when constrained)							
Turning space running slope is greater than 2%		X					
Turning space cross slope greater than 2%		X					
Temporary obstruction (>0.25') in curb ramp/landings/flares							
Non-compliant detectable warning surface (DWS)							
No detectable warning surface (DWS)							Fix ponding
Curb ramp transition onto roadway is greater than 0.25"							
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%							
Ponding occurs at base of curb ramp				X	X		

Comment: Existing sidewalk, curb ramp, and/or striping configurations permit pedestrians to cross the major street. An Engineering study is needed to confirm crossing should be accommodated at this location and the current crossing treatment is appropriate.



North Median No Ramp (Nz)



Ramp 1A



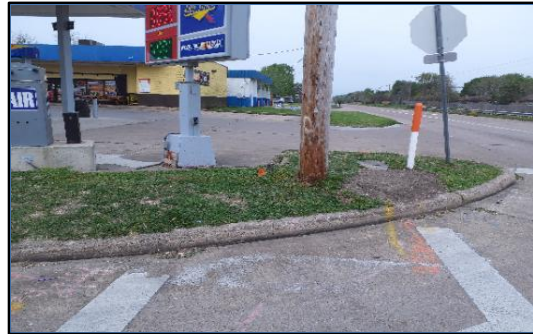
Island 1 No Ramp (1i)



Ramp 2A



Ramp 3A



Corner 4 No Ramp (4z)

Curb Ramp Recommendation Details:	Quantity	Unit	Unit Price
Types 1-11 (Standard Corner Ramp)	6	EA	\$1,700
Type 20 (Median Ramps with Shared Landing)	0	EA	\$2,525
Type 21 (Median Cut-thru Ramp)	1	EA	\$2,275
Type 22 (Channelizing Island Cut-thru Ramp)	1	EA	\$3,075

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Client: City of Angleton
Program: ADA Self-Evaluation and Transition Plan
KHA No.: 068921101

Date: 4/18/22

Corridor : N Downing St

GPS ID: 1001

Project Name: Intersection of N Downing St and Clover Dr
City: Angleton

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	Excavation (Roadway)	0	CY	\$ 8.00	\$ -
TxDOT 529-6002	Conc Curb (Ty II)	0	LF	\$ 15.00	\$ -
TxDOT 531-6001	Conc Sidewalks (4")	6	SY	\$ 55.00	\$ 330.00
TxDOT 531-6004	Curb Ramps (Ty 1)	6	EA	see page 2	\$ 10,200.00
TxDOT 5003-6005	Retrofit Det Warn Surf (Cast In Place)	0	SF	\$ 925.00	\$ -
TxDOT 104-6015	Removing Conc (Sidewalks)	25	SY	\$ 10.00	\$ 250.00
TxDOT 677-6007	Elim Ext Pav Mk & Mkrs	0	LF	\$ 3.50	\$ -
TxDOT 666/678	Refl Pav Mk Prep, Ty I & Ty II (W) 24"(Std)	0	LF	\$ 7.00	\$ -
---	Repave Roadway	1	LS	\$ 5,000.00	\$ 5,000.00
---	Fix Ponding	2	LS	\$ 2,000.00	\$ 4,000.00
---	Fix Curb Ramp Transition	0	LS	\$ 2,000.00	\$ -
---	Median Nose Modification	0	LS	\$ 5,000.00	\$ -
---	Remove Temporary Obstruction	1	LS	\$ 500.00	\$ 500.00
---	Fix Curb Ramp Counter Slope	1	LS	\$ 2,000.00	\$ 2,000.00

Basis for Cost Projection

- ☒ No Design Completed
☐ Preliminary Design
☐ Final Design

Subtotal: \$ 22,280.00
Engineering: (% +/-) 15% \$ 3,351.43
Contingency: (% +/-) 20% \$ 4,468.57
Estimated Project Cost: \$ 30,100.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Possible Solutions
	N	E	S	W	
Path of travel pavement condition	Good	Poor	Good	N/A	Repave roadway and install crosswalk pavement markings
Path of travel running slope is greater than 5%				N/A	
Path of travel cross slope is greater than 2% for stop control approaches	N/A	X	N/A	N/A	
Path of travel cross slope is greater than 5% for free-flow approaches		N/A		N/A	Install crosswalk pavement markings
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	
Crosswalk striping condition	None	None	None	N/A	

Curb Ramp Issues	Curb Ramp ID ('z', 'i', or 'CN' in ramp label indicates no existing ramp)				Possible Solutions
	1z	2A	3A	4z	
Curb ramp does not exist and is needed	X			X	Install curb ramp; if median improvement, see shapefile
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curbed side is not 90° or has traversable adjacent surface					Remove and replace curb ramp
Flare cross slope is greater than 10%					
Curb ramp running slope is greater than 8.3%		X	X		
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%					
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"					
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25') in curb ramp/landings/flares		X			
Turning space does not exist and is needed		X	X		Remove temporary obstruction
Turning space length is less than 4' (or 5' when constrained)					
Turning space width is less than 4' (or 5' when constrained)					
Turning space running slope is greater than 2%					
Turning space cross slope greater than 2%					
Temporary obstruction (>0.25') in curb ramp/landings/flares			X		Remove temporary obstruction
Non-compliant detectable warning surface (DWS)					
No detectable warning surface (DWS)					
Curb ramp transition onto roadway is greater than 0.25"					Fix curb ramp counter slope
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%		X			
Ponding occurs at base of curb ramp		X	X		Fix ponding

Comment: Existing sidewalk, curb ramp, and/or striping configurations permit pedestrians to cross the major street. An Engineering study is needed to confirm crossing should be accommodated at this location and the current crossing treatment is appropriate.



Corner 1 No Ramp (1z)



Ramp 2A



Ramp 3A



Corner 4 No Ramp (4z)

Curb Ramp Recommendation Details:	Quantity	Unit	Unit Price
Types 1-11 (Standard Corner Ramp)	6	EA	\$1,700
Type 20 (Median Ramps with Shared Landing)	0	EA	\$2,525
Type 21 (Median Cut-thru Ramp)	0	EA	\$2,275
Type 22 (Channelizing Island Cut-thru Ramp)	0	EA	\$3,075

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Client: City of Angleton
Program: ADA Self-Evaluation and Transition Plan
KHA No.: 068921101

Date: 4/18/22

Corridor : N Downing St
Project Name: Intersection of N Downing St and Glenview Ln / Rosewood Ln
City: Angleton

GPS ID: 1002

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	Excavation (Roadway)	0	CY	\$ 8.00	\$ -
TxDOT 529-6002	Conc Curb (Ty II)	0	LF	\$ 15.00	\$ -
TxDOT 531-6001	Conc Sidewalks (4")	12	SY	\$ 55.00	\$ 660.00
TxDOT 531-6004	Curb Ramps (Ty 1)	8	EA	see page 2	\$ 13,600.00
TxDOT 5003-6005	Retrofit Det Warn Surf (Cast In Place)	0	SF	\$ 925.00	\$ -
TxDOT 104-6015	Removing Conc (Sidewalks)	49	SY	\$ 10.00	\$ 490.00
TxDOT 677-6007	Elim Ext Pav Mrk & Mrks	0	LF	\$ 3.50	\$ -
TxDOT 666/678	Refl Pav Mrk Prep, Ty I & Ty II (W) 24"(Sld)	0	LF	\$ 7.00	\$ -
---	Repave Roadway	2	LS	\$ 5,000.00	\$ 10,000.00
---	Fix Ponding	0	LS	\$ 2,000.00	\$ -
---	Fix Curb Ramp Transition	1	LS	\$ 2,000.00	\$ 2,000.00
---	Median Nose Modification	0	LS	\$ 5,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Fix Curb Ramp Counter Slope	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

- ☒ No Design Completed
☐ Preliminary Design
☐ Final Design

Subtotal: \$ 26,750.00
Engineering: (% +/-) 15% \$ 4,050.00
Contingency: (% +/-) 20% \$ 5,400.00
Estimated Project Cost: \$ 36,200.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Possible Solutions
	N	E	S	W	
Path of travel pavement condition	Good	Good	Poor	Good	Repave roadway and install crosswalk pavement markings
Path of travel running slope is greater than 5%					
Path of travel cross slope is greater than 2% for stop control approaches	N/A		N/A	X	
Path of travel cross slope is greater than 5% for free-flow approaches		N/A		N/A	Install crosswalk pavement markings
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	
Crosswalk striping condition	None	None	None	None	

Curb Ramp Issues	Curb Ramp ID ('z', 'i', or 'CN' in ramp label indicates no existing ramp)				Possible Solutions
	1A	2A	3A	4A	
Curb ramp does not exist and is needed					Remove and replace curb ramp
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curbed side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%					
Curb ramp running slope is greater than 8.3%	X	X	X	X	
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%		X	X		
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"			X	X	
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25') in curb ramp/landing/flares					
Turning space does not exist and is needed		X			
Turning space length is less than 4' (or 5' when constrained)					
Turning space width is less than 4' (or 5' when constrained)			X		Fix curb ramp transition
Turning space running slope is greater than 2%			X		
Turning space cross slope greater than 2%			X		
Temporary obstruction (>0.25') in curb ramp/landing/flares					
Non-compliant detectable warning surface (DWS)					
No detectable warning surface (DWS)					Fix curb ramp transition
Curb ramp transition onto roadway is greater than 0.25"		X			
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
Ponding occurs at base of curb ramp					

Comment: Existing sidewalk, curb ramp, and/or striping configurations permit pedestrians to cross the major street. An Engineering study is needed to confirm crossing should be accommodated at this location and the current crossing treatment is appropriate.



Ramp 1A



Ramp 2A



Ramp 3A



Ramp 4A

Curb Ramp Recommendation Details:	Quantity	Unit	Unit Price
Types 1-11 (Standard Corner Ramp)	8	EA	\$1,700
Type 20 (Median Ramps with Shared Landing)	0	EA	\$2,525
Type 21 (Median Cut-thru Ramp)	0	EA	\$2,275
Type 22 (Channelizing Island Cut-thru Ramp)	0	EA	\$3,075

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Client: City of Angleton
Program: ADA Self-Evaluation and Transition Plan
KHA No.: 068921101

Date: 4/18/22

Corridor : N Downing St

GPS ID: 1003

Project Name: Intersection of N Downing St and Sagebrush St / N Belle Dr
City: Angleton

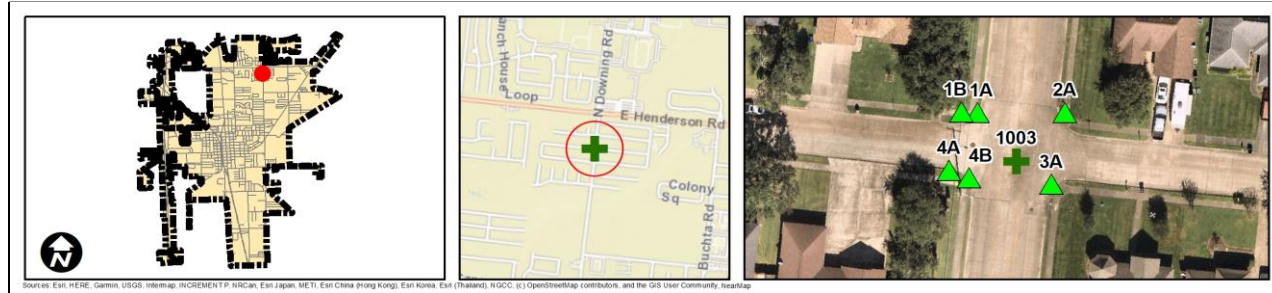
Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	Excavation (Roadway)	0	CY	\$ 8.00	\$ -
TxDOT 529-6002	Conc Curb (Ty II)	0	LF	\$ 15.00	\$ -
TxDOT 531-6001	Conc Sidewalks (4")	17	SY	\$ 55.00	\$ 935.00
TxDOT 531-6004	Curb Ramps (Ty 1)	8	EA	see page 2	\$ 13,600.00
TxDOT 5003-6005	Retrofit Det Warn Surf (Cast In Place)	0	SF	\$ 925.00	\$ -
TxDOT 104-6015	Removing Conc (Sidewalks)	74	SY	\$ 10.00	\$ 740.00
TxDOT 677-6007	Elim Ext Pav Mk & Mkrs	0	LF	\$ 3.50	\$ -
TxDOT 666/678	Refl Pav Mk Prep, Ty I & Ty II (W) 24"(Sld)	0	LF	\$ 7.00	\$ -
---	Repave Roadway	0	LS	\$ 5,000.00	\$ -
---	Fix Ponding	3	LS	\$ 2,000.00	\$ 6,000.00
---	Fix Curb Ramp Transition	1	LS	\$ 2,000.00	\$ 2,000.00
---	Median Nose Modification	0	LS	\$ 5,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Fix Curb Ramp Counter Slope	0	LS	\$ 2,000.00	\$ -

Basin for Cost Projection

- ☒ No Design Completed
☐ Preliminary Design
☐ Final Design

Subtotal: \$ 23,275.00
Engineering: (% +/-) 15% \$ 3,525.00
Contingency: (% +/-) 20% \$ 4,700.00
Estimated Project Cost: \$ 31,500.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Possible Solutions
	N	E	S	W	
Path of travel pavement condition	Good	Good	Good	Good	
Path of travel running slope is greater than 5%					
Path of travel cross slope is greater than 2% for stop control approaches	N/A		N/A		
Path of travel cross slope is greater than 5% for free-flow approaches		N/A		N/A	
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	Install crosswalk pavement markings
Crosswalk striping condition	None	None	None	None	

Curb Ramp Issues	Curb Ramp ID ('Z', 'I', or 'CN' in ramp label indicates no existing ramp)						Possible Solutions
	1A	1B	2A	3A	4A	4B	
Curb ramp does not exist and is needed							
Curb ramp does not land in crosswalk							
No 4' x 4' clear space at base of curb ramp							
Curbed side is not 90° or has traversable adjacent surface							
Flare cross slope is greater than 10%							
Curb ramp running slope is greater than 8.3%							
Blended transition running slope is greater than 5%							
Cut-thru ramp running slope is greater than 5%							
Curb ramp cross slope is greater than 2%	X	X		X	X	X	Remove and replace curb ramp
Cut-thru ramp cross slope is greater than 2%							
Curb ramp width is less than 48"	X	X			X	X	
Cut-thru ramp width is less than 60"							
Permanent obstruction (>0.25") in curb ramp/landing/flares							
Turning space does not exist and is needed			X	X			
Turning space length is less than 4' (or 5' when constrained)							
Turning space width is less than 4' (or 5' when constrained)							
Turning space running slope is greater than 2%							
Turning space cross slope greater than 2%		X			X	X	
Temporary obstruction (>0.25") in curb ramp/landing/flares							
Non-compliant detectable warning surface (DWS)							
No detectable warning surface (DWS)							
Curb ramp transition onto roadway is greater than 0.25"			X				Fix curb ramp transition
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%							
Ponding occurs at base of curb ramp	X				X	X	Fix ponding

Comment: Existing sidewalk, curb ramp, and/or striping configurations permit pedestrians to cross the major street. An Engineering study is needed to confirm crossing should be accommodated at this location and the current crossing treatment is appropriate.



Ramp 1A



Ramp 1B



Ramp 2A



Ramp 3A



Ramp 4A



Ramp 4B

Curb Ramp Recommendation Details:	Quantity	Unit	Unit Price
Types 1-11 (Standard Corner Ramp)	8	EA	\$1,700
Type 20 (Median Ramps with Shared Landing)	0	EA	\$2,525
Type 21 (Median Cut-thru Ramp)	0	EA	\$2,275
Type 22 (Channelizing Island Cut-thru Ramp)	0	EA	\$3,075

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Client: City of Angleton
Program: ADA Self-Evaluation and Transition Plan
KHA No.: 068921101

Date: 4/18/22

Corridor : N Downing St
Project Name: Intersection of N Downing St and Heather Ln / S Belle Dr
City: Angleton

GPS ID: 1004

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	Excavation (Roadway)	0	CY	\$ 8.00	\$ -
TxDOT 529-6002	Conc Curb (Ty II)	0	LF	\$ 15.00	\$ -
TxDOT 531-6001	Conc Sidewalks (4")	12	SY	\$ 55.00	\$ 660.00
TxDOT 531-6004	Curb Ramps (Ty 1)	7	EA	see page 2	\$ 11,900.00
TxDOT 5003-6005	Retrofit Det Warn Surf (Cast In Place)	0	SF	\$ 925.00	\$ -
TxDOT 104-6015	Removing Conc (Sidewalks)	50	SY	\$ 10.00	\$ 500.00
TxDOT 677-6007	Elim Ext Pav Mk & Mkrs	0	LF	\$ 3.50	\$ -
TxDOT 666/678	Refl Pav Mk Prep, Ty I & Ty II (W) 24"(Sld)	0	LF	\$ 7.00	\$ -
---	Repave Roadway	0	LS	\$ 5,000.00	\$ -
---	Fix Ponding	4	LS	\$ 2,000.00	\$ 8,000.00
---	Fix Curb Ramp Transition	1	LS	\$ 2,000.00	\$ 2,000.00
---	Median Nose Modification	0	LS	\$ 5,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Fix Curb Ramp Counter Slope	0	LS	\$ 2,000.00	\$ -

Basin for Cost Projection

- ☒ No Design Completed
☐ Preliminary Design
☐ Final Design

Subtotal: \$ 23,060.00
Engineering: (% +/-) 15% \$ 3,488.57
Contingency: (% +/-) 20% \$ 4,651.43
Estimated Project Cost: \$ 31,200.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Possible Solutions
	N	E	S	W	
Path of travel pavement condition	Good	Good	Good	Good	
Path of travel running slope is greater than 5%					
Path of travel cross slope is greater than 2% for stop control approaches	N/A		N/A		
Path of travel cross slope is greater than 5% for free-flow approaches		N/A		N/A	
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	
Crosswalk striping condition	None	None	None	None	Install crosswalk pavement markings

Curb Ramp Issues	Curb Ramp ID ('z', 'i', or 'CN' in ramp label indicates no existing ramp)					Possible Solutions
	1A	2A	3A	4A	4B	
Curb ramp does not exist and is needed						
Curb ramp does not land in crosswalk						
No 4' x 4' clear space at base of curb ramp						
Curbed side is not 90° or has traversable adjacent surface	X					
Flare cross slope is greater than 10%						
Curb ramp running slope is greater than 8.3%			X			
Blended transition running slope is greater than 5%						
Cut-thru ramp running slope is greater than 5%						
Curb ramp cross slope is greater than 2%	X	X		X	X	
Cut-thru ramp cross slope is greater than 2%						
Curb ramp width is less than 48"	X			X	X	
Cut-thru ramp width is less than 60"						
Permanent obstruction (>0.25") in curb ramp/landings/flares	X					
Turning space does not exist and is needed		X	X			
Turning space length is less than 4' (or 5' when constrained)						
Turning space width is less than 4' (or 5' when constrained)						
Turning space running slope is greater than 2%						
Turning space cross slope greater than 2%	X			X		
Temporary obstruction (>0.25") in curb ramp/landings/flares						
Non-compliant detectable warning surface (DWS)						
No detectable warning surface (DWS)						
Curb ramp transition onto roadway is greater than 0.25"			X			Fix curb ramp transition
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%						
Ponding occurs at base of curb ramp	X		X	X	X	Fix ponding

Comment: Existing sidewalk, curb ramp, and/or striping configurations permit pedestrians to cross the major street. An Engineering study is needed to confirm crossing should be accommodated at this location and the current crossing treatment is appropriate.



Ramp 1A



Ramp 2A



Ramp 3A



Ramp 4A



Ramp 4B

Curb Ramp Recommendation Details:	Quantity	Unit	Unit Price
Types 1-11 (Standard Corner Ramp)	7	EA	\$1,700
Type 20 (Median Ramps with Shared Landing)	0	EA	\$2,525
Type 21 (Median Cut-thru Ramp)	0	EA	\$2,275
Type 22 (Channelizing Island Cut-thru Ramp)	0	EA	\$3,075

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Client: City of Angleton
Program: ADA Self-Evaluation and Transition Plan
KHA No.: 068921101

Date: 4/18/22

Corridor : N Downing St
Project Name: Intersection of N Downing St and Molina Ct
City: Angleton

GPS ID: 1005

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	Excavation (Roadway)	0	CY	\$ 8.00	\$ -
TxDOT 529-6002	Conc Curb (Ty II)	0	LF	\$ 15.00	\$ -
TxDOT 531-6001	Conc Sidewalks (4")	6	SY	\$ 55.00	\$ 330.00
TxDOT 531-6004	Curb Ramps (Ty 1)	4	EA	see page 2	\$ 6,800.00
TxDOT 5003-6005	Retrofit Det Warn Surf (Cast In Place)	0	SF	\$ 925.00	\$ -
TxDOT 104-6015	Removing Conc (Sidewalks)	25	SY	\$ 10.00	\$ 250.00
TxDOT 677-6007	Elim Ext Pave Mkr & Mkrs	0	LF	\$ 3.50	\$ -
TxDOT 666/678	Refl Pav Mkr Prep, Ty I & Ty II (W) 24"(Sld)	0	LF	\$ 7.00	\$ -
---	Repave Roadway	0	LS	\$ 5,000.00	\$ -
---	Fix Ponding	2	LS	\$ 2,000.00	\$ 4,000.00
---	Fix Curb Ramp Transition	1	LS	\$ 2,000.00	\$ 2,000.00
---	Median Nose Modification	0	LS	\$ 5,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Fix Curb Ramp Counter Slope	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

- ☒ No Design Completed
☐ Preliminary Design
☐ Final Design

Subtotal: \$ 13,380.00
Engineering: (% +/-) 15% \$ 2,022.86
Contingency: (% +/-) 20% \$ 2,697.14
Estimated Project Cost: \$ 18,100.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Possible Solutions
	N	E	S	W	
Path of travel pavement condition	Good	Good	N/A	N/A	
Path of travel running slope is greater than 5%			N/A	N/A	
Path of travel cross slope is greater than 2% for stop control approaches	N/A		N/A	N/A	
Path of travel cross slope is greater than 5% for free-flow approaches		N/A	N/A	N/A	
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	Install crosswalk pavement markings
Crosswalk striping condition	None	None	N/A	N/A	

Curb Ramp Issues	Curb Ramp ID ('z', 'i', or 'CN' in ramp label indicates no existing ramp)				Possible Solutions
	1z	2A	3A	4z	
Curb ramp does not exist and is needed	X				Install curb ramp; if median improvement, see shapefile
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curbed side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%					
Curb ramp running slope is greater than 8.3%		X			
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%					
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"					Remove and replace curb ramp
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25') in curb ramp/landing/flares					
Turning space does not exist and is needed		X	X		
Turning space length is less than 4' (or 5' when constrained)					
Turning space width is less than 4' (or 5' when constrained)					
Turning space running slope is greater than 2%					
Turning space cross slope greater than 2%					
Temporary obstruction (>0.25') in curb ramp/landing/flares					
Non-compliant detectable warning surface (DWS)					
No detectable warning surface (DWS)					Fix curb ramp transition
Curb ramp transition onto roadway is greater than 0.25"			X		
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					Fix ponding
Ponding occurs at base of curb ramp		X	X		

Comment: Existing sidewalk, curb ramp, and/or striping configurations permit pedestrians to cross the major street. An Engineering study is needed to confirm crossing should be accommodated at this location and the current crossing treatment is appropriate.



Corner 1 No Ramp (1z)



Ramp 2A



Ramp 3A



Corner 4 No Ramp (4z)

Curb Ramp Recommendation Details:	Quantity	Unit	Unit Price
Types 1-11 (Standard Corner Ramp)	4	EA	\$1,700
Type 20 (Median Ramps with Shared Landing)	0	EA	\$2,525
Type 21 (Median Cut-thru Ramp)	0	EA	\$2,275
Type 22 (Channelizing Island Cut-thru Ramp)	0	EA	\$3,075

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Client: City of Angleton
Program: ADA Self-Evaluation and Transition Plan
KHA No.: 068921101

Date: 4/18/22

Corridor : N Downing St

GPS ID: 1006

Project Name: Intersection of N Downing St and Dennis St / Molina Dr
City: Angleton

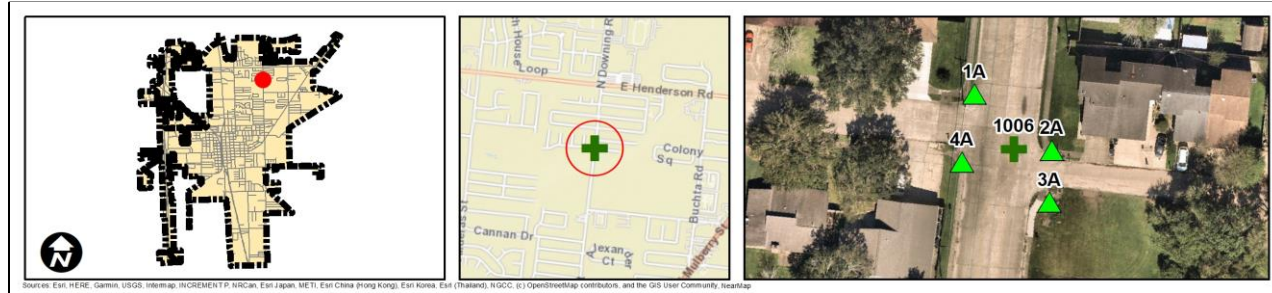
Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	Excavation (Roadway)	0	CY	\$ 8.00	\$ -
TxDOT 529-6002	Conc Curb (Ty II)	0	LF	\$ 15.00	\$ -
TxDOT 531-6001	Conc Sidewalks (4")	12	SY	\$ 55.00	\$ 660.00
TxDOT 531-6004	Curb Ramps (Ty 1)	8	EA	see page 2	\$ 13,600.00
TxDOT 5003-6005	Retrofit Det Warn Surf (Cast In Place)	0	SF	\$ 925.00	\$ -
TxDOT 104-6015	Removing Conc (Sidewalks)	50	SY	\$ 10.00	\$ 500.00
TxDOT 677-6007	Elim Ext Pav Mkr & Mkrs	0	LF	\$ 3.50	\$ -
TxDOT 666/678	Refl Pav Mkr Prep, Ty I & Ty II (W) 24" (Sld)	0	LF	\$ 7.00	\$ -
---	Repave Roadway	1	LS	\$ 5,000.00	\$ 5,000.00
---	Fix Ponding	3	LS	\$ 2,000.00	\$ 6,000.00
---	Fix Curb Ramp Transition	0	LS	\$ 2,000.00	\$ -
---	Median Nose Modification	0	LS	\$ 5,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Fix Curb Ramp Counter Slope	0	LS	\$ 2,000.00	\$ -

Basin for Cost Projection

- ☒ No Design Completed
☐ Preliminary Design
☐ Final Design

Subtotal: \$ 25,760.00
Engineering: (% +/-) 15% \$ 3,874.29
Contingency: (% +/-) 20% \$ 5,165.71
Estimated Project Cost: \$ 34,800.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Possible Solutions
	N	E	S	W	
Path of travel pavement condition	Poor	Good	Good	Good	Repave roadway and install crosswalk pavement markings
Path of travel running slope is greater than 5%	X				
Path of travel cross slope is greater than 2% for stop control approaches	N/A		N/A		
Path of travel cross slope is greater than 5% for free-flow approaches		N/A		N/A	
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	Install crosswalk pavement markings
Crosswalk striping condition	None	None	None	None	

Curb Ramp Issues	Curb Ramp ID ('Z', 'I', or 'CN' in ramp label indicates no existing ramp)				Possible Solutions
	1A	2A	3A	4A	
Curb ramp does not exist and is needed					Remove and replace curb ramp
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curbed side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%					
Curb ramp running slope is greater than 8.3%	X		X		
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%				X	
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"					
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25') in curb ramp/landing/flares	X		X		
Turning space does not exist and is needed	X	X	X	X	
Turning space length is less than 4' (or 5' when constrained)					
Turning space width is less than 4' (or 5' when constrained)					
Turning space running slope is greater than 2%					
Turning space cross slope greater than 2%					
Temporary obstruction (>0.25') in curb ramp/landing/flares					Fix ponding
Non-compliant detectable warning surface (DWS)					
No detectable warning surface (DWS)					
Curb ramp transition onto roadway is greater than 0.25"					
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					Fix ponding
Ponding occurs at base of curb ramp	X	X	X		

Comment: Existing sidewalk, curb ramp, and/or striping configurations permit pedestrians to cross the major street. An Engineering study is needed to confirm crossing should be accommodated at this location and the current crossing treatment is appropriate.



Ramp 1A



Ramp 2A



Ramp 3A



Ramp 4A

Curb Ramp Recommendation Details:	Quantity	Unit	Unit Price
Types 1-11 (Standard Corner Ramp)	8	EA	\$1,700
Type 20 (Median Ramps with Shared Landing)	0	EA	\$2,525
Type 21 (Median Cut-thru Ramp)	0	EA	\$2,275
Type 22 (Channelizing Island Cut-thru Ramp)	0	EA	\$3,075

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Client: City of Angleton
Program: ADA Self-Evaluation and Transition Plan
KHA No.: 068921101

Date: 4/18/22

Corridor : N Downing St
Project Name: Intersection of N Downing St and Riverwood Ranch Blvd
City: Angleton

GPS ID: 1007

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	Excavation (Roadway)	0	CY	\$ 8.00	\$ -
TxDOT 529-6002	Conc Curb (Ty II)	0	LF	\$ 15.00	\$ -
TxDOT 531-6001	Conc Sidewalks (4")	0	SY	\$ 55.00	\$ -
TxDOT 531-6004	Curb Ramps (Ty 1)	2	EA	see page 2	\$ 3,400.00
TxDOT 5003-6005	Retrofit Det Warn Surf (Cast In Place)	20	SF	\$ 925.00	\$ 18,500.00
TxDOT 104-6015	Removing Conc (Sidewalks)	21	SY	\$ 10.00	\$ 210.00
TxDOT 677-6007	Elim Ext Pave Mkr & Mkrs	0	LF	\$ 3.50	\$ -
TxDOT 666/678	Refl Pav Mkr Prep, Ty I & Ty II (W) 24"(Std)	0	LF	\$ 7.00	\$ -
---	Repave Roadway	0	LS	\$ 5,000.00	\$ -
---	Fix Ponding	0	LS	\$ 2,000.00	\$ -
---	Fix Curb Ramp Transition	0	LS	\$ 2,000.00	\$ -
---	Median Nose Modification	0	LS	\$ 5,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Fix Curb Ramp Counter Slope	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

- ☒ No Design Completed
☐ Preliminary Design
☐ Final Design

Subtotal: \$ 22,110.00
Engineering: (% +/-) 15% \$ 3,338.57
Contingency: (% +/-) 20% \$ 4,451.43
Estimated Project Cost: \$ 29,900.00

Project Location



Field Observations

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

Curb Ramp Issues	Curb Ramp ID ('z', 'i', or 'CN' in ramp label indicates no existing ramp)					Possible Solutions
	EF	1z	2A	3A	4z	
Curb ramp does not exist and is needed						
Curb ramp does not land in crosswalk						
No 4' x 4' clear space at base of curb ramp						
Curbed side is not 90° or has traversable adjacent surface						
Flare cross slope is greater than 10%			X	X		
Curb ramp running slope is greater than 8.3%						
Blended transition running slope is greater than 5%						
Cut-thru ramp running slope is greater than 5%						
Curb ramp cross slope is greater than 2%						
Cut-thru ramp cross slope is greater than 2%						
Curb ramp width is less than 48"						
Cut-thru ramp width is less than 60"						
Permanent obstruction (>0.25") in curb ramp/landing/flares						
Turning space does not exist and is needed						
Turning space length is less than 4' (or 5' when constrained)						
Turning space width is less than 4' (or 5' when constrained)						
Turning space running slope is greater than 2%						
Turning space cross slope greater than 2%						
Temporary obstruction (>0.25") in curb ramp/landing/flares						
Non-compliant detectable warning surface (DWS)	X					
No detectable warning surface (DWS)						
Curb ramp transition onto roadway is greater than 0.25"						
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%						
Ponding occurs at base of curb ramp						

Remove and replace curb ramp

Curb ramp is compliant - bring DWS into compliance



Ramp East F



Corner 1 No Ramp (1z)



Ramp 2A



Ramp 3A



Corner 4 No Ramp (4z)

Curb Ramp Recommendation Details:	Quantity	Unit	Unit Price
Types 1-11 (Standard Corner Ramp)	2	EA	\$1,700
Type 20 (Median Ramps with Shared Landing)	0	EA	\$2,525
Type 21 (Median Cut-thru Ramp)	0	EA	\$2,275
Type 22 (Channelizing Island Cut-thru Ramp)	0	EA	\$3,075

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Client: City of Angleton
Program: ADA Self-Evaluation and Transition Plan
KHA No.: 068921101

Date: 4/18/22

Corridor : N Downing St
Project Name: Intersection of N Downing St and driveway (Lat. 29.1902; Long. -95.4193)
City: Angleton

GPS ID: 90000

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	Excavation (Roadway)	0	CY	\$ 8.00	\$ -
TxDOT 529-6002	Conc Curb (Ty II)	0	LF	\$ 15.00	\$ -
TxDOT 531-6001	Conc Sidewalks (4")	0	SY	\$ 55.00	\$ -
TxDOT 531-6004	Curb Ramps (Ty 1)	2	EA	see page 2	\$ 3,400.00
TxDOT 5003-6005	Retrofit Det Warn Surf (Cast In Place)	0	SF	\$ 925.00	\$ -
TxDOT 104-6015	Removing Conc (Sidewalks)	21	SY	\$ 10.00	\$ 210.00
TxDOT 677-6007	Elim Ext Pav Mk & Mkrs	0	LF	\$ 3.50	\$ -
TxDOT 666/678	Refl Pav Mk Prep, Ty I & Ty II (W) 24"(Std)	0	LF	\$ 7.00	\$ -
---	Repave Roadway	0	LS	\$ 5,000.00	\$ -
---	Fix Ponding	2	LS	\$ 2,000.00	\$ 4,000.00
---	Fix Curb Ramp Transition	1	LS	\$ 2,000.00	\$ 2,000.00
---	Median Nose Modification	0	LS	\$ 5,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Fix Curb Ramp Counter Slope	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

- ☒ No Design Completed
☐ Preliminary Design
☐ Final Design

Subtotal: \$ 9,610.00
Engineering: (% +/-) 15% \$ 1,452.86
Contingency: (% +/-) 20% \$ 1,937.14
Estimated Project Cost: \$ 13,000.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Possible Solutions
	N	E	S	W	
Path of travel pavement condition					All driveway path of travel issues and possible solutions provided in sidewalk corridor shapefile (TRPEDSWC)
Path of travel running slope is greater than 5%					
Path of travel cross slope is greater than 2% for stop control approaches					
Path of travel cross slope is greater than 5% for free-flow approaches					
Crosswalk width is less than 6'					
Crosswalk striping condition					

Curb Ramp Issues	Curb Ramp ID ('z', 'i', or 'CN' in ramp label indicates no existing ramp)		Possible Solutions
	1A	4A	
Curb ramp does not exist and is needed			Remove and replace curb ramp
Curb ramp does not land in crosswalk			
No 4' x 4' clear space at base of curb ramp			
Curbed side is not 90° or has traversable adjacent surface			
Flare cross slope is greater than 10%			
Curb ramp running slope is greater than 8.3%			
Blended transition running slope is greater than 5%			
Cut-thru ramp running slope is greater than 5%			
Curb ramp cross slope is greater than 2%	X	X	
Cut-thru ramp cross slope is greater than 2%			
Curb ramp width is less than 48"			Fix curb ramp transition
Cut-thru ramp width is less than 60"			
Permanent obstruction (>0.25') in curb ramp/landing/flares			
Turning space does not exist and is needed			
Turning space length is less than 4' (or 5' when constrained)			
Turning space width is less than 4' (or 5' when constrained)			
Turning space running slope is greater than 2%			
Turning space cross slope greater than 2%	X	X	
Temporary obstruction (>0.25') in curb ramp/landing/flares			
Non-compliant detectable warning surface (DWS)			Fix ponding
No detectable warning surface (DWS)			
Curb ramp transition onto roadway is greater than 0.25"	X		
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%			
Ponding occurs at base of curb ramp	X	X	



Ramp 1A



Ramp 4A

Curb Ramp Recommendation Details:	Quantity	Unit	Unit Price
Types 1-11 (Standard Corner Ramp)	2	EA	\$1,700
Type 20 (Median Ramps with Shared Landing)	0	EA	\$2,525
Type 21 (Median Cut-thru Ramp)	0	EA	\$2,275
Type 22 (Channelizing Island Cut-thru Ramp)	0	EA	\$3,075

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Client: City of Angleton
Program: ADA Self-Evaluation and Transition Plan
KHA No.: 068921101

Date: 4/18/22

Corridor : N Downing St
Project Name: Intersection of N Downing St and driveway (Lat. 29.1936; Long. -95.4194)
City: Angleton

GPS ID: 90001

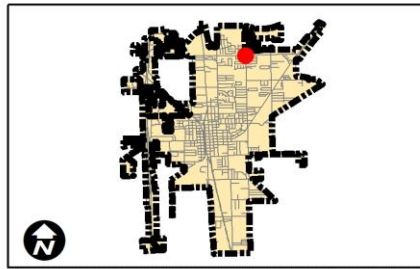
Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	Excavation (Roadway)	0	CY	\$ 8.00	\$ -
TxDOT 529-6002	Conc Curb (Ty II)	0	LF	\$ 15.00	\$ -
TxDOT 531-6001	Conc Sidewalks (4")	0	SY	\$ 55.00	\$ -
TxDOT 531-6004	Curb Ramps (Ty 1)	2	EA	see page 2	\$ 3,400.00
TxDOT 5003-6005	Retrofit Det Warn Surf (Cast In Place)	0	SF	\$ 925.00	\$ -
TxDOT 104-6015	Removing Conc (Sidewalks)	11	SY	\$ 10.00	\$ 110.00
TxDOT 677-6007	Elim Ext Pav Mk & Mkrs	0	LF	\$ 3.50	\$ -
TxDOT 666/678	Refl Pav Mk Prep, Ty I & Ty II (W) 24"(Sld)	0	LF	\$ 7.00	\$ -
---	Repave Roadway	0	LS	\$ 5,000.00	\$ -
---	Fix Ponding	0	LS	\$ 2,000.00	\$ -
---	Fix Curb Ramp Transition	0	LS	\$ 2,000.00	\$ -
---	Median Nose Modification	0	LS	\$ 5,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Fix Curb Ramp Counter Slope	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

- ☒ No Design Completed
☐ Preliminary Design
☐ Final Design

Subtotal: \$ 3,510.00
Engineering: (% +/-) 15% \$ 552.86
Contingency: (% +/-) 20% \$ 737.14
Estimated Project Cost: \$ 4,800.00

Project Location



Field Observations

Intersection Issues	Crosswalk	Possible Solutions
	N E S W	
Path of travel pavement condition		All driveway path of travel issues and possible solutions provided in sidewalk corridor shapefile (TRPEDSWC)
Path of travel running slope is greater than 5%		
Path of travel cross slope is greater than 2% for stop control approaches		
Path of travel cross slope is greater than 5% for free-flow approaches		
Crosswalk width is less than 6'		
Crosswalk striping condition		

Curb Ramp Issues	Curb Ramp ID ('z', 'i', or 'CN' in ramp label indicates no existing ramp)	Possible Solutions
	1z 4A	
Curb ramp does not exist and is needed	X	Install curb ramp; if median improvement, see shapefile
Curb ramp does not land in crosswalk		
No 4' x 4' clear space at base of curb ramp		Remove and replace curb ramp
Curbed side is not 90° or has traversable adjacent surface		
Flare cross slope is greater than 10%		
Curb ramp running slope is greater than 8.3%	X	
Blended transition running slope is greater than 5%		
Cut-thru ramp running slope is greater than 5%		
Curb ramp cross slope is greater than 2%	X	
Cut-thru ramp cross slope is greater than 2%		
Curb ramp width is less than 48"		
Cut-thru ramp width is less than 60"		
Permanent obstruction (>0.25') in curb ramp/landing/flares		
Turning space does not exist and is needed		
Turning space length is less than 4' (or 5' when constrained)		
Turning space width is less than 4' (or 5' when constrained)		
Turning space running slope is greater than 2%		
Turning space cross slope greater than 2%	X	
Temporary obstruction (>0.25') in curb ramp/landing/flares		
Non-compliant detectable warning surface (DWS)		
No detectable warning surface (DWS)		
Curb ramp transition onto roadway is greater than 0.25"		
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%		
Ponding occurs at base of curb ramp		



Corner 1 No Ramp (1z)



Ramp 4A

Curb Ramp Recommendation Details:	Quantity	Unit	Unit Price
Types 1-11 (Standard Corner Ramp)	2	EA	\$1,700
Type 20 (Median Ramps with Shared Landing)	0	EA	\$2,525
Type 21 (Median Cut-thru Ramp)	0	EA	\$2,275
Type 22 (Channelizing Island Cut-thru Ramp)	0	EA	\$3,075

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Client: City of Angleton
Program: ADA Self-Evaluation and Transition Plan
KHA No.: 068921101

Date: 4/18/22

Corridor : N Downing St
Project Name: Intersection of N Downing St and driveway (Lat. 29.1887, Long. -95.4193)
City: Angleton

GPS ID: 90002

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	Excavation (Roadway)	0	CY	\$ 8.00	\$ -
TxDOT 529-6002	Conc Curb (Ty II)	0	LF	\$ 15.00	\$ -
TxDOT 531-6001	Conc Sidewalks (4")	0	SY	\$ 55.00	\$ -
TxDOT 531-6004	Curb Ramps (Ty 1)	2	EA	see page 2	\$ 3,400.00
TxDOT 5003-6005	Retrofit Det Warn Surf (Cast In Place)	0	SF	\$ 925.00	\$ -
TxDOT 104-6015	Removing Conc (Sidewalks)	21	SY	\$ 10.00	\$ 210.00
TxDOT 677-6007	Elim Ext Pav Mk & Mkrs	0	LF	\$ 3.50	\$ -
TxDOT 666/678	Refl Pav Mk Prep, Ty I & Ty II (W) 24"(Sld)	0	LF	\$ 7.00	\$ -
---	Repave Roadway	0	LS	\$ 5,000.00	\$ -
---	Fix Ponding	2	LS	\$ 2,000.00	\$ 4,000.00
---	Fix Curb Ramp Transition	2	LS	\$ 2,000.00	\$ 4,000.00
---	Median Nose Modification	0	LS	\$ 5,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Fix Curb Ramp Counter Slope	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

- ☒ No Design Completed
☐ Preliminary Design
☐ Final Design

Subtotal: \$ 11,610.00
Engineering: (% +/-) 15% \$ 1,752.86
Contingency: (% +/-) 20% \$ 2,337.14
Estimated Project Cost: \$ 15,700.00

Project Location



Field Observations

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

All driveway path of travel issues and possible solutions provided in sidewalk corridor shapefile (TRPEDSWC)

Curb Ramp Issues	Curb Ramp ID ('z', 'i', or 'CN' in ramp label indicates no existing ramp)	Possible Solutions
	2A 3A	
Curb ramp does not exist and is needed		
Curb ramp does not land in crosswalk		
No 4' x 4' clear space at base of curb ramp		
Curbed side is not 90° or has traversable adjacent surface		
Flare cross slope is greater than 10%		
Curb ramp running slope is greater than 8.3%		
Blended transition running slope is greater than 5%		
Cut-thru ramp running slope is greater than 5%		
Curb ramp cross slope is greater than 2%	X X	
Cut-thru ramp cross slope is greater than 2%		
Curb ramp width is less than 48"	X	
Cut-thru ramp width is less than 60"		
Permanent obstruction (>0.25') in curb ramp/landing/flares		
Turning space does not exist and is needed		
Turning space length is less than 4' (or 5' when constrained)	X	
Turning space width is less than 4' (or 5' when constrained)		
Turning space running slope is greater than 2%	X	
Turning space cross slope greater than 2%		X
Temporary obstruction (>0.25') in curb ramp/landing/flares		
Non-compliant detectable warning surface (DWS)		
No detectable warning surface (DWS)		
Curb ramp transition onto roadway is greater than 0.25"	X X	
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%		
Ponding occurs at base of curb ramp	X X	

Remove and replace curb ramp

Fix curb ramp transition

Fix ponding



Ramp 2A



Ramp 3A

Curb Ramp Recommendation Details:	Quantity	Unit	Unit Price
Types 1-11 (Standard Corner Ramp)	2	EA	\$1,700
Type 20 (Median Ramps with Shared Landing)	0	EA	\$2,525
Type 21 (Median Cut-thru Ramp)	0	EA	\$2,275
Type 22 (Channelizing Island Cut-thru Ramp)	0	EA	\$3,075

Opinion of Probable Construction Cost Disclaimer:

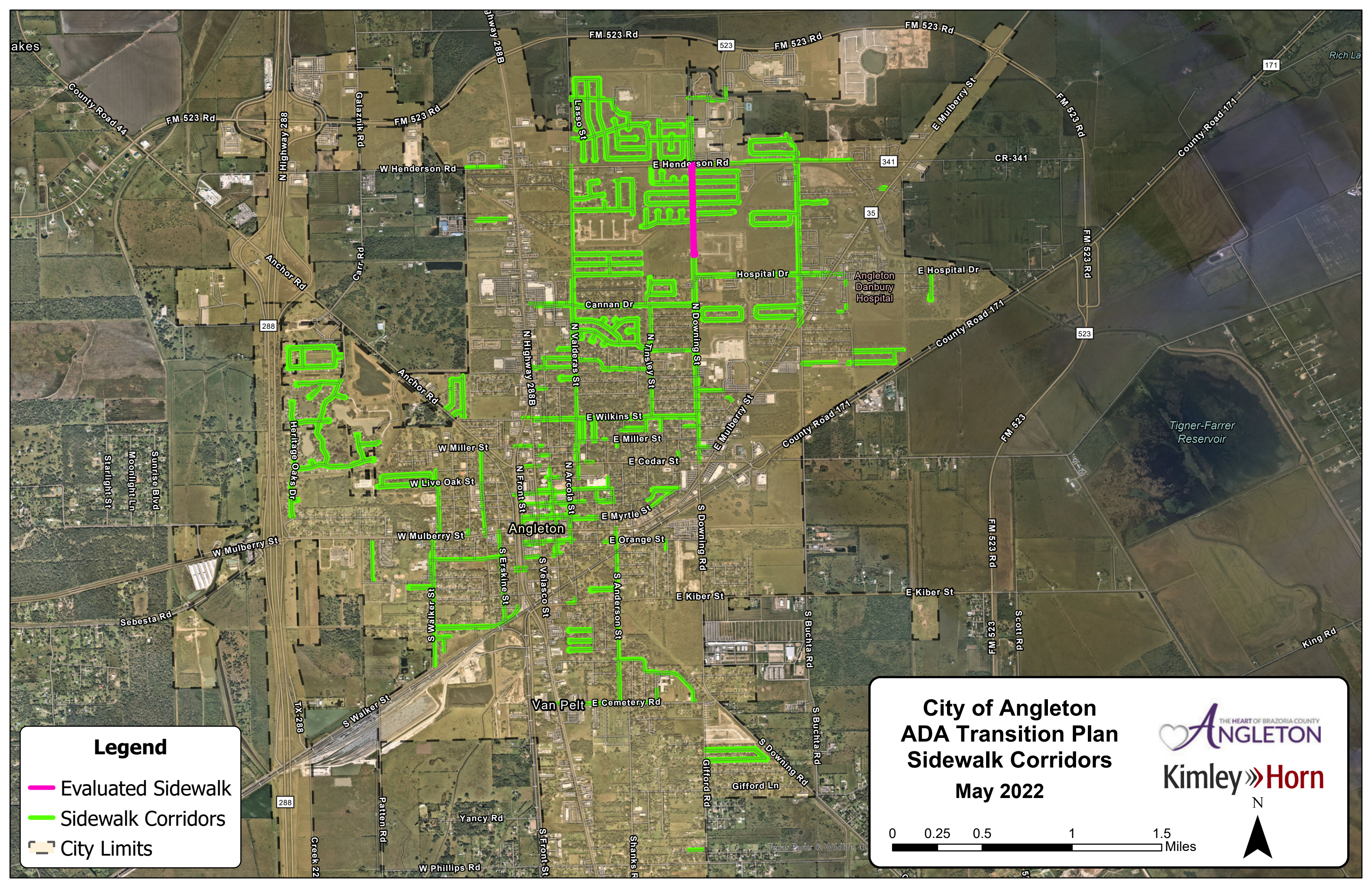
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Project Location Map Sources:


Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Appendix F: Facility Inventory Map

Public Rights-of-Way Sidewalk Corridors



Legend

-  Evaluated Sidewalk
-  Sidewalk Corridors
-  City Limits

City of Angleton
ADA Transition Plan
Sidewalk Corridors
May 2022



Kimley»Horn

0 0.25 0.5 1 1.5 Miles



Appendix G: ADA Action Log

City of Angleton
ADA Self-Evaluation and Transition Plan
Action Log
5/29/2022

Facility Type	Corridor ID	GPS ID	Project Name	Sidewalk Limit 1	Sidewalk Limit 2	Barrier #	Self-Evaluation Barrier	Cost Projection	Priority Value	Priority Rank	Funding Year	Year Completed
Building	N/A	1	Angleton Recreation Center & Natatorium	N/A	N/A	23	There is a 9.5% slope on the path of travel. The accessible route between the building entrance and the accessible parking has running slopes greater than 5% and has not been constructed as a ramp (i.e. handrails edge protection etc.). When the slope in the direction of travel of any walk exceeds 1 unit vertical in 20 units horizontal (5-percent slope) it must be constructed as a ramp. Surface cross slopes must not exceed one unit vertical in 48 units horizontal (2-percent slope).	\$ 2,000	4	High		
Park	N/A	1	Masterson Park	N/A	N/A	1	7.7% Running slope The running slope (long dimension) of the accessible parking stall exceeds 2%. The running slope in an accessible parking stall and the access aisle must not exceed 2%.	\$ 3,400	2	High		
Park	N/A	1	Masterson Park	N/A	N/A	2	Cross slope is at 2.2% The cross slope (narrow dimension) of the parking stall exceeds 2%. The running and cross slope in an accessible parking stall and the access aisle must not exceed 2%.	\$ 3,400	2	High		
Park	N/A	1	Masterson Park	N/A	N/A	4	23 parking spaces with 2 non compliant accessible spaces There are no van accessible parking stalls. 1 in every 6 minimum of one required accessible stalls must be a van accessible stall. There are a total of 23 parking stalls in the parking lot that could be reasonably associated with this facility. There should be a minimum of 1 accessible stalls with a minimum of 1 being designed as van accessible.	\$ 3,400	2	High		
Park	N/A	1	Masterson Park	N/A	N/A	5	Running slope 7.1% The running slope (long dimension) of the accessible parking stall exceeds 2%. The running slope in an accessible parking stall and the access aisle must not exceed 2%.	\$ 3,400	2	High		
Park	N/A	1	Masterson Park	N/A	N/A	8	The running slope 8.6%. The running slope of the access aisle (long dimension) exceeds 2%. The running slope in an accessible parking stall and the access aisle must not exceed 2%.	\$ 3,400	2	High		
Park	N/A	1	Masterson Park	N/A	N/A	9	Running slope exceeds 8.33% The curb ramp on the accessible route has cross slopes greater than 2 percent and running slopes greater than 8.33 percent. Surface cross slopes shall not exceed one unit vertical in 48 units horizontal (2-percent slope). Surface running slopes shall not exceed one unit vertical in 12 units horizontal (8.33-percent slope).	\$ 4,000	2	High		
Park	N/A	5	Brushy Bayou Park	N/A	N/A	1	There is no accessible seating. Picnic tables are not compliant. There are no on-street accessible parking stalls. Where on-street parking is provided on the block perimeter and the parking is marked or metered accessible parking spaces shall be provided. There is a total of 0 marked or metered parking stalls on the block perimeter. There should be a minimum of 1 accessible stalls designed as van accessible. Advisory R214 On-Street Parking Spaces. The MUTCD contains provisions for marking on-street parking spaces (see Section 3B.19). Metered parking includes parking metered by parking pay stations. Where parking on part of the block perimeter is altered the minimum number of accessible parking spaces required is based on the total number of marked or metered parking spaces on the block perimeter.	\$ 6,800	2	High		
Park	N/A	6	Freedom Park	N/A	N/A	5	Expansion joint is spaced greater than inch. The walkway contains abrupt vertical edges and/or variations over a 1/2 inch.	\$ 2,700	2	High		
Park	N/A	8	Veterans Park	N/A	N/A	1	There are no on-street accessible parking stalls. Where on-street parking is provided on the block perimeter and the parking is marked or metered accessible parking spaces shall be provided. There is a total of 6 marked or metered parking stalls on the block perimeter. There should be a minimum of 1 accessible stalls designed as van accessible. Advisory R214 On-Street Parking Spaces. The MUTCD contains provisions for marking on-street parking spaces (see Section 3B.19). Metered parking includes parking metered by parking pay stations. Where parking on part of the block perimeter is altered the minimum number of accessible parking spaces required is based on the total number of marked or metered parking spaces on the block perimeter.	\$ 6,700	2	High		
Park	N/A	8	Veterans Park	N/A	N/A	2	There are no accessible parking stalls. Each lot where parking is provided for the public as clients guests or employees shall provide accessible parking and shall be located on the shortest accessible route of travel from adjacent parking to an accessible entrance. A minimum of one accessible stall is required and it must be sized and designated as a van accessible stall.	\$ 4,100	2	High		
Park	N/A	2	BG Peck Soccer Complex	N/A	N/A	1	Only the parking spaces on the ends have access aisles. The majority do not. The access aisle is missing at the majority of the accessible parking stalls. Access aisles serving parking spaces shall adjoin an accessible route. Two parking spaces shall be permitted to share a common access aisle.	\$ 2,000	3	High		

Facility Type	Corridor ID	GPS ID	Project Name	Sidewalk Limit 1	Sidewalk Limit 2	Barrier #	Self-Evaluation Barrier	Cost Projection	Priority Value	Priority Rank	Funding Year	Year Completed
Park	N/A	2	BG Peck Soccer Complex	N/A	N/A	2	No accessible route is provided from accessible parking to the soccer fields. There is no accessible route to the soccer fields. At least one accessible route shall connect accessible buildings accessible facilities accessible elements and accessible spaces that are on the same site.	\$ 6,800	3	High		
Park	N/A	2	BG Peck Soccer Complex	N/A	N/A	4	Ramp to the pedestrian bridge has a 13.9% running slope. The accessible route has running slopes greater than 5 percent across the width of the walk and has not been constructed as a ramp (i.e. handrails edge protection etc.). When the slope in the direction of travel of any walk exceeds 1 unit vertical in 20 units horizontal (5-percent slope) it must be constructed as a ramp. Surface cross slopes must not exceed one unit vertical in 48 units horizontal (2-percent slope).	\$ -	4	High		
Park	N/A	6	Freedom Park	N/A	N/A	1	Expansion joint is spaced greater than inch. The running slope of the access aisle (long dimension) exceeds 2%. The running slope in an accessible parking stall and the access aisle must not exceed 2%.	\$ 3,400	4	High		
Park	N/A	6	Freedom Park	N/A	N/A	2	Expansion joint is spaced greater than inch. The running slope of the access aisle (long dimension) exceeds 2%. The running slope in an accessible parking stall and the access aisle must not exceed 2%. The concrete expansion joint is spaced greater than 1/2 inch.	\$ 3,400	4	High		
Park	N/A	8	Veterans Park	N/A	N/A	3	Openings in floor or ground surfaces shall not allow passage of a sphere more than 1/2 inch diameter. Elongated openings shall be placed so that the long dimension is perpendicular to the dominant direction of travel.	\$ 400	4	High		
Park	N/A	8	Veterans Park	N/A	N/A	4	The concrete expansion joint is spaced greater than 1/2 inch. Openings in floor or ground surfaces shall not allow passage of a sphere more than 1/2 inch diameter. Elongated openings shall be placed so that the long dimension is perpendicular to the dominant direction of travel.	\$ 400	4	High		
Park	N/A	8	Veterans Park	N/A	N/A	5	The top of the curb ramp does not have a level landing. A level landing 36 inches in length shall be provided at the upper end of each curb. The landing clear width shall be at least as wide as the curb ramp excluding flared sides leading to the landing.	\$ 4,100	4	High		
Park	N/A	8	Veterans Park	N/A	N/A	3	The walkway contains abrupt vertical edges and/or variations over a 1/2 inch. 1/4 inch is the maximum vertical rise. Changes in level between 1/4 inch and 1/2 inch must be beveled at 1:2 or less. Changes in level greater than 1/2 inch must be by way of a ramp.	\$ 1,100	4	High		
Park	N/A	8	Veterans Park	N/A	N/A	7	The concrete expansion joint is spaced greater than 1/2 inch. Openings in floor or ground surfaces shall not allow passage of a sphere more than 1/2 inch diameter. Elongated openings shall be placed so that the long dimension is perpendicular to the dominant direction of travel.	\$ 400	4	High		
Park	N/A	8	Veterans Park	N/A	N/A	8	The concrete expansion joint is spaced greater than 1/2 inch. Openings in floor or ground surfaces shall not allow passage of a sphere more than 1/2 inch diameter. Elongated openings shall be placed so that the long dimension is perpendicular to the dominant direction of travel.	\$ 400	4	High		
Park	N/A	8	Veterans Park	N/A	N/A	9	The walkway contains abrupt vertical edges and/or variations over a 1/2 inch. 1/4 inch is the maximum vertical rise. Changes in level between 1/4 inch and 1/2 inch must be beveled at 1:2 or less. Changes in level greater than 1/2 inch must be by way of a ramp.	\$ 400	4	High		
Park	N/A	8	Veterans Park	N/A	N/A	10	The concrete expansion joint is spaced greater than 1/2 inch. Openings in floor or ground surfaces shall not allow passage of a sphere more than 1/2 inch diameter. Elongated openings shall be placed so that the long dimension is perpendicular to the dominant direction of travel.	\$ 400	4	High		
Park	N/A	8	Veterans Park	N/A	N/A	11	The concrete expansion joint is spaced greater than 1/2 inch. Openings in floor or ground surfaces shall not allow passage of a sphere more than 1/2 inch diameter. Elongated openings shall be placed so that the long dimension is perpendicular to the dominant direction of travel.	\$ 400	4	High		
Park	N/A	8	Veterans Park	N/A	N/A	12	The concrete expansion joint is spaced greater than 1/2 inch. Openings in floor or ground surfaces shall not allow passage of a sphere more than 1/2 inch diameter. Elongated openings shall be placed so that the long dimension is perpendicular to the dominant direction of travel.	\$ 400	4	High		
Park	N/A	8	Veterans Park	N/A	N/A	13	The concrete expansion joint is spaced greater than 1/2 inch. Openings in floor or ground surfaces shall not allow passage of a sphere more than 1/2 inch diameter. Elongated openings shall be placed so that the long dimension is perpendicular to the dominant direction of travel.	\$ 400	4	High		
Park	N/A	8	Veterans Park	N/A	N/A	15	The concrete expansion joint is spaced greater than 1/2 inch. Openings in floor or ground surfaces shall not allow passage of a sphere more than 1/2 inch diameter. Elongated openings shall be placed so that the long dimension is perpendicular to the dominant direction of travel.	\$ 400	4	High		
PROW Sidewalk	1	N/A	N Downing St	Henderson Rd	Riverwood Ranch Blvd	N/A	See facility report and GIS data for detailed sidewalk evaluation findings.	\$ 146,487	1	High		
Unsignalized Intersection	N/A	1000	Intersection of N Downing St and Henderson Rd	N/A	N/A	N/A	See facility report and GIS data for detailed evaluation findings at intersection of N Downing St and Henderson Rd	\$ 26,900	2	High		
Unsignalized Intersection	N/A	90001	Intersection of N Downing St and driveway (Lat. 29.1936; Long. -95.4194)	N/A	N/A	N/A	See facility report and GIS data for detailed evaluation findings at intersection of N Downing St and driveway (Lat. 29.1936; Long. -95.4194)	\$ 4,800	2	High		

Facility Type	Corridor ID	GPS ID	Project Name	Sidewalk Limit 1	Sidewalk Limit 2	Barrier #	Self-Evaluation Barrier	Cost Projection	Priority Value	Priority Rank	Funding Year	Year Completed
Building	N/A	1	Angleton Recreation Center & Natatorium	N/A	N/A	2	There is a stool under the sink Knee and toe space has not been provided at the sink. Kitchen sinks must be provided with a clear floor space positioned for a forward approach including knee and toe clearance.	\$ -	6	Medium		
Building	N/A	1	Angleton Recreation Center & Natatorium	N/A	N/A	11	There is a portable seat outside the shower. A portable seat is not allowed in a roll-in type shower. A seat in a standard roll-in shower compartment shall be a folding type shall be installed on the side wall adjacent to the controls and shall extend from the back wall to a point within 3 inches of the compartment entry. A seat in an alternate roll-in type shower compartment shall be a folding type shall be installed on the front wall opposite the back wall and shall extend from the adjacent side wall to a point within 3 inches of the compartment entry. The top of the seat shall be 17 inches minimum and 19 inches maximum above the bathroom finish floor.	\$ 2,000	6	Medium		
Building	N/A	1	Angleton Recreation Center & Natatorium	N/A	N/A	15	There is no seat provided. No seat provided in the shower. A seat in a standard roll-in shower compartment shall be a folding type shall be installed on the side wall adjacent to the controls and shall extend from the back wall to a point within 3 inches of the compartment entry. A seat in an alternate roll-in type shower compartment shall be a folding type shall be installed on the front wall opposite the back wall and shall extend from the adjacent side wall to a point within 3 inches of the compartment entry. The top of the seat shall be 17 inches minimum and 19 inches maximum above the bathroom finish floor.	\$ 2,000	6	Medium		
Building	N/A	1	Angleton Recreation Center & Natatorium	N/A	N/A	17	Pool deck has a slope of 5.2% from the main pool drain to the secondary drain. The accessible route of travel contains cross slopes greater than 2%. Surface cross slopes shall not exceed 1 unit vertical in 48 units horizontal (2-percent slope). When the slope in the direction of travel of any walk exceeds 1 unit vertical in 20 units horizontal (5-percent slope) it must be constructed as ramp.	\$ 2,000	6	Medium		
Building	N/A	1	Angleton Recreation Center & Natatorium	N/A	N/A	19	Pool deck has a slope of 5.2% from the main pool drain to the secondary drain. The accessible route of travel contains cross slopes greater than 2%. Surface cross slopes shall not exceed 1 unit vertical in 48 units horizontal (2-percent slope). When the slope in the direction of travel of any walk exceeds 1 unit vertical in 20 units horizontal (5-percent slope) it must be constructed as ramp.	\$ 2,000	6	Medium		
Building	N/A	1	Angleton Recreation Center & Natatorium	N/A	N/A	20	Pool deck has a slope of 4.8% from the main pool drain to the secondary drain. The accessible route of travel contains cross slopes greater than 2%. Surface cross slopes shall not exceed 1 unit vertical in 48 units horizontal (2-percent slope). When the slope in the direction of travel of any walk exceeds 1 unit vertical in 20 units horizontal (5-percent slope) it must be constructed as ramp.	\$ 2,000	6	Medium		
Building	N/A	1	Angleton Recreation Center & Natatorium	N/A	N/A	21	Pool deck has a slope of 3.8% from the main pool drain to the secondary drain. The accessible route of travel contains cross slopes greater than 2%. Surface cross slopes shall not exceed 1 unit vertical in 48 units horizontal (2-percent slope). When the slope in the direction of travel of any walk exceeds 1 unit vertical in 20 units horizontal (5-percent slope) it must be constructed as ramp.	\$ 2,000	6	Medium		
Building	N/A	1	Angleton Recreation Center & Natatorium	N/A	N/A	22	All accessible signs are not in compliance to the minimum required height of 60 inches. The parking sign is mounted too low. Parking space identification signs shall include the International Symbol of Accessibility. Signs identifying van parking spaces shall contain the designation "van accessible." Signs shall be 60 inches minimum above the finish floor or ground surface measured to the bottom of the sign.	\$ 200	6	Medium		
Building	N/A	1	Angleton Recreation Center & Natatorium	N/A	N/A	1	Drain pipes are not insulated. The sink drain pipes are exposed. Hot water and drain pipes exposed under sinks shall be insulated or otherwise configured so as to protect against contact. There shall be no sharp or abrasive surfaces under sinks.	\$ -	7	Medium		
Building	N/A	1	Angleton Recreation Center & Natatorium	N/A	N/A	4	Some of the exercise equipment does not have the required clear floor space next to it. The exercise machine or equipment does not provide compliant clear floor space for transfer. Exercise machines and equipment shall have a clear floor space positioned for transfer or for use by an individual seated in a wheelchair. Clear floor or ground spaces required at exercise machines and equipment is be permitted to overlap.	\$ 400	7	Medium		
Building	N/A	1	Angleton Recreation Center & Natatorium	N/A	N/A	5	There were three lavatories. One was being serviced by the plumbers and the other two were partially insulated. The water and drain pipes under the lavatory are not adequately insulated. Water supply and drain pipes under lavatories and sinks shall be insulated or otherwise configured to protect against contact. There shall be no sharp or abrasive surfaces under lavatories and sinks.	\$ 300	7	Medium		
Building	N/A	1	Angleton Recreation Center & Natatorium	N/A	N/A	7	The baby changing station is a protruding object when in the down position. The (baby changing table projects more than 4 inches into the circulation path. Wall-mounted objects that have leading edges between 27 inches and 80 inches from the floor must not project more than 4 inches into the circulation path. Protruding objects that extend to the floor or within 27 inches of the floor are cane detectable and are therefore not hazardous. Where it is necessary or desirable to have objects protrude from the wall a manner of cane detection must be provided.	\$ 2,000	7	Medium		
Building	N/A	1	Angleton Recreation Center & Natatorium	N/A	N/A	8	The baby changing station is a protruding object when in the down position The baby changing station projects more than 4 inches into the circulation path. Wall-mounted objects that have leading edges between 27 inches and 80 inches from the floor must not project more than 4 inches into the circulation path. Protruding objects that extend to the floor or within 27 inches of the floor are cane detectable and are therefore not hazardous. Where it is necessary or desirable to have objects protrude from the wall a manner of cane detection must be provided.	\$ 2,000	7	Medium		

Facility Type	Corridor ID	GPS ID	Project Name	Sidewalk Limit 1	Sidewalk Limit 2	Barrier #	Self-Evaluation Barrier	Cost Projection	Priority Value	Priority Rank	Funding Year	Year Completed
Building	N/A	1	Angleton Recreation Center & Natatorium	N/A	N/A	12	<p>Toilet paper dispenser is approximately 15 inches from the toilet. The toilet paper is not installed within the compliant range.</p> <p>Toilet paper dispensers shall be 7 inches minimum and 9 inches maximum in front of the water closet measured to the centerline of the dispenser. The outlet of the dispenser shall be 15 inches minimum and 48 inches maximum above the finish floor and shall not be located behind grab bars. Dispensers shall not be of a type that controls delivery or that does not allow continuous paper flow. There shall be a clearance of 1 1/2 inches minimum below the grab bar.</p>	\$ 400	7	Medium		
Building	N/A	1	Angleton Recreation Center & Natatorium	N/A	N/A	13	<p>Not all the drain pipes were insulated. The water and drain pipes under the lavatory are not adequately insulated.</p> <p>Water supply and drain pipes under lavatories and sinks shall be insulated or otherwise configured to protect against contact. There shall be no sharp or abrasive surfaces under lavatories and sinks.</p>	\$ 200	7	Medium		
Building	N/A	1	Angleton Recreation Center & Natatorium	N/A	N/A	14	<p>The clear floor space for the lockers is obstructed by the door. The clear floor space for the lockers is obstructed.</p> <p>The clear floor or ground space shall be 30 inches minimum by 48 inches minimum and free of obstructions.</p>	\$ 2,700	7	Medium		
Building	N/A	1	Angleton Recreation Center & Natatorium	N/A	N/A	16	<p>Toilet paper dispenser is approximately 15 inches from the toilet. The toilet paper is not installed within the compliant range.</p> <p>Toilet paper dispensers shall be 7 inches minimum and 9 inches maximum in front of the water closet measured to the centerline of the dispenser. The outlet of the dispenser shall be 15 inches minimum and 48 inches maximum above the finish floor and shall not be located behind grab bars. Dispensers shall not be of a type that controls delivery or that does not allow continuous paper flow. There shall be a clearance of 1 1/2 inches minimum below the grab bar.</p>	\$ 400	7	Medium		
Building	N/A	1	Angleton Recreation Center & Natatorium	N/A	N/A	18	<p>The water slide is a protruding object. The water slide extends down too close to the route of travel.</p> <p>Any obstruction that overhangs a circulation route must be a minimum of 80 inches above the walking surface as measured from the bottom of the obstruction.</p>	\$ 2,000	7	Medium		
Park	N/A	1	Masterson Park	N/A	N/A	7	<p>The words "NO PARKING" is missing from the access aisle adjacent to the parking space per Texas Administrative Code. The striping for the accessible parking stalls loading/unloading access aisle is missing.</p> <p>Access aisles shall be marked so as to discourage parking in them.</p>	\$ 300	5	Medium		
Park	N/A	2	BG Peck Soccer Complex	N/A	N/A	3	<p>There is a change of level on both ends of the pedestrian bridge between the accessible parking and soccer field 3. The pedestrian bridge contains changes in level greater than a 1/2 inch high that should be ramped.</p> <p>Changes in level greater than 1/2 inch high shall be constructed as a ramp or curb ramp.</p>	\$ 6,800	5	Medium		
Park	N/A	2	BG Peck Soccer Complex	N/A	N/A	5	<p>At the time of the evaluation the path of travel was under construction and is not accessible to other fields. There is no accessible route to the soccer fields and/or seating areas.</p> <p>At least one accessible route shall connect accessible buildings accessible facilities accessible elements and accessible spaces that are on the same site.</p>	\$ 202,500	5	Medium		
Park	N/A	3	Dickey Park	N/A	N/A	1	<p>Picnic tables throughout the park do not have the proper knee and toe clearance. The knee clearance is not compliant.</p> <p>The knee clearance shall be 11 inches deep minimum at 9 inches above the finish floor or ground and 8 inches deep minimum at 27 inches above the finish floor or ground and 30 inches wide minimum.</p>	\$ 1,600	5	Medium		
Park	N/A	3	Dickey Park	N/A	N/A	4	<p>Level change at entrance to the playground The walkway contains abrupt vertical edges and/or variations over a 1/2 inch.</p> <p>1/4 inch is the maximum vertical rise. Changes in level between 1/4 inch and 1/2 inch must be beveled at 1:2 or less.</p> <p>Changes in level greater than 1/2 inch must be by way of a ramp.</p>	\$ 1,000	5	Medium		
Park	N/A	3	Dickey Park	N/A	N/A	6	<p>1.5 inch level change to the grill. The walkway contains abrupt vertical edges and/or variations over a 1/2 inch.</p> <p>1/4 inch is the maximum vertical rise. Changes in level between 1/4 inch and 1/2 inch must be beveled at 1:2 or less.</p> <p>Changes in level greater than 1/2 inch must be by way of a ramp.</p>	\$ 1,400	5	Medium		
Park	N/A	3	Dickey Park	N/A	N/A	7	<p>No accessible route to any horseshoe pit. There is no accessible route to any of the horseshoe pits.</p> <p>At least one accessible route shall connect accessible buildings accessible facilities accessible elements and accessible spaces that are on the same site.</p>	\$ 4,100	5	Medium		
Park	N/A	4	Bates Park	N/A	N/A	2	<p>There is no prepared accessible route throughout the entire park the surface is comprised of grass and no wheel stops are present to protect the clear floor space of dispensers. There is no accessible route to the dog waste bags hand sanitizer or the library box.</p> <p>At least one accessible route shall connect accessible buildings accessible facilities accessible elements and accessible spaces that are on the same site.</p>	\$ 2,000	5	Medium		
Park	N/A	4	Bates Park	N/A	N/A	3	<p>There is no prepared accessible route throughout the entire park. All surfacing is comprised of grass and dirt. There is no accessible route to the picnic tables and pavilion.</p> <p>At least one accessible route shall connect accessible buildings accessible facilities accessible elements and accessible spaces that are on the same site.</p>	\$ 2,000	5	Medium		
Park	N/A	4	Bates Park	N/A	N/A	6	<p>The ramp to the basketball pavilion has a running slope of 13.3% percent. The ramps exceeds the maximum running slope (direction of travel) allowable of 8.33%.</p> <p>Ramps should have the least possible slope but in no case more than 8.3% (1:12).</p>	\$ 4,100	5	Medium		

Facility Type	Corridor ID	GPS ID	Project Name	Sidewalk Limit 1	Sidewalk Limit 2	Barrier #	Self-Evaluation Barrier	Cost Projection	Priority Value	Priority Rank	Funding Year	Year Completed
Park	N/A	4	Bates Park	N/A	N/A	9	Each of the dugouts for all 5 of the fields has a level change both at the entry and at the exit onto the field. The walkway contains abrupt vertical edges and/or variations over a 1/2 inch. 1/4 inch is the maximum vertical rise. Changes in level between 1/4 inch and 1/2 inch must be beveled at 1:2 or less. Changes in level greater than 1/2 inch must be by way of a ramp.	\$ 8,800	5	Medium		
Park	N/A	4	Bates Park	N/A	N/A	11	The running slope of the ramp is 22.5% and it goes all the way to the entry door. The accessible route of travel exceeds 5% running slope and therefore must be considered a ramp. Where the slope is greater than one unit vertical in 20 units horizontal (5-percent slope) ramps shall be used.	\$ 4,700	5	Medium		
Park	N/A	4	Bates Park	N/A	N/A	12	Grate drain is set too low which causes a slope over 2% The accessible path of travel has cross slopes greater than 2%. Surface cross slopes shall not exceed one unit vertical in 48 units horizontal (2-percent slope). When the slope in the direction of travel of any walk exceeds 1 unit vertical in 20 units horizontal (5-percent slope) it must be constructed as a ramp.	\$ 6,800	5	Medium		
Park	N/A	5	Brushy Bayou Park	N/A	N/A	3	Gravel lot has a possible area for 14 parking spaces with access aisles. There are no marked or striped spaces. There is no accessible route to the element. At least one accessible route shall connect accessible buildings accessible facilities accessible elements and accessible spaces that are on the same site.	\$ 2,000	5	Medium		
Park	N/A	5	Brushy Bayou Park	N/A	N/A	4	Expansion joints have gaps greater than inch. The accessible path of travel has cross slopes greater than 2%. Surface cross slopes shall not exceed one unit vertical in 48 units horizontal (2-percent slope). When the slope in the direction of travel of any walk exceeds 1 unit vertical in 20 units horizontal (5-percent slope) it must be constructed as a ramp.	\$ 2,000	5	Medium		
Park	N/A	5	Brushy Bayou Park	N/A	N/A	6	Curb ramp running slope is 8.4%. There is no 36 inch level landing area provided. There is no accessible route to the element. At least one accessible route shall connect accessible buildings accessible facilities accessible elements and accessible spaces that are on the same site.	\$ 2,000	5	Medium		
Park	N/A	5	Brushy Bayou Park	N/A	N/A	7	A section of the sidewalk has a 1.5 inch level change. The knee clearance is not compliant. The knee clearance shall be 11 inches deep minimum at 9 inches above the finish floor or ground and 8 inches deep minimum at 27 inches above the finish floor or ground and 30 inches wide minimum.	\$ 600	5	Medium		
Park	N/A	5	Brushy Bayou Park	N/A	N/A	8	Expansion joint is spaced greater than inch. There is no accessible route to the element. At least one accessible route shall connect accessible buildings accessible facilities accessible elements and accessible spaces that are on the same site.	\$ 2,700	5	Medium		
Park	N/A	6	Freedom Park	N/A	N/A	6	Expansion joint is spaced greater than inch. There is no accessible route to the dugout. At least one accessible route shall connect accessible buildings accessible facilities accessible elements and accessible spaces that are on the same site.	\$ 2,700	5	Medium		
Park	N/A	6	Freedom Park	N/A	N/A	13	The drinking fountain has multiple violations. Drinking fountains must be on an accessible route that provides a 30 inch by 48 inch clear floor space centered on the low unit allowing a forward approach. Spout outlets shall be 30 inches maximum above the finish floor or ground if the drinking fountain is design for children.	\$ 3,400	5	Medium		
Park	N/A	7	Officer Cash Memorial Dog Park	N/A	N/A	1	There is no accessible route to the dog park entrance. At least one accessible route shall connect accessible buildings accessible facilities accessible elements and accessible spaces that are on the same site.	\$ 8,100	5	Medium		
Park	N/A	7	Officer Cash Memorial Dog Park	N/A	N/A	2	There is no accessible route to the element. At least one accessible route shall connect accessible buildings accessible facilities accessible elements and accessible spaces that are on the same site.	\$ 2,000	5	Medium		
Park	N/A	1	Masterson Park	N/A	N/A	3	The accessible parking sign is mounted at 36.75 inches above the ground. The parking sign is mounted too low. Parking space identification signs shall include the International Symbol of Accessibility. Signs identifying van parking spaces shall contain the designation "van accessible." Signs shall be 60 inches minimum above the finish floor or ground surface measured to the bottom of the sign.	\$ 300	6	Medium		
Park	N/A	1	Masterson Park	N/A	N/A	6	Height 34.5 inches and facing wrong direction. The parking sign is mounted too low. Parking space identification signs shall include the International Symbol of Accessibility. Signs identifying van parking spaces shall contain the designation "van accessible." Signs shall be 60 inches minimum above the finish floor or ground surface measured to the bottom of the sign.	\$ 300	6	Medium		
Park	N/A	1	Masterson Park	N/A	N/A	10	Only a grass surface is provided to the volleyball and picnic areas. There is no accessible route to the amenities offered in the park. At least one accessible route shall connect accessible buildings accessible facilities accessible elements and accessible spaces that are on the same site.	\$ 20,300	6	Medium		
Park	N/A	2	BG Peck Soccer Complex	N/A	N/A	6	There is a change of elevation of 1 inch at the entrance of the women's restroom. The walkway contains abrupt vertical edges and/or variations over a 1/2 inch. 1/4 inch is the maximum vertical rise. Changes in level between 1/4 inch and 1/2 inch must be beveled at 1:2 or less. Changes in level greater than 1/2 inch must be by way of a ramp.	\$ 2,000	6	Medium		

Facility Type	Corridor ID	GPS ID	Project Name	Sidewalk Limit 1	Sidewalk Limit 2	Barrier #	Self-Evaluation Barrier	Cost Projection	Priority Value	Priority Rank	Funding Year	Year Completed
Park	N/A	2	BG Peck Soccer Complex	N/A	N/A	11	Slope into the concession building is at 7.1%. The maneuvering clearance at the entrance door exceeds 2% slope. Exterior doors with a front approach must have a landing on the pull side that is a minimum of 60 inches in depth perpendicular to the door in a close position by a minimum width dimension of 18 inches plus the door width. The additional 18 inches must extend past the door on the latch side. The entire maneuvering clearance must be free of obstructions and must be flat (2% max. slope is considered flat in any direction).	\$ 33,800	6	Medium		
Park	N/A	3	Dickey Park	N/A	N/A	2	Transfer support missing. The transfer platform has not been provided with support for transferring. Where play components require transfer to entry points or seats at least one means of support for transferring shall be provided.	\$ 1,400	6	Medium		
Park	N/A	3	Dickey Park	N/A	N/A	3	The area that required for clear floor space next to the bench has a change in elevation due to transition from sidewalk to ground surface. The clear floor space required at the bench has a change in elevation.. Changes in level are not permitted at required clear floor or ground space except that slopes not steeper than 1:48 shall be permitted.	\$ 2,400	6	Medium		
Park	N/A	3	Dickey Park	N/A	N/A	8	No accessible route to trash cans. There is no accessible route to the element. At least one accessible route shall connect accessible buildings accessible facilities accessible elements and accessible spaces that are on the same site.	\$ 2,000	6	Medium		
Park	N/A	3	Dickey Park	N/A	N/A	9	No accessible route is provided for the start of play tee station through out the entire course. An accessible route is not provided to the start of play for each basket. Disc golf courses shall be configured so that the accessible start of play areas are consecutive.	\$ 4,700	6	Medium		
Park	N/A	3	Dickey Park	N/A	N/A	10	The concrete expansion joint is spaced greater than inch. The concrete expansion joint is spaced greater than 1/2 inch. Openings in floor or ground surfaces shall not allow passage of a sphere more than 1/2 inch diameter. Elongated openings shall be placed so that the long dimension is perpendicular to the dominant direction of travel.	\$ 1,000	6	Medium		
Park	N/A	3	Dickey Park	N/A	N/A	11	No accessible route to the park bench. There is no accessible route to the element. At least one accessible route shall connect accessible buildings accessible facilities accessible elements and accessible spaces that are on the same site.	\$ 2,000	6	Medium		
Park	N/A	4	Bates Park	N/A	N/A	1	All accessible parking signs are mounted too low. The parking sign is mounted too low. Parking space identification signs shall include the International Symbol of Accessibility. Signs identifying van parking spaces shall contain the designation "van accessible." Signs shall be 60 inches minimum above the finish floor or ground surface measured to the bottom of the sign.	\$ 1,400	6	Medium		
Park	N/A	4	Bates Park	N/A	N/A	4	There are no accessible picnic tables provided nor are any located on an accessible route. There are no accessible tables. At least 5% of each type in each functional area of dining surfaces must be accessible and must be dispersed throughout the space or facility containing dining surfaces. An accessible table must be on an accessible route (36 inches minimum) and have knee and toe spaces at least 27 inches high 30 inches wide and 17 inches deep. The tops of tables and counters shall be 28 inches to 34 inches from the floor or ground.	\$ 2,000	6	Medium		
Park	N/A	4	Bates Park	N/A	N/A	5	Grill and trash can are not located on an accessible route. There is no accessible route to the grill or trash can. At least one accessible route shall connect accessible buildings accessible facilities accessible elements and accessible spaces that are on the same site.	\$ 2,000	6	Medium		
Park	N/A	4	Bates Park	N/A	N/A	7	There is no accessible route provided for any of the start of play tee stations throughout the entire course. An accessible route is not provided from the last accessible hole to the course entrance or exit. Miniature golf courses shall be configured so that the accessible holes are consecutive. Miniature golf courses shall provide an accessible route from the last accessible hole to the course entrance or exit without requiring travel through any other holes on the course.	\$ 4,700	6	Medium		
Park	N/A	4	Bates Park	N/A	N/A	8	Engineered wood fiber. Compliance with ASTM F1951 and ASTM 1292 has not been determined. Compliance with ASTM F1951 for accessibility for ground surfaces on accessible routes clear floor or ground spaces and turning spaces has not been determined. Ground surfaces shall comply with ASTM F 1951. Ground surfaces shall be inspected and maintained regularly and frequently to ensure continued compliance with ASTM F 1951.	\$ 3,400	6	Medium		
Park	N/A	4	Bates Park	N/A	N/A	10	The concession counter measures at 46 inches. The transaction counter provides for a parallel approach and is not within the required height range. Transaction counters shall be 36 inches high maximum and a minimum of 36 inches wide and should extend the same depth as the sales or service counter tops.	\$ 3,300	6	Medium		
Park	N/A	4	Bates Park	N/A	N/A	13	The standard height drinking fountain projects more than 4 inches into circulation path The drinking fountain projects from the wall into the pedestrian way with its leading edge above 27 inches from the floor. Objects may protrude no more than 4 inches into circulation route when located between 27 and 80 inches above the floor. All drinking fountains shall be positioned so as not to encroach into pedestrian ways.	\$ 1,300	6	Medium		
Park	N/A	4	Bates Park	N/A	N/A	15	Flush control is flush with wall and requires more than 5 lbs to operate. The force required to operate the element exceeds the maximum allowable force. The force required to activate operable parts is 5 pounds maximum.	\$ 1,300	6	Medium		

Facility Type	Corridor ID	GPS ID	Project Name	Sidewalk Limit 1	Sidewalk Limit 2	Barrier #	Self-Evaluation Barrier	Cost Projection	Priority Value	Priority Rank	Funding Year	Year Completed
Park	N/A	4	Bates Park	N/A	N/A	16	<p>Toilet paper dispenser is located less than 12" above side grab bar The toilet paper dispenser is positioned less than 12 inches from the top of the grab bar.</p> <p>Elements adjacent to the grab bar shall be positioned to provide unobstructed use of grab bars. The space between the grab bar and projecting objects below and at the ends shall be 1-1/2 inches minimum. The space between the grab bar and projecting objects above shall be 12 inches minimum.</p>	\$ 700	6	Medium		
Park	N/A	4	Bates Park	N/A	N/A	18	<p>Flush control is flush with wall and requires more than 5 lbs to operate. The force required to operate the element exceeds the maximum allowable force.</p> <p>The force required to activate operable parts is 5 pounds maximum.</p>	\$ 1,300	6	Medium		
Park	N/A	4	Bates Park	N/A	N/A	19	<p>Toilet paper dispenser is located less than 12" above side grab bar The element is positioned less than 12 inches from the top of the grab bar.</p> <p>Elements adjacent to the grab bar shall be positioned to provide unobstructed use of grab bars. The space between the grab bar and projecting objects below and at the ends shall be 1-1/2 inches minimum. The space between the grab bar and projecting objects above shall be 12 inches minimum.</p>	\$ 700	6	Medium		
Park	N/A	6	Freedom Park	N/A	N/A	3	<p>Expansion joint is spaced greater than inch. The access aisle is in not nearly compliant.</p> <p>The access ai the minimum width. The access aisle is not as long as the parking space it serves. There are no markings to discourage parking. The floor or ground surface is not firm stable or slip resistant. The parking space contains changes in level and/or gaps that exceed the maximum allowable requirements.</p>	\$ 1,700	6	Medium		
Park	N/A	6	Freedom Park	N/A	N/A	4	<p>Expansion joint is spaced greater than inch. The parking sign is mounted too low.</p> <p>Parking space identification signs shall include the International Symbol of Accessibility. Signs identifying van parking spaces shall contain the designation "van accessible." Signs shall be 60 inches minimum above the finish floor or ground surface measured to the bottom of the sign.</p>	\$ 2,000	6	Medium		
Park	N/A	7	Officer Cash Memorial Dog Park	N/A	N/A	3	<p>The knee clearance is not compliant.</p> <p>The knee clearance shall be 11 inches deep minimum at 9 inches above the finish floor or ground and 8 inches deep minimum at 27 inches above the finish floor or ground and 30 inches wide minimum.</p>	\$ 1,100	6	Medium		
Park	N/A	8	Veterans Park	N/A	N/A	14	<p>The outdoor seating area is not on an accessible route.</p> <p>At least 5% of the seating in each functional area must be accessible. An accessible table must be on an accessible route (36 inches minimum) and have knee spaces at least 27 inches high 30 inches wide and 19 inches deep. The tops of tables and counters must be 28 inches to 34 inches from the floor or ground.</p>	\$ 7,500	6	Medium		
Park	N/A	1	Masterson Park	N/A	N/A	13	<p>Drinking fountain for standing person not provided. The required types of drinking fountains are not provided.</p> <p>Where drinking fountains are provided a minimum of one must be designed for wheelchair users and one must be designed for standing persons unless a single fountain meets the requirements for both.</p>	\$ 5,100	7	Medium		
Park	N/A	2	BG Peck Soccer Complex	N/A	N/A	12	<p>The lower concession counter is mounted at 41 inches. The counter is too high.</p> <p>A portion of the counter surface that is 30 inches long minimum and 36 inches high maximum shall be provided. Knee and toe space shall be provided under the counter. A clear floor or ground space shall be positioned for a forward approach to the counter.</p>	\$ 3,100	7	Medium		
Park	N/A	4	Bates Park	N/A	N/A	14	<p>Lavatory drain pipes are not protected. The water and drain pipes under the lavatory are not adequately insulated.</p> <p>Water supply and drain pipes under lavatories and sinks shall be insulated or otherwise configured to protect against contact. There shall be no sharp or abrasive surfaces under lavatories and sinks.</p>	\$ 400	7	Medium		
Park	N/A	4	Bates Park	N/A	N/A	17	<p>Lavatory drain pipes are not protected. The water and drain pipes under the lavatory are not adequately insulated.</p> <p>Water supply and drain pipes under lavatories and sinks shall be insulated or otherwise configured to protect against contact. There shall be no sharp or abrasive surfaces under lavatories and sinks.</p>	\$ 400	7	Medium		
Park	N/A	5	Brushy Bayou Park	N/A	N/A	2	<p>6 total spaces are provided on street. The transfer platform has not been provided with support for transferring.</p> <p>Where play components require transfer to entry points or seats at least one means of support for transferring shall be provided.</p>	\$ 1,000	7	Medium		
Park	N/A	6	Freedom Park	N/A	N/A	8	<p>Expansion joint is spaced greater than inch. There is no accessible route to the trash can.</p> <p>At least one accessible route shall connect accessible buildings accessible facilities accessible elements and accessible spaces that are on the same site.</p>	\$ 700	7	Medium		
Park	N/A	6	Freedom Park	N/A	N/A	9	<p>There is no accessible route to the picnic table pavilion.</p> <p>At least one accessible route shall connect accessible buildings accessible facilities accessible elements and accessible spaces that are on the same site.</p>	\$ 4,700	7	Medium		
Park	N/A	6	Freedom Park	N/A	N/A	10	<p>There is no accessible route to either the trash can or the picnic table.</p> <p>At least one accessible route shall connect accessible buildings accessible facilities accessible elements and accessible spaces that are on the same site.</p>	\$ 2,000	7	Medium		
Park	N/A	6	Freedom Park	N/A	N/A	11	<p>There is no accessible route to the trash can from the pavilion.</p> <p>At least one accessible route shall connect accessible buildings accessible facilities accessible elements and accessible spaces that are on the same site.</p>	\$ 700	7	Medium		
Park	N/A	6	Freedom Park	N/A	N/A	12	<p>There is no accessible route to the trash can.</p> <p>At least one accessible route shall connect accessible buildings accessible facilities accessible elements and accessible spaces that are on the same site.</p>	\$ 700	7	Medium		

Facility Type	Corridor ID	GPS ID	Project Name	Sidewalk Limit 1	Sidewalk Limit 2	Barrier #	Self-Evaluation Barrier	Cost Projection	Priority Value	Priority Rank	Funding Year	Year Completed
Park	N/A	6	Freedom Park	N/A	N/A	15	There is no accessible route to the element. At least one accessible route shall connect accessible buildings accessible facilities accessible elements and accessible spaces that are on the same site.	\$ 4,100	7	Medium		
Park	N/A	1	Masterson Park	N/A	N/A	14	Playground surface is wavy and uneven. Compliance with ASTM F1951 for accessibility for ground surfaces on accessible routes clear floor or ground spaces and turning spaces has not been determined. Ground surfaces shall comply with ASTM F 1951. Ground surfaces shall be inspected and maintained regularly and frequently to ensure continued compliance with ASTM F 1951.	\$ 3,400	8	Medium		
Park	N/A	2	BG Peck Soccer Complex	N/A	N/A	7	No pipe insulation is provided. The water and drain pipes under the lavatory are not adequately insulated. Water supply and drain pipes under lavatories and sinks shall be insulated or otherwise configured to protect against contact. There shall be no sharp or abrasive surfaces under lavatories and sinks.	\$ 900	8	Medium		
Park	N/A	2	BG Peck Soccer Complex	N/A	N/A	10	No pipe insulation is provided. The water and drain pipes under the lavatory are not adequately insulated. Water supply and drain pipes under lavatories and sinks shall be insulated or otherwise configured to protect against contact. There shall be no sharp or abrasive surfaces under lavatories and sinks.	\$ 900	8	Medium		
Park	N/A	3	Dickey Park	N/A	N/A	5	Playground surface is uneven. Compliance with ASTM F1951 for accessibility for ground surfaces on accessible routes clear floor or ground spaces and turning spaces has not been determined. Ground surfaces shall comply with ASTM F 1951. Ground surfaces shall be inspected and maintained regularly and frequently to ensure continued compliance with ASTM F 1951.	\$ 3,400	8	Medium		
Park	N/A	5	Brushy Bayou Park	N/A	N/A	5	Expansion joint is spaced greater than inch. Compliance with ASTM F1951 for accessibility for ground surfaces on accessible routes clear floor or ground spaces and turning spaces has not been determined. Ground surfaces shall comply with ASTM F 1951. Ground surfaces shall be inspected and maintained regularly and frequently to ensure continued compliance with ASTM F 1951.	\$ 3,400	8	Medium		
Park	N/A	6	Freedom Park	N/A	N/A	14	The spout is greater than 5 inches away from the leading edge of the drinking fountain. The spout shall be located 15 inches minimum from the vertical support and 5 inches maximum from the front edge of the unit including bumpers.	\$ 3,400	8	Medium		
PROW Sidewalk	1	N/A	N Downing St	Henderson Rd	Riverwood Ranch Blvd	N/A	See facility report and GIS data for detailed sidewalk evaluation findings.	\$ 110,363	2	Medium		
Unsignalized Intersection	N/A	1001	Intersection of N Downing St and Clover Dr	N/A	N/A	N/A	See facility report and GIS data for detailed evaluation findings at intersection of N Downing St and Clover Dr	\$ 30,100	5	Medium		
Unsignalized Intersection	N/A	1002	Intersection of N Downing St and Glenview Ln / Rosewood Ln	N/A	N/A	N/A	See facility report and GIS data for detailed evaluation findings at intersection of N Downing St and Glenview Ln / Rosewood Ln	\$ 36,200	5	Medium		
Unsignalized Intersection	N/A	1003	Intersection of N Downing St and Sagebrush St / N Belle Dr	N/A	N/A	N/A	See facility report and GIS data for detailed evaluation findings at intersection of N Downing St and Sagebrush St / N Belle Dr	\$ 31,500	5	Medium		
Unsignalized Intersection	N/A	1004	Intersection of N Downing St and Heather Ln / S Belle Dr	N/A	N/A	N/A	See facility report and GIS data for detailed evaluation findings at intersection of N Downing St and Heather Ln / S Belle Dr	\$ 31,200	5	Medium		
Unsignalized Intersection	N/A	1005	Intersection of N Downing St and Molina Ct	N/A	N/A	N/A	See facility report and GIS data for detailed evaluation findings at intersection of N Downing St and Molina Ct	\$ 18,100	5	Medium		
Unsignalized Intersection	N/A	1006	Intersection of N Downing St and Dennis St / Molina Dr	N/A	N/A	N/A	See facility report and GIS data for detailed evaluation findings at intersection of N Downing St and Dennis St / Molina Dr	\$ 34,800	5	Medium		
Unsignalized Intersection	N/A	1007	Intersection of N Downing St and Riverwood Ranch Blvd	N/A	N/A	N/A	See facility report and GIS data for detailed evaluation findings at intersection of N Downing St and Riverwood Ranch Blvd	\$ 29,900	5	Medium		
Unsignalized Intersection	N/A	90000	Intersection of N Downing St and driveway (Lat. 29.1902; Long. - 95.4193)	N/A	N/A	N/A	See facility report and GIS data for detailed evaluation findings at intersection of N Downing St and driveway (Lat. 29.1902; Long. -95.4193)	\$ 13,000	5	Medium		
Unsignalized Intersection	N/A	90002	Intersection of N Downing St and driveway (Lat. 29.1887; Long. - 95.4193)	N/A	N/A	N/A	See facility report and GIS data for detailed evaluation findings at intersection of N Downing St and driveway (Lat. 29.1887; Long. -95.4193)	\$ 15,700	5	Medium		
Building	N/A	1	Angleton Recreation Center & Natatorium	N/A	N/A	3	The locker box protrudes more than 4 inches into the path of travel. The locker box projects more than 4 inches into the circulation path. Wall-mounted objects that have leading edges between 27 inches and 80 inches from the floor must not project more than 4 inches into the circulation path. Protruding objects that extend to the floor or within 27 inches of the floor are cane detectable and are therefore not hazardous. Where it is necessary or desirable to have objects protrude from the wall a manner of cane detection must be provided.	\$ 1,000	9	Low		
Building	N/A	1	Angleton Recreation Center & Natatorium	N/A	N/A	6	Toilet paper dispenser is approximately 13 inches from the toilet. The toilet paper is not installed within the compliant range. Toilet paper dispensers shall be 7 inches minimum and 9 inches maximum in front of the water closet measured to the centerline of the dispenser. The outlet of the dispenser shall be 15 inches minimum and 48 inches maximum above the finish floor and shall not be located behind grab bars. Dispensers shall not be of a type that controls delivery or that does not allow continuous paper flow. There shall be a clearance of 1 1/2 inches minimum below the grab bar.	\$ 300	9	Low		
Building	N/A	1	Angleton Recreation Center & Natatorium	N/A	N/A	9	Toilet paper dispenser is approximately 13 inches from the toilet. The toilet paper is not installed within the compliant range. Toilet paper dispensers shall be 7 inches minimum and 9 inches maximum in front of the water closet measured to the centerline of the dispenser. The outlet of the dispenser shall be 15 inches minimum and 48 inches maximum above the finish floor and shall not be located behind grab bars. Dispensers shall not be of a type that controls delivery or that does not allow continuous paper flow. There shall be a clearance of 1 1/2 inches minimum below the grab bar.	\$ 400	9	Low		

Facility Type	Corridor ID	GPS ID	Project Name	Sidewalk Limit 1	Sidewalk Limit 2	Barrier #	Self-Evaluation Barrier	Cost Projection	Priority Value	Priority Rank	Funding Year	Year Completed
Building	N/A	1	Angleton Recreation Center & Natatorium	N/A	N/A	10	Toilet paper dispenser is approximately 15 inches from the toilet. The toilet paper is not installed within the compliant range. Toilet paper dispensers shall be 7 inches minimum and 9 inches maximum in front of the water closet measured to the centerline of the dispenser. The outlet of the dispenser shall be 15 inches minimum and 48 inches maximum above the finish floor and shall not be located behind grab bars. Dispensers shall not be of a type that controls delivery or that does not allow continuous paper flow. There shall be a clearance of 1 1/2 inches minimum below the grab bar.	\$ 400	9	Low		
Park	N/A	1	Masterson Park	N/A	N/A	11	Toilet paper dispenser is not installed within compliant range. The toilet paper is not installed within the compliant range in front of the toilet. Toilet paper dispensers shall be 7 inches minimum and 9 inches maximum in front of the water closet measured to the centerline of the dispenser. The outlet of the dispenser shall be 15 inches minimum and 48 inches maximum above the finish floor and shall not be located behind grab bars. Dispensers shall not be of a type that controls delivery or that does not allow continuous paper flow. There shall be a clearance of 1 1/2 inches minimum below the grab bar.	\$ 300	9	Low		
Park	N/A	1	Masterson Park	N/A	N/A	12	Toilet paper dispenser located 9 inches above grab bar. The element is positioned less than 12 inches from the top of the grab bar. Elements adjacent to the grab bar shall be positioned to provide unobstructed use of grab bars. The space between the grab bar and projecting objects below and at the ends shall be 1-1/2 inches minimum. The space between the grab bar and projecting objects above shall be 12 inches minimum.	\$ -	9	Low		
Park	N/A	2	BG Peck Soccer Complex	N/A	N/A	8	Neither the accessible stall nor the ambulatory stall have self-closing hinges. The compartment door is not self closing. The water closet compartment shall be equipped with a door that has an automatic-closing device.	\$ 900	9	Low		
Park	N/A	2	BG Peck Soccer Complex	N/A	N/A	9	Neither the accessible stall nor the ambulatory stall have self-closing hinges. The compartment door is not self closing. The water closet compartment shall be equipped with a door that has an automatic-closing device.	\$ 900	9	Low		
Park	N/A	3	Dickey Park	N/A	N/A	12	Both toilet paper dispensers are installed outside compliant range. The toilet paper is not installed within the compliant range in front of the toilet. Toilet paper dispensers shall be 7 inches minimum and 9 inches maximum in front of the water closet measured to the centerline of the dispenser. The outlet of the dispenser shall be 15 inches minimum and 48 inches maximum above the finish floor and shall not be located behind grab bars. Dispensers shall not be of a type that controls delivery or that does not allow continuous paper flow. There shall be a clearance of 1 1/2 inches minimum below the grab bar.	\$ 700	9	Low		
Park	N/A	6	Freedom Park	N/A	N/A	7	2 picnic tables are provided with no accessible route. The toilet paper dispenser does not allow a continuous flow. Toilet paper dispensers shall be 7 inches minimum and 9 inches maximum in front of the water closet measured to the centerline of the dispenser. The outlet of the dispenser shall be 15 inches minimum and 48 inches maximum above the finish floor and shall not be located behind grab bars. Dispensers shall not be of a type that controls delivery or that does not allow continuous paper flow. There shall be a clearance of 1 1/2 inches minimum below the grab bar.	\$ 200	9	Low		
PROW Sidewalk	1	N/A	N Downing St	Henderson Rd	Riverwood Ranch Blvd	N/A	See facility report and GIS data for detailed sidewalk evaluation findings.	\$ 450	3	Low		
TOTAL								\$ 1,039,800				