

District 1

Facility Type	District Total
Weigh Stations	\$0
Rest Stops / Turnouts	\$25,987
Welcome Centers / Tourism Information Centers	\$6,264
Capitol Complex Parking Lots	N/A
Buildings	\$654,730
Signalized Intersections	\$6,098,000
Sidewalks	\$7,105,000
Unsignalized Intersections	\$4,429,000
Total	\$18,318,981

Oklahoma Department of Transportation
ADA Self-evaluation and Transition Plan
Division 1 - Weigh Stations Cost Projection Summary
1/26/2016

City	Location (Roadway - Travel Direction)	Cost Projection
Okmulgee	RT 75 - SB	Does Not Exist
Sallisaw	I-40 - WB	Does Not Exist
Tiger Mountain (Henryetta)	I-40 - EB	Does Not Exist
Tiger Mountain (Henryetta)	I-40 - WB	Does Not Exist
Webbers Falls	I 40 - EB	Closed
Webbers Falls	I-40 - WB	Closed
TOTAL		\$ -

**ODOT FACILITY REPORT
WEIGH STATION**

Division:	Address:	Latitude:	Longitude:	City:	County:	ZIP:
1	RT 75			Okmulgee	Okmulgee	

Accessology Inspector Information:

Inspector: Kristi Avalos

Date: Wednesday, April 24, 2013

Email: kjalalos@accessology.com

General Parking Notes:

This facility does not exist.

Total Parking Spaces:

0

Total Accessible Parking Spaces:

0

Number of van accessible spaces:

0

Does parking comply?

NO

Violation:

Recommendation:

Cost:

V1: \$0

High Priority 

Medium Priority 

Low Priority 

**ODOT FACILITY REPORT
WEIGH STATION**

Division:	Address:	Latitude:	Longitude:	City:	County:	ZIP:
1	RT I40			Sallisaw	Sequoyah	73933

Accessology Inspector Information:

Inspector: Kristi Avalos

Date: Wednesday, April 24, 2013

Email: kjalalos@accessology.com

General Parking Notes:

This facility does not exist.

Total Parking Spaces:

0

Total Accessible Parking Spaces:

0

Number of van accessible spaces:

0

Does parking comply?

NO

Violation:


Recommendation:

Cost:

V1: \$0

High Priority 

Medium Priority 

Low Priority 

**ODOT FACILITY REPORT
WEIGH STATION**

Division:	Address:	Latitude:	Longitude:	City:	County:	ZIP:
1	RT I40			Tiger Mountain (Henryetta)	Okmulgee	

Accessology Inspector Information:

Inspector: Kristi Avalos

Date: Wednesday, April 24, 2013

Email: kjalalos@accessology.com

General Parking Notes:

This facility does not exist.

Total Parking Spaces:

0
0
0
NO

Total Accessible Parking Spaces:

Number of van accessible spaces:

Does parking comply?

Violation:


Recommendation:

Cost:

V1: \$0

High Priority 

Medium Priority 

Low Priority 

**ODOT FACILITY REPORT
WEIGH STATION**

Division:	Address:	Latitude:	Longitude:	City:	County:	ZIP:
1	RT I40			Tiger Mountain (Henryetta)	Okmulgee	

Accessology Inspector Information:

Inspector: Kristi Avalos

Date: Wednesday, April 24, 2013

Email: kjalalos@accessology.com

General Parking Notes:

This facility does not exist.

Total Parking Spaces:

0
0
0
NO

Total Accessible Parking Spaces:

Number of van accessible spaces:

Does parking comply?


Violation:


Recommendation:

Cost:

V1: \$0

High Priority 

Medium Priority 

Low Priority 

**ODOT FACILITY REPORT
WEIGH STATION**

Division:	Address:	Latitude:	Longitude:	City:	County:	ZIP:
1	RT I 40			Webbers Falls	Muskogee	

Accessology Inspector Information:

Inspector: Kristi Avalos

Date: Wednesday, April 24, 2013

Email: kjalalos@accessology.com

General Parking Notes:

This facility appears to be permanently closed and vacated.

Total Parking Spaces:

0

Total Accessible Parking Spaces:

0

Number of van accessible spaces:

0

Does parking comply?

NO


Violation:

Recommendation:

Cost:

V1: \$0

High Priority 

Medium Priority 

Low Priority 

Webber Falls I40 @ MM 283



1 Webber Falls

**ODOT FACILITY REPORT
WEIGH STATION**

Division:	Address:	Latitude:	Longitude:	City:	County:	ZIP:
1	RT I 40			Webbers Falls	Muskogee	

Accessology Inspector Information:

Inspector: Kristi Avalos

Date: Wednesday, April 24, 2013

Email: kjalalos@accessology.com

General Parking Notes:

This facility appears to be permanently closed and vacated.

Total Parking Spaces:

0

Total Accessible Parking Spaces:

0

Number of van accessible spaces:

0

Does parking comply?

NO


Violation:

Recommendation:

Cost:

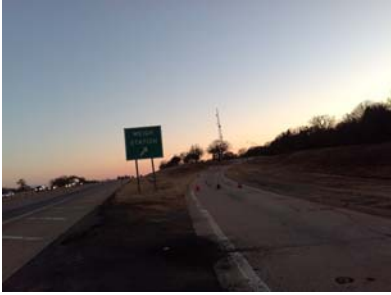
V1: \$0

High Priority 

Medium Priority 

Low Priority 

Webber Falls I40 @ MM 149 WB



1 Webber Falls

Oklahoma Department of Transportation
ADA Self-evaluation and Transition Plan
Division 1 - Rest Stop / Turnout Cost Projection Summary
1/26/2016

City	Facility Type	Location (Roadway @ Exit Number)	Cost Projection
Sallisaw	Rest Stop	I-40 EB @ 316	Does Not Exist
Shawnee	Rest Stop	I-40 WB @ 197	Closed
Shawnee	Rest Stop	I-40 EB @ 197	\$ 25,987
Warner	Turnout	I-40 WB @ 283	\$ -
Warner	Turnout	I-40 EB @ 283	\$ -
Henryetta	Turnout	I-40 WB @ 251	\$ -
Henryetta	Turnout	I-40 EB @ 251	\$ -
TOTAL			\$ 25,987

**ODOT FACILITY REPORT
REST STOP/ TURNOUT**

Division:	Interstate:	Direction:	Mile Marker:	City:	Status:
1	Int 40	EB	316	Sallisaw	Open

Accessology Inspector Information:

Inspector: Kristi Avalos

Date: Wednesday, April 24, 2013

Email: kjaalos@accessology.com

General Parking Notes:

General parking area provided at front of facility;

Total Parking Spaces:

71
6
0
No

Total Accessible Parking Spaces:

Number of van accessible spaces:

Does parking comply?

Violation:

Violation 1 - No van accessible parking spaces provided.

Recommendation:

Violation 1 - Provide at least one accessible parking space that is van accessible with 11' wide space and 5' wide access aisle or 96" wide space and 96" wide access aisle. Stripe access aisle and provide required accessible parking signage.

Cost:

V1:

\$2,505

High Priority



Medium Priority



Low Priority



**ODOT FACILITY REPORT
REST STOP/ TURNOUT**

Division:	Interstate:	Direction:	Mile Marker:	City:	Status:
1	Int 40	EB	316	Sallisaw	Open

Accessology Inspector Information:

Inspector: Kristi Avalos

Date: Wednesday, April 24, 2013

Email: kjalalos@accessology.com

General Accessible Route Notes:

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

Yes

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

Yes

Is the path of travel from building entrance to all interior amenities compliant?

Yes

Violation:

Recommendation:

Cost:

V1:

High Priority 

Medium Priority 

Low Priority 

ODOT FACILITY REPORT REST STOP/ TURNOUT

Division:	Interstate:	Direction:	Mile Marker:	City:	Status:
1	Int 40	EB	316	Sallisaw	Open

Accessology Inspector Information:

Inspector: Kristi Avalos 15%
Date: Wednesday, April 24, 2013
Email: kjalalos@accessology.com

General Restroom Notes:

Men's and women's bathrooms have same violations.

Does the door to the restroom comply?	No
Does the room have the required turning radius?	No
Does the water closet comply?	No
Does the water closet have the required clear floor space?	No
Does the lavatory comply?	No
Does the urinal comply?	N/A
Does the mirror comply?	No

Violation:

Violation 1 - Restroom has no accessible plumbing elements.

Recommendation:

Violation 1 - Install accessible stall, with flush on wide side and install back and side grab bars. Once 60" wide clear floor space is provided at water closet, the required turning space should be provided. Replace/relocate mirror to 40" above finish floor. Replace restroom sign with fully compliant sign and locate on wall on latch side of door. Provide accessible route in urinal alcove of 36 inches if alcove is deeper than 24 inches. Lower 1 urinal with the rim 17 inches maximum AFF. Lower Diaper changing table to 36 inches in open position. Replace lavatories with accessible unit with required knee clearance and accessible faucets.

Cost:

V1: \$9,168 7972 High Priority

Medium Priority

Low Priority

Sallisaw Rest Stop



1. Parking Violation 1



2. Restroom Violation 1



3. Restroom Violation 2

**ODOT FACILITY REPORT
REST STOP/ TURNOUT**

Division:	Interstate:	Direction:	Mile Marker:	City:	Status:
1	Int 40	WB	197	Shawnee	Closed

Accessology Inspector Information:

Inspector: Kristi Avalos

Date: Wednesday, April 24, 2013

Email: kjalalos@accessology.com

General Parking Notes:

Rest stop is Closed

Total Parking Spaces:

36
2
0
N/A

Total Accessible Parking Spaces:

Number of van accessible spaces:

Does parking comply?

Violation:

Recommendation:

Cost:

V1: \$0

High Priority

Medium Priority

Low Priority

Shawnee Rest Stop West Bound



1. Shawnee Rest Stop



2. Shawnee Rest Stop



3. Shawnee Rest Stop

**ODOT FACILITY REPORT
REST STOP/ TURNOUT**

Division:	Interstate:	Direction:	Mile Marker:	City:	Status:
1	Int 40	EB	197	Shawnee	Open

Accessology Inspector Information:

Inspector: Kristi Avalos

Date: Wednesday, April 24, 2013

Email: kjalalos@accessology.com

General Parking Notes:

General parking area provided at front of facility

Total Parking Spaces:	36
Total Accessible Parking Spaces:	2
Number of van accessible spaces:	0
Does parking comply?	No
Is an accessible route provided from parking area to restrooms and amenities?	No

Violation:

Violation 1 - There are no van accessible parking spaces provided. No access aisle provided.
Violation 2 - The path of travel exceeds the running slope and cross slope requirements.

Recommendation:

Violation 1 - Provide at least one accessible parking space that is van accessible with 11' wide space and 5' wide access aisle or 96" wide space and 96" wide access aisle. Stripe access aisle and provide required accessible parking signage.
Violation 2 - Provide a accessible route of path that does not exceed 5% running slope or 5.01% - 8.33% with handrails, and cross slope not to exceed 2%.

Cost:

V1:	\$5,014	High Priority	
V2:	\$2,300	Medium Priority	
		Low Priority	

**ODOT FACILITY REPORT
REST STOP/ TURNOUT**

Division:	Interstate:	Direction:	Mile Marker:	City:	Status:
1	Int 40	EB	197	Shawnee	Open

Accessology Inspector Information:

Inspector: Kristi Avalos

Date: Wednesday, April 24, 2013

Email: kjalavos@accessology.com

General Accessible Route Notes:

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

No

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

No

Is the path of travel from building entrance to all interior amenities compliant?

No

Violation:

Violation 1 -The path of travel from parking lot to building has gaps and is cracked and heaving.

Recommendation:

Violation 1 - Provide accessible route to restrooms. Remove and replace curb ramps. Repair heaved and cracked portions of sidewalk.

Cost:

V1: \$5,750

High Priority

Medium Priority

Low Priority

**ODOT FACILITY REPORT
REST STOP/ TURNOUT**

Division:	Interstate:	Direction:	Mile Marker:	City:	Status:
1	Int 40	EB	197	Shawnee	Open

Accessology Inspector Information:

Inspector: Kristi Avalos **Date:** Wednesday, April 24, 2013
Email: kjavalos@accessology.com

General Restroom Notes:

Men's and women's bathrooms have same violations.

Does the door to the restroom comply?	No
Does the room have the required turning radius?	No
Does the water closet comply?	No
Does the water closet have the required clear floor space?	No
Does the lavatory comply?	No
Does the urinal comply?	N/A
Does the mirror comply?	No

Violation:

Violation 1 - Restroom has no accessible plumbing elements.

Recommendation:

Violation 1 - Install accessible stall, with flush on wide side and install back and side grab bars. Once 60" wide clear floor space is provided at water closet, the required turning space should be provided. Replace/relocate mirror to 40" above finish floor. Replace restroom sign with fully compliant sign and locate on wall on latch side of door. Provide accessible route in urinal alcove of 36 inches if alcove is deeper than 24 inches. Lower 1 urinal with the rim 17 inches maximum AFF. Lower Diaper changing table to 36 inches in open position.

Cost:

V1: \$11,340

- High Priority
- Medium Priority
- Low Priority

**ODOT FACILITY REPORT
REST STOP/ TURNOUT**

Division:	Interstate:	Direction:	Mile Marker:	City:	Status:
1	Int 40	EB	197	Shawnee	Open

Accessology Inspector Information:

Inspector: Kristi Avalos

Date: Wednesday, April 24, 2013

Email: kjalalos@accessology.com

General Notes:

Is there an accessible route to the picnic area?

No

Are there accessible picnic tables?

No

Are grills provided?

No

Are grills accessible?

N/A

Are trash cans on an accessible route?

Yes

Violation:

Violation 1 - No accessible picnic table present at rest stop.

Recommendation:

Violation 1 - At least one picnic table must be accessible with with signage to table.

Cost:

V1: \$2,483

High Priority

Medium Priority

Low Priority

Shawnee Rest Stop East Bound



1. Parking Violation 1



2. Parking Violation 2



3. Accessible Route Violation 1



4. Accessible Route Violation 1B



5. Accessible Route Violation 1C



6. Accessible Route Violation 1D



7. Restroom Violation 1



8. Restroom Violation 1B



9. Restroom Violation 1C

Shawnee Rest Stop East Bound



10. Miscellaneous Violation 1

**ODOT FACILITY REPORT
REST STOP/ TURNOUT**

Division:	Interstate:	Direction:	Mile Marker:	City:	Status:
1	Int 40	WB	283	Warner	Open

Accessology Inspector Information:

Inspector: Kristi Avalos

Date: Wednesday, April 24, 2013

Email: kjalavos@accessology.com

General Parking Notes:

No amenities are offered so no accessibility is required. Access will be required if amenities are added.

Total Parking Spaces:

0
0
0
N/A

Total Accessible Parking Spaces:

Number of van accessible spaces:

Does parking comply?

Violation:

Recommendation:

Cost:

V1: \$0

High Priority 

Medium Priority 

Low Priority 

Warner West Bound Turnout



1. Warner West Bound

**ODOT FACILITY REPORT
REST STOP/ TURNOUT**

Division:	Interstate:	Direction:	Mile Marker:	City:	Status:
1	Int 40	EB	283	Warner	Open

Accessology Inspector Information:

Inspector: Kristi Avalos

Date: Wednesday, April 24, 2013

Email: kjalalos@accessology.com

General Parking Notes:

No amenities are offered so no accessibility is required. Access will be required if amenities are added.

Total Parking Spaces:

0
0
0
N/A

Total Accessible Parking Spaces:

Number of van accessible spaces:

Does parking comply?

Violation:

Recommendation:

Cost:

V1: \$0

High Priority

Medium Priority

Low Priority

Warner East Bound Turnout



1. Warner East Bound

**ODOT FACILITY REPORT
REST STOP/ TURNOUT**

Division:	Interstate:	Direction:	Mile Marker:	City:	Status:
1	Int 40	WB	251	Henryetta	Open

Accessology Inspector Information:

Inspector: Kristi Avalos

Date: Wednesday, April 24, 2013

Email: kjalalos@accessology.com

General Parking Notes:

No amenities are offered so no accessibility is required. Access will be required if amenities are added.

Total Parking Spaces:

0

Total Accessible Parking Spaces:

0

Number of van accessible spaces:

0

Does parking comply?

N/A

Violation:

Recommendation:

Cost:

V1: \$0

High Priority

Medium Priority

Low Priority

Henryetta West Bound Rest Stop



1. Henryetta West Bound

**ODOT FACILITY REPORT
REST STOP/ TURNOUT**

Division:	Interstate:	Direction:	Mile Marker:	City:	Status:
1	Int 40	EB	251	Henryetta	Open

Accessology Inspector Information:

Inspector: Kristi Avalos

Date: Wednesday, April 24, 2013

Email: kjalalos@accessology.com

General Parking Notes:

No amenities are offered so no accessibility is required. Access will be required if amenities are added.

Total Parking Spaces:

0

Total Accessible Parking Spaces:

0

Number of van accessible spaces:

0

Does parking comply?

N/A

Violation:

Recommendation:

Cost:

V1: \$0

High Priority

Medium Priority

Low Priority

Henryetta East Bound Rest Stop



1. Henryetta East Bound

**Oklahoma Department of Transportation
ADA Self-evaluation and Transition Plan
Division 1 - Welcome Centers / Tourist Information Centers
Cost Projection Summary
1/26/2016**

City	Location (Roadway @ Exit Number)	Cost Projection
Sallisaw	I-40 @ 314	\$ 6,264
	TOTAL	\$ 6,264



ODOT FACILITY REPORT
Sallisaw Welcome Center

Accessology Inspector Information: **Division:** 1

Inspector: Kristi Avalos **Date:** Tuesday, July 23, 2013
Email: kjavalos@accessology.com

Latitude: 35.255109 **Longitude:** -94.430314
Address: I - 40 Sallisaw **City:** Sallisaw **County:** Sequoyah

General Parking Notes:

There is a small surface lot serving this building that is in substantial compliance.

Total Parking Spaces:	47
Total Accessible Parking Spaces:	6
Number of van accessible spaces:	0
Is the accessible parking substantially compliant?	No

Violation #1:

No van accessible sign installed.

Recommendation:

Install van accessible signs. An accessible parking space is required and must be van accessible with 96" space and 96" accessible aisle or 132" space and 60" aisle.

Violation #1 Cost:

\$2,505

Priority

High Priority

	High Priority <div style="display: inline-block; width: 20px; height: 15px; background-color: red; border: 1px solid black;"></div>
Parking Violations Total <div style="border: 1px solid black; padding: 5px; display: inline-block;">\$2,505</div>	Medium Priority <div style="display: inline-block; width: 20px; height: 15px; background-color: yellow; border: 1px solid black;"></div>
	Low Priority <div style="display: inline-block; width: 20px; height: 15px; background-color: green; border: 1px solid black;"></div>

ODOT FACILITY REPORT
Sallisaw Welcome Center

Accessology Inspector Information:

Division: 1

Inspector: Kristi Avalos

Date: Tuesday, July 23, 2013

Email: kjalalos@accessology.com

Latitude: 35.255109

Longitude: -94.430314

Address: I - 40 Sallisaw

City: Sallisaw

County: Sequoyah

General Accessible Route Notes:

The route from the accessible parking spaces to the main entrance is substantially compliant.

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

No

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

Yes

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

Yes

Violation #1:

Exterior drinking fountain protrudes more than 4" from the wall and into the circulation path. If any object is on a circulation path and is mounted above 27" or below 80" and protrudes more than 4" away from the wall it is considered a protruding object. This needs to be moved for compliance.

Recommendation:

Install an apron to fountain to drop bottom edge below 27".

Violation #1 Cost:

\$1,104

Priority

High Priority

Violation #2:

The pet exercise area dose not have access.

Recommendation:

Install curb ramp for pet exercise area access.

Violation #2 Cost:

\$1,505

Priority

High Priority

Accessible Route Total

\$2,609

High Priority



Medium Priority



Low Priority



ODOT FACILITY REPORT
Tulsa Division Office

Accessology Inspector Information:

Division: 1

Inspector: Ross Thomas

Date: Tuesday, July 23, 2013

Email: rthomas@accessology.com

Latitude:

Longitude:

Address: 4002 N Mingo Valley Expressway

City: Tulsa

County: Tulsa

General Entrance Notes:

Is the main entry door accessible?

Is there an alternate door that is accessible?

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

Violation #1:

Recommendation:

Violation #1 Cost:

Priority

Entrance Total

High Priority



Medium Priority



Low Priority



ODOT FACILITY REPORT
Sallisaw Welcome Center

Accessology Inspector Information:

Division: 1

Inspector: Kristi Avalos

Date: Tuesday, July 23, 2013

Email: kjalavos@accessology.com

Latitude: 35.255109

Longitude: -94.430314

Address: I - 40 Sallisaw

City: Sallisaw

County: Sequoyah

Does this facility have any hallways?

Yes

Do the doors have compliant hardware?

Yes

Do the doors have proper maneuvering clearances?

Yes

Is the hallway width at least 36" clear width?

Yes

Are visual strobes provided?

Yes

Are there any protruding objects?

No

Is the signage substantially compliant?

Yes

Violation #1:

Reception desk is cluttered.

Recommendation:

The lowered section of the reception desk is cluttered with computers, pamphlets, and hats and unusable to someone in a wheelchair.

Violation #1 Cost:

Labor

Priority

High Priority

Hallway Total

\$0

High Priority



Medium Priority



Low Priority



ODOT FACILITY REPORT
Sallisaw Welcome Center

Accessology Inspector Information: **Division:** 1

Inspector: Kristi Avalos **Date:** Tuesday, July 23, 2013
Email: kjalavos@accessology.com

Latitude: 35.255109 **Longitude:** -94.430314
Address: I - 40 Sallisaw **City:** Sallisaw **County:** Sequoyah

General Restroom Notes:

The men's and women's restrooms both have the same violations.

- | | |
|--|-----|
| Is the door to the restroom substantially compliant? | Yes |
| Does the room have the required turning radius? | Yes |
| Is the water closet substantially compliant? | Yes |
| Does the water closet have the required clear floor space? | Yes |
| Is the lavatory substantially compliant? | Yes |
| Is the urinal substantially compliant? | Yes |
| Is the mirror substantially compliant? | Yes |

Violation #1: Exterior signage does not comply.

Recommendation: Signage shall be located alongside the door at the latch side. Tactile characters on signs shall be located between 48 inches minimum AFF, measured from the baseline of the lowest tactile character and 60 inches AFF.

Violation #1 Cost: \$1,150 **Priority** Medium Priority

		High Priority
Restrooms Total	\$1,150	Medium Priority
		Low Priority

Sallisaw Welcome Center



1 Parking Violation 1



2 Accessible Route Violation 1



3 Accessible Route Violation 2



4 Restroom Violation 1

**Oklahoma Department of Transportation
 ADA Self-evaluation and Transition Plan
 Division 1 - Building Cost Projection Summary
 1/26/2016**

Building Type	City	Location	Cost Projection
Interstate Unit 110	Checotah	3 mi W of Jct I-40 & US-69, on I-40	\$ 27,424
Maint Unit G	Eufaula	1 mi W of Jct SH-9 & US-69 on SH-9	\$ 25,778
Division Office	Muskogee	2800 S 32nd St, 3 mi S of Jct US-69 & US-62, on US-69	\$ 320,608
Maint Unit B	Muskogee	2800 S 32nd St, 3 mi S of Jct US-69 & US-62, on US-69	\$ 37,630
Residency 1510			
Maint Unit H	Okmulgee	3360 S Wood Dr	\$ 22,183
Maint Unit E	Sallisaw	1 mi W of Jct I-40 & US-59 on I-40	\$ 28,653
Interstate Unit 111	Sallisaw	2180 W Lenington Rd, 1 mi W of Jct I-40 & US 59, on I-40	\$ 28,653
Residency 1520	Sallisaw	113 McGee Dr	\$ 22,482
Maint Unit F	Stigler	1006 Old Mill Rd, 0.5 mi E of Jct SH-9 & SH-82, on SH-9	\$ 27,503
Maint Unit D	Stilwell	0.5 mi W of Jct SH-51 and US-59 on US 51, on US-51	\$ 28,653
Maint Unit C	Tahlequah	5102 S Muskogee, 1 mile N of Jct US-62 & SH-82 on US-62	\$ 26,353
Maint Unit J	Wagoner	1628 S Hwy 69, 1 mi S of Jct US-69 & SH-51, on US-69	\$ 25,778
Port of Entry	Roland	1.75 miles east of the AK, OK border	\$ 33,032
TOTAL			\$ 654,730



ODOT FACILITY REPORT
Interstate Unit 110

Accessology Inspector Information: **Division:** 1

Inspector: Ross Thomas **Date:** Tuesday, July 23, 2013
Email: rthomas@accessology.com

Latitude: 35.272335 **Longitude:** -95.3529
Address: 3 mi W of Jct I-40 & US-69 **City:** Checotah **County:** McIntosh

General Parking Notes:

General paved parking area provided at front of facility. No accessible parking spaces provided.

Total Parking Spaces:	Unknown
Total Accessible Parking Spaces:	0
Number of van accessible spaces:	0
Is the accessible parking substantially compliant?	No

Violation #1: No accessible parking spaces provided. No van accessible parking spaces provided.

Recommendation: Provide at least one accessible parking space that is van accessible with 11' wide space and 5' wide access aisle or 96" wide space and 96" wide access aisle. Stripe access aisle and provide required accessible parking signage.

Violation #1 Cost: \$2,507 **Priority** High Priority

Parking Violations Total	\$2,507	High Priority Medium Priority Low Priority
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ODOT FACILITY REPORT
Interstate Unit 110

Accessology Inspector Information: **Division:** 1
Inspector: Ross Thomas **Date:** Tuesday, July 23, 2013
Email: rthomas@accessology.com

Latitude: 35.272335 **Longitude:** -95.3529
Address: 3 mi W of Jct I-40 & US-69 **City:** Checotah **County:** McIntosh

Is the path of travel from accessible parking to building entrance compliant? No
Does the path of travel serve all exterior amenities offered by the facility? No
Is the path of travel from building entrances to all amenities served by the entrance substantially compliant? No

Violation #1:

Recommendation:

Violation #1 Cost: **Priority**

Accessible Route Total **High Priority**
Medium Priority
Low Priority

ODOT FACILITY REPORT
Interstate Unit 110

Accessology Inspector Information:

Division: 1

Inspector: Ross Thomas

Date: Tuesday, July 23, 2013

Email: rthomas@accessology.com

Latitude: 35.272335

Longitude: -95.3529

Address: 3 mi W of Jct I-40 & US-69

City: Checotah

County: McIntosh

Is the main entry door accessible?

No

Is there an alternate door that is accessible?

No

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

N/A

Violation #1:

Change in level at main entrance door threshold.

Recommendation:

Remove door/frame and remove change in level at door and reinstall door or provide fully accessible ramp up to main entrance door.

Violation #1 Cost:

\$1,725

Priority

High Priority

Violation #2:

Main entrance door equipped with knob hardware.

Recommendation:

Replace knob with lever hardware.

Violation #2 Cost:

\$345

Priority

High Priority

Entrance Total

\$2,070

High Priority



Medium Priority



Low Priority



ODOT FACILITY REPORT
Interstate Unit 110

Accessology Inspector Information:

Division: 1

Inspector: Ross Thomas

Date: Tuesday, July 23, 2013

Email: rthomas@accessology.com

Latitude: 35.272335

Longitude: -95.3529

Address: 3 mi W of Jct I-40 & US-69

City: Checotah

County: McIntosh

Does this facility have any hallways?

Yes

Do the doors have compliant hardware?

No

Do the doors have proper maneuvering clearances?

No

Is the hallway width at least 36" clear width?

Yes

Are visual strobes provided?

No

Are there any protruding objects?

No

Is the signage substantially compliant?

No

Violation #1:

Doors in facility do not have proper maneuvering clearance.

Recommendation:

Have 18" maneuvering clearance at doors, or provide a power assist.

Violation #1 Cost:

\$2,146

Priority

Medium Priority

Violation #2:

Doors in the facility are equipped with knob hardware.

Recommendation:

Replace knob hardware with lever.

Violation #2 Cost:

\$1,725

Priority

Medium Priority

Hallway Total

\$3,871

High Priority



Medium Priority



Low Priority



ODOT FACILITY REPORT
Interstate Unit 110

Accessology Inspector Information: **Division:** 1

Inspector: Ross Thomas **Date:** Tuesday, July 23, 2013
Email: rthomas@accessology.com

Latitude: 35.272335 **Longitude:** -95.3529
Address: 3 mi W of Jct I-40 & US-69 **City:** Checotah **County:** McIntosh

Is the door to the restroom substantially compliant?	No
Does the room have the required turning radius?	No
Is the water closet substantially compliant?	No
Does the water closet have the required clear floor space?	No
Is the lavatory substantially compliant?	No
Is the urinal substantially compliant?	N/A
Is the mirror substantially compliant?	No

Violation #1: No accessible elements (room is currently not large enough to accommodate wheelchair turning space and accessible water closet and lavatory).

Recommendation: Restroom is not large enough to accommodate accessible fixtures, clearances and wheelchair turning space. Restroom will need to be completely reconstructed.

Violation #1 Cost: \$12,915 Priority Medium Priority

		High Priority	<div style="width: 20px; height: 15px; background-color: red; border: 1px solid black;"></div>
Restrooms Total	\$12,915	Medium Priority	<div style="width: 20px; height: 15px; background-color: yellow; border: 1px solid black;"></div>
		Low Priority	<div style="width: 20px; height: 15px; background-color: green; border: 1px solid black;"></div>

ODOT FACILITY REPORT
Interstate Unit 110

Accessology Inspector Information:

Division: 1

Inspector: Ross Thomas

Date: Tuesday, July 23, 2013

Email: rthomas@accessology.com

Latitude: 35.272335

Longitude: -95.3529

Address: 3 mi W of Jct I-40 & US-69

City: Checotah

County: McIntosh

Are there exterior drinking fountains?

No

Are there any other miscellaneous items not previously covered?

Yes

Violation #1:

Drinking fountain in shop area.

Recommendation:

Provided an accessible drinking fountain for both able bodied and disable heights with proper knee clearance.

Violation #1 Cost:

\$4,415

Priority

Low Priority

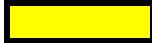
Miscellaneous Total

\$4,415

High Priority



Medium Priority



Low Priority



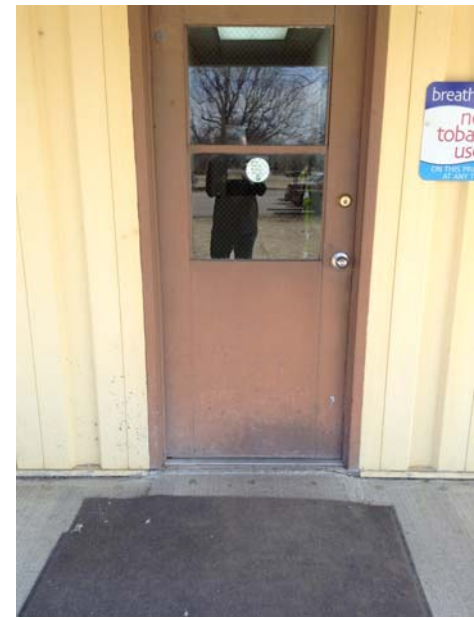
Interstate Unit 110



1. Parking Violation 1



2. Accessible Route Violation 1



3. Entrance Violation 1



4. Entrance Violation 2



5. Hallway Violation 1



6. Hallway Violation 2



7. Restroom Violation 1



8. Restroom Violation 1



ODOT FACILITY REPORT
Maintenance Unit G

Accessology Inspector Information: **Division:** 1

Inspector: Ross Thomas **Date:** Tuesday, July 23, 2013
Email: rthomas@accessology.com

Latitude: 35.172564 **Longitude:** -95.36323
Address: 1 mi W of Jct SH-9 & US-69 on SH-9 **City:** Eufaula **County:** McIntosh

General Parking Notes:

General paved parking area provided at front of facility. No accessible parking spaces provided.

Total Parking Spaces:	Unknown
Total Accessible Parking Spaces:	0
Number of van accessible spaces:	0
Is the accessible parking substantially compliant?	No

Violation #1: No accessible parking spaces provided. No van accessible parking spaces provided.

Recommendation: Provide at least one accessible parking space that is van accessible with 11' wide space and 5' wide access aisle or 96" wide space and 96" wide access aisle. Stripe access aisle and provide required accessible parking signage.

Violation #1 Cost: \$2,507 **Priority** High Priority

	High Priority
Parking Violations Total \$2,507	Medium Priority
	Low Priority

ODOT FACILITY REPORT
Maintenance Unit G

Accessology Inspector Information:

Division: 1

Inspector: Ross Thomas

Date: Tuesday, July 23, 2013

Email: rthomas@accessology.com

Latitude: 35.172564

Longitude: -95.36323

Address: 1 mi W of Jct SH-9 & US-69 on SH-9

City: Eufaula

County: McIntosh

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

Yes

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

N/A

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

Yes

Violation #1:

Recommendation:

Violation #1 Cost:

Priority

Accessible Route Total

High Priority



Medium Priority



Low Priority



ODOT FACILITY REPORT
Maintenance Unit G

Accessology Inspector Information: **Division:** 1

Inspector: Ross Thomas **Date:** Tuesday, July 23, 2013
Email: rthomas@accessology.com

Latitude: 35.172564 **Longitude:** -95.36323
Address: 1 mi W of Jct SH-9 & US-69 on SH-9 **City:** Eufaula **County:** McIntosh

Is the main entry door accessible? No
Is there an alternate door that is accessible? N/A
If so, does the inaccessible door have signage indicating the location of the nearest accessible door? N/A

Violation #1: Main entrance door equipped with knob hardware.

Recommendation: Replace knob with lever hardware.

Violation #1 Cost: \$345 **Priority** High Priority

Violation #2: Area in front of entrance is not level.

Recommendation: Provide an area 60 X 60 in front of door that is 1:48.

Violation #2 Cost: \$1,725 **Priority** High Priority

		High Priority	
Entrance Total	\$2,070	Medium Priority	
		Low Priority	

ODOT FACILITY REPORT
Maintenance Unit G

Accessology Inspector Information: **Division:** 1

Inspector: Ross Thomas **Date:** Tuesday, July 23, 2013
Email: rthomas@accessology.com

Latitude: 35.172564 **Longitude:** -95.36323
Address: 1 mi W of Jct SH-9 & US-69 on SH-9 **City:** Eufaula **County:** McIntosh

Does this facility have any hallways?	<input type="checkbox"/>	Yes
Do the doors have compliant hardware?	<input type="checkbox"/>	No
Do the doors have proper maneuvering clearances?	<input type="checkbox"/>	No
Is the hallway width at least 36" clear width?	<input type="checkbox"/>	Yes
Are visual strobes provided?	<input type="checkbox"/>	No
Are there any protruding objects?	<input type="checkbox"/>	No
Is the signage substantially compliant?	<input type="checkbox"/>	No

Violation #1: Doors in facility do not have proper maneuvering clearance.

Recommendation: Have 18" maneuvering clearance at doors, or provide a power assist.

Violation #1 Cost: \$2,146 **Priority** Medium Priority

Violation #2: Doors in the facility are equipped with knob hardware.

Recommendation: Repalce knob hardware with lever.

Violation #2 Cost: \$1,725 **Priority** Medium Priority

	High Priority
Hallway Total \$3,871	Medium Priority
	Low Priority

ODOT FACILITY REPORT
Maintenance Unit G

Accessology Inspector Information: **Division:** 1

Inspector: Ross Thomas **Date:** Tuesday, July 23, 2013
Email: rthomas@accessology.com

Latitude: 35.172564 **Longitude:** -95.36323
Address: 1 mi W of Jct SH-9 & US-69 on SH-9 **City:** Eufaula **County:** McIntosh

Is the door to the restroom substantially compliant?	No
Does the room have the required turning radius?	No
Is the water closet substantially compliant?	No
Does the water closet have the required clear floor space?	No
Is the lavatory substantially compliant?	No
Is the urinal substantially compliant?	N/A
Is the mirror substantially compliant?	No

Violation #1: No accessible elements (room is currently not large enough to accommodate wheelchair turning space and accessible water closet and lavatory).

Recommendation: Restroom is not large enough to accommodate accessible fixtures, clearances and wheelchair turning space. Restroom will need to be completely reconstructed.

Violation #1 Cost: \$12,915 Priority Medium Priority

		High Priority	<div style="width: 20px; height: 15px; background-color: red; border: 1px solid black;"></div>
Restrooms Total	\$12,915	Medium Priority	<div style="width: 20px; height: 15px; background-color: yellow; border: 1px solid black;"></div>
		Low Priority	<div style="width: 20px; height: 15px; background-color: green; border: 1px solid black;"></div>

ODOT FACILITY REPORT
Maintenance Unit G

Accessology Inspector Information:

Division: 1

Inspector: Ross Thomas

Date: Tuesday, July 23, 2013

Email: rthomas@accessology.com

Latitude: 35.172564

Longitude: -95.36323

Address: 1 mi W of Jct SH-9 & US-69 on SH-9

City: Eufaula

County: McIntosh

Are there exterior drinking fountains?

No

Are there any other miscellaneous items not previously covered?

Yes

Violation #1:

Drinking fountain in shop area.

Recommendation:

Provided an accessible drinking fountain for both able bodied and disabled heights with proper knee clearance.

Violation #1 Cost:

\$4,415

Priority

Low Priority

Miscellaneous Total

\$4,415

High Priority



Medium Priority



Low Priority



Maintenance Unit G



1. Parking Violation 1



2. Entrance Violation 1



3. Entrance Violation 2



4. Hallway Violation 1



5. Hallway Violation 2



6. Restroom Violation 1



7. Miscellaneous Violation 1



ODOT FACILITY REPORT
Division Office

Accessology Inspector Information:

Division: 1

Inspector: Ross Thomas

Date: Tuesday, July 23, 2013

Email: rthomas@accessology.com

Latitude: 35.430091

Longitude: -95.240658

Address: 2800 S 32nd St

City: Muskogee

County: Muskogee

General Parking Notes:

Total Parking Spaces:

Total Accessible Parking Spaces:

Number of van accessible spaces:

Is the accessible parking substantially compliant?

Violation #1:

Recommendation:

Violation #1 Cost:

Priority

Parking Violations Total

High Priority



Medium Priority



Low Priority



ODOT FACILITY REPORT
Division Office

Accessology Inspector Information: **Division:** 1
Inspector: Ross Thomas **Date:** Tuesday, July 23, 2013
Email: rthomas@accessology.com

Latitude: 35.430091 **Longitude:** -95.240658
Address: 2800 S 32nd St **City:** Muskogee **County:** Muskogee

General Accessible Route Notes:
Accessible route consisted of all exterior and interior amenities.

Is the path of travel from accessible parking to building entrance compliant? No
Does the path of travel serve all exterior amenities offered by the facility? Yes
Is the path of travel from building entrances to all amenities served by the entrance substantially compliant? Yes

Violation #1: The accessible signage for the accessible parking is mounted to low.




Recommendation: Raise signage height to a minimum of 60".

Violation #1 Cost: \$115 **Priority:** High Priority

Violation #2: There is a second floor with no elevator, and steps into and through a room.

Recommendation: The installation of an elevator is required and removal of steps from back

Violation #2 Cost: \$262,948 **Priority:** High Priority

Accessible Route Total \$263,063
High Priority 
Medium Priority 
Low Priority 

ODOT FACILITY REPORT
Division Office

Accessology Inspector Information:

Division: 1

Inspector: Ross Thomas

Date: Tuesday, July 23, 2013

Email: rthomas@accessology.com

Latitude: 35.430091

Longitude: -95.240658

Address: 2800 S 32nd St

City: Muskogee

County: Muskogee

Is the main entry door accessible?

Yes

Is there an alternate door that is accessible?

N/A

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

N/A

Violation #1:

Recommendation:

Violation #1 Cost:

\$0

Priority

Entrance Total

\$0

High Priority



Medium Priority



Low Priority



ODOT FACILITY REPORT
Division Office

Accessology Inspector Information: **Division:** 1

Inspector: Ross Thomas **Date:** Tuesday, July 23, 2013
Email: rthomas@accessology.com

Latitude: 35.430091 **Longitude:** -95.240658
Address: 2800 S 32nd St **City:** Muskogee **County:** Muskogee

General Hallway Notes:

Doors consist of knob hardware, signage is above doors.

- | | |
|--|-----|
| Does this facility have any hallways? | Yes |
| Do the doors have compliant hardware? | No |
| Do the doors have proper maneuvering clearances? | Yes |
| Is the hallway width at least 36" clear width? | Yes |
| Are visual strobes provided? | No |
| Are there any protruding objects? | No |
| Is the signage substantially compliant? | No |

Violation #1: There is one hallway with two floors. The doors consist of knob hardware and the signage was mounted above the doors.

Recommendation: Replace door hardware with something that does not require tight grasping or twisting of the wrists and mount signage in proper location.

Violation #1 Cost: \$5,175 **Priority** Medium Priority

		High Priority	
Hallway Total	\$5,175	Medium Priority	
		Low Priority	

ODOT FACILITY REPORT
Division Office

Accessology Inspector Information: **Division:** 1

Inspector: Ross Thomas **Date:** Tuesday, July 23, 2013
Email: rthomas@accessology.com

Latitude: 35.430091 **Longitude:** -95.240658
Address: 2800 S 32nd St **City:** Muskogee **County:** Muskogee

General Restroom Notes:

There are no accessible elements in restrooms provided for the facility.

Is the door to the restroom substantially compliant?	No
Does the room have the required turning radius?	No
Is the water closet substantially compliant?	No
Does the water closet have the required clear floor space?	No
Is the lavatory substantially compliant?	No
Is the urinal substantially compliant?	No
Is the mirror substantially compliant?	No

Violation #1: Men's restroom 1st and 2nd floor - Pipes are not wrapped under the lavatory - urinal was measured at 24" to the rim - 3 total stalls with 0 being accessible - doors are equiped with knob hardware.

Recommendation: Modify restrooms to accommodate required door clearances, wheelchair turning space, accessible water closet and lavatory, and proper door hardware.

Violation #1 Cost: \$21,523 **Priority** Medium Priority

Violation #2: Women's restroom 1st and 2nd floor - Pipes are not wrapped under the lavatory - 3 total stalls with 0 being accessible - doors are equiped with knob hardware.

Recommendation: Modify restrooms to accommodate required door clearances, wheelchair turning space, accessible water closet and lavatory, and proper door hardware.

ODOT - Muskogee Division Office- Restrooms
Page 2

Violation #2 Cost:

\$21,523

Priority

Medium Priority

Restrooms Total

\$43,047

High Priority



Medium Priority



Low Priority



ODOT FACILITY REPORT
Division Office

Accessology Inspector Information: **Division:** 1

Inspector: Ross Thomas **Date:** Tuesday, July 23, 2013
Email: rthomas@accessology.com

Latitude: 35.430091 **Longitude:** -95.240658
Address: 2800 S 32nd St **City:** Muskogee **County:** Muskogee

Does the facility have a break room?	<input type="checkbox"/>
Is there a stove or cooktop?	<input type="checkbox"/>
Is there a sink?	<input type="checkbox"/>
Is the sink substantially compliant?	<input type="checkbox"/>
Are the counters at 34" aff?	<input type="checkbox"/>

Violation #1: There is no knee clearance at the sink and the counters are at 36".

Recommendation: There is required to be 27" knee clearance under the sink in the break room and the counters are required to be at 34" maximum.

Violation #1 Cost: \$4,909 **Priority** Medium Priority

	High Priority
Break Rooms Total \$4,909	Medium Priority
	Low Priority

ODOT FACILITY REPORT
Division Office

Accessology Inspector Information:

Division: 1

Inspector: Ross Thomas

Date: Tuesday, July 23, 2013

Email: rthomas@accessology.com

Latitude: 35.430091

Longitude: -95.240658

Address: 2800 S 32nd St

City: Muskogee

County: Muskogee

Are there exterior drinking fountains?

No

Are there any other miscellaneous items not previously covered?

Yes

Violation #1:

There are 2 drinking fountains on each floor at this facility. Measured at 32" for the low and 37" for the high with no knee clearance.

Recommendation:

The high drinking fountain is required to be between 38" and 43" and have 27" knee clearance below it.

Violation #1 Cost:

\$4,415

Priority

Low Priority

Miscellaneous Total

\$4,415

High Priority



Medium Priority



Low Priority



Muskogee Division Office



1. Accessible Route Violation 1



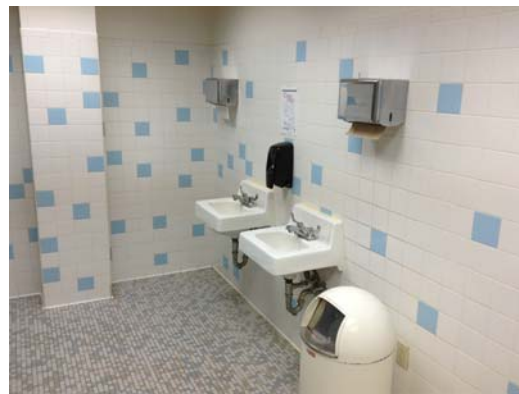
2. Accessible Route Violation 2



3. Hallway Violation 1



4. Restroom Violation 1



5. Restroom violation 2



6. Restroom Violation 2B



7. Breakroom Violation 1



8. Miscellaneous Violation 1



ODOT FACILITY REPORT

Construction Residency & Maintenance Unit

Accessology Inspector Information:

Division: 1

Inspector: Ross Thomas

Date: Tuesday, July 23, 2013

Email: rthomas@accessology.com

Latitude: 35.425828

Longitude: -95.240536

Address: 2800 S 32nd St

City: Muskogee

County: Muskogee

General Parking Notes:

Parking is provided in a shared lot with the Division 1 office.

Total Parking Spaces:

0

Total Accessible Parking Spaces:

0

Number of van accessible spaces:

0

Is the accessible parking substantially compliant?

No

Violation #1:

Signage was incorrect, some of the spaces did not have an access aisle, and there was no curb ramp leading to the accessible path of travel.

Recommendation:

Provide at least one accessible parking space that is van accessible with 11' wide space and 5' wide access aisle or 96" wide space and 96" wide access aisle. Stripe access aisle and provide required accessible parking signage. Make sure signage is mounted at 60" and accessible curb ramp is installed.

Violation #1 Cost:

\$2,507

Priority

High Priority

Parking Violations Total

\$2,507

High Priority

Medium Priority

Low Priority

ODOT FACILITY REPORT
Construction Residency & Maintenance Unit

Accessology Inspector Information:

Division: 1

Inspector: Ross Thomas

Date: Tuesday, July 23, 2013

Email: rthomas@accessology.com

Latitude: 35.425828

Longitude: -95.240536

Address: 2800 S 32nd St

City: Muskogee

County: Muskogee

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

No

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

Yes

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

Yes

Violation #1:

The curb ramp from the accessible parking was not accessible and did not provide a path of travel from parking to the facility.

Recommendation:

Remove curb ramp and replace one not to exceed 8.33% and meets the standards..

Violation #1 Cost:

\$1,504

Priority

High Priority

Accessible Route Total

\$1,504

High Priority



Medium Priority



Low Priority



ODOT FACILITY REPORT

Construction Residency & Maintenance Unit

Accessology Inspector Information: **Division:** 1

Inspector: Ross Thomas **Date:** Tuesday, July 23, 2013
Email: rthomas@accessology.com

Latitude: 35.425828 **Longitude:** -95.240536
Address: 2800 S 32nd St **City:** Muskogee **County:** Muskogee

Is the main entry door accessible? No
 Is there an alternate door that is accessible? No
 If so, does the inaccessible door have signage indicating the location of the nearest accessible door? N/A

Violation #1: Entrance door is equipped with knob hardware.

Recommendation: Replace knob with lever hardware.

Violation #1 Cost: \$345 Priority High Priority

Violation #2: There is a step down after the entrance.

Recommendation: Remove step at entrance and provide a smooth transition from interior to exterior elements.

Violation #2 Cost: \$3,908 Priority High Priority

	High Priority
Entrance Total	\$4,253 Medium Priority
	Low Priority

ODOT FACILITY REPORT
Construction Residency & Maintenance Unit

Accessology Inspector Information:

Division: 1

Inspector: Ross Thomas

Date: Tuesday, July 23, 2013

Email: rthomas@accessology.com

Latitude: 35.425828

Longitude: -95.240536

Address: 2800 S 32nd St

City: Muskogee

County: Muskogee

Does this facility have any hallways?

Yes

Do the doors have compliant hardware?

No

Do the doors have proper maneuvering clearances?

No

Is the hallway width at least 36" clear width?

Yes

Are visual strobes provided?

No

Are there any protruding objects?

No

Is the signage substantially compliant?

No

Violation #1: The doors in the facility have knob hardware.

Recommendation: Replace knob hardware with lever hardware.

Violation #1 Cost: \$5,175

Priority: Medium Priority

Violation #2: Some of the doors in the facility do not have proper maneuvering clearances.

Recommendation: Doors are required to have 18" on the pull side of a door and 12" on the push side if there is a closer and a latch present.

Violation #2 Cost: \$8,584

Priority: Medium Priority

Hallway Total: \$13,759

High Priority



Medium Priority



Low Priority



ODOT FACILITY REPORT
Construction Residency & Maintenance Unit

Accessology Inspector Information: **Division:** 1

Inspector: Ross Thomas **Date:** Tuesday, July 23, 2013
Email: rthomas@accessology.com

Latitude: 35.425828 **Longitude:** -95.240536
Address: 2800 S 32nd St **City:** Muskogee **County:** Muskogee

- | | |
|--|------------------------------|
| Is the door to the restroom substantially compliant? | <input type="checkbox"/> No |
| Does the room have the required turning radius? | <input type="checkbox"/> Yes |
| Is the water closet substantially compliant? | <input type="checkbox"/> No |
| Does the water closet have the required clear floor space? | <input type="checkbox"/> No |
| Is the lavatory substantially compliant? | <input type="checkbox"/> No |
| Is the urinal substantially compliant? | <input type="checkbox"/> No |
| Is the mirror substantially compliant? | <input type="checkbox"/> No |

Violation #1: No accessible elements.

Recommendation: Restroom does not have accessible stall, urinal, mirror, lavatory, or manuevering clearance at door.

Violation #1 Cost: \$12,915 **Priority** Medium Priority

Restrooms Total	\$12,915	High Priority
		Medium Priority
		Low Priority

ODOT FACILITY REPORT
Construction Residency & Maintenance Unit

Accessology Inspector Information: **Division:** 1
Inspector: Ross Thomas **Date:** Tuesday, July 23, 2013
Email: rthomas@accessology.com

Latitude: 35.425828 **Longitude:** -95.240536
Address: 2800 S 32nd St **City:** Muskogee **County:** Muskogee

Does the facility have a break room?	<input type="checkbox"/>
Is there a stove or cooktop?	<input type="checkbox"/>
Is there a sink?	<input type="checkbox"/>
Is the sink substantially compliant?	<input type="checkbox"/>
Are the counters at 34" aff?	<input type="checkbox"/>

Violation #1: The breakroom counters were measured at 36" and there is no knee clearance at the sink.

Recommendation: The breakroom counters can be no more than 34" maximum and knee clearance needs to be provided under the sink.

Violation #1 Cost: \$2,691 **Priority** Medium Priority

		High Priority
Break Rooms Total	\$2,691	Medium Priority
		Low Priority

Muskogee Construction Residency & Maintenance Unit



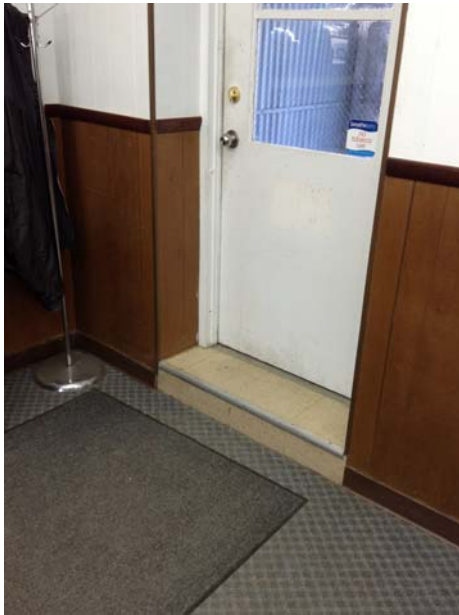
1. Parking Violation 1



2. Accessible Route Violation 1



3. Entrance Violation 1



4. Entrance Violation 2



5. Hallway Violation 1



6. Hallway Violation 2



7. Breakroom Violation 1



8. Restroom Violation 1



ODOT FACILITY REPORT
Maintenance Unit H

Accessology Inspector Information: **Division:** 1
Inspector: Ross Thomas **Date:** Tuesday, July 23, 2013
Email: rthomas@accessology.com

Latitude: 35.352625 **Longitude:** -95.574226
Address: 3360 S Wood Drive **City:** Okmulgee **County:** Okmulgee

General Parking Notes:




General paved parking area provided at front of facility. No accessible parking spaces provided.

Total Parking Spaces: Unknown
Total Accessible Parking Spaces: 0
Number of van accessible spaces: 0
Is the accessible parking substantially compliant? No

Violation #1: No accessible parking spaces provided. No van accessible parking spaces provided.

Recommendation: Provide at least one accessible parking space that is van accessible with 11' wide space and 5' wide access aisle or 96" wide space and 96" wide access aisle. Stripe access aisle and provide required accessible parking signage.

Violation #1 Cost: \$2,507 **Priority:** High Priority

Parking Violations Total: \$2,507
High Priority 
Medium Priority 
Low Priority 

ODOT FACILITY REPORT
Maintenance Unit H

Accessology Inspector Information:

Division: 1

Inspector: Ross Thomas

Date: Tuesday, July 23, 2013

Email: rthomas@accessology.com

Latitude: 35.352625

Longitude: -95.574226

Address: 3360 S Wood Drive

City: Okmulgee

County: Okmulgee

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

Yes

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

No

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

N/A

Violation #1:

Recommendation:

Violation #1 Cost:

Priority

Accessible Route Total

High Priority



Medium Priority



Low Priority



ODOT FACILITY REPORT
Maintenance Unit H

Accessology Inspector Information:

Division: 1

Inspector: Ross Thomas

Date: Tuesday, July 23, 2013

Email: rthomas@accessology.com

Latitude: 35.352625

Longitude: -95.574226

Address: 3360 S Wood Drive

City: Okmulgee

County: Okmulgee

Is the main entry door accessible?

No

Is there an alternate door that is accessible?

No

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

N/A

Violation #1:

Change in level at main entrance door threshold.

Recommendation:

Remove door/frame and remove change in level at door and reinstall door or provide fully accessible ramp up to main entrance door.

Violation #1 Cost:

\$2,300

Priority

High Priority

Violation #2:

Main entrance door equipped with knob hardware.

Recommendation:

Replace knob with lever hardware.

Violation #2 Cost:

\$345

Priority

High Priority

Entrance Total

\$2,645

High Priority

Medium Priority

Low Priority

ODOT FACILITY REPORT
Maintenance Unit H

Accessology Inspector Information:

Division: 1

Inspector: Ross Thomas

Date: Tuesday, July 23, 2013

Email: rthomas@accessology.com

Latitude: 35.352625

Longitude: -95.574226

Address: 3360 S Wood Drive

City: Okmulgee

County: Okmulgee

Does this facility have any hallways?

Yes

Do the doors have compliant hardware?

No

Do the doors have proper maneuvering clearances?

No

Is the hallway width at least 36" clear width?

Yes

Are visual strobes provided?

No

Are there any protruding objects?

No

Is the signage substantially compliant?

No

Violation #1:

Doors in facility do not have proper maneuvering clearance.

Recommendation:

Have 18" maneuvering clearance at doors, or provide a power assist.

Violation #1 Cost:

\$2,146

Priority

Medium Priority

Hallway Total

\$2,146

High Priority



Medium Priority



Low Priority



ODOT FACILITY REPORT
Maintenance Unit H

Accessology Inspector Information: **Division:** 1

Inspector: Ross Thomas **Date:** Tuesday, July 23, 2013
Email: rthomas@accessology.com

Latitude: 35.352625 **Longitude:** -95.574226
Address: 3360 S Wood Drive **City:** Okmulgee **County:** Okmulgee

Is the door to the restroom substantially compliant?	No
Does the room have the required turning radius?	No
Is the water closet substantially compliant?	No
Does the water closet have the required clear floor space?	No
Is the lavatory substantially compliant?	No
Is the urinal substantially compliant?	N/A
Is the mirror substantially compliant?	No

Violation #1: Men's restroom - The flush handle is located on the incorrect side, the pipes below the lavatory are not wrapped, and the seat for the shower is on the incorrect side.

Recommendation: The flush handle must be located on the open side of the water closet, the pipes under the lavatory are required to be wrapped, and the seat for the shower must have 12" behind it to allow a transfer.

Violation #1 Cost: \$1,047 **Priority** Medium Priority

Violation #2: Women's restroom - The pipes below the lavatory are not wrapped, and the seat for the shower is on the incorrect side.

Recommendation: The pipes under the lavatory are required to be wrapped, and the seat for the shower must have 12" behind it to allow a transfer.

Violation #2 Cost: \$5,741 **Priority** Medium Priority

	High Priority
Restrooms Total \$6,787	Medium Priority
	Low Priority

ODOT FACILITY REPORT
Maintenance Unit H

Accessology Inspector Information:

Division: 1

Inspector: Ross Thomas

Date: Tuesday, July 23, 2013

Email: rthomas@accessology.com

Latitude: 35.352625

Longitude: -95.574226

Address: 3360 S Wood Drive

City: Okmulgee

County: Okmulgee

Does the facility have a break room?

Yes

Is there a stove or cooktop?

Yes

Is there a sink?

Yes

Is the sink substantially compliant?

No

Are the counters at 34" aff?

No

Violation #1:

The counter height was measured at 36" and the sink did not have proper maneuvering clearance.

Recommendation:

The counter height can be no more than 34" and knee clearance is required below the sink.

Violation #1 Cost:

\$6,189

Priority

Medium Priority

Break Rooms Total

\$6,189

High Priority



Medium Priority



Low Priority



ODOT FACILITY REPORT
Maintenance Unit H

Accessology Inspector Information:

Division: 1

Inspector: Ross Thomas

Date: Tuesday, July 23, 2013

Email: rthomas@accessology.com

Latitude: 35.352625

Longitude: -95.574226

Address: 3360 S Wood Drive

City: Okmulgee

County: Okmulgee

Are there exterior drinking fountains?

No

Are there any other miscellaneous items not previously covered?

Yes

Violation #1:

Drinking fountain in break area.

Recommendation:

Provided an accessible drinking fountain for both able bodied and disabled heights with proper knee clearance.

Violation #1 Cost:

\$4,415

Priority

Low Priority

Miscellaneous Total

\$4,415

High Priority



Medium Priority



Low Priority



Maintenance Unit H



1. Parking Violation 1



2. Entrance Violation 1



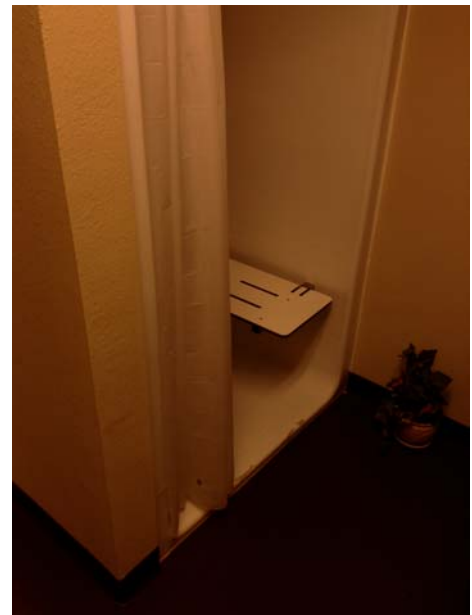
3. Entrance Violation 2



4. Hallway Violation 1



5. Restroom Violation 1



6. Restroom Violation 1B



7. Restroom Violation 2



8. Breakroom Violation 1



9. Miscellaneous Violation 1

ODOT FACILITY REPORT

Maintenance Unit E

Division: 1 **Latitude:** 35.265151 **Longitude:** -94.485689
Location: 1 mi W of Jct I-40 & US-59 on I-40 **City:** Sallisaw **County:** Sequoyah

Accessology Inspector Information:

Inspector: Ross Thomas **Date:** Tuesday, July 23, 2013
Email: rthomas@accessology.com

General Parking Notes:

General paved parking area provided at front of facility. No accessible parking spaces provided.

Total Parking Spaces:

0

Total Accessible Parking Spaces:

0

Number of van accessible spaces:

0

Does parking comply?

No

Violation:

Violation 1 - No accessible parking spaces provided. No van accessible parking spaces provided.

Recommendation:

Violation 1 - Provide at least one accessible parking space that is van accessible with 11' wide space and 5' wide access aisle or 96" wide space and 96" wide access aisle. Stripe access aisle and provide required accessible parking signage.

Cost:

V1: \$2,507

High Priority

Medium Priority

Low Priority

ODOT FACILITY REPORT
Maintenance Unit E

Accessology Inspector Information: **Division:** 1
Inspector: Ross Thomas **Date:** Tuesday, July 23, 2013
Email: rthomas@accessology.com

Latitude: 35.265151 **Longitude:** -94.485689
Address: 1 mi W of Jct I-40 & US-59 on I-40 **City:** Sallisaw **County:** Sequoyah

Is the path of travel from accessible parking to building entrance compliant? No
Does the path of travel serve all exterior amenities offered by the facility? No
Is the path of travel from building entrances to all amenities served by the entrance substantially compliant? No

Violation #1:

Recommendation:

Violation #1 Cost: **Priority**

Accessible Route Total **High Priority**
Medium Priority
Low Priority

ODOT FACILITY REPORT
Maintenance Unit E

Accessology Inspector Information:

Division: 1

Inspector: Ross Thomas

Date: Tuesday, July 23, 2013

Email: rthomas@accessology.com

Latitude: 35.265151

Longitude: -94.485689

Address: 1 mi W of Jct I-40 & US-59 on I-40

City: Sallisaw

County: Sequoyah

Is the main entry door accessible?

No

Is there an alternate door that is accessible?

No

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

N/A

Violation #1:

Change in level at main entrance door threshold.

Recommendation:

Remove door/frame and remove change in level at door and reinstall door or provide fully accessible ramp up to main entrance door.

Violation #1 Cost:

\$2,300

Priority

High Priority

Violation #2:

Main entrance door equipped with knob hardware.

Recommendation:

Replace knob with lever hardware.

Violation #2 Cost:

\$345

Priority

High Priority

Entrance Total

\$2,645

High Priority

Medium Priority

Low Priority

ODOT FACILITY REPORT
Maintenance Unit E

Accessology Inspector Information: **Division:** 1

Inspector: Ross Thomas **Date:** Tuesday, July 23, 2013
Email: rthomas@accessology.com

Latitude: 35.265151 **Longitude:** -94.485689
Address: 1 mi W of Jct I-40 & US-59 on I-40 **City:** Sallisaw **County:** Sequoyah

Does this facility have any hallways?	<input type="checkbox"/>	Yes
Do the doors have compliant hardware?	<input type="checkbox"/>	No
Do the doors have proper maneuvering clearances?	<input type="checkbox"/>	No
Is the hallway width at least 36" clear width?	<input type="checkbox"/>	Yes
Are visual strobes provided?	<input type="checkbox"/>	No
Are there any protruding objects?	<input type="checkbox"/>	No
Is the signage substantially compliant?	<input type="checkbox"/>	No

Violation #1: Doors in facility do not have proper maneuvering clearance.

Recommendation: Have 18" maneuvering clearance at doors, or provide a power assist.

Violation #1 Cost: \$2,146 **Priority** Medium Priority

Violation #2: Doors in the facility are equipped with knob hardware.

Recommendation: Repalce knob hardware with lever.

Violation #2 Cost: \$1,725 **Priority** Medium Priority

	High Priority
Hallway Total \$3,871	Medium Priority
	Low Priority

ODOT FACILITY REPORT
Maintenance Unit E

Accessology Inspector Information: **Division:** 1

Inspector: Ross Thomas **Date:** Tuesday, July 23, 2013
Email: rthomas@accessology.com

Latitude: 35.265151 **Longitude:** -94.485689
Address: 1 mi W of Jct I-40 & US-59 on I-40 **City:** Sallisaw **County:** Sequoyah

- | | |
|--|-----|
| Is the door to the restroom substantially compliant? | No |
| Does the room have the required turning radius? | No |
| Is the water closet substantially compliant? | No |
| Does the water closet have the required clear floor space? | No |
| Is the lavatory substantially compliant? | No |
| Is the urinal substantially compliant? | N/A |
| Is the mirror substantially compliant? | No |

Violation #1: Restroom - no accessible elements (room is currently not large enough to accommodate wheelchair turning space and accessible water closet and lavatory).

Recommendation: Restroom is not large enough to accommodate accessible fixtures, clearances and wheelchair turning space. Restroom will need to be completely reconstructed.

Violation #1 Cost: \$12,915 **Priority** Medium Priority

		High Priority
Restrooms Total	\$12,915	Medium Priority
		Low Priority

ODOT FACILITY REPORT
Maintenance Unit E

Accessology Inspector Information:

Division: 1

Inspector: Ross Thomas

Date: Tuesday, July 23, 2013

Email: rthomas@accessology.com

Latitude: 35.265151

Longitude: -94.485689

Address: 1 mi W of Jct I-40 & US-59 on I-40

City: Sallisaw

County: Sequoyah

General Break Room Notes:

No break area provided with fixed or built-in elements. No stove or cooktops observed.

Does the facility have a break room?

No
N/A
N/A
N/A
N/A

Is there a stove or cooktop?

Is there a sink?

Is the sink substantially compliant?

Are the counters at 34" aff?

Violation #1:

Recommendation:

Violation #1 Cost:

\$0

Priority

Break Rooms Total

\$0

High Priority



Medium Priority



Low Priority



ODOT FACILITY REPORT
Maintenance Unit E

Accessology Inspector Information:

Division: 1

Inspector: Ross Thomas

Date: Tuesday, July 23, 2013

Email: rthomas@accessology.com

Latitude: 35.265151

Longitude: -94.485689

Address: 1 mi W of Jct I-40 & US-59 on I-40

City: Sallisaw

County: Sequoyah

Are there exterior drinking fountains?

No

Are there any other miscellaneous items not previously covered?

Yes

Violation #1:

Drinking fountain in break area.

Recommendation:

Provided an accessible drinking fountain for both able bodied and disabled heights with proper knee clearance.

Violation #1 Cost:

\$4,415

Priority

Low Priority

Miscellaneous Total

\$4,415

High Priority

Medium Priority

Low Priority

Maintenance Unit E



1. Parking Violation 1



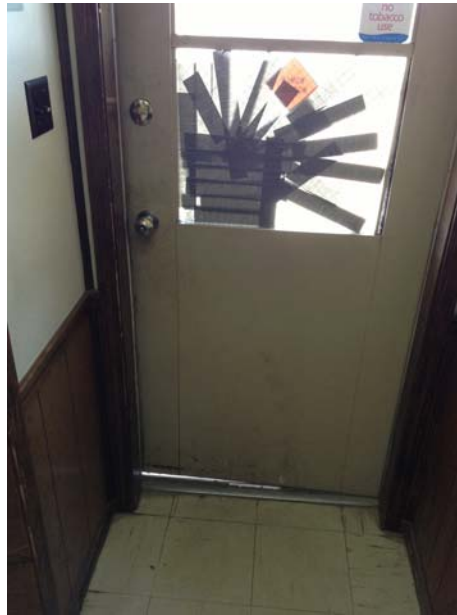
2. Entrance Violation 1



3. Entrance Violation 2



4. Hallway Violation 1



5. Hallway Violation 2



6. Restroom Violation 1



7. Miscellaneous Violation 1



ODOT FACILITY REPORT
Interstate Unit 111

Accessology Inspector Information:

Division: 1

Inspector: Ross Thomas
Email: rthomas@accessology.com

Date: Tuesday, July 23, 2013

Latitude: 35.265151
Address: 2180 W Lenington Rd

Longitude: -94.485689
City: Sallisaw

County: Sequoyah

General Parking Notes:

General paved parking area provided at front of facility. No accessible parking spaces provided.

Total Parking Spaces:

0

Total Accessible Parking Spaces:

0

Number of van accessible spaces:

0

Is the accessible parking substantially compliant?

No

Violation #1:

No accessible parking spaces provided. No van accessible parking spaces provided.

Recommendation:

Provide at least one accessible parking space that is van accessible with 11' wide space and 5' wide access aisle or 96" wide space and 96" wide access aisle. Stripe access aisle and provide required accessible parking signage.

Violation #1 Cost:

\$2,507

Priority

High Priority

Parking Violations Total

\$2,507

High Priority

Medium Priority

Low Priority

ODOT FACILITY REPORT
Interstate Unit 111

Accessology Inspector Information: **Division:** 1
Inspector: Ross Thomas **Date:** Tuesday, July 23, 2013
Email: rthomas@accessology.com

Latitude: 35.265151 **Longitude:** -94.485689
Address: 2180 W Lenington Rd **City:** Sallisaw **County:** Sequoyah

Is the path of travel from accessible parking to building entrance compliant? No
Does the path of travel serve all exterior amenities offered by the facility? No
Is the path of travel from building entrances to all amenities served by the entrance substantially compliant? No

Violation #1: Makeshift asphalt transition up to sidewalk at front of building is loose and could easily be damaged. A more permanent solution is needed (curb ramp or ramp).

Recommendation: Provide ramp or curb ramp at transition onto sidewalk from parking surface

Violation #1 Cost: \$2,300 **Priority** High Priority

Accessible Route Total \$2,300 **High Priority**
Medium Priority
Low Priority

ODOT FACILITY REPORT
Interstate Unit 111

Accessology Inspector Information:

Division: 1

Inspector: Ross Thomas

Date: Tuesday, July 23, 2013

Email: rthomas@accessology.com

Latitude: 35.265151

Longitude: -94.485689

Address: 2180 W Lenington Rd

City: Sallisaw

County: Sequoyah

Is the main entry door accessible?

No

Is there an alternate door that is accessible?

No

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

N/A

Violation #1:

Change in level at main entrance door threshold.

Recommendation:

Remove door/frame and remove change in level at door and reinstall door or provide fully accessible ramp up to main entrance door.

Violation #1 Cost:

\$2,300

Priority

High Priority

Violation #2:

Main entrance door equipped with knob hardware.

Recommendation:

Replace knob with lever hardware.

Violation #2 Cost:

\$345

Priority

High Priority

Entrance Total

\$2,645

High Priority

Medium Priority

Low Priority

ODOT FACILITY REPORT
Interstate Unit 111

Accessology Inspector Information:

Division: 1

Inspector: Ross Thomas

Date: Tuesday, July 23, 2013

Email: rthomas@accessology.com

Latitude: 35.265151

Longitude: -94.485689

Address: 2180 W Lenington Rd

City: Sallisaw

County: Sequoyah

Does this facility have any hallways?

Yes

Do the doors have compliant hardware?

No

Do the doors have proper maneuvering clearances?

No

Is the hallway width at least 36" clear width?

Yes

Are visual strobes provided?

No

Are there any protruding objects?

No

Is the signage substantially compliant?

No

Violation #1:

Doors in facility do not have proper maneuvering clearance.

Recommendation:

Have 18" maneuvering clearance at doors, or provide a power assist.

Violation #1 Cost:

\$2,146

Priority

Medium Priority

Violation #2:

Doors in the facility are equipped with knob hardware.

Recommendation:

Repalce knob hardware with lever.

Violation #2 Cost:

\$1,725

Priority

Medium Priority

Hallway Total

\$3,871

High Priority



Medium Priority



Low Priority



ODOT FACILITY REPORT
Interstate Unit 111

Accessology Inspector Information: **Division:** 1

Inspector: Ross Thomas **Date:** Tuesday, July 23, 2013
Email: rthomas@accessology.com

Latitude: 35.265151 **Longitude:** -94.485689
Address: 2180 W Lenington Rd **City:** Sallisaw **County:** Sequoyah

- | | |
|--|-----|
| Is the door to the restroom substantially compliant? | No |
| Does the room have the required turning radius? | No |
| Is the water closet substantially compliant? | No |
| Does the water closet have the required clear floor space? | No |
| Is the lavatory substantially compliant? | No |
| Is the urinal substantially compliant? | N/A |
| Is the mirror substantially compliant? | No |

Violation #1: No accessible elements (room is currently not large enough to accommodate wheelchair turning space and accessible water closet and lavatory).

Recommendation: Restroom is not large enough to accommodate accessible fixtures, clearances and wheelchair turning space. Restroom will need to be completely reconstructed.

Violation #1 Cost: \$12,915 Priority Medium Priority

		High Priority	
Restrooms Total	\$12,915	Medium Priority	
		Low Priority	

ODOT FACILITY REPORT
Interstate Unit 111

Accessology Inspector Information:

Division: 1

Inspector: Ross Thomas

Date: Tuesday, July 23, 2013

Email: rthomas@accessology.com

Latitude: 35.265151

Longitude: -94.485689

Address: 2180 W Lenington Rd

City: Sallisaw

County: Sequoyah

General Break Room Notes:

No break area provided with fixed or built-in elements. No stove or cooktops observed.

Does the facility have a break room?

No

Is there a stove or cooktop?

N/A

Is there a sink?

N/A

Is the sink substantially compliant?

N/A

Are the counters at 34" aff?

N/A

Violation #1:

Recommendation:

Violation #1 Cost:

\$0

Priority

Break Rooms Total

\$0

High Priority



Medium Priority



Low Priority





1. Parking Violation 1



2. Entrance Violation 1



3. Hallway Violation 1



4. Hallway Violation 2



5. restroom violation 1



ODOT FACILITY REPORT
Residency 1520

Accessology Inspector Information:

Division: 1

Inspector: Ross Thomas
Email: rthomas@accessology.com

Date: Tuesday, July 23, 2013

Latitude: 35.272767
Address: 113 McGee Drive

Longitude: -94.461885
City: Sallisaw

County: Sequoyah

General Parking Notes:

General paved parking area provided at front of facility. No accessible parking spaces provided.

Total Parking Spaces:

0

Total Accessible Parking Spaces:

0

Number of van accessible spaces:

0

Is the accessible parking substantially compliant?

No

Violation #1:

No accessible parking spaces provided. No van accessible parking spaces provided.

Recommendation:

Provide at least one accessible parking space that is van accessible with 11' wide space and 5' wide access aisle or 96" wide space and 96" wide access aisle. Stripe access aisle and provide required accessible parking signage.

Violation #1 Cost:

\$2,507

Priority

High Priority

Parking Violations Total

\$2,507

High Priority

Medium Priority

Low Priority

ODOT FACILITY REPORT
Residency 1520

Accessology Inspector Information:

Division: 1

Inspector: Ross Thomas
Email: rthomas@accessology.com

Date: Tuesday, July 23, 2013

Latitude: 35.272767
Address: 113 McGee Drive

Longitude: -94.461885
City: Sallisaw

County: Sequoyah

Is the path of travel from accessible parking to building entrance compliant?
Does the path of travel serve all exterior amenities offered by the facility?
Is the path of travel from building entrances to all amenities served by the entrance substantially compliant?

No
No
No

Violation #1:

There is a concrete pad in front of the entrance door that has a significant level change.

Recommendation:

Remove existing pad and replace to eliminate level change.

Violation #1 Cost:


\$575


Priority

High Priority

Accessible Route Total

\$575

High Priority 

Medium Priority 

Low Priority 

ODOT FACILITY REPORT
Residency 1520

Accessology Inspector Information:

Division: 1

Inspector: Ross Thomas

Date: Tuesday, July 23, 2013

Email: rthomas@accessology.com

Latitude: 35.272767

Longitude: -94.461885

Address: 113 McGee Drive

City: Sallisaw

County: Sequoyah

Is the main entry door accessible?

No

Is there an alternate door that is accessible?

No

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

N/A

Violation #1:

Entrance door is equipped with knob hardware.

Recommendation:

Replace with lever hardware.

Violation #1 Cost:

\$345

Priority

High Priority

Entrance Total

\$345

High Priority



Medium Priority



Low Priority



ODOT FACILITY REPORT
Residency 1520

Accessology Inspector Information:

Division: 1

Inspector: Ross Thomas

Date: Tuesday, July 23, 2013

Email: rthomas@accessology.com

Latitude: 35.272767

Longitude: -94.461885

Address: 113 McGee Drive

City: Sallisaw

County: Sequoyah

Does this facility have any hallways?

Yes

Do the doors have compliant hardware?

No

Do the doors have proper maneuvering clearances?

No

Is the hallway width at least 36" clear width?

Yes

Are visual strobes provided?

No

Are there any protruding objects?

No

Is the signage substantially compliant?

No

Violation #1:

The doors in the facility have knob hardware.

Recommendation:

Replace knob hardware with lever hardware.

Violation #1 Cost:

\$1725

Priority

Medium Priority

Violation #2:

Some of the doors in the facility do not have proper manuvering clearances.

Recommendation:

Doors are required to have 18" on the pull side of a door and 12" on the push side if there is a closer and a latch present.

Violation #2 Cost:

\$0

Priority

Medium Priority

Hallway Total

\$1,725

High Priority



Medium Priority



Low Priority



ODOT FACILITY REPORT
Residency 1520

Accessology Inspector Information: **Division:** 1

Inspector: Ross Thomas **Date:** Tuesday, July 23, 2013
Email: rthomas@accessology.com

Latitude: 35.272767 **Longitude:** -94.461885
Address: 113 McGee Drive **City:** Sallisaw **County:** Sequoyah

Is the door to the restroom substantially compliant?	No
Does the room have the required turning radius?	No
Is the water closet substantially compliant?	No
Does the water closet have the required clear floor space?	No
Is the lavatory substantially compliant?	No
Is the urinal substantially compliant?	N/A
Is the mirror substantially compliant?	No

Violation #1: Restroom - no accessible elements (room is currently not large enough to accommodate wheelchair turning space and accessible water closet and lavatory).

Recommendation: Restroom is not large enough to accommodate accessible fixtures, clearances and wheelchair turning space. Restroom will need to be completely reconstructed.

Violation #1 Cost: \$12,915 **Priority** Medium Priority

		High Priority
Restrooms Total	\$12,915	Medium Priority
		Low Priority

ODOT FACILITY REPORT
Residency 1520

Accessology Inspector Information: **Division:** 1

Inspector: Ross Thomas **Date:** Tuesday, July 23, 2013
Email: rthomas@accessology.com

Latitude: 35.272767 **Longitude:** -94.461885
Address: 113 McGee Drive **City:** Sallisaw **County:** Sequoyah

General Break Room Notes:

No break area provided with fixed or built-in elements. No stove or cooktops observed.

Does the facility have a break room?	No
Is there a stove or cooktop?	N/A
Is there a sink?	N/A
Is the sink substantially compliant?	N/A
Are the counters at 34" aff?	N/A

Violation #1:

Recommendation:

Violation #1 Cost: \$0 **Priority**

		High Priority
Break Rooms Total	\$0	Medium Priority
		Low Priority

ODOT FACILITY REPORT
Residency 1520

Accessology Inspector Information:

Division: 1

Inspector: Ross Thomas

Date: Tuesday, July 23, 2013

Email: rthomas@accessology.com

Latitude: 35.272767

Longitude: -94.461885

Address: 113 McGee Drive

City: Sallisaw

County: Sequoyah

Are there exterior drinking fountains?

No

Are there any other miscellaneous items not previously covered?

Yes

Violation #1:

Drinking fountain in break area.

Recommendation:

Provided an accessible drinking fountain for both able bodied and disabled heights with proper knee clearance.

Violation #1 Cost:

\$4,415

Priority

Low Priority

Miscellaneous Total

\$4,415

High Priority



Medium Priority



Low Priority



Residency 1520



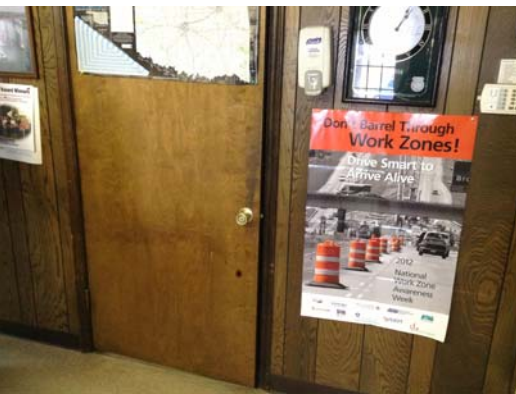
1. Parking Violation 1



2. Accessible Route Violation 1



3. Entrance Violation 1



4. Hallway Violation 1



5. Hallway Violation 2



6. Restroom Violation 1



7. Miscellaneous Violation 1



ODOT FACILITY REPORT
Maintenance Unit F

Accessology Inspector Information:

Division: 1

Inspector: Ross Thomas
Email: rthomas@accessology.com

Date: Tuesday, July 23, 2013

Latitude: 35.150251
Address: 1006 Old Mill Rd

Longitude: -95.065029
City: Stigler

County: Haskell

General Parking Notes:

General paved parking area provided at front of facility. No accessible parking spaces provided.

Total Parking Spaces:

0

Total Accessible Parking Spaces:

0

Number of van accessible spaces:

0

Is the accessible parking substantially compliant?

No

Violation #1:

No accessible parking spaces provided. No van accessible parking spaces provided.

Recommendation:

Provide at least one accessible parking space that is van accessible with 11' wide space and 5' wide access aisle or 96" wide space and 96" wide access aisle. Stripe access aisle and provide required accessible parking signage.

Violation #1 Cost:

\$2,507

Priority

High Priority

Parking Violations Total

\$2,507

High Priority



Medium Priority



Low Priority



ODOT FACILITY REPORT
Maintenance Unit F

Accessology Inspector Information:

Division: 1

Inspector: Ross Thomas

Date: Tuesday, July 23, 2013

Email: rthomas@accessology.com

Latitude: 35.150251

Longitude: -95.065029

Address: 1006 Old Mill Rd

City: Stigler

County: Haskell

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

No

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

No

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

No

Violation #1:

The gate at the front of the building does not have the required maneuvering clearance.

Recommendation:

An 18" dimension is required on the pull side of any door. The path of travel will need to be made so the area at the gate meets the standards.

Violation #1 Cost:

\$575

Priority

High Priority

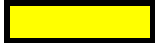
Accessible Route Total

\$575

High Priority



Medium Priority



Low Priority



ODOT FACILITY REPORT
Maintenance Unit F

Accessology Inspector Information:

Division: 1

Inspector: Ross Thomas

Date: Tuesday, July 23, 2013

Email: rthomas@accessology.com

Latitude: 35.150251

Longitude: -95.065029

Address: 1006 Old Mill Rd

City: Stigler

County: Haskell

Is the main entry door accessible?

No

Is there an alternate door that is accessible?

No

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

N/A

Violation #1:

Change in level at main entrance door threshold.

Recommendation:

Remove door/frame and remove change in level at door and reinstall door or provide fully accessible ramp up to main entrance door.

Violation #1 Cost:

\$2,300

Priority

High Priority

Violation #2:

Main entrance door equipped with knob hardware.

Recommendation:

Replace knob with lever hardware.

Violation #2 Cost:

\$345

Priority

High Priority

Entrance Total

\$2,645

High Priority



Medium Priority



Low Priority



ODOT FACILITY REPORT
Maintenance Unit F

Accessology Inspector Information:

Division: 1

Inspector: Ross Thomas

Date: Tuesday, July 23, 2013

Email: rthomas@accessology.com

Latitude: 35.150251

Longitude: -95.065029

Address: 1006 Old Mill Rd

City: Stigler

County: Haskell

Does this facility have any hallways?	Yes
Do the doors have compliant hardware?	No
Do the doors have proper maneuvering clearances?	No
Is the hallway width at least 36" clear width?	Yes
Are visual strobes provided?	No
Are there any protruding objects?	No
Is the signage substantially compliant?	No

Violation #1: Doors in facility do not have proper maneuvering clearance.

Recommendation: Have 18" maneuvering clearance at doors, or provide a power assist.

Violation #1 Cost: \$2,146 Priority Medium Priority

Violation #2: Doors in the facility are equipped with knob hardware.

Recommendation: Replace knob hardware with lever.

Violation #2 Cost: \$1,725 Priority Medium Priority

Violation #3: The cabinet is protruding into the path of travel.

Recommendation: The cabinet needs to be relocated so it is not in a circulation path.

Violation #3 Cost: \$575 Priority Medium Priority

		High Priority
Hallway Total	\$4,446	Medium Priority
		Low Priority

ODOT FACILITY REPORT
Maintenance Unit F

Accessology Inspector Information: **Division:** 1
Inspector: Ross Thomas **Date:** Tuesday, July 23, 2013
Email: rthomas@accessology.com

Latitude: 35.150251 **Longitude:** -95.065029
Address: 1006 Old Mill Rd **City:** Stigler **County:** Haskell

Is the door to the restroom substantially compliant?	No
Does the room have the required turning radius?	No
Is the water closet substantially compliant?	No
Does the water closet have the required clear floor space?	No
Is the lavatory substantially compliant?	No
Is the urinal substantially compliant?	N/A
Is the mirror substantially compliant?	No

Violation #1: No accessible elements (room is currently not large enough to accommodate wheelchair turning space and accessible water closet and lavatory).

Recommendation: Restroom is not large enough to accommodate accessible fixtures, clearances and wheelchair turning space. Restroom will need to be completely reconstructed.

Violation #1 Cost: \$12,915 **Priority** Medium Priority

		High Priority
Restrooms Total	\$12,915	Medium Priority
		Low Priority

ODOT FACILITY REPORT
Maintenance Unit F

Accessology Inspector Information:

Division: 1

Inspector: Ross Thomas

Date: Tuesday, July 23, 2013

Email: rthomas@accessology.com

Latitude: 35.150251

Longitude: -95.065029

Address: 1006 Old Mill Rd

City: Stigler

County: Haskell

Are there exterior drinking fountains?

No

Are there any other miscellaneous items not previously covered?

Yes

Violation #1:

Drinking fountain in shop area.

Recommendation:

Provided an accessible drinking fountain for both able bodied and disabled heights with proper knee clearance.

Violation #1 Cost:

\$4,415

Priority

Low Priority

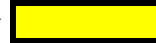
Miscellaneous Total

\$4,415

High Priority



Medium Priority



Low Priority



Maintenance Unit F



1. Parking Violation 1



2. Accessible Route Violation 1



3. Entrance Violation 1



4. Entrance Violation 2



5. Hallway Violation 1



6. Hallway Violation 2



7. Hallway Violation 3



8. Restroom Violation 1



9. Miscellaneous Violation 1



ODOT FACILITY REPORT
Maintenance Unit D

Accessology Inspector Information:

Division: 1

Inspector: Ross Thomas
Email: rthomas@accessology.com

Date: Tuesday, July 23, 2013

Latitude: 35.501652 **Longitude:** -94.381677
Address: Half mi W of Jct SH-51 and US-59 **City:** Stilwell **County:** Adair

General Parking Notes:




General paved parking area provided at front of facility. No accessible parking spaces provided.

Total Parking Spaces:	0
Total Accessible Parking Spaces:	0
Number of van accessible spaces:	0
Is the accessible parking substantially compliant?	No

Violation #1: No accessible parking spaces provided. No van accessible parking spaces provided.

Recommendation: Provide at least one accessible parking space that is van accessible with 11' wide space and 5' wide access aisle or 96" wide space and 96" wide access aisle. Stripe access aisle and provide required accessible parking signage.

Violation #1 Cost: \$2,507 **Priority:** High Priority

Parking Violations Total	\$2,507	High Priority	
		Medium Priority	
		Low Priority	

ODOT FACILITY REPORT
Maintenance Unit D

Accessology Inspector Information: **Division:** 1
Inspector: Ross Thomas **Date:** Tuesday, July 23, 2013
Email: rthomas@accessology.com

Latitude: 35.501652 **Longitude:** -94.381677
Address: Half mi W of Jct SH-51 and US-59 **City:** Stilwell **County:** Adair

Is the path of travel from accessible parking to building entrance compliant? No
Does the path of travel serve all exterior amenities offered by the facility? N/A
Is the path of travel from building entrances to all amenities served by the entrance substantially compliant? No

Violation #1:

Recommendation:

Violation #1 Cost: 2000 **Priority**

Accessible Route Total **High Priority**
Medium Priority
Low Priority

ODOT FACILITY REPORT
Maintenance Unit D

Accessology Inspector Information:

Division: 1

Inspector: Ross Thomas

Date: Tuesday, July 23, 2013

Email: rthomas@accessology.com

Latitude: 35.501652

Longitude: -94.381677

Address: Half mi W of Jct SH-51 and US-59

City: Stilwell

County: Adair

Is the main entry door accessible?

No

Is there an alternate door that is accessible?

No

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

N/A

Violation #1:

Change in level at main entrance door threshold.

Recommendation:

Remove door/frame and remove change in level at door and reinstall door or provide fully accessible ramp up to main entrance door.

Violation #1 Cost:

\$2,300

Priority

High Priority

Violation #2:

Main entrance door equipped with knob hardware.

Recommendation:

Replace knob with lever hardware.

Violation #2 Cost:

\$345

Priority

High Priority

Entrance Total

\$2,645

High Priority



Medium Priority



Low Priority



ODOT FACILITY REPORT
Maintenance Unit D

Accessology Inspector Information:

Division: 1

Inspector: Ross Thomas

Date: Tuesday, July 23, 2013

Email: rthomas@accessology.com

Latitude: 35.501652

Longitude: -94.381677

Address: Half mi W of Jct SH-51 and US-59

City: Stilwell

County: Adair

Does this facility have any hallways?

Yes

Do the doors have compliant hardware?

No

Do the doors have proper maneuvering clearances?

No

Is the hallway width at least 36" clear width?

Yes

Are visual strobes provided?

No

Are there any protruding objects?

No

Is the signage substantially compliant?

No

Violation #1: All doors equipped with knob hardware.

Recommendation: Replace with lever hardware.

Violation #1 Cost: \$1,725

Priority: Medium Priority

Violation #2: Doors in facility do not have proper maneuvering clearance.

Recommendation: Have 18" maneuvering clearance at doors, or provide a power assist.

Violation #2 Cost: \$2,146

Priority: Medium Priority

Hallway Total \$3,871

High Priority 

Medium Priority 

Low Priority 

ODOT FACILITY REPORT
Maintenance Unit D

Accessology Inspector Information: **Division:** 1

Inspector: Ross Thomas **Date:** Tuesday, July 23, 2013
Email: rthomas@accessology.com

Latitude: 35.501652 **Longitude:** -94.381677
Address: Half mi W of Jct SH-51 and US-59 **City:** Stilwell **County:** Adair

Is the door to the restroom substantially compliant?	No
Does the room have the required turning radius?	No
Is the water closet substantially compliant?	No
Does the water closet have the required clear floor space?	No
Is the lavatory substantially compliant?	No
Is the urinal substantially compliant?	N/A
Is the mirror substantially compliant?	No

Violation #1: No accessible elements (room is currently not large enough to accommodate wheelchair turning space and accessible water closet and lavatory).

Recommendation: Restroom is not large enough to accommodate accessible fixtures, clearances and wheelchair turning space. Restroom will need to be completely reconstructed.

Violation #1 Cost: \$12,915 Priority Medium Priority

		High Priority	<div style="width: 20px; height: 10px; background-color: red; border: 1px solid black;"></div>
Restrooms Total	\$12,915	Medium Priority	<div style="width: 20px; height: 10px; background-color: yellow; border: 1px solid black;"></div>
		Low Priority	<div style="width: 20px; height: 10px; background-color: green; border: 1px solid black;"></div>

ODOT FACILITY REPORT
Maintenance Unit D

Accessology Inspector Information:

Division: 1

Inspector: Ross Thomas

Date: Tuesday, July 23, 2013

Email: rthomas@accessology.com

Latitude: 35.501652

Longitude: -94.381677

Address: Half mi W of Jct SH-51 and US-59

City: Stilwell

County: Adair

Are there exterior drinking fountains?

No

Are there any other miscellaneous items not previously covered?

Yes

Violation #1:

Drinking fountain in shop area.

Recommendation:

Provided an accessible drinking fountain for both able bodied and disabled heights with proper knee clearance.

Violation #1 Cost:

3839

\$4,415

Priority

Low Priority

Miscellaneous Total

\$4,415

High Priority



Medium Priority



Low Priority



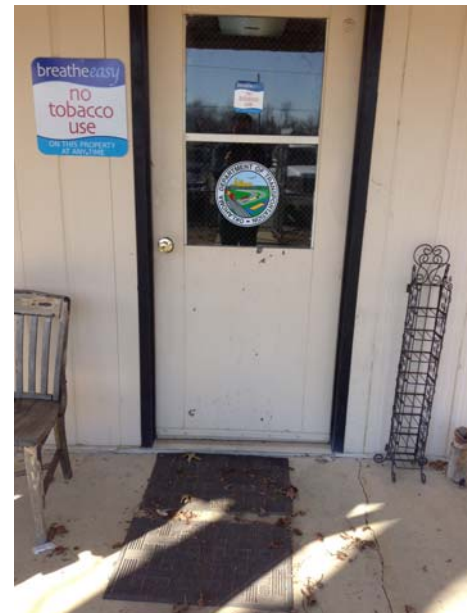
Maintenance Unit D



1. Parking Violation 1



2. Accessible Route Violation 1



3. Entrance Violation 1



4. Entrance Violation 2



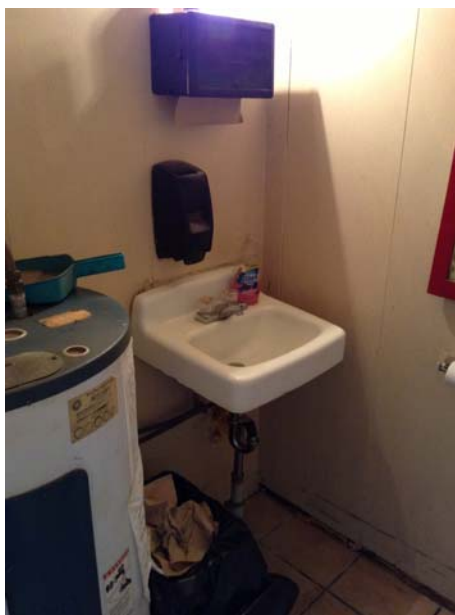
5. Hallway Violation 1



6. Entrance Violation 2



7. Restroom Violation 1



8. Restroom Violation 1B



9. Restroom Violation 1C



10. Miscellaneous Violation 1



ODOT FACILITY REPORT
Maintenance Unit C

Accessology Inspector Information: **Division:** 1

Inspector: Ross Thomas **Date:** Tuesday, July 23, 2013
Email: rthomas@accessology.com

Latitude: **Longitude:**
Address: 5102 S Muskogee **City:** Tahlequah **County:** Cherokee

General Parking Notes:
General paved parking area provided at front of facility. No accessible parking spaces provided.

Total Parking Spaces:	0
Total Accessible Parking Spaces:	0
Number of van accessible spaces:	0
Is the accessible parking substantially compliant?	No

Violation #1: No accessible parking spaces provided. No van accessible parking spaces provided.

Recommendation: Provide at least one accessible parking space that is van accessible with 11' wide space and 5' wide access aisle or 96" wide space and 96" wide access aisle. Stripe access aisle and provide required accessible parking signage.

Violation #1 Cost: \$2,507 **Priority** High Priority

Parking Violations Total	\$2,507	High Priority
		Medium Priority
		Low Priority

ODOT FACILITY REPORT
Maintenance Unit C

Accessology Inspector Information:

Division: 1

Inspector: Ross Thomas

Date: Tuesday, July 23, 2013

Email: rthomas@accessology.com

Latitude:

Longitude:

Address: 5102 S Muskogee

City: Tahlequah

County: Cherokee

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

Yes

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

N/A

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

N/A

Violation #1:

Recommendation:

Violation #1 Cost:

Priority

Accessible Route Total

High Priority



Medium Priority



Low Priority



ODOT FACILITY REPORT
Maintenance Unit C

Accessology Inspector Information:

Division: 1

Inspector: Ross Thomas

Date: Tuesday, July 23, 2013

Email: rthomas@accessology.com

Latitude:

Longitude:

Address: 5102 S Muskogee

City: Tahlequah

County: Cherokee

Is the main entry door accessible?

No

Is there an alternate door that is accessible?

No

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

N/A

Violation #1:

Change in level at main entrance door threshold.

Recommendation:

Remove door/frame and remove change in level at door and reinstall door or provide fully accessible ramp up to main entrance door.

Violation #1 Cost:

\$2,300

Priority

High Priority

Violation #2:

Main entrance door equipped with knob hardware.

Recommendation:

Replace knob with lever hardware.

Violation #2 Cost:

\$345

Priority

High Priority

Entrance Total

\$2,645

High Priority



Medium Priority



Low Priority



ODOT FACILITY REPORT
Maintenance Unit C

Accessology Inspector Information: **Division:** 1

Inspector: Ross Thomas **Date:** Tuesday, July 23, 2013
Email: rthomas@accessology.com

Latitude: **Longitude:**
Address: 5102 S Muskogee **City:** Tahlequah **County:** Cherokee

Does this facility have any hallways?	Yes
Do the doors have compliant hardware?	No
Do the doors have proper maneuvering clearances?	No
Is the hallway width at least 36" clear width?	Yes
Are visual strobes provided?	No
Are there any protruding objects?	No
Is the signage substantially compliant?	No

Violation #1: Doors in facility do not have proper maneuvering clearance.

Recommendation: Have 18" maneuvering clearance at doors, or provide a power assist.

Violation #1 Cost: \$2,146 **Priority** Medium Priority

Violation #2: Doors in the facility are equipped with knob hardware.

Recommendation: Repalce knob hardware with lever.

Violation #2 Cost: \$1,725 **Priority** Medium Priority

		High Priority	
Hallway Total	\$3,871	Medium Priority	
		Low Priority	

ODOT FACILITY REPORT
Maintenance Unit C

Accessology Inspector Information: **Division:** 1

Inspector: Ross Thomas **Date:** Tuesday, July 23, 2013
Email: rthomas@accessology.com

Latitude: **Longitude:**
Address: 5102 S Muskogee **City:** Tahlequah **County:** Cherokee

Is the door to the restroom substantially compliant?	No
Does the room have the required turning radius?	No
Is the water closet substantially compliant?	No
Does the water closet have the required clear floor space?	No
Is the lavatory substantially compliant?	No
Is the urinal substantially compliant?	N/A
Is the mirror substantially compliant?	No

Violation #1: No accessible elements (room is currently not large enough to accommodate wheelchair turning space and accessible water closet and lavatory).

Recommendation: Restroom is not large enough to accommodate accessible fixtures, clearances and wheelchair turning space. Restroom will need to be completely reconstructed.

Violation #1 Cost: \$12,915 Priority Medium Priority

		High Priority	<div style="width: 20px; height: 15px; background-color: red; border: 1px solid black;"></div>
Restrooms Total	\$12,915	Medium Priority	<div style="width: 20px; height: 15px; background-color: yellow; border: 1px solid black;"></div>
		Low Priority	<div style="width: 20px; height: 15px; background-color: green; border: 1px solid black;"></div>

ODOT FACILITY REPORT
Maintenance Unit C

Accessology Inspector Information: **Division:** 1

Inspector: Ross Thomas **Date:** Tuesday, July 23, 2013
Email: rthomas@accessology.com

Latitude: **Longitude:**
Address: 5102 S Muskogee **City:** Tahlequah **County:** Cherokee

Are there exterior drinking fountains? No
Are there any other miscellaneous items not previously covered? Yes

Violation #1:

Recommendation:

Violation #1 Cost: **Priority**

Miscellaneous Total High Priority
Medium Priority
Low Priority

Maintenance Unit C



1. Parking Violation 1



2. Entrance Violation 1



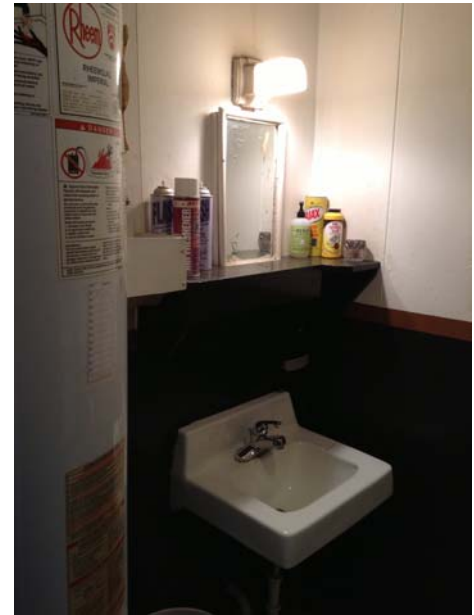
3. Entrance Violation 2



4. Hallway Violation 1



5. Hallway Violation 3



6. Restroom Violation 1



7. Miscellaneous Violation 1



ODOT FACILITY REPORT
Maintenance Unit J

Accessology Inspector Information: **Division:** 1
Inspector: Ross Thomas **Date:** Tuesday, July 23, 2013
Email: rthomas@accessology.com

Latitude: **Longitude:**
Address: 1628 S Hwy 69 **City:** Wagoner **County:** Wagoner

General Parking Notes:
General paved parking area provided at front of facility. No accessible parking spaces provided.

Total Parking Spaces: 0
Total Accessible Parking Spaces: 0
Number of van accessible spaces: 0
Is the accessible parking substantially compliant? No

Violation #1: No accessible parking spaces provided. No van accessible parking spaces provided.

Recommendation: Provide at least one accessible parking space that is van accessible with 11' wide space and 5' wide access aisle or 96" wide space and 96" wide access aisle. Stripe access aisle and provide required accessible parking signage.

Violation #1 Cost: \$2,507 **Priority:** High Priority

Parking Violations Total: \$2,507
High Priority
Medium Priority
Low Priority

ODOT FACILITY REPORT
Maintenance Unit J

Accessology Inspector Information:

Division: 1

Inspector: Ross Thomas

Date: Tuesday, July 23, 2013

Email: rthomas@accessology.com

Latitude:

Longitude:

Address: 1628 S Hwy 69

City: Wagoner

County: Wagoner

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

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

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

Violation #1:

Recommendation:

Violation #1 Cost:

Priority

Accessible Route Total

High Priority



Medium Priority



Low Priority



ODOT FACILITY REPORT
Maintenance Unit J

Accessology Inspector Information: **Division:** 1
Inspector: Ross Thomas **Date:** Tuesday, July 23, 2013
Email: rthomas@accessology.com

Latitude: **Longitude:**
Address: 1628 S Hwy 69 **City:** Wagoner **County:** Wagoner

Is the main entry door accessible?
Is there an alternate door that is accessible?
If so, does the inaccessible door have signage indicating the location of the nearest accessible door?

Violation #1:

Recommendation:

Violation #1 Cost: **Priority**

Violation #2:

Recommendation:

Violation #2 Cost: **Priority**

Entrance Total **High Priority**
Medium Priority
Low Priority

ODOT FACILITY REPORT
Maintenance Unit J

Accessology Inspector Information: **Division:** 1

Inspector: Ross Thomas **Date:** Tuesday, July 23, 2013
Email: rthomas@accessology.com

Latitude: **Longitude:**
Address: 1628 S Hwy 69 **City:** Wagoner **County:** Wagoner

Does this facility have any hallways?	Yes
Do the doors have compliant hardware?	No
Do the doors have proper maneuvering clearances?	No
Is the hallway width at least 36" clear width?	Yes
Are visual strobes provided?	No
Are there any protruding objects?	No
Is the signage substantially compliant?	No

Violation #1: All doors equipped with knob hardware.

Recommendation: Replace with lever hardware.

Violation #1 Cost: \$1,725 **Priority** Medium Priority

Violation #2: Doors in facility do not have proper maneuvering clearance.

Recommendation: Have 18" maneuvering clearance at doors, or provide a power assist.

Violation #2 Cost: \$2,146 **Priority** Medium Priority

		High Priority
Hallway Total	\$3,871	Medium Priority
		Low Priority

ODOT FACILITY REPORT
Maintenance Unit J

Accessology Inspector Information: **Division:** 1

Inspector: Ross Thomas **Date:** Tuesday, July 23, 2013
Email: rthomas@accessology.com

Latitude: **Longitude:**
Address: 1628 S Hwy 69 **City:** Wagoner **County:** Wagoner

Is the door to the restroom substantially compliant?	No
Does the room have the required turning radius?	No
Is the water closet substantially compliant?	No
Does the water closet have the required clear floor space?	No
Is the lavatory substantially compliant?	No
Is the urinal substantially compliant?	N/A
Is the mirror substantially compliant?	No

Violation #1: Restroom - no accessible elements (room is currently not large enough to accommodate wheelchair turning space and accessible water closet and lavatory).

Recommendation: Restroom is not large enough to accommodate accessible fixtures, clearances and wheelchair turning space. Restroom will need to be completely reconstructed.

Violation #1 Cost: \$12,915 Priority Medium Priority

		High Priority	<div style="width: 20px; height: 15px; background-color: red; border: 1px solid black;"></div>
Restrooms Total	\$12,915	Medium Priority	<div style="width: 20px; height: 15px; background-color: yellow; border: 1px solid black;"></div>
		Low Priority	<div style="width: 20px; height: 15px; background-color: green; border: 1px solid black;"></div>

ODOT FACILITY REPORT
Maintenance Unit J

Accessology Inspector Information: **Division:** 1

Inspector: Ross Thomas **Date:** Tuesday, July 23, 2013
Email: rthomas@accessology.com

Latitude: **Longitude:**
Address: 1628 S Hwy 69 **City:** Wagoner **County:** Wagoner

General Break Room Notes:

No break area provided with fixed or built-in elements. No stove or cooktops observed.

Does the facility have a break room?	No
Is there a stove or cooktop?	N/A
Is there a sink?	N/A
Is the sink substantially compliant?	N/A
Are the counters at 34" aff?	N/A

Violation #1:

Recommendation:

Violation #1 Cost: \$0 **Priority**

		High Priority
Break Rooms Total	\$0	Medium Priority
		Low Priority

ODOT FACILITY REPORT
Maintenance Unit J

Accessology Inspector Information:

Division: 1

Inspector: Ross Thomas

Date: Tuesday, July 23, 2013

Email: rthomas@accessology.com

Latitude:

Longitude:

Address: 1628 S Hwy 69

City: Wagoner

County: Wagoner

Are there exterior drinking fountains?

No

Are there any other miscellaneous items not previously covered?

Yes

Violation #1:

Drinking fountain in break area.

Recommendation:

Provided an accessible drinking fountain for both able bodied and disabled heights with proper knee clearance.

Violation #1 Cost:

\$4,415

Priority

Low Priority

Miscellaneous Total

\$4,415

High Priority

Medium Priority

Low Priority

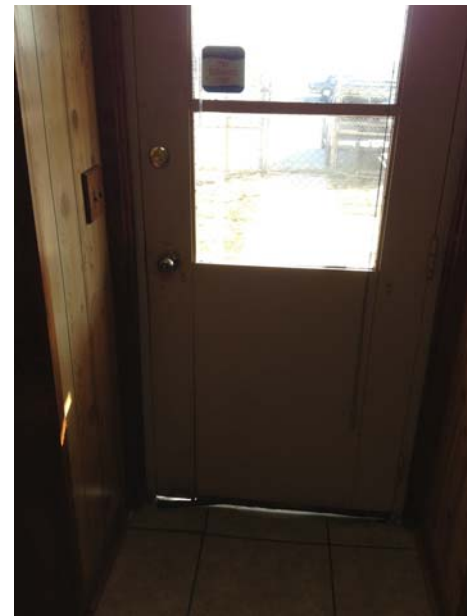
Maintenance Unit J



1. Parking Violation 1



2. Entrance Violation 1



3. Entrance Violation 2



4. Hallway Violation 1



5. Hallway Violation 2



6. Restroom Violation 1



7. Miscellaneous Violation 1



Oklahoma DOT Building Report

Facility Information: Facility Name: Roland Port of Entry
Facility Contact: Trinia Mullins Contact Phone: 405-521-4140

Accessology Inspector Information: Inspector: Kristi Avalos Date: Saturday, January 00, 1900
Email: kjalavos@accessology.com

Latitude: 35°26'48.072"N Longitude: 94°27'10.426"W
Address: 1.75 miles east of the AK, OK border City: Roland County: Sequoyah

General Parking Notes:

PLEASE NOTE: Because this is new construction, all items are high priority.
There are a total of 3 parking lots associated with this project. One for state vehicles, one for trucks, and one for employees.

General Parking Notes: State Parking

This lot is for official vehicles only and an accessible space is not required.

Total Parking Spaces: 4
Total Accessible Parking Spaces: 0
Number of van accessible spaces: 0
Is the accessible parking substantially compliant? Yes

General Parking Notes: Employee Parking

Parking lot in the rear of the building.

Total Parking Spaces - 13
Total Accessible Parking Spaces: 2
Number of van accessible spaces: 0
Is the accessible parking substantially compliant? No

General Parking Notes: Truck parking lot

This parking is for trucks only.

ODOT - Roland Port of Entry- Parking
Page 2

Total Parking Spaces -	18
Total Accessible Parking Spaces:	0
Number of van accessible spaces:	0
Is the accessible parking substantially compliant?	Yes

Violation #1: The accessible parking in the employee lot did not have van accessible signage.

Standard: 2010 ADAAG 502.6 Parking Spaces Identification.

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

Recommendation: Add a van accessible sign.

Violation #1 Cost: \$222 Priority Level 4

Violation #2: The accessible parking spaces are not the closest spaces to the door in the employee parking lot.

Standard: 208.3.1 General.

Text: Parking spaces complying with 502 that serve a particular building or facility shall be located on the shortest accessible route from parking to an entrance complying with 206.4.

Recommendation: Relocate parking space to be closet space to the door.

Violation #2 Cost: \$625 Priority Level 3

	High Priority
Parking Violations Total \$847	Medium Priority
	Low Priority

**Oklahoma DOT
Building Report**

Facility Information: **Facility Name:** Roland Port of Entry
Facility Contact: Trinia Mullens **Contact Phone:** 405-521-4140

Accessology Inspector Information:
Inspector: Kristi Avalos **Date:** Saturday, January 00, 1900
Email: kjalavos@accessology.com

Latitude: 35°26'48.072"N **Longitude:** 94°27'10.426"W
Address: 1.75 miles east of the AK, OK border **City:** Roland **County:** Sequoyah

General Accessible Route Notes:

PLEASE NOTE: Because this is new construction, all items are high priority.
 There are interior and exterior routes, in and around the building. Curb ramps, ramps, sidewalks, and stairs.

Is the path of travel from accessible parking to building entrance compliant? No
 Does the path of travel serve all exterior amenities offered by the facility? Yes
 Is the path of travel from building entrances to all amenities served by the entrance substantially compliant? No

Violation #1: There are 2 steps and a door separating the employee side from the public side.
There is no interior accessible route between levels.

Standard: 2010 ADAAG 206.2.2 Accessible Routes Within a Site.

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

Recommendation: Provide an accessible interior route.

Violation #1 Cost: \$12,180 **Priority** **Level 4**

Violation #2: The urinal in the employee's restroom does not have an accessible path of travel to access, 29" is measured between partitions.

Standard: 2010 ADAAG 305.7.1 Clear Floor or Ground Space Forward Approach.

Text: Alcoves shall be 36 inches wide minimum where the depth exceeds 24 inches.

ODOT - Erick Port of Entry- Accessible Route
Page 2

Recommendation: Move the partition to allow for 36" clearance.

Violation #2 Cost: \$1,419 Priority **Level 4**

Violation #3: There is no clearance to access the control room inside the garage.

Standard: 2010 ADAAG 404.2.4 Door and Gate Maneuvering Clearances.

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

Recommendation: Allow for proper approach, enter and exit clearance to and into the control room.

Violation #3 Cost: \$1,550 Priority **Level 4**

Violation #4: The cross slope to the entrance at the truck garage is measured at 9%.

Standard: 2010 ADAAG 403.3 Walking Surface Slope.

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

Recommendation: Replace path of travel so cross slope does not exceed 2%.

Violation #4 Cost: \$5,500 Priority **Level 4**

Violation #5: The curb ramp in the employee parking lot leading into the employee entrance has a flare that measured 17.5%.

Standard: 2010 ADAAG 406.3 Sides of Curb Ramps.

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

Recommendation: Replace flare to be within the maximum allowance.

ODOT - Erick Port of Entry- Accessible Route
Page 3

Violation #5 Cost:

\$1,308

Priority

Level 4

Violation #6:

The handrails leading to the employee parking lot are not of sufficient length to extend past the ramps to the landing

Standard:

505.10.1 Top and Bottom Extension at Ramps.

Text:

Ramp handrails shall extend horizontally above the landing for 12 inches (305 mm) minimum beyond the top and bottom of ramp runs. Extensions shall return to a wall, guard, or the landing surface, or shall be continuous to the handrail of an adjacent ramp run.

Recommendation:

Length en the hand rails to extend 12" minimum at the top and bottom.

Violation #6 Cost:

\$2,150

Priority

Level 4

Accessible Route Total

\$24,107

High Priority

Medium Priority

Low Priority

**Oklahoma DOT
Building Report**

Facility Information: **Facility Name:** Roland Port of Entry
Facility Contact: Trinia Mullens **Contact Phone:** 405-521-4140

Accessology Inspector Information:
Inspector: Kristi Avalos **Date:** Saturday, January 00, 1900
Email: kjavalos@accessology.com

Latitude: 35°26'48.072"N **Longitude:** 94°27'10.426"W
Address: 1.75 miles east of the AK, OK boarder **City:** Roland **County:** Sequoyah

General Entrance Notes:

There is one public entrance, one employee entrance, and one employee entrance into the garage.

Is the main entry door accessible? Yes
Is there an alternate door that is accessible? N/A
If so, does the inaccessible door have signage indicating the location of the nearest accessible door? N/A

Violation #1: The door leading into the truck garage has a 10% slope at the entry door.

Standard: 2010 ADAAG 206.4 Accessible Routes Entrances.

Text: Entrances shall be provided in accordance with 206.4. Entrance doors, doorways, and gates shall comply with 404 and shall be on an accessible route complying with 402.

Recommendation: Replace concrete pad at door to be no more than 2% in any direction. Ensure pad extends to allow 18" maneuvering clearance on the pull side of the door 60" back.

Violation #1 Cost: \$550 **Priority** Level 4

Entrance Total \$550

High Priority
 Medium Priority
 Low Priority

**Oklahoma DOT
Building Report**

Facility Information: **Facility Name:** Roland Port of Entry
Facility Contact: Trinia Mullens **Contact Phone:** 405-521-4140

Accessology Inspector Information:
Inspector: Kristi Avalos **Date:** Saturday, January 00, 1900
Email: kjavalos@accessology.com

Latitude: 35°26'48.072"N **Longitude:** 94°27'10.426"W
Address: 1.75 miles east of the AK, OK border **City:** Roland **County:** Sequoyah

General Hallway Notes:

See notes in other sections.

Does this facility have any hallways?	Yes
Do the doors have compliant hardware?	Yes
Do the doors have proper maneuvering clearances?	Yes
Is the hallway width at least 36" clear width?	Yes
Are visual strobes provided?	Yes
Are there any protruding objects?	No
Is the signage substantially compliant?	Yes

	High Priority
Hallway Total \$0	Medium Priority
	Low Priority

Oklahoma DOT
Building Report

Facility Information:

Facility Name: Roland Port of Entry

Facility Contact: Trinia Mullens

Contact Phone: 405-521-4140

Accessology Inspector Information:

Inspector: Kristi Avalos

Date: Saturday, January 00, 1900

Email: kjavalos@accessology.com

Latitude: 35°26'48.072"N

Longitude: 94°27'10.426"W

Address: 1.75 miles east of the AK, OK border

City: Roland

County: Sequoyah

General Restroom Notes:

There are 2 sets of restrooms, one for public use and one for employee use.

Is the door to the restroom substantially compliant?

Yes

Does the room have the required turning radius?

Yes

Is the water closet substantially compliant?

No

Does the water closet have the required clear floor space?

No

Is the lavatory substantially compliant?

Yes

Is the urinal substantially compliant?

Yes

Is the mirror substantially compliant?

Yes

Violation #1:

In the public Women's and Men's restroom there is 44" and 45" respectively of clearance around the water closet.

Standard:

2010 ADAAG 604.3.1 Water Closets Clearance Size.

Text:

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

Recommendation:

Recess the lavatory so that there is 60" of clearance around the water closet.

Violation #1 Cost:

\$3,042

Priority

Level 4

Violation #2:

The drinking fountain is in the minimum maneuvering clearance of the door.

Standard:

2010 ADAAG 404.2.4 Door and Gate Maneuvering Clearances.

ODOT - Erick Port of Entry- Restrooms
Page 2

Text:

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

Recommendation:

Relocate the drinking fountains.

Violation #2 Cost:

\$2,216

Priority

Level 4

Violation #3:

The centerline of the water closet in the Men's public restroom and in the Women's employee restroom is measured at 19".

Standard:

2010 ADAAG 604.2 Water Closets Location.

Text:

The water closet shall be positioned with a wall or partition to the rear and to one side. The centerline of the water closet shall be 16 inches minimum to 18 inches maximum from the side wall or partition.

Recommendation:

Relocate the water closet so that it is 16"-18" from the wall.

Violation #3 Cost:

\$2,042

Priority

Level 4

Violation #4:

The coat hook and the paper towel dispenser in the Women's and Men's employee restroom is mounted above reach ranges.

Standard:

2010 ADAAG 308.2.1 Reach Ranges Forward Reach Unobstructed.

Text:

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

Recommendation:

Lower device or provide additional device at accessible ranges.

ODOT - Erick Port of Entry- Restrooms
Page 3

Violation #4 Cost:

\$449

Priority

Level 6

Restrooms Total

\$7,749

High Priority



Medium Priority



Low Priority



**Oklahoma DOT
Building Report**

Facility Information: **Facility Name:** Roland Port of Entry
Facility Contact: Trinia Mullens **Contact Phone:** 405-521-4140

Accessology Inspector Information:
Inspector: Kristi Avalos **Date:** Saturday, January 00, 1900
Email: kjavalos@accessology.com

Latitude: 35°26'48.072"N **Longitude:** 94°27'10.426"W
Address: 1.75 miles east of the AK, OK border **City:** Roland **County:** Sequoyah

General Break Room Notes:

One break room is noted.

Does the facility have a break room?	<input type="checkbox"/> Yes
Is there a stove or cooktop?	<input type="checkbox"/> No
Is there a sink?	<input type="checkbox"/> Yes
Is the sink substantially compliant?	<input type="checkbox"/> Yes
Are the counters at 34" aff?	<input type="checkbox"/> Yes

Violation #1: The telephone and the paper towel dispenser in the Women's and Men's employee restroom is mounted above reach ranges.

Standard: 2010 ADAAG 308.2.1 Reach Ranges Forward Reach Unobstructed.

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

Recommendation: Lower device or provide additional device at accessible ranges.

Violation #1 Cost: **Priority**

Violation #2: The fire extinguisher is mounted in a circulation path and is considered protruding.

Standard: 2010 ADAAG 307.2 Protruding Objects Protrusion Limits.

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

ODOT - Erick Port of Entry- Break Rooms
Page 2

Recommendation:

Relocate the fire extinguisher to an area that is not in a circulation path.

Violation #2 Cost:

\$414

Priority

Level 2

Break Rooms Total

\$1,242

High Priority



Medium Priority



Low Priority



Oklahoma DOT
Building Report

Facility Information:

Facility Name: Roland Port of Entry

Facility Contact: Trinia Mullens

Contact Phone: 405-521-4140

Accessology Inspector Information:

Inspector: Kristi Avalos

Date: Saturday, January 00, 1900

Email: kjavalos@accessology.com

Latitude: 35°26'48.072"N

Longitude: 94°27'10.426"W

Address: 1.75 miles east of the AK, OK border

City: Roland

County: Sequoyah

General Misc. Notes:

There is a security counter at the public entrance.

Are there exterior drinking fountains?

Yes

Are there any other miscellaneous items not previously covered?

Yes

Violation #1:

4 booths are noted, there is no lowered section for any of the security counter booths.

Standard:

2010 ADAAG 904.4.2 Forward Approach.

Text:

A portion of the counter surface that is 36 inches long minimum and 36 inches high maximum above the finish floor shall be provided. A clear floor or ground space complying with (305 Clear Floor or Ground Space) shall be positioned for a parallel approach adjacent to the 36 inch minimum length of counter.

Recommendation:

Provide a lowered section 36" high.

Violation #1 Cost:

\$750

Priority

Level 4

Miscellaneous Total

\$750

High Priority



Medium Priority



Low Priority



Oklahoma Department of Transportation
ADA Self-Evaluation and Transition Plan Update
Division 1 - Signalized Intersection Cost Projection Summary
7/28/2016

GPS ID	Project Name	Cost Projection	Priority
167	Intersection of US Hwy 69 and W Gentry Ave	\$ 35,000	8
168	Intersection of US Hwy 266 and US Hwy 69	\$ 31,000	8
170	Intersection of US Hwy 266 and Walmart	\$ 46,000	13
180	Intersection of US Hwy 266 and S Broadway St	\$ 63,000	5
1108	Intersection of State Hwy 51 and S 241 E Ave	\$ 45,000	13
1109	Intersection of State Hwy 51 and 111th	\$ 40,000	13
1121	Intersection of State Hwy 51 and W North St	\$ 28,000	11
1132	Intersection of State Hwy 51 and S 305th East Ave	\$ 39,000	11
1146	Intersection of State Hwy 72 and E Chestnut St	\$ 54,000	2
1184	Intersection of US Hwy 62 / US Hwy 75 and US Hwy 266 (West)	\$ 52,000	8
1187	Intersection of US Hwy 62 / US Hwy 75 and Trudgen Rd	\$ 61,000	13
1188	Intersection of US Hwy 62 / US Hwy 75 and E Main St	\$ 47,000	8
1207	Intersection of US Hwy 69 Bus / State Hwy 9 and State Hwy 9	\$ 91,000	5
1208	Intersection of US Hwy 69 Bus / State Hwy 9 and W Foley St	\$ 79,000	5
1256	Intersection of US Hwy 62 Bus (Poplar St) and State Hwy 80	\$ 44,000	5
1261	Intersection of US Hwy 62 / State Hwy 10 and S Lee St	\$ 56,000	8
1364	Intersection of US Hwy 75B and 5th St.	\$ 69,000	5
1365	Intersection of US Hwy 75B and 4th St	\$ 70,000	5
1366	Intersection of US Hwy 75B and Lake Rd.	\$ 48,000	13
1438	Intersection of US Hwy 64 and N4780 Rd	\$ 68,000	13
1500	Intersection of State Hwy 64B and US Hwy 64	\$ 40,000	4
1502	Intersection of US Hwy 64 and Wilson Rock Rd.	\$ 47,000	13
1514	Intersection of Muskogee Tpke / State Hwy 165 and Chandler Rd (West)	\$ 44,000	13
1515	Intersection of Muskogee Tpke / State Hwy 165 and Chandler Rd (East)	\$ 44,000	13
1523	Intersection of State Hwy 16 / US Hwy 62 and US Hwy 69	\$ 54,000	8
1524	Intersection of State Hwy 16 / US Hwy 62 and N 24th St W	\$ 61,000	13
1529	Intersection of State Hwy 16 / US Hwy 62 and N 11th St W	\$ 51,000	13
1532	Intersection of State Hwy 16 / US Hwy 62 and N 6th St	\$ 53,000	2
1535	Intersection of State Hwy 16 / US Hwy 62 and Chicago St	\$ 62,000	4
1539	Intersection of State Hwy 16 / US Hwy 62 and US Hwy 62 Bus	\$ 55,000	13
1542	Intersection of State Hwy 165 and S Cherokee Dr	\$ 68,000	5
1546	Intersection of State Hwy 165 and S York St	\$ 45,000	13
1548	Intersection of State Hwy 165 and S 35th St E	\$ 43,000	13
1556	Intersection of US Hwy 62 Bus and W Martin Luther King St	\$ 40,000	2
1557	Intersection of US Hwy 62 Bus and Commercial	\$ 54,000	5
1558	Intersection of US Hwy 62 Bus and Denison Ave	\$ 50,000	5
1559	Intersection of US Hwy 62 Bus and Callahan St	\$ 39,000	5
1560	Intersection of US Hwy 62 Bus and W Broadway St	\$ 36,000	5
1561	Intersection of US Hwy 62 Bus and W Okmulgee Ave	\$ 56,000	2
1562	Intersection of US Hwy 64 and W Smith Ferry Rd	\$ 48,000	13
1596	Intersection of US Hwy 64 / US Hwy 62 / State Hwy 16 and N 40th St	\$ 35,000	5
1605	Intersection of US Hwy 62 (E Shawnee Ave) and State Hwy 16 (South)	\$ 61,000	8
1606	Intersection of US Hwy 62 (E Shawnee Ave) and Lowes	\$ 65,000	13
1607	Intersection of US Hwy 62 (E Shawnee Ave) and N Country Club Rd	\$ 81,000	13
1608	Intersection of US Hwy 64 / US Hwy 62 Bus and US Hwy 62	\$ 56,000	7
1615	Intersection of US Hwy 64 / US Hwy 62 Bus and S 24th St W	\$ 29,000	5
1624	Intersection of US Hwy 64 / US Hwy 62 Bus and Kendall Blvd	\$ 42,000	5
1629	Intersection of US Hwy 64 / US Hwy 62 Bus and S 7th St	\$ 63,000	5
1634	Intersection of US Hwy 64 / US Hwy 62 Bus and S 4th St	\$ 59,000	4
1635	Intersection of US Hwy 64 / US Hwy 62 Bus and S 3rd St	\$ 36,000	5
1636	Intersection of US Hwy 64 / US Hwy 62 Bus and N 3rd St	\$ 48,000	4
1642	Intersection of US Hwy 64 / US Hwy 69 and Arline Ave	\$ 48,000	13

GPS ID	Project Name	Cost Projection	Priority
1644	Intersection of US Hwy 64 / US Hwy 69 and Border Ave	\$ 54,000	13
1646	Intersection of US Hwy 64 / US Hwy 69 and W 23rd St S	\$ 55,000	13
1655	Intersection of US Hwy 64 Bus and W S S Blvd	\$ 33,000	5
1665	Intersection of US Hwy 69 (North) and W Harris Rd	\$ 54,000	5
1672	Intersection of US Hwy 69 / US Hwy 62 / State Hwy 16 and Military Blvd	\$ 46,000	7
1679	Intersection of US Hwy 69 / US Hwy 62 / State Hwy 16 and W Broadway Ave	\$ 40,000	5
1714	Intersection of State Hwy 56 and S Okmulgee Ave	\$ 87,000	2
1717	Intersection of State Hwy 56 and N Grand Ave	\$ 75,000	2
1720	Intersection of State Hwy 56 and S Muskogee Ave	\$ 62,000	5
1744	Intersection of US Hwy 75 and State Hwy 56 (North)	\$ 40,000	13
1754	Intersection of US Hwy 75 and Martin Luther King Ave	\$ 57,000	5
1762	Intersection of US Hwy 75 and State Hwy 56 (South)	\$ 31,000	5
1764	Intersection of US Hwy 75 and E 8th St	\$ 55,000	5
1767	Intersection of US Hwy 75 and E 13th St	\$ 61,000	5
1773	Intersection of US Hwy 75 and E 20th St	\$ 54,000	5
1774	Intersection of US Hwy 75 and US Hwy 62	\$ 62,000	5
1778	Intersection of US Hwy 75 / US Hwy 62 and Walmart	\$ 18,000	7
1841	Intersection of US Hwy 64 and Paw Paw Rd	\$ 58,000	13
1842	Intersection of US Hwy 64 and I- 40 (West)	\$ 51,000	8
1843	Intersection of US Hwy 64 and I- 40 (East)	\$ 45,000	8
1844	Intersection of US Hwy 64 and Pilot Truck Stop	\$ 46,000	13
1866	Intersection of US Hwy 59 and US Hwy 64	\$ 75,000	8
1867	Intersection of US Hwy 59 and N Oak St	\$ 77,000	5
1868	Intersection of US Hwy 59 and N Elm St	\$ 79,000	5
1873	Intersection of US Hwy 59 and N Maple St (West)	\$ 53,000	5
1882	Intersection of US Hwy 59 and US Hwy 64 (West)	\$ 37,000	8
1886	Intersection of US Hwy 59 and W Ruth Ave	\$ 57,000	13
1908	Intersection of US Hwy 64 (East) and Ndogwood St	\$ 64,000	5
1909	Intersection of US Hwy 64 (East) and E Choctaw Ave	\$ 74,000	5
1910	Intersection of US Hwy 64 (East) and McGee Dr	\$ 52,000	13
1937	Intersection of State Hwy 9 (Main St) and S Broadway St	\$ 76,000	2
1939	Intersection of State Hwy 9 (Main St) and State Hwy 82	\$ 66,000	5
1947	Intersection of State Hwy 9 (Main St) and Walmart	\$ 48,000	5
1961	Intersection of State Hwy 100 and S 2nd St	\$ 65,000	5
1974	Intersection of State Hwy 51 and US Hwy 59 (S 2nd St)	\$ 67,000	5
1987	Intersection of US Hwy 59 and E Walnut St	\$ 61,000	13
11002	Intersection of State Hwy 51 Byp and State Hwy 51	\$ 53,000	13
11006	Intersection of State Hwy 51 Byp and Stick Ross Mountain Rd	\$ 68,000	13
11007	Intersection of State Hwy 51 Byp and US Hwy 62 / State Hwy 10 / State Hwy 82	\$ 73,000	5
11010	Intersection of State Hwy 51 / State Hwy 10 / State Hwy 82 and E Ross St	\$ 55,000	13
11012	Intersection of State Hwy 51 / State Hwy 10 / State Hwy 82 and E 4th St	\$ 49,000	13
11013	Intersection of State Hwy 51 / State Hwy 10 / State Hwy 82 and Park Hill Rd	\$ 69,000	13
11015	Intersection of State Hwy 51 / US Hwy 62 and US Hwy 82 (Bertha Parker Byp)	\$ 49,000	6
11020	Intersection of State Hwy 51 / US Hwy 62 and N4525 Rd	\$ 66,000	3
11032	Intersection of State Hwy 82 (North) and E Allen Rd	\$ 56,000	13
11036	Intersection of State Hwy 82 (South) and State Hwy 10 / US Hwy 62	\$ 29,000	8
11041	Intersection of State Hwy 82 / State Hwy 10 / US Hwy 62 and Rayne St	\$ 60,000	13
11045	Intersection of State Hwy 82 / State Hwy 10 / US Hwy 62 and E Willis Rd	\$ 57,000	5
11098	Intersection of State Hwy 51 and S Dewey Ave	\$ 56,000	8
11114	Intersection of State Hwy 51 and S Main St	\$ 52,000	5
11115	Intersection of State Hwy 51 and N Casaver Ave	\$ 54,000	2
11122	Intersection of State Hwy 51 (W Cherokee St) and State Hwy 51 (S McQuarrie Ave)	\$ 26,000	2
11138	Intersection of US Hwy 69 and E0690 Rd	\$ 64,000	13
11156	Intersection of US Hwy 69 and SW 15th St	\$ 67,000	13
11216	Intersection of US Hwy 59 and E0705 Rd	\$ 65,000	13
11218	Intersection of US Hwy 59 and US Hwy 62	\$ 67,000	6

GPS ID	Project Name	Cost Projection	Priority
90180	Intersection of US Hwy 75B and 6th St	\$ 60,000	2
90241	Intersection of State Hwy 82 / State Hwy 10 / US Hwy 62 and Southridge Rd	\$ 41,000	13
90245	Intersection of State Hwy 51 Byp and W 4th St	\$ 7,000	13
90250	Intersection of State Hwy 52 and State Hwy 72	\$ 43,000	6
90251	Intersection of State Hwy 51 and E 121st St	\$ 46,000	13
90252	Intersection of State Hwy 51 and S 257th E Ave	\$ 52,000	13
	TOTAL	\$ 6,098,000	

Client: Oklahoma Department of Transportation Date: 7/28/16
 Program: ADA Self-Evaluation and Transition Plan Prepared By: CMP
 KHA No.: 051279001 Checked By: EPE

Corridor: - GPS ID: 167
 Project Name: Intersection of US Hwy 69 and W Gentry Ave Division: 1
 City: Checotah

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	39	SY	\$ 50.00	\$ 1,950.00
610(I)-4610	Tactile Warning Device - New	30	SF	\$ 25.00	\$ 750.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
---	Push Button Pole	7	EA	\$ 1,200.00	\$ 8,400.00
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	300	LF	\$ 6.00	\$ 1,800.00
---	Pedestrian Push Button (APS)	7	EA	\$ 1,200.00	\$ 8,400.00
---	Removal of Pedestrian Push Buttons	0	EA	\$ 50.00	\$ -
---	Relocate Pedestrian Push Button	0	EA	\$ 300.00	\$ -
---	12" LED Countdown Ped Signal Module with Housing	7	EA	\$ 650.00	\$ 4,550.00
---	Pedestrian Push Button Sign	0	EA	\$ 150.00	\$ -
---	Remove Pedestrian Push Button Sign	0	EA	\$ 50.00	\$ -
---	Repave Roadway	0	LS	\$ 5,000.00	\$ -
---	Fix Ponding	0	LS	\$ 2,000.00	\$ -
---	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

<input checked="" type="checkbox"/> No Design Completed	Subtotal:	\$ 25,850.00
<input type="checkbox"/> Preliminary Design	Engineering: (% +/-)	15% \$ 3,921.43
<input type="checkbox"/> Final Design	Contingency: (% +/-)	20% \$ 5,228.57
	Estimated Project Cost:	\$ 35,000.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	Good	N/A	Good	Good	
Path of travel running slope is greater than 5%	NC	N/A	NC	NC	
Path of travel cross slope is greater than 5%					
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	Install crosswalk pavement markings
Crosswalk striping condition	None	N/A	None	None	

Curb Ramp Issues	Curb Ramp ID ('z' or 'i' in ramp label indicates no existing ramp)					Recommendations
	1z	1i	2z	3z	4z	
Curb ramp does not exist and is needed		X				Install curb ramp; see shapefile for median improvement
Curb ramp does not land in crosswalk						
No 4' x 4' clear space at base of curb ramp						
Curb ramp side is not 90° or has traversable adjacent surface						
Flare cross slope is greater than 10%						
Curb ramp running slope is greater than 8.33%						
Blended transition running slope is greater than 5%						
Cut-thru ramp running slope is greater than 5%						
Curb ramp cross slope is greater than 2%						
Cut-thru ramp cross slope is greater than 5%						
Curb ramp width is less than 48"						
Cut-thru ramp width is less than 60"						
Permanent obstruction (>0.25") in curb ramp/landing/flares						
Temporary obstruction (>0.25") in curb ramp/landing/flares						
No textured surface at base of curb ramp						
No color contrast at base of curb ramp						
Landing area does not exist and is needed						
Landing area is less than 5' x 5' or slopes greater than 2%						
Missing or no pedestrian push buttons	X	X	X	X		Install push button pole and APS push buttons
Pedestrian push button is offset more than 5' from the nearest crosswalk edge						
Pedestrian push button offset more than 10' from curb face						
Pedestrian push button is not parallel to crosswalk						
Pedestrian push button height is greater than 48"						
Pedestrian push button diameter is not 2"						
Pedestrian push button sign does not exist						
Pedestrian push button sign is not MUTCD approved						
Clear floor space does not exist and is needed	X	X	X	X		Install clear floor space
Clear floor space for pedestrian push button is less than 30" x 48" or has a slope greater than 2%						
Missing or no pedestrian signal heads	X	X	X	X		Install countdown pedestrian signal head
Curb ramp transition onto roadway is greater than 0.25"						
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%						
Ponding occurs at base of curb ramp						

NC = Not Collected



Corner 1 No Ramp (1z)



Island 1 No Ramp (1i)



Corner 2 No Ramp (2z)



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

Opinion of Probable Construction Cost Disclaimer:

The Engineer has no control over the cost of labor, materials, equipment, or over the Contractor's methods of determining prices or over competitive bidding or market conditions. Opinions of probable costs provided herein are based on the information known to Engineer at this time and represent only the Engineer's judgment as a design professional familiar with the construction industry. The Engineer cannot and does not guarantee that proposals, bids, or actual construction costs will not vary from its opinions of probable costs.

Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Client: Oklahoma Department of Transportation Date: 7/28/16
 Program: ADA Self-Evaluation and Transition Plan Prepared By: CMP
 KHA No.: 051279001 Checked By: EPE

Corridor: - GPS ID: 168
 Project Name: Intersection of US Hwy 266 and US Hwy 69 Division: 1
 City: Checotah

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	37	SY	\$ 50.00	\$ 1,850.00
610(I)-4610	Tactile Warning Device - New	30	SF	\$ 25.00	\$ 750.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
---	Push Button Pole	6	EA	\$ 1,200.00	\$ 7,200.00
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	300	LF	\$ 6.00	\$ 1,800.00
---	Pedestrian Push Button (APS)	6	EA	\$ 1,200.00	\$ 7,200.00
---	Removal of Pedestrian Push Buttons	0	EA	\$ 50.00	\$ -
---	Relocate Pedestrian Push Button	0	EA	\$ 300.00	\$ -
---	12" LED Countdown Ped Signal Module with Housing	6	EA	\$ 650.00	\$ 3,900.00
---	Pedestrian Push Button Sign	0	EA	\$ 150.00	\$ -
---	Remove Pedestrian Push Button Sign	0	EA	\$ 50.00	\$ -
---	Repave Roadway	0	LS	\$ 5,000.00	\$ -
---	Fix Ponding	0	LS	\$ 2,000.00	\$ -
---	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

<input checked="" type="checkbox"/> No Design Completed	Subtotal:	\$ 22,700.00
<input type="checkbox"/> Preliminary Design	Engineering: (% +/-)	15% \$ 3,557.14
<input type="checkbox"/> Final Design	Contingency: (% +/-)	20% \$ 4,742.86
	Estimated Project Cost:	\$ 31,000.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	Good	Good	Good	N/A	
Path of travel running slope is greater than 5%	NC	NC	NC	N/A	
Path of travel cross slope is greater than 5%				N/A	
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	
Crosswalk striping condition	None	None	None	N/A	Install crosswalk pavement markings

Curb Ramp Issues	Curb Ramp ID ('z' or 'i' in ramp label indicates no existing ramp)				Recommendations
	1z	2z	3z	4z	
Curb ramp does not exist and is needed				X	Install curb ramp; see shapefile for median improvement
Curb ramp does not land in crosswalk				X	
No 4' x 4' clear space at base of curb ramp					
Curb ramp cross slope is greater than 5%					
Flare cross slope is greater than 10%					
Curb ramp running slope is greater than 8.33%					
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%					
Cut-thru ramp cross slope is greater than 5%					
Curb ramp width is less than 48"					
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25") in curb ramp/landing/flares					
Temporary obstruction (>0.25") in curb ramp/landing/flares					
No textured surface at base of curb ramp					
No color contrast at base of curb ramp					
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%					
Missing or no pedestrian push buttons	X	X		X	Install push button pole and APS push buttons
Pedestrian push button is offset more than 5' from the nearest crosswalk edge					
Pedestrian push button offset more than 10' from curb face					
Pedestrian push button is not parallel to crosswalk					
Pedestrian push button height is greater than 48"					
Pedestrian push button diameter is not 2"					
Pedestrian push button sign does not exist					
Pedestrian push button sign is not MUTCD approved					
Clear floor space does not exist and is needed	X	X		X	Install clear floor space
Clear floor space for pedestrian push button is less than 30" x 48" or has a slope greater than 2%					
Missing or no pedestrian signal heads	X	X		X	Install countdown pedestrian signal head
Curb ramp transition onto roadway is greater than 0.25"					
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
Ponding occurs at base of curb ramp					

NC = Not Collected



Corner 1 No Ramp (1z)



Corner 2 No Ramp (2z)



Corner 3 No Ramp (3z)



Island 3 No Ramp (3j)



Corner 4 No Ramp (4z)

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Client: Oklahoma Department of Transportation Date: 7/28/16
 Program: ADA Self-Evaluation and Transition Plan Prepared By: CMP
 KHA No.: 051279001 Checked By: EPE

Corridor: - GPS ID: 170
 Project Name: Intersection of US Hwy 266 and Walmart Division: 1
 City: Checotah

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	30	SY	\$ 50.00	\$ 1,500.00
610(I)-4610	Tactile Warning Device - New	20	SF	\$ 25.00	\$ 500.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
---	Push Button Pole	8	EA	\$ 1,200.00	\$ 9,600.00
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	386	LF	\$ 6.00	\$ 2,316.00
---	Pedestrian Push Button (APS)	8	EA	\$ 1,200.00	\$ 9,600.00
---	Removal of Pedestrian Push Buttons	0	EA	\$ 50.00	\$ -
---	Relocate Pedestrian Push Button	0	EA	\$ 300.00	\$ -
---	12" LED Countdown Ped Signal Module with Housing	8	EA	\$ 650.00	\$ 5,200.00
---	Pedestrian Push Button Sign	0	EA	\$ 150.00	\$ -
---	Remove Pedestrian Push Button Sign	0	EA	\$ 50.00	\$ -
---	Repave Roadway	1	LS	\$ 5,000.00	\$ 5,000.00
---	Fix Ponding	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

<input checked="" type="checkbox"/> No Design Completed	Subtotal:	\$ 33,716.00
<input type="checkbox"/> Preliminary Design	Engineering: (% +/-)	15% \$ 5,264.57
<input type="checkbox"/> Final Design	Contingency: (% +/-)	20% \$ 7,019.43
	Estimated Project Cost:	\$ 46,000.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	Dangerous	Good	Good	Good	Repave roadway and install crosswalk pavement markings
Path of travel running slope is greater than 5%	NC	NC	NC	NC	
Path of travel cross slope is greater than 5%					
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	Install crosswalk pavement markings
Crosswalk striping condition	None	None	None	None	

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1z	2z	3z	4z	
Curb ramp does not exist and is needed			X		Install curb ramp; see shapefile for median improvement
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curb side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%					
Curb ramp running slope is greater than 8.33%					
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%					
Cut-thru ramp cross slope is greater than 5%					
Curb ramp width is less than 48"					
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25") in curb ramp/landing/flares					
Temporary obstruction (>0.25") in curb ramp/landing/flares					
No textured surface at base of curb ramp					
No color contrast at base of curb ramp					
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%					
Missing or no pedestrian push buttons	X	X	X	X	Install push button pole and APS push buttons
Pedestrian push button is offset more than 5' from the nearest crosswalk edge					
Pedestrian push button offset more than 10' from curb face					
Pedestrian push button is not parallel to crosswalk					
Pedestrian push button height is greater than 48"					
Pedestrian push button diameter is not 2"					
Pedestrian push button sign does not exist					
Pedestrian push button sign is not MUTCD approved					
Clear floor space does not exist and is needed	X	X	X	X	Install clear floor space
Clear floor space for pedestrian push button is less than 30" x 48" or has a slope greater than 2%					
Missing or no pedestrian signal heads	X	X	X	X	Install countdown pedestrian signal head
Curb ramp transition onto roadway is greater than 0.25"					
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
Ponding occurs at base of curb ramp					

NC = Not Collected



Corner 1 No Ramp (1z)



Corner 2 No Ramp (2z)



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, 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: Oklahoma Department of Transportation Date: 7/28/16
 Program: ADA Self-Evaluation and Transition Plan Prepared By: CMP
 KHA No.: 051279001 Checked By: EPE

Corridor: - GPS ID: 180
 Project Name: Intersection of US Hwy 266 and S Broadway St Division: 1
 City: Checotah

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	110	SY	\$ 50.00	\$ 5,500.00
610(I)-4610	Tactile Warning Device - New	80	SF	\$ 25.00	\$ 2,000.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	69	SY	\$ 12.00	\$ 828.00
---	Push Button Pole	8	EA	\$ 1,200.00	\$ 9,600.00
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	210	LF	\$ 0.25	\$ 52.50
---	Crosswalk Pavement Markings	432	LF	\$ 6.00	\$ 2,592.00
---	Pedestrian Push Button (APS)	8	EA	\$ 1,200.00	\$ 9,600.00
---	Removal of Pedestrian Push Buttons	0	EA	\$ 50.00	\$ -
---	Relocate Pedestrian Push Button	0	EA	\$ 300.00	\$ -
---	12" LED Countdown Ped Signal Module with Housing	0	EA	\$ 650.00	\$ -
---	Pedestrian Push Button Sign	0	EA	\$ 150.00	\$ -
---	Remove Pedestrian Push Button Sign	0	EA	\$ 50.00	\$ -
---	Repave Roadway	2	LS	\$ 5,000.00	\$ 10,000.00
---	Fix Ponding	0	LS	\$ 2,000.00	\$ -
---	Fix Curb Ramp Transition	3	LS	\$ 2,000.00	\$ 6,000.00
---	Median Nose Modification	0	LS	\$ 5,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Fix Curb Ramp Counter Slope	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

<input checked="" type="checkbox"/> No Design Completed	Subtotal:	\$ 46,172.50
<input type="checkbox"/> Preliminary Design	Engineering: (% +/-)	15% \$ 7,211.79
<input type="checkbox"/> Final Design	Contingency: (% +/-)	20% \$ 9,615.71
	Estimated Project Cost:	\$ 63,000.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	Good	Poor	Dangerous	Good	Repave roadway and install crosswalk pavement markings
Path of travel running slope is greater than 5%	NC	NC	NC	NC	
Path of travel cross slope is greater than 5%					
Crosswalk width is less than 6'					Remove and replace crosswalk pavement markings
Crosswalk striping condition	Worn	Worn	Worn	Worn	

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1A	2A	3A	4A	
Curb ramp does not exist and is needed					Remove and replace curb ramp
Curb ramp does not land in crosswalk	X				
No 4' x 4' clear space at base of curb ramp	X	X	X	X	
Curb side is not 90° or has traversable adjacent surface			X	X	
Flare cross slope is greater than 10%				X	
Curb ramp running slope is greater than 8.33%					
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%	X	X	X		
Cut-thru ramp cross slope is greater than 5%					
Curb ramp width is less than 48"					
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25") in curb ramp/landing/flares			X	X	
Temporary obstruction (>0.25") in curb ramp/landing/flares					
No textured surface at base of curb ramp	X	X	X	X	
No color contrast at base of curb ramp	X	X	X	X	
Landing area does not exist and is needed			X		
Landing area is less than 5' x 5' or slopes greater than 2%	X	X	X	X	
Missing or no pedestrian push buttons	X	X	X	X	
Pedestrian push button is offset more than 5' from the nearest crosswalk edge					
Pedestrian push button offset more than 10' from curb face					
Pedestrian push button is not parallel to crosswalk					
Pedestrian push button height is greater than 48"					
Pedestrian push button diameter is not 2"					
Pedestrian push button sign does not exist					
Pedestrian push button sign is not MUTCD approved					
Clear floor space does not exist and is needed	X	X	X	X	
Clear floor space for pedestrian push button is less than 30" x 48" or has a slope greater than 2%					
Missing or no pedestrian signal heads					
Curb ramp transition onto roadway is greater than 0.25"		X	X	X	
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%	NC	NC	NC	NC	
Ponding occurs at base of curb ramp					

NC = Not Collected



Ramp 1A



Ramp 2A



Ramp 3A



Ramp 4A

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Client: Oklahoma Department of Transportation Date: 7/28/16
 Program: ADA Self-Evaluation and Transition Plan Prepared By: CMP
 KHA No.: 051279001 Checked By: EPE

Corridor: - GPS ID: 1108
 Project Name: Intersection of State Hwy 51 and S 241 E Ave Division: 1
 City: Coweta

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	9	SY	\$ 50.00	\$ 450.00
610(I)-4610	Tactile Warning Device - New	0	SF	\$ 25.00	\$ -
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
---	Push Button Pole	8	EA	\$ 1,200.00	\$ 9,600.00
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	534	LF	\$ 6.00	\$ 3,204.00
---	Pedestrian Push Button (APS)	8	EA	\$ 1,200.00	\$ 9,600.00
---	Removal of Pedestrian Push Buttons	0	EA	\$ 50.00	\$ -
---	Relocate Pedestrian Push Button	0	EA	\$ 300.00	\$ -
---	12" LED Countdown Ped Signal Module with Housing	8	EA	\$ 650.00	\$ 5,200.00
---	Pedestrian Push Button Sign	0	EA	\$ 150.00	\$ -
---	Remove Pedestrian Push Button Sign	0	EA	\$ 50.00	\$ -
---	Repave Roadway	1	LS	\$ 5,000.00	\$ 5,000.00
---	Fix Ponding	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

<input checked="" type="checkbox"/> No Design Completed	Subtotal:	\$ 33,054.00
<input type="checkbox"/> Preliminary Design	Engineering: (% +/-)	15% \$ 5,119.71
<input type="checkbox"/> Final Design	Contingency: (% +/-)	20% \$ 6,826.29
	Estimated Project Cost:	\$ 45,000.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	Good	Good	Good	Good	
Path of travel running slope is greater than 5%	NC	NC	NC	NC	
Path of travel cross slope is greater than 5%	X				
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	Install crosswalk pavement markings
Crosswalk striping condition	None	None	None	None	

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1z	2z	3z	4z	
Curb ramp does not exist and is needed					
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curbed side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%					
Curb ramp running slope is greater than 8.33%					
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%					
Cut-thru ramp cross slope is greater than 5%					
Curb ramp width is less than 48"					
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25") in curb ramp/landing/flares					
Temporary obstruction (>0.25") in curb ramp/landing/flares					
No textured surface at base of curb ramp					
No color contrast at base of curb ramp					
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%					
Missing or no pedestrian push buttons	X	X	X	X	Install push button pole and APS push buttons
Pedestrian push button is offset more than 5' from the nearest crosswalk edge					
Pedestrian push button offset more than 10' from curb face					
Pedestrian push button is not parallel to crosswalk					
Pedestrian push button height is greater than 48"					
Pedestrian push button diameter is not 2"					
Pedestrian push button sign does not exist					
Pedestrian push button sign is not MUTCD approved					
Clear floor space does not exist and is needed	X	X	X	X	Install clear floor space
Clear floor space for pedestrian push button is less than 30" x 48" or has a slope greater than 2%					
Missing or no pedestrian signal heads	X	X	X	X	Install countdown pedestrian signal head
Curb ramp transition onto roadway is greater than 0.25"					
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
Ponding occurs at base of curb ramp					

NC = Not Collected



Corner 1 No Ramp (1z)



Corner 2 No Ramp (2z)



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

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Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Client: Oklahoma Department of Transportation Date: 7/28/16
 Program: ADA Self-Evaluation and Transition Plan Prepared By: CMP
 KHA No.: 051279001 Checked By: EPE

Corridor: - GPS ID: 1109
 Project Name: Intersection of State Hwy 51 and 111th Division: 1
 City: Coweta

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	9	SY	\$ 50.00	\$ 450.00
610(I)-4610	Tactile Warning Device - New	0	SF	\$ 25.00	\$ -
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
---	Push Button Pole	8	EA	\$ 1,200.00	\$ 9,600.00
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	718	LF	\$ 6.00	\$ 4,308.00
---	Pedestrian Push Button (APS)	8	EA	\$ 1,200.00	\$ 9,600.00
---	Removal of Pedestrian Push Buttons	0	EA	\$ 50.00	\$ -
---	Relocate Pedestrian Push Button	0	EA	\$ 300.00	\$ -
---	12" LED Countdown Ped Signal Module with Housing	8	EA	\$ 650.00	\$ 5,200.00
---	Pedestrian Push Button Sign	0	EA	\$ 150.00	\$ -
---	Remove Pedestrian Push Button Sign	0	EA	\$ 50.00	\$ -
---	Repave Roadway	0	LS	\$ 5,000.00	\$ -
---	Fix Ponding	0	LS	\$ 2,000.00	\$ -
---	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

<input checked="" type="checkbox"/> No Design Completed	Subtotal: \$	29,158.00
<input type="checkbox"/> Preliminary Design	Engineering: (% +/-)	15% \$ 4,646.57
<input type="checkbox"/> Final Design	Contingency: (% +/-)	20% \$ 6,195.43
	Estimated Project Cost: \$	40,000.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	Good	Good	Good	Good	
Path of travel running slope is greater than 5%	NC	NC	NC	NC	
Path of travel cross slope is greater than 5%					
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	Install crosswalk pavement markings
Crosswalk striping condition	None	None	None	None	

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1z	2z	3z	4z	
Curb ramp does not exist and is needed					
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curb side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%					
Curb ramp running slope is greater than 8.33%					
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%					
Cut-thru ramp cross slope is greater than 5%					
Curb ramp width is less than 48"					
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25") in curb ramp/landing/flares					
Temporary obstruction (>0.25") in curb ramp/landing/flares					
No textured surface at base of curb ramp					
No color contrast at base of curb ramp					
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%					
Missing or no pedestrian push buttons	X	X	X	X	Install push button pole and APS push buttons
Pedestrian push button is offset more than 5' from the nearest crosswalk edge					
Pedestrian push button offset more than 10' from curb face					
Pedestrian push button is not parallel to crosswalk					
Pedestrian push button height is greater than 48"					
Pedestrian push button diameter is not 2"					
Pedestrian push button sign does not exist					
Pedestrian push button sign is not MUTCD approved					
Clear floor space does not exist and is needed	X	X	X	X	Install clear floor space
Clear floor space for pedestrian push button is less than 30" x 48" or has a slope greater than 2%					
Missing or no pedestrian signal heads	X	X	X	X	Install countdown pedestrian signal head
Curb ramp transition onto roadway is greater than 0.25"					
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
Ponding occurs at base of curb ramp					

NC = Not Collected



Corner 1 No Ramp (1z)



Corner 2 No Ramp (2z)



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Client: Oklahoma Department of Transportation Date: 7/28/16
 Program: ADA Self-Evaluation and Transition Plan Prepared By: CMP
 KHA No.: 051279001 Checked By: EPE

Corridor: - GPS ID: 1121
 Project Name: Intersection of State Hwy 51 and W North St Division: 1
 City: Coweta

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	50	SY	\$ 50.00	\$ 2,500.00
610(I)-4610	Tactile Warning Device - New	40	SF	\$ 25.00	\$ 1,000.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	3	SY	\$ 12.00	\$ 36.00
---	Push Button Pole	3	EA	\$ 1,200.00	\$ 3,600.00
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	754	LF	\$ 6.00	\$ 4,524.00
---	Pedestrian Push Button (APS)	2	EA	\$ 1,200.00	\$ 2,400.00
---	Removal of Pedestrian Push Buttons	0	EA	\$ 50.00	\$ -
---	Relocate Pedestrian Push Button	1	EA	\$ 300.00	\$ 300.00
---	12" LED Countdown Ped Signal Module with Housing	0	EA	\$ 650.00	\$ -
---	Pedestrian Push Button Sign	6	EA	\$ 150.00	\$ 900.00
---	Remove Pedestrian Push Button Sign	6	EA	\$ 50.00	\$ 300.00
---	Repave Roadway	1	LS	\$ 5,000.00	\$ 5,000.00
---	Fix Ponding	0	LS	\$ 2,000.00	\$ -
---	Fix Curb Ramp Transition	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

<input checked="" type="checkbox"/> No Design Completed	Subtotal:	\$ 20,560.00
<input type="checkbox"/> Preliminary Design	Engineering: (% +/-)	15% \$ 3,188.57
<input type="checkbox"/> Final Design	Contingency: (% +/-)	20% \$ 4,251.43
	Estimated Project Cost:	\$ 28,000.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	Good	Good	Good	Good	
Path of travel running slope is greater than 5%	NC	NC	NC	NC	
Path of travel cross slope is greater than 5%		X			
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' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1z	2z	3z	4z	
Curb ramp does not exist and is needed		X		X	Install curb ramp; see shapefile for median improvement
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curb ramp side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%					
Curb ramp running slope is greater than 8.33%					
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%					
Cut-thru ramp cross slope is greater than 5%					
Curb ramp width is less than 48"					
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25") in curb ramp/landing/flares					
Temporary obstruction (>0.25") in curb ramp/landing/flares					
No textured surface at base of curb ramp					
No color contrast at base of curb ramp					
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%					
Missing or no pedestrian push buttons	X				Install push button pole and APS push buttons
Pedestrian push button is offset more than 5' from the nearest crosswalk edge					Install push button pole and relocate pedestrian push buttons
Pedestrian push button offset more than 10' from curb face		X			
Pedestrian push button is not parallel to crosswalk					
Pedestrian push button height is greater than 48"					
Pedestrian push button diameter is not 2"					
Pedestrian push button sign does not exist					
Pedestrian push button sign is not MUTCD approved		X	X	X	Remove and replace pedestrian push button sign
Clear floor space does not exist and is needed	X	X		X	Install clear floor space
Clear floor space for pedestrian push button is less than 30" x 48" or has a slope greater than 2%			X		Remove and replace clear floor space
Missing or no pedestrian signal heads					
Curb ramp transition onto roadway is greater than 0.25"					
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
Ponding occurs at base of curb ramp					

NC = Not Collected



Corner 1 No Ramp (1z)



Corner 2 No Ramp (2z)



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, 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: Oklahoma Department of Transportation Date: 7/28/16
 Program: ADA Self-Evaluation and Transition Plan Prepared By: CMP
 KHA No.: 051279001 Checked By: EPE

Corridor: - GPS ID: 1132
 Project Name: Intersection of State Hwy 51 and S 305th East Ave Division: 1
 City: Coweta

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	9	SY	\$ 50.00	\$ 450.00
610(I)-4610	Tactile Warning Device - New	0	SF	\$ 25.00	\$ -
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
---	Push Button Pole	7	EA	\$ 1,200.00	\$ 8,400.00
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	460	LF	\$ 6.00	\$ 2,760.00
---	Pedestrian Push Button (APS)	6	EA	\$ 1,200.00	\$ 7,200.00
---	Removal of Pedestrian Push Buttons	0	EA	\$ 50.00	\$ -
---	Relocate Pedestrian Push Button	1	EA	\$ 300.00	\$ 300.00
---	12" LED Countdown Ped Signal Module with Housing	6	EA	\$ 650.00	\$ 3,900.00
---	Pedestrian Push Button Sign	2	EA	\$ 150.00	\$ 300.00
---	Remove Pedestrian Push Button Sign	2	EA	\$ 50.00	\$ 100.00
---	Repave Roadway	1	LS	\$ 5,000.00	\$ 5,000.00
---	Fix Ponding	0	LS	\$ 2,000.00	\$ -
---	Fix Curb Ramp Transition	0	LS	\$ 2,000.00	\$ -
---	Median Nose Modification	0	LS	\$ 5,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Fix Curb Ramp Counter Slope	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection		Subtotal:	\$ 28,410.00
<input checked="" type="checkbox"/> No Design Completed		Engineering: (% +/-)	15% \$ 4,538.57
<input type="checkbox"/> Preliminary Design		Contingency: (% +/-)	20% \$ 6,051.43
<input type="checkbox"/> Final Design		Estimated Project Cost:	\$ 39,000.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	Good	Good	Good	Good	
Path of travel running slope is greater than 5%	NC	NC	NC	NC	
Path of travel cross slope is greater than 5%			X		
Crosswalk width is less than 6'	N/A	N/A	N/A		
Crosswalk striping condition	None	None	None	Worn	Install crosswalk pavement markings

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1z	2z	3z	4z	
Curb ramp does not exist and is needed					
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curb ramp side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%					
Curb ramp running slope is greater than 8.33%					
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%					
Cut-thru ramp cross slope is greater than 5%					
Curb ramp width is less than 48"					
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25") in curb ramp/landing/flares					
Temporary obstruction (>0.25") in curb ramp/landing/flares					
No textured surface at base of curb ramp					
No color contrast at base of curb ramp					
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%					
Missing or no pedestrian push buttons	X	X	X	X	Install push button pole and APS push buttons
Pedestrian push button is offset more than 5' from the nearest crosswalk edge					Install push button pole and relocate pedestrian push buttons
Pedestrian push button offset more than 10' from curb face				X	
Pedestrian push button is not parallel to crosswalk					
Pedestrian push button height is greater than 48"					
Pedestrian push button diameter is not 2"					
Pedestrian push button sign does not exist					
Pedestrian push button sign is not MUTCD approved	X			X	Remove and replace pedestrian push button sign
Clear floor space does not exist and is needed	X	X	X	X	Install clear floor space
Clear floor space for pedestrian push button is less than 30" x 48" or has a slope greater than 2%					
Missing or no pedestrian signal heads	X	X	X	X	Install countdown pedestrian signal head
Curb ramp transition onto roadway is greater than 0.25"					
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
Ponding occurs at base of curb ramp					

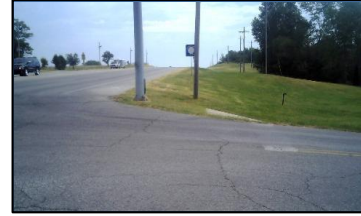
NC = Not Collected



Corner 1 No Ramp (1z)



Corner 2 No Ramp (2z)



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, 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: Oklahoma Department of Transportation Date: 7/28/16
 Program: ADA Self-Evaluation and Transition Plan Prepared By: CMP
 KHA No.: 051279001 Checked By: EPE

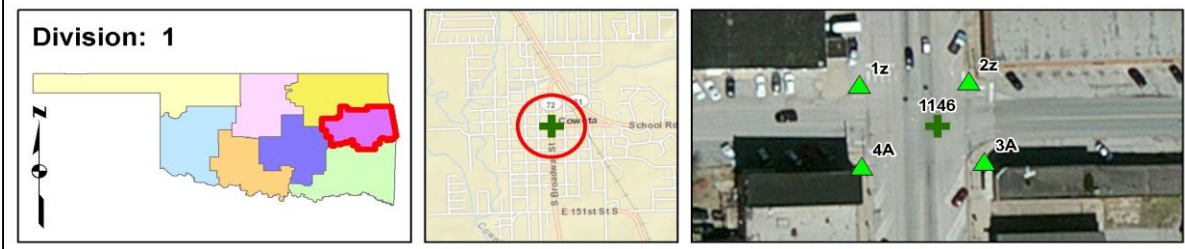
Corridor: - GPS ID: 1146
 Project Name: Intersection of State Hwy 72 and E Chestnut St Division: 1
 City: Coweta

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	118	SY	\$ 50.00	\$ 5,900.00
610(I)-4610	Tactile Warning Device - New	80	SF	\$ 25.00	\$ 2,000.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	54	SY	\$ 12.00	\$ 648.00
---	Push Button Pole	8	EA	\$ 1,200.00	\$ 9,600.00
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	482	LF	\$ 6.00	\$ 2,892.00
---	Pedestrian Push Button (APS)	8	EA	\$ 1,200.00	\$ 9,600.00
---	Removal of Pedestrian Push Buttons	0	EA	\$ 50.00	\$ -
---	Relocate Pedestrian Push Button	0	EA	\$ 300.00	\$ -
---	12" LED Countdown Ped Signal Module with Housing	8	EA	\$ 650.00	\$ 5,200.00
---	Pedestrian Push Button Sign	0	EA	\$ 150.00	\$ -
---	Remove Pedestrian Push Button Sign	0	EA	\$ 50.00	\$ -
---	Repave Roadway	2	LS	\$ 5,000.00	\$ -
---	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

<input checked="" type="checkbox"/> No Design Completed	Subtotal:	\$ 39,840.00
<input type="checkbox"/> Preliminary Design	Engineering: (% +/-)	15% \$ 6,068.57
<input type="checkbox"/> Final Design	Contingency: (% +/-)	20% \$ 8,091.43
	Estimated Project Cost:	\$ 54,000.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	Good	Good	Good	Good	
Path of travel running slope is greater than 5%	NC	NC	NC	NC	
Path of travel cross slope is greater than 5%					
Crosswalk width is less than 6'			N/A		
Crosswalk striping condition	Worn	Worn	None	Worn	Remove and replace crosswalk pavement markings

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1z	2z	3A	4A	
Curb ramp does not exist and is needed	X	X			Install curb ramp; see shapefile for median improvement
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curb ramp side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%		X	X		
Curb ramp running slope is greater than 8.33%		X	X		
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%				X	Remove and replace curb ramp
Curb ramp cross slope is greater than 2%					
Cut-thru ramp cross slope is greater than 5%					
Curb ramp width is less than 48"		X	X		
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25") in curb ramp/landing/flares					
Temporary obstruction (>0.25") in curb ramp/landing/flares					
No textured surface at base of curb ramp		X	X		For intersection ramps and commercial driveway ramps, install color truncated domes
No color contrast at base of curb ramp		X	X		
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%			X	X	Remove and replace landing area
Missing or no pedestrian push buttons	X	X	X	X	Install push button pole and APS push buttons
Pedestrian push button is offset more than 5' from the nearest crosswalk edge					
Pedestrian push button offset more than 10' from curb face					
Pedestrian push button is not parallel to crosswalk					
Pedestrian push button height is greater than 48"					
Pedestrian push button diameter is not 2"					
Pedestrian push button sign does not exist					
Pedestrian push button sign is not MUTCD approved					
Clear floor space does not exist and is needed	X	X	X	X	Install clear floor space
Clear floor space for pedestrian push button is less than 30" x 48" or has a slope greater than 2%					
Missing or no pedestrian signal heads	X	X	X	X	Install countdown pedestrian signal head
Curb ramp transition onto roadway is greater than 0.25"					
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%			NC	NC	
Ponding occurs at base of curb ramp			X	X	Fix ponding

NC = Not Collected



Corner 1 No Ramp (1z)



Corner 2 No Ramp (2z)



Ramp 3A



Ramp 4A

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Client: Oklahoma Department of Transportation Date: 7/28/16
 Program: ADA Self-Evaluation and Transition Plan Prepared By: CMP
 KHA No.: 051279001 Checked By: EPE

Corridor: - GPS ID: 1184
 Project Name: Intersection of US Hwy 62 / US Hwy 75 and US Hwy 266 (West) Division: 1
 City: Dewar

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	100	SY	\$ 50.00	\$ 5,000.00
610(I)-4610	Tactile Warning Device - New	90	SF	\$ 25.00	\$ 2,250.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
---	Push Button Pole	8	EA	\$ 1,200.00	\$ 9,600.00
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	1072	LF	\$ 6.00	\$ 6,432.00
---	Pedestrian Push Button (APS)	8	EA	\$ 1,200.00	\$ 9,600.00
---	Removal of Pedestrian Push Buttons	0	EA	\$ 50.00	\$ -
---	Relocate Pedestrian Push Button	0	EA	\$ 300.00	\$ -
---	12" LED Countdown Ped Signal Module with Housing	0	EA	\$ 650.00	\$ 5,200.00
---	Pedestrian Push Button Sign	0	EA	\$ 150.00	\$ -
---	Remove Pedestrian Push Button Sign	0	EA	\$ 50.00	\$ -
---	Repave Roadway	0	LS	\$ 5,000.00	\$ -
---	Fix Ponding	0	LS	\$ 2,000.00	\$ -
---	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

<input checked="" type="checkbox"/> No Design Completed	Subtotal:	\$ 38,082.00
<input type="checkbox"/> Preliminary Design	Engineering: (% +/-)	15% \$ 5,964.86
<input type="checkbox"/> Final Design	Contingency: (% +/-)	20% \$ 7,953.14
	Estimated Project Cost:	\$ 52,000.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	Good	Good	Good	Good	
Path of travel running slope is greater than 5%	NC	NC	NC	NC	
Path of travel cross slope is greater than 5%					
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' or 'i' in ramp label indicates no existing ramp)						Recommendations
	1i	1z	2z	3i	3z	4z	
Curb ramp does not exist and is needed	X	X	X	X			Install curb ramp; see shapefile for median improvement
Curb ramp does not land in crosswalk							
No 4' x 4' clear space at base of curb ramp							
Curb ramp side is not 90° or has traversable adjacent surface							
Flare cross slope is greater than 10%							
Curb ramp running slope is greater than 8.33%							
Blended transition running slope is greater than 5%							
Cut-thru ramp running slope is greater than 5%							
Curb ramp cross slope is greater than 2%							
Cut-thru ramp cross slope is greater than 5%							
Curb ramp width is less than 48"							
Cut-thru ramp width is less than 60"							
Permanent obstruction (>0.25') in curb ramp/landing/flares							
Temporary obstruction (>0.25') in curb ramp/landing/flares							
No textured surface at base of curb ramp							
No color contrast at base of curb ramp							
Landing area does not exist and is needed							
Landing area is less than 5' x 5' or slopes greater than 2%							
Missing or no pedestrian push buttons	X		X	X		X	Install push button pole and APS push buttons
Pedestrian push button is offset more than 5' from the nearest crosswalk edge							
Pedestrian push button offset more than 10' from curb face							
Pedestrian push button is not parallel to crosswalk							
Pedestrian push button height is greater than 48"							
Pedestrian push button diameter is not 2"							
Pedestrian push button sign does not exist							
Pedestrian push button sign is not MUTCD approved							
Clear floor space does not exist and is needed	X		X	X		X	Install clear floor space
Clear floor space for pedestrian push button is less than 30" x 48" or has a slope greater than 2%							
Missing or no pedestrian signal heads	X		X	X		X	Install countdown pedestrian signal head
Curb ramp transition onto roadway is greater than 0.25"							
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%							
Ponding occurs at base of curb ramp							

NC = Not Collected



Island 1 No Ramp (1i)



Corner 1 No Ramp (1z)



Corner 2 No Ramp (2z)



Island 3 No Ramp (3i)



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

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Client: Oklahoma Department of Transportation Date: 7/28/16
 Program: ADA Self-Evaluation and Transition Plan Prepared By: CMP
 KHA No.: 051279001 Checked By: EPE

Corridor: - GPS ID: 1187
 Project Name: Intersection of US Hwy 62 / US Hwy 75 and Trudgen Rd Division: 1
 City: Dewar

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	9	SY	\$ 50.00	\$ 450.00
610(I)-4610	Tactile Warning Device - New	0	SF	\$ 25.00	\$ -
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
---	Push Button Pole	8	EA	\$ 1,200.00	\$ 9,600.00
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	820	LF	\$ 6.00	\$ 4,920.00
---	Pedestrian Push Button (APS)	8	EA	\$ 1,200.00	\$ 9,600.00
---	Removal of Pedestrian Push Buttons	0	EA	\$ 50.00	\$ -
---	Relocate Pedestrian Push Button	0	EA	\$ 300.00	\$ -
---	12" LED Countdown Ped Signal Module with Housing	0	EA	\$ 650.00	\$ 5,200.00
---	Pedestrian Push Button Sign	0	EA	\$ 150.00	\$ -
---	Remove Pedestrian Push Button Sign	0	EA	\$ 50.00	\$ -
---	Repave Roadway	3	LS	\$ 5,000.00	\$ 15,000.00
---	Fix Ponding	0	LS	\$ 2,000.00	\$ -
---	Fix Curb Ramp Transition	0	LS	\$ 2,000.00	\$ -
---	Median Nose Modification	0	LS	\$ 5,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Fix Curb Ramp Counter Slope	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

<input checked="" type="checkbox"/> No Design Completed	Subtotal:	\$ 44,770.00
<input type="checkbox"/> Preliminary Design	Engineering: (% +/-)	15% \$ 6,955.71
<input type="checkbox"/> Final Design	Contingency: (% +/-)	20% \$ 9,274.29
	Estimated Project Cost:	\$ 61,000.00

Project Location



Field Observations

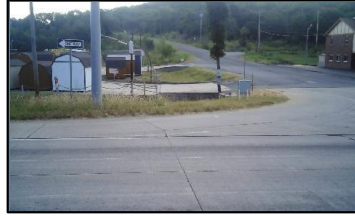
Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	Dangerous	Good	Dangerous	Good	Repave roadway and install crosswalk pavement markings
Path of travel running slope is greater than 5%	NC	NC	NC	NC	
Path of travel cross slope is greater than 5%	N/A	N/A	N/A	X	
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	Install crosswalk pavement markings
Crosswalk striping condition	None	None	None	None	

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1z	2z	3z	4z	
Curb ramp does not exist and is needed					
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curb side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%					
Curb ramp running slope is greater than 8.33%					
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%					
Cut-thru ramp cross slope is greater than 5%					
Curb ramp width is less than 48"					
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25") in curb ramp/landing/flares					
Temporary obstruction (>0.25") in curb ramp/landing/flares					
No textured surface at base of curb ramp					
No color contrast at base of curb ramp					
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%					
Missing or no pedestrian push buttons	X	X	X	X	Install push button pole and APS push buttons
Pedestrian push button is offset more than 5' from the nearest crosswalk edge					
Pedestrian push button offset more than 10' from curb face					
Pedestrian push button is not parallel to crosswalk					
Pedestrian push button height is greater than 48"					
Pedestrian push button diameter is not 2"					
Pedestrian push button sign does not exist					
Pedestrian push button sign is not MUTCD approved					
Clear floor space does not exist and is needed	X	X	X	X	Install clear floor space
Clear floor space for pedestrian push button is less than 30" x 48" or has a slope greater than 2%					
Missing or no pedestrian signal heads	X	X	X	X	Install countdown pedestrian signal head
Curb ramp transition onto roadway is greater than 0.25"					
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
Ponding occurs at base of curb ramp					

NC = Not Collected



Corner 1 No Ramp (1z)



Corner 2 No Ramp (2z)



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Client: Oklahoma Department of Transportation Date: 7/28/16
 Program: ADA Self-Evaluation and Transition Plan Prepared By: CMP
 KHA No.: 051279001 Checked By: EPE

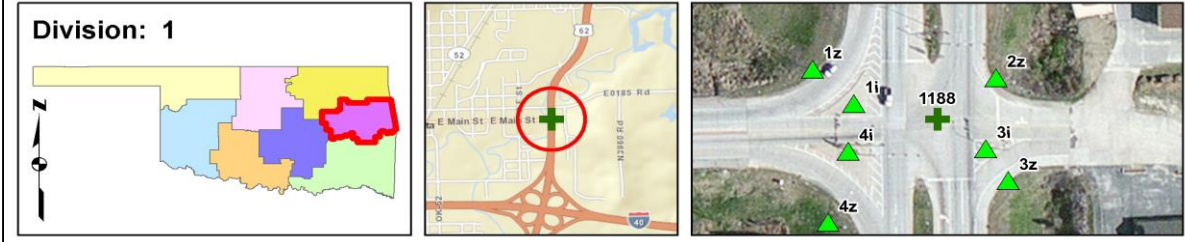
Corridor: - GPS ID: 1188
 Project Name: Intersection of US Hwy 62 / US Hwy 75 and E Main St Division: 1
 City: Dewar

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	4	CY	\$ 5.50	\$ 22.00
609(A)-0300	Concrete Curb (6" Barrier-Integral)	36	LF	\$ 7.00	\$ 252.00
610(A)-0602	4" Concrete Sidewalk	80	SY	\$ 50.00	\$ 4,000.00
610(I)-4610	Tactile Warning Device - New	90	SF	\$ 25.00	\$ 2,250.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
---	Push Button Pole	8	EA	\$ 1,200.00	\$ 9,600.00
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	638	LF	\$ 6.00	\$ 3,828.00
---	Pedestrian Push Button (APS)	8	EA	\$ 1,200.00	\$ 9,600.00
---	Removal of Pedestrian Push Buttons	0	EA	\$ 50.00	\$ -
---	Relocate Pedestrian Push Button	0	EA	\$ 300.00	\$ -
---	12" LED Countdown Ped Signal Module with Housing	0	EA	\$ 650.00	\$ 5,200.00
---	Pedestrian Push Button Sign	0	EA	\$ 150.00	\$ -
---	Remove Pedestrian Push Button Sign	0	EA	\$ 50.00	\$ -
---	Repave Roadway	0	LS	\$ 5,000.00	\$ -
---	Fix Ponding	0	LS	\$ 2,000.00	\$ -
---	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

<input checked="" type="checkbox"/> No Design Completed	Subtotal:	\$ 34,752.00
<input type="checkbox"/> Preliminary Design	Engineering: (% +/-)	15% \$ 5,249.14
<input type="checkbox"/> Final Design	Contingency: (% +/-)	20% \$ 6,998.86
	Estimated Project Cost:	\$ 47,000.00

Project Location

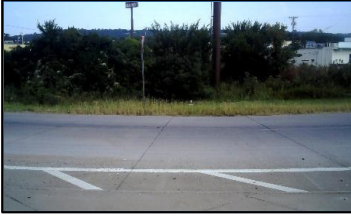


Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	Good	Good	Good	Good	
Path of travel running slope is greater than 5%	NC	NC	NC	NC	
Path of travel cross slope is greater than 5%					
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' or 'i' in ramp label indicates no existing ramp)						Recommendations
	1z	1i	2z	3z	3i	4z	
Curb ramp does not exist and is needed	X				X	X	Install curb ramp; see shapefile for median improvement
Curb ramp does not land in crosswalk							
No 4' x 4' clear space at base of curb ramp							
Curb ramp side is not 90° or has traversable adjacent surface							
Flare cross slope is greater than 10%							
Curb ramp running slope is greater than 8.33%							
Blended transition running slope is greater than 5%							
Cut-thru ramp running slope is greater than 5%							
Curb ramp cross slope is greater than 2%							
Cut-thru ramp cross slope is greater than 5%							
Curb ramp width is less than 48"							
Cut-thru ramp width is less than 60"							
Permanent obstruction (>0.25') in curb ramp/landing/flares							
Temporary obstruction (>0.25') in curb ramp/landing/flares							
No textured surface at base of curb ramp							
No color contrast at base of curb ramp							
Landing area does not exist and is needed							
Landing area is less than 5' x 5' or slopes greater than 2%							
Missing or no pedestrian push buttons	X	X		X	X	Install push button pole and APS push buttons	
Pedestrian push button is offset more than 5' from the nearest crosswalk edge							
Pedestrian push button offset more than 10' from curb face							
Pedestrian push button is not parallel to crosswalk							
Pedestrian push button height is greater than 48"							
Pedestrian push button diameter is not 2"							
Pedestrian push button sign does not exist							
Pedestrian push button sign is not MUTCD approved							
Clear floor space does not exist and is needed	X	X		X	X	Install clear floor space	
Clear floor space for pedestrian push button is less than 30" x 48" or has a slope greater than 2%							
Missing or no pedestrian signal heads	X	X		X	X	Install countdown pedestrian signal head	
Curb ramp transition onto roadway is greater than 0.25"							
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%							
Ponding occurs at base of curb ramp							

NC = Not Collected



Corner 1 No Ramp (1z)



Island 1 No Ramp (1i)



Corner 2 No Ramp (2z)



Corner 3 No Ramp (3z)



Island 3 No Ramp (3i)



Island 4 No Ramp (4i)



Corner 4 No Ramp (4z)

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Client: Oklahoma Department of Transportation Date: 7/28/16
 Program: ADA Self-Evaluation and Transition Plan Prepared By: CMP
 KHA No.: 051279001 Checked By: EPE

Corridor: - GPS ID: 1207
 Project Name: Intersection of US Hwy 69 Bus / State Hwy 9 and State Hwy 9 Division: 1
 City: Eufaula

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	146	SY	\$ 50.00	\$ 7,300.00
610(I)-4610	Tactile Warning Device - New	80	SF	\$ 25.00	\$ 2,000.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	129	SY	\$ 12.00	\$ 1,548.00
---	Push Button Pole	8	EA	\$ 1,200.00	\$ 9,600.00
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	338	LF	\$ 6.00	\$ 2,028.00
---	Pedestrian Push Button (APS)	8	EA	\$ 1,200.00	\$ 9,600.00
---	Removal of Pedestrian Push Buttons	0	EA	\$ 50.00	\$ -
---	Relocate Pedestrian Push Button	0	EA	\$ 300.00	\$ -
---	12" LED Countdown Ped Signal Module with Housing	8	EA	\$ 650.00	\$ 5,200.00
---	Pedestrian Push Button Sign	0	EA	\$ 150.00	\$ -
---	Remove Pedestrian Push Button Sign	0	EA	\$ 50.00	\$ -
---	Repave Roadway	4	LS	\$ 5,000.00	\$ 20,000.00
---	Fix Ponding	1	LS	\$ 2,000.00	\$ 2,000.00
---	Fix Curb Ramp Transition	4	LS	\$ 2,000.00	\$ 8,000.00
---	Median Nose Modification	0	LS	\$ 5,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Fix Curb Ramp Counter Slope	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

<input checked="" type="checkbox"/> No Design Completed	Subtotal: \$	67,276.00
<input type="checkbox"/> Preliminary Design	Engineering: (% +/-)	15% \$ 10,167.43
<input type="checkbox"/> Final Design	Contingency: (% +/-)	20% \$ 13,556.57
	Estimated Project Cost: \$	91,000.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	Dangerous	Poor	Dangerous	Poor	Repave roadway and install crosswalk pavement markings
Path of travel running slope is greater than 5%	NC	NC	NC	NC	
Path of travel cross slope is greater than 5%					
Crosswalk width is less than 6'					Remove and replace crosswalk pavement markings
Crosswalk striping condition	Worn	Worn	Worn	Worn	

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)							Recommendations
	1A	2A	2B	3A	3B	4A	4B	
Curb ramp does not exist and is needed								
Curb ramp does not land in crosswalk								
No 4' x 4' clear space at base of curb ramp								
Curb side is not 90° or has traversable adjacent surface								
Flare cross slope is greater than 10%	X	X	X	X	X	X	X	Remove and replace curb ramp
Curb ramp running slope is greater than 8.33%								
Blended transition running slope is greater than 5%								
Cut-thru ramp running slope is greater than 5%								
Curb ramp cross slope is greater than 2%		X	X		X	X		
Cut-thru ramp cross slope is greater than 5%								
Curb ramp width is less than 48"								
Cut-thru ramp width is less than 60"								
Permanent obstruction (>0.25") in curb ramp/landing/flares								
Temporary obstruction (>0.25") in curb ramp/landing/flares								
No textured surface at base of curb ramp	X	X	X	X	X	X	X	For intersection ramps and commercial driveway ramps, install color truncated domes
No color contrast at base of curb ramp	X	X	X	X	X	X	X	
Landing area does not exist and is needed								Remove and replace landing area
Landing area is less than 5' x 5' or slopes greater than 2%	X	X				X	X	
Missing or no pedestrian push buttons	X	X	X	X	X	X	X	Install push button pole and APS push buttons
Pedestrian push button is offset more than 5' from the nearest crosswalk edge								
Pedestrian push button offset more than 10' from curb face								
Pedestrian push button is not parallel to crosswalk								
Pedestrian push button height is greater than 48"								
Pedestrian push button diameter is not 2"								
Pedestrian push button sign does not exist								
Pedestrian push button sign is not MUTCD approved								
Clear floor space does not exist and is needed	X	X	X	X	X	X	X	Install clear floor space
Clear floor space for pedestrian push button is less than 30" x 48" or has a slope greater than 2%								
Missing or no pedestrian signal heads	X	X	X	X	X	X	X	Install countdown pedestrian signal head
Curb ramp transition onto roadway is greater than 0.25"		X	X	X			X	
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%	NC	NC	NC	NC	NC	NC	NC	Fix curb ramp transition
Ponding occurs at base of curb ramp	X							

NC = Not Collected



Ramp 1A



Ramp 2A



Ramp 2B



Ramp 3A



Ramp 3B



Ramp 4A



Ramp 4B

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Client: Oklahoma Department of Transportation Date: 7/28/16
 Program: ADA Self-Evaluation and Transition Plan Prepared By: CMP
 KHA No.: 051279001 Checked By: EPE

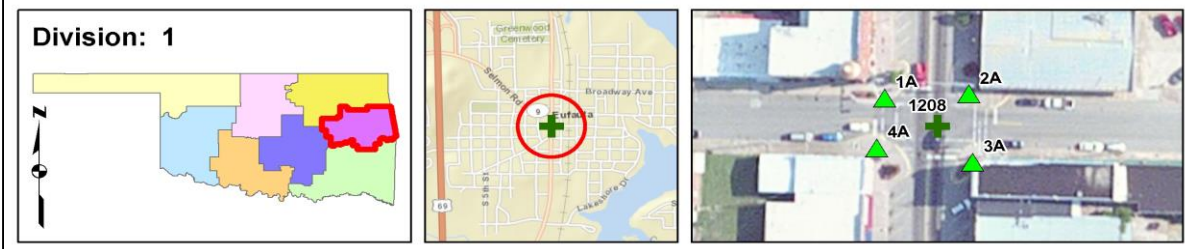
Corridor: - GPS ID: 1208
 Project Name: Intersection of US Hwy 69 Bus / State Hwy 9 and W Foley St Division: 1
 City: Eufaula

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	118	SY	\$ 50.00	\$ 5,900.00
610(I)-4610	Tactile Warning Device - New	80	SF	\$ 25.00	\$ 2,000.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	80	SY	\$ 12.00	\$ 960.00
---	Push Button Pole	8	EA	\$ 1,200.00	\$ 9,600.00
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	312	LF	\$ 6.00	\$ 1,872.00
---	Pedestrian Push Button (APS)	8	EA	\$ 1,200.00	\$ 9,600.00
---	Removal of Pedestrian Push Buttons	0	EA	\$ 50.00	\$ -
---	Relocate Pedestrian Push Button	0	EA	\$ 300.00	\$ -
---	12" LED Countdown Ped Signal Module with Housing	0	EA	\$ 650.00	\$ -
---	Pedestrian Push Button Sign	0	EA	\$ 150.00	\$ -
---	Remove Pedestrian Push Button Sign	0	EA	\$ 50.00	\$ -
---	Repave Roadway	4	LS	\$ 5,000.00	\$ 20,000.00
---	Fix Ponding	1	LS	\$ 2,000.00	\$ 2,000.00
---	Fix Curb Ramp Transition	3	LS	\$ 2,000.00	\$ 6,000.00
---	Median Nose Modification	0	LS	\$ 5,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Fix Curb Ramp Counter Slope	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

<input checked="" type="checkbox"/> No Design Completed	Subtotal:	\$ 57,932.00
<input type="checkbox"/> Preliminary Design	Engineering: (% +/-)	15% \$ 9,029.14
<input type="checkbox"/> Final Design	Contingency: (% +/-)	20% \$ 12,038.86
	Estimated Project Cost:	\$ 79,000.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	Dangerous	Dangerous	Poor	Dangerous	Repave roadway and install crosswalk pavement markings
Path of travel running slope is greater than 5%	NC	NC	NC	NC	
Path of travel cross slope is greater than 5%					
Crosswalk width is less than 6'					Remove and replace crosswalk pavement markings
Crosswalk striping condition	Worn	Worn	Worn	Worn	

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1A	2A	3A	4A	
Curb ramp does not exist and is needed					
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curb side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%	X	X	X	X	
Curb ramp running slope is greater than 8.33%					
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%	X			X	Remove and replace curb ramp
Cut-thru ramp cross slope is greater than 5%					
Curb ramp width is less than 48"					
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25") in curb ramp/landing/flares					
Temporary obstruction (>0.25") in curb ramp/landing/flares					
No textured surface at base of curb ramp	X	X	X	X	For intersection ramps and commercial driveway ramps, install color truncated domes
No color contrast at base of curb ramp	X	X	X	X	
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%	X		X		Remove and replace landing area
Missing or no pedestrian push buttons	X	X	X	X	Install push button pole and APS push buttons
Pedestrian push button is offset more than 5' from the nearest crosswalk edge					
Pedestrian push button offset more than 10' from curb face					
Pedestrian push button is not parallel to crosswalk					
Pedestrian push button height is greater than 48"					
Pedestrian push button diameter is not 2"					
Pedestrian push button sign does not exist					
Pedestrian push button sign is not MUTCD approved					
Clear floor space does not exist and is needed	X	X	X	X	Install clear floor space
Clear floor space for pedestrian push button is less than 30" x 48" or has a slope greater than 2%					
Missing or no pedestrian signal heads					
Curb ramp transition onto roadway is greater than 0.25"	X		X	X	Fix curb ramp transition
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%	NC	NC	NC	NC	
Ponding occurs at base of curb ramp				X	Fix ponding

NC = Not Collected



Ramp 1A



Ramp 2A



Ramp 3A



Ramp 4A

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Client: Oklahoma Department of Transportation Date: 7/28/16
 Program: ADA Self-Evaluation and Transition Plan Prepared By: CMP
 KHA No.: 051279001 Checked By: EPE

Corridor: - GPS ID: 1256
 Project Name: Intersection of US Hwy 62 Bus (Poplar St) and State Hwy 80 Division: 1
 City: Fort Gibson

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	73	SY	\$ 50.00	\$ 3,650.00
610(I)-4610	Tactile Warning Device - New	60	SF	\$ 25.00	\$ 1,500.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	41	SY	\$ 12.00	\$ 492.00
---	Push Button Pole	8	EA	\$ 1,200.00	\$ 9,600.00
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	334	LF	\$ 0.25	\$ 83.50
---	Crosswalk Pavement Markings	334	LF	\$ 6.00	\$ 2,004.00
---	Pedestrian Push Button (APS)	8	EA	\$ 1,200.00	\$ 9,600.00
---	Removal of Pedestrian Push Buttons	0	EA	\$ -	\$ -
---	Relocate Pedestrian Push Button	0	EA	\$ 300.00	\$ -
---	12" LED Countdown Ped Signal Module with Housing	0	EA	\$ 650.00	\$ 5,200.00
---	Pedestrian Push Button Sign	0	EA	\$ 150.00	\$ -
---	Remove Pedestrian Push Button Sign	0	EA	\$ 50.00	\$ -
---	Repave Roadway	0	LS	\$ 5,000.00	\$ -
---	Fix Ponding	0	LS	\$ 2,000.00	\$ -
---	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

<input checked="" type="checkbox"/> No Design Completed	Subtotal:	\$ 32,129.50
<input type="checkbox"/> Preliminary Design	Engineering: (% +/-)	15% \$ 5,087.36
<input type="checkbox"/> Final Design	Contingency: (% +/-)	20% \$ 6,783.14
	Estimated Project Cost:	\$ 44,000.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	Good	Good	Good	Good	
Path of travel running slope is greater than 5%	NC	NC	NC	NC	
Path of travel cross slope is greater than 5%					
Crosswalk width is less than 6'					
Crosswalk striping condition	Worn	Worn	Worn	Worn	Remove and replace crosswalk pavement markings

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1A	2A	3A	4A	
Curb ramp does not exist and is needed					
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp	X		X		Remove and replace crosswalk pavement markings
Curb side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%		X	X		
Curb ramp running slope is greater than 8.33%			X		
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%			X	X	Remove and replace curb ramp
Cut-thru ramp cross slope is greater than 5%					
Curb ramp width is less than 48"					
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25") in curb ramp/landing/flares			X		
Temporary obstruction (>0.25") in curb ramp/landing/flares					
No textured surface at base of curb ramp					
No color contrast at base of curb ramp					
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%	X	X	X		Remove and replace landing area
Missing or no pedestrian push buttons	X	X	X	X	Install push button pole and APS push buttons
Pedestrian push button is offset more than 5' from the nearest crosswalk edge					
Pedestrian push button offset more than 10' from curb face					
Pedestrian push button is not parallel to crosswalk					
Pedestrian push button height is greater than 48"					
Pedestrian push button diameter is not 2"					
Pedestrian push button sign does not exist					
Pedestrian push button sign is not MUTCD approved					
Clear floor space does not exist and is needed	X	X	X	X	Install clear floor space
Clear floor space for pedestrian push button is less than 30" x 48" or has a slope greater than 2%					
Missing or no pedestrian signal heads	X	X	X	X	Install countdown pedestrian signal head
Curb ramp transition onto roadway is greater than 0.25"					
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%	NC	NC	NC	NC	
Ponding occurs at base of curb ramp					

NC = Not Collected



Ramp 1A



Ramp 2A



Ramp 3A



Ramp 4A

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Client: Oklahoma Department of Transportation Date: 7/28/16
 Program: ADA Self-Evaluation and Transition Plan Prepared By: CMP
 KHA No.: 051279001 Checked By: EPE

Corridor: - GPS ID: 1261
 Project Name: Intersection of US Hwy 62 / State Hwy 10 and S Lee St Division: 1
 City: Fort Gibson

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	4	CY	\$ 5.50	\$ 22.00
609(A)-0300	Concrete Curb (6" Barrier-Integral)	36	LF	\$ 7.00	\$ 252.00
610(A)-0602	4" Concrete Sidewalk	19	SY	\$ 50.00	\$ 950.00
610(I)-4610	Tactile Warning Device - New	30	SF	\$ 25.00	\$ 750.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
---	Push Button Pole	8	EA	\$ 1,200.00	\$ 9,600.00
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	780	LF	\$ 6.00	\$ 4,680.00
---	Pedestrian Push Button (APS)	8	EA	\$ 1,200.00	\$ 9,600.00
---	Removal of Pedestrian Push Buttons	0	EA	\$ 50.00	\$ -
---	Relocate Pedestrian Push Button	0	EA	\$ 300.00	\$ -
---	12" LED Countdown Ped Signal Module with Housing	8	EA	\$ 650.00	\$ 5,200.00
---	Pedestrian Push Button Sign	0	EA	\$ 150.00	\$ -
---	Remove Pedestrian Push Button Sign	0	EA	\$ 50.00	\$ -
---	Repave Roadway	2	LS	\$ 5,000.00	\$ 10,000.00
---	Fix Ponding	0	LS	\$ 2,000.00	\$ -
---	Fix Curb Ramp Transition	0	LS	\$ 2,000.00	\$ -
---	Median Nose Modification	0	LS	\$ 5,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Fix Curb Ramp Counter Slope	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

<input checked="" type="checkbox"/> No Design Completed	Subtotal:	\$ 41,054.00
<input type="checkbox"/> Preliminary Design	Engineering: (% +/-)	15% \$ 6,405.43
<input type="checkbox"/> Final Design	Contingency: (% +/-)	20% \$ 8,540.57
	Estimated Project Cost:	\$ 56,000.00

Project Location



Field Observations

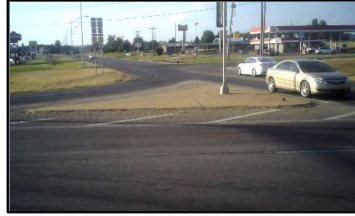
Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	Dangerous	Good	Poor	Good	Repave roadway and install crosswalk pavement markings
Path of travel running slope is greater than 5%	NC	NC	NC	NC	
Path of travel cross slope is greater than 5%					
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	Install crosswalk pavement markings
Crosswalk striping condition	None	None	None	None	

Curb Ramp Issues	Curb Ramp ID ('z' or 'i' in ramp label indicates no existing ramp)					Recommendations
	1z	1i	2z	3z	4z	
Curb ramp does not exist and is needed		X				Install curb ramp; see shapefile for median improvement
Curb ramp does not land in crosswalk						
No 4' x 4' clear space at base of curb ramp						
Curbed side is not 90° or has traversable adjacent surface						
Flare cross slope is greater than 10%						
Curb ramp running slope is greater than 8.33%						
Blended transition running slope is greater than 5%						
Cut-thru ramp running slope is greater than 5%						
Curb ramp cross slope is greater than 2%						
Cut-thru ramp cross slope is greater than 5%						
Curb ramp width is less than 48"						
Cut-thru ramp width is less than 60"						
Permanent obstruction (>0.25") in curb ramp/landing/flares						
Temporary obstruction (>0.25") in curb ramp/landing/flares						
No textured surface at base of curb ramp						
No color contrast at base of curb ramp						
Landing area does not exist and is needed						
Landing area is less than 5' x 5' or slopes greater than 2%						
Missing or no pedestrian push buttons	X	X	X	X	Install push button pole and APS push buttons	
Pedestrian push button is offset more than 5' from the nearest crosswalk edge						
Pedestrian push button offset more than 10' from curb face						
Pedestrian push button is not parallel to crosswalk						
Pedestrian push button height is greater than 48"						
Pedestrian push button diameter is not 2"						
Pedestrian push button sign does not exist						
Pedestrian push button sign is not MUTCD approved						
Clear floor space does not exist and is needed	X	X	X	X	Install clear floor space	
Clear floor space for pedestrian push button is less than 30" x 48" or has a slope greater than 2%						
Missing or no pedestrian signal heads	X	X	X	X	Install countdown pedestrian signal head	
Curb ramp transition onto roadway is greater than 0.25"						
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%						
Ponding occurs at base of curb ramp						

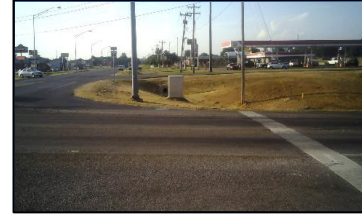
NC = Not Collected



Corner 1 No Ramp (1z)



Island 1 No Ramp (1i)



Corner 2 No Ramp (2z)



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

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Client: Oklahoma Department of Transportation Date: 7/28/16
 Program: ADA Self-Evaluation and Transition Plan Prepared By: CMP
 KHA No.: 051279001 Checked By: EPE

Corridor: - GPS ID: 1364
 Project Name: Intersection of US Hwy 75B and 5th St. Division: 1
 City: Henryetta

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	133	SY	\$ 50.00	\$ 6,650.00
610(I)-4610	Tactile Warning Device - New	70	SF	\$ 25.00	\$ 1,750.00
610(I)-4615	Tactile Warning Device - Retrofit	10	SF	\$ 60.00	\$ 600.00
619(B)-4792	Removal of Sidewalk	126	SY	\$ 12.00	\$ 1,512.00
---	Push Button Pole	5	EA	\$ 1,200.00	\$ 6,000.00
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	482	LF	\$ 6.00	\$ 2,892.00
---	Pedestrian Push Button (APS)	8	EA	\$ 1,200.00	\$ 9,600.00
---	Removal of Pedestrian Push Buttons	8	EA	\$ 50.00	\$ 400.00
---	Relocate Pedestrian Push Button	0	EA	\$ 300.00	\$ -
---	12" LED Countdown Ped Signal Module with Housing	0	EA	\$ 650.00	\$ -
---	Pedestrian Push Button Sign	0	EA	\$ 150.00	\$ -
---	Remove Pedestrian Push Button Sign	0	EA	\$ 50.00	\$ -
---	Repave Roadway	3	LS	\$ 5,000.00	\$ 15,000.00
---	Fix Ponding	0	LS	\$ 2,000.00	\$ -
---	Fix Curb Ramp Transition	3	LS	\$ 2,000.00	\$ 6,000.00
---	Median Nose Modification	0	LS	\$ 5,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Fix Curb Ramp Counter Slope	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

- No Design Completed
- Preliminary Design
- Final Design

Subtotal:	\$	50,404.00
Engineering: (% +/-)	15%	\$ 7,969.71
Contingency: (% +/-)	20%	\$ 10,626.29
Estimated Project Cost:	\$	69,000.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	Good	Dangerous	Dangerous	Dangerous	Repave roadway and install crosswalk pavement markings
Path of travel running slope is greater than 5%	NC	NC	NC	NC	
Path of travel cross slope is greater than 5%					
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	Install crosswalk pavement markings
Crosswalk striping condition	None	None	None	None	

Curb Ramp Issues	Curb Ramp ID ('z' or 'i' in ramp label indicates no existing ramp)								Recommendations
	1A	1B	2A	2B	3A	3B	4A	4B	
Curb ramp does not exist and is needed									
Curb ramp does not land in crosswalk									
No 4' x 4' clear space at base of curb ramp									
Curb side is not 90° or has traversable adjacent surface									
Flare cross slope is greater than 10%									
Curb ramp running slope is greater than 8.33%	X	X	X	X		X	X	X	
Blended transition running slope is greater than 5%									
Cut-thru ramp running slope is greater than 5%									
Curb ramp cross slope is greater than 2%			X			X	X	X	
Cut-thru ramp cross slope is greater than 5%									
Curb ramp width is less than 48"									
Cut-thru ramp width is less than 60"									
Permanent obstruction (>0.25") in curb ramp/landing/flares									
Temporary obstruction (>0.25") in curb ramp/landing/flares									
No textured surface at base of curb ramp	X	X	X	X	X	X	X	X	
No color contrast at base of curb ramp	X	X	X	X	X	X	X	X	
Landing area does not exist and is needed									
Landing area is less than 5' x 5' or slopes greater than 2%	X	X	X	X	X	X	X	X	
Missing or no pedestrian push buttons									
Pedestrian push button is offset more than 5' from the nearest crosswalk edge									
Pedestrian push button offset more than 10' from curb face		X		X	X	X		X	
Pedestrian push button is not parallel to crosswalk									
Pedestrian push button height is greater than 48"									
Pedestrian push button diameter is not 2"	X	X	X	X	X	X	X	X	
Pedestrian push button sign does not exist									
Pedestrian push button sign is not MUTCD approved									
Clear floor space does not exist and is needed	X		X	X	X	X	X	X	
Clear floor space for pedestrian push button is less than 30" x 48" or has a slope greater than 2%		X							
Missing or no pedestrian signal heads									
Curb ramp transition onto roadway is greater than 0.25"	X			X				X	
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%	NC	NC	NC	NC	NC	NC	NC	NC	
Ponding occurs at base of curb ramp									

NC = Not Collected



Ramp 1A



Ramp 1B



Ramp 2A



Ramp 2B



Ramp 3A



Ramp 3B



Ramp 4A



Ramp 4B

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Client: Oklahoma Department of Transportation Date: 7/28/16
 Program: ADA Self-Evaluation and Transition Plan Prepared By: CMP
 KHA No.: 051279001 Checked By: EPE

Corridor: - GPS ID: 1365
 Project Name: Intersection of US Hwy 75B and 4th St Division: 1
 City: Henryetta

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	63	SY	\$ 50.00	\$ 3,150.00
610(I)-4610	Tactile Warning Device - New	50	SF	\$ 25.00	\$ 1,250.00
610(I)-4615	Tactile Warning Device - Retrofit	30	SF	\$ 60.00	\$ 1,800.00
619(B)-4792	Removal of Sidewalk	57	SY	\$ 12.00	\$ 684.00
---	Push Button Pole	2	EA	\$ 1,200.00	\$ 2,400.00
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	484	LF	\$ 6.00	\$ 2,904.00
---	Pedestrian Push Button (APS)	5	EA	\$ 1,200.00	\$ 6,000.00
---	Removal of Pedestrian Push Buttons	5	EA	\$ 50.00	\$ 250.00
---	Relocate Pedestrian Push Button	2	EA	\$ 300.00	\$ 600.00
---	12" LED Countdown Ped Signal Module with Housing	0	EA	\$ 650.00	\$ -
---	Pedestrian Push Button Sign	3	EA	\$ 150.00	\$ 450.00
---	Remove Pedestrian Push Button Sign	2	EA	\$ 50.00	\$ 100.00
---	Repave Roadway	4	LS	\$ 5,000.00	\$ 20,000.00
---	Fix Ponding	1	LS	\$ 2,000.00	\$ 2,000.00
---	Fix Curb Ramp Transition	5	LS	\$ 2,000.00	\$ 10,000.00
---	Median Nose Modification	0	LS	\$ 5,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Fix Curb Ramp Counter Slope	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

- No Design Completed
- Preliminary Design
- Final Design

Subtotal:	\$	51,588.00
Engineering: (% +/-)	15%	\$ 7,890.86
Contingency: (% +/-)	20%	\$ 10,521.14
Estimated Project Cost:	\$	70,000.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	Dangerous	Dangerous	Dangerous	Dangerous	Repave roadway and install crosswalk pavement markings
Path of travel running slope is greater than 5%	NC	NC	NC	NC	
Path of travel cross slope is greater than 5%					
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	Install crosswalk pavement markings
Crosswalk striping condition	None	None	None	None	

Curb Ramp Issues	Curb Ramp ID ('Z' or 'I' in ramp label indicates no existing ramp)								Recommendations
	1A	1B	2A	2B	3A	3B	4A	4B	
Curb ramp does not exist and is needed									
Curb ramp does not land in crosswalk									
No 4' x 4' clear space at base of curb ramp									
Curb side is not 90° or has traversable adjacent surface									
Flare cross slope is greater than 10%									
Curb ramp running slope is greater than 8.33%	X			X			X	X	
Blended transition running slope is greater than 5%									
Cut-thru ramp running slope is greater than 5%									
Curb ramp cross slope is greater than 2%			X	X				X	
Cut-thru ramp cross slope is greater than 5%									
Curb ramp width is less than 48"									
Cut-thru ramp width is less than 60"									
Permanent obstruction (>0.25") in curb ramp/landing/flares	X								
Temporary obstruction (>0.25") in curb ramp/landing/flares									
No textured surface at base of curb ramp	X	X	X	X	X	X	X	X	
No color contrast at base of curb ramp	X	X	X	X	X	X	X	X	
Landing area does not exist and is needed									
Landing area is less than 5' x 5' or slopes greater than 2%	X	X	X						
Missing or no pedestrian push buttons									
Pedestrian push button is offset more than 5' from the nearest crosswalk edge									
Pedestrian push button offset more than 10' from curb face					X			X	
Pedestrian push button is not parallel to crosswalk									
Pedestrian push button height is greater than 48"									
Pedestrian push button diameter is not 2"	X	X	X				X	X	
Pedestrian push button sign does not exist									X
Pedestrian push button sign is not MUTCD approved					X	X			
Clear floor space does not exist and is needed	X		X		X	X	X	X	
Clear floor space for pedestrian push button is less than 30" x 48" or has a slope greater than 2%		X		X					
Missing or no pedestrian signal heads									
Curb ramp transition onto roadway is greater than 0.25"	X				X	X	X	X	
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%	NC	NC	NC	NC	NC	NC	NC	NC	
Ponding occurs at base of curb ramp								X	

NC = Not Collected



Ramp 1A



Ramp 1B



Ramp 2A



Ramp 2B



Ramp 3A



Ramp 3B



Ramp 4A



Ramp 4B

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Client: Oklahoma Department of Transportation Date: 7/28/16
 Program: ADA Self-Evaluation and Transition Plan Prepared By: CMP
 KHA No.: 051279001 Checked By: EPE

Corridor: - GPS ID: 1366
 Project Name: Intersection of US Hwy 75B and Lake Rd. Division: 1
 City: Henryetta

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	68	SY	\$ 50.00	\$ 3,400.00
610(I)-4610	Tactile Warning Device - New	60	SF	\$ 25.00	\$ 1,500.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
---	Push Button Pole	6	EA	\$ 1,200.00	\$ 7,200.00
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	304	LF	\$ 6.00	\$ 1,824.00
---	Pedestrian Push Button (APS)	6	EA	\$ 1,200.00	\$ 7,200.00
---	Removal of Pedestrian Push Buttons	0	EA	\$ 50.00	\$ -
---	Relocate Pedestrian Push Button	0	EA	\$ 300.00	\$ -
---	12" LED Countdown Ped Signal Module with Housing	6	EA	\$ 650.00	\$ 3,900.00
---	Pedestrian Push Button Sign	0	EA	\$ 150.00	\$ -
---	Remove Pedestrian Push Button Sign	0	EA	\$ 50.00	\$ -
---	Repave Roadway	2	LS	\$ 5,000.00	\$ 10,000.00
---	Fix Ponding	0	LS	\$ 2,000.00	\$ -
---	Fix Curb Ramp Transition	0	LS	\$ 2,000.00	\$ -
---	Median Nose Modification	0	LS	\$ 5,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Fix Curb Ramp Counter Slope	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

<input checked="" type="checkbox"/> No Design Completed	Subtotal:	\$ 35,024.00
<input type="checkbox"/> Preliminary Design	Engineering: (% +/-)	15% \$ 5,561.14
<input type="checkbox"/> Final Design	Contingency: (% +/-)	20% \$ 7,414.86
	Estimated Project Cost:	\$ 48,000.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	N/A	Poor	Good	Dangerous	Repave roadway and install crosswalk pavement markings
Path of travel running slope is greater than 5%	N/A	NC	NC	NC	
Path of travel cross slope is greater than 5%	N/A				
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	Install crosswalk pavement markings
Crosswalk striping condition	N/A	None	None	None	

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)				Recommendations	
	1z	2z	3z	4z		
Curb ramp does not exist and is needed	X	X	X	X	Install curb ramp; see shapefile for median improvement	
Curb ramp does not land in crosswalk						
No 4' x 4' clear space at base of curb ramp						
Curb ramp side is not 90° or has traversable adjacent surface						
Flare cross slope is greater than 10%						
Curb ramp running slope is greater than 8.33%						
Blended transition running slope is greater than 5%						
Cut-thru ramp running slope is greater than 5%						
Curb ramp cross slope is greater than 2%						
Cut-thru ramp cross slope is greater than 5%						
Curb ramp width is less than 48"						
Cut-thru ramp width is less than 60"						
Permanent obstruction (>0.25") in curb ramp/landing/flares						
Temporary obstruction (>0.25") in curb ramp/landing/flares						
No textured surface at base of curb ramp						
No color contrast at base of curb ramp						
Landing area does not exist and is needed						
Landing area is less than 5' x 5' or slopes greater than 2%						
Missing or no pedestrian push buttons	X	X	X	X		Install push button pole and APS push buttons
Pedestrian push button is offset more than 5' from the nearest crosswalk edge						
Pedestrian push button offset more than 10' from curb face						
Pedestrian push button is not parallel to crosswalk						
Pedestrian push button height is greater than 48"						
Pedestrian push button diameter is not 2"						
Pedestrian push button sign does not exist						
Pedestrian push button sign is not MUTCD approved						
Clear floor space does not exist and is needed	X	X	X	X	Install clear floor space	
Clear floor space for pedestrian push button is less than 30" x 48" or has a slope greater than 2%						
Missing or no pedestrian signal heads	X	X	X	X	Install countdown pedestrian signal head	
Curb ramp transition onto roadway is greater than 0.25"						
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%						
Ponding occurs at base of curb ramp						

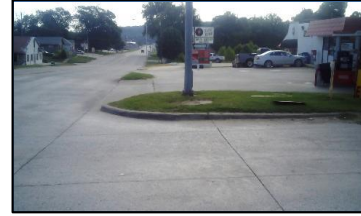
NC = Not Collected



Corner 1 No Ramp (1z)



Corner 2 No Ramp (2z)



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, 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: Oklahoma Department of Transportation Date: 7/28/16
 Program: ADA Self-Evaluation and Transition Plan Prepared By: CMP
 KHA No.: 051279001 Checked By: EPE

Corridor: - GPS ID: 1438
 Project Name: Intersection of US Hwy 64 and N4780 Rd Division: 1
 City: Moffett

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	90	SY	\$ 50.00	\$ 4,500.00
610(I)-4610	Tactile Warning Device - New	80	SF	\$ 25.00	\$ 2,000.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
---	Push Button Pole	8	EA	\$ 1,200.00	\$ 9,600.00
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	710	LF	\$ 6.00	\$ 4,260.00
---	Pedestrian Push Button (APS)	8	EA	\$ 1,200.00	\$ 9,600.00
---	Removal of Pedestrian Push Buttons	0	EA	\$ 50.00	\$ -
---	Relocate Pedestrian Push Button	0	EA	\$ 300.00	\$ -
---	12" LED Countdown Ped Signal Module with Housing	8	EA	\$ 650.00	\$ 5,200.00
---	Pedestrian Push Button Sign	0	EA	\$ 150.00	\$ -
---	Remove Pedestrian Push Button Sign	0	EA	\$ 50.00	\$ -
---	Repave Roadway	3	LS	\$ 5,000.00	\$ 15,000.00
---	Fix Ponding	0	LS	\$ 2,000.00	\$ -
---	Fix Curb Ramp Transition	0	LS	\$ 2,000.00	\$ -
---	Median Nose Modification	0	LS	\$ 5,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Fix Curb Ramp Counter Slope	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

<input checked="" type="checkbox"/> No Design Completed	Subtotal:	\$ 50,160.00
<input type="checkbox"/> Preliminary Design	Engineering: (% +/-)	15% \$ 7,645.71
<input type="checkbox"/> Final Design	Contingency: (% +/-)	20% \$ 10,194.29
	Estimated Project Cost:	\$ 68,000.00

Project Location

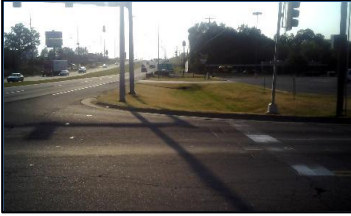


Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	Good	Dangerous	Dangerous	Dangerous	Repave roadway and install crosswalk pavement markings
Path of travel running slope is greater than 5%	NC	NC	NC	NC	
Path of travel cross slope is greater than 5%					
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	Install crosswalk pavement markings
Crosswalk striping condition	None	None	None	None	

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1z	2z	3z	4z	
Curb ramp does not exist and is needed	X	X	X	X	Install curb ramp; see shapefile for median improvement
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curb side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%					
Curb ramp running slope is greater than 8.33%					
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%					
Cut-thru ramp cross slope is greater than 5%					
Curb ramp width is less than 48"					
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25") in curb ramp/landing/flares					
Temporary obstruction (>0.25") in curb ramp/landing/flares					
No textured surface at base of curb ramp					
No color contrast at base of curb ramp					
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%					
Missing or no pedestrian push buttons	X	X	X	X	Install push button pole and APS push buttons
Pedestrian push button is offset more than 5' from the nearest crosswalk edge					
Pedestrian push button offset more than 10' from curb face					
Pedestrian push button is not parallel to crosswalk					
Pedestrian push button height is greater than 48"					
Pedestrian push button diameter is not 2"					
Pedestrian push button sign does not exist					
Pedestrian push button sign is not MUTCD approved					
Clear floor space does not exist and is needed	X	X	X	X	Install clear floor space
Clear floor space for pedestrian push button is less than 30" x 48" or has a slope greater than 2%					
Missing or no pedestrian signal heads	X	X	X	X	Install countdown pedestrian signal head
Curb ramp transition onto roadway is greater than 0.25"					
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
Ponding occurs at base of curb ramp					

NC = Not Collected



Corner 1 No Ramp (1z)



Corner 2 No Ramp (2z)



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Client: Oklahoma Department of Transportation Date: 7/28/16
 Program: ADA Self-Evaluation and Transition Plan Prepared By: CMP
 KHA No.: 051279001 Checked By: EPE

Corridor: - GPS ID: 1500
 Project Name: Intersection of State Hwy 64B and US Hwy 64 Division: 1
 City: Muldrow

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	97	SY	\$ 50.00	\$ 4,850.00
610(I)-4610	Tactile Warning Device - New	80	SF	\$ 25.00	\$ 2,000.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	32	SY	\$ 12.00	\$ 384.00
---	Push Button Pole	5	EA	\$ 1,200.00	\$ 6,000.00
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	638	LF	\$ 6.00	\$ 3,828.00
---	Pedestrian Push Button (APS)	8	EA	\$ 1,200.00	\$ 9,600.00
---	Removal of Pedestrian Push Buttons	8	EA	\$ 50.00	\$ 400.00
---	Relocate Pedestrian Push Button	0	EA	\$ 300.00	\$ -
---	12" LED Countdown Ped Signal Module with Housing	0	EA	\$ 650.00	\$ -
---	Pedestrian Push Button Sign	0	EA	\$ 150.00	\$ -
---	Remove Pedestrian Push Button Sign	0	EA	\$ 50.00	\$ -
---	Repave Roadway	1	LS	\$ 5,000.00	\$ -
---	Fix Ponding	1	LS	\$ 2,000.00	\$ 2,000.00
---	Fix Curb Ramp Transition	0	LS	\$ 2,000.00	\$ -
---	Median Nose Modification	0	LS	\$ 5,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Fix Curb Ramp Counter Slope	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection	Subtotal:	\$ 29,062.00
<input checked="" type="checkbox"/> No Design Completed	Engineering: (% +/-)	15% \$ 4,687.71
<input type="checkbox"/> Preliminary Design	Contingency: (% +/-)	20% \$ 6,250.29
<input type="checkbox"/> Final Design	Estimated Project Cost:	\$ 40,000.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	Good	Good	Good	Good	
Path of travel running slope is greater than 5%	NC	NC	NC	NC	
Path of travel cross slope is greater than 5%					
Crosswalk width is less than 6'					
Crosswalk striping condition	Worn	Worn	Worn	Worn	Remove and replace crosswalk pavement markings

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1A	2A	3z	4z	
Curb ramp does not exist and is needed			X	X	Install curb ramp; see shapefile for median improvement
Curb ramp does not land in crosswalk			X	X	
No 4' x 4' clear space at base of curb ramp			X	X	
Curb side is not 90° or has traversable adjacent surface			X	X	
Flare cross slope is greater than 10%	X	X			
Curb ramp running slope is greater than 8.33%	X				
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%					Remove and replace curb ramp
Cut-thru ramp cross slope is greater than 5%					
Curb ramp width is less than 48"					
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25") in curb ramp/landing/flares					
Temporary obstruction (>0.25") in curb ramp/landing/flares					
No textured surface at base of curb ramp	X	X			For intersection ramps and commercial driveway ramps, install color truncated domes
No color contrast at base of curb ramp	X	X			
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%	X	X			Remove and replace landing area
Missing or no pedestrian push buttons					
Pedestrian push button is offset more than 5' from the nearest crosswalk edge	X	X	X	X	Install push button pole and relocate pedestrian push buttons
Pedestrian push button offset more than 10' from curb face	X			X	
Pedestrian push button is not parallel to crosswalk					
Pedestrian push button height is greater than 48"					
Pedestrian push button diameter is not 2"	X	X	X	X	Remove PBs and replace with APS push buttons
Pedestrian push button sign does not exist					
Pedestrian push button sign is not MUTCD approved					
Clear floor space does not exist and is needed	X	X	X	X	Install clear floor space
Clear floor space for pedestrian push button is less than 30" x 48" or has a slope greater than 2%					
Missing or no pedestrian signal heads					
Curb ramp transition onto roadway is greater than 0.25"					
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%	NC	NC			
Ponding occurs at base of curb ramp			X		Fix ponding

NC = Not Collected



Ramp 1A



Ramp 2A



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Client: Oklahoma Department of Transportation Date: 7/28/16
 Program: ADA Self-Evaluation and Transition Plan Prepared By: CMP
 KHA No.: 051279001 Checked By: EPE

Corridor: - GPS ID: 1502
 Project Name: Intersection of US Hwy 64 and Wilson Rock Rd. Division: 1
 City: Muldrow

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	90	SY	\$ 50.00	\$ 4,500.00
610(I)-4610	Tactile Warning Device - New	80	SF	\$ 25.00	\$ 2,000.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
---	Push Button Pole	8	EA	\$ 1,200.00	\$ 9,600.00
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	542	LF	\$ 6.00	\$ 3,252.00
---	Pedestrian Push Button (APS)	8	EA	\$ 1,200.00	\$ 9,600.00
---	Removal of Pedestrian Push Buttons	0	EA	\$ 50.00	\$ -
---	Relocate Pedestrian Push Button	0	EA	\$ 300.00	\$ -
---	12" LED Countdown Ped Signal Module with Housing	8	EA	\$ 650.00	\$ 5,200.00
---	Pedestrian Push Button Sign	0	EA	\$ 150.00	\$ -
---	Remove Pedestrian Push Button Sign	0	EA	\$ 50.00	\$ -
---	Repave Roadway	0	LS	\$ 5,000.00	\$ -
---	Fix Ponding	0	LS	\$ 2,000.00	\$ -
---	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

<input checked="" type="checkbox"/> No Design Completed	Subtotal:	\$ 34,152.00
<input type="checkbox"/> Preliminary Design	Engineering: (% +/-)	15% \$ 5,506.29
<input type="checkbox"/> Final Design	Contingency: (% +/-)	20% \$ 7,341.71
	Estimated Project Cost:	\$ 47,000.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	Good	Good	Good	Good	
Path of travel running slope is greater than 5%	NC	NC	NC	NC	
Path of travel cross slope is greater than 5%					
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' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1z	2z	3z	4z	
Curb ramp does not exist and is needed	X	X	X	X	Install curb ramp; see shapefile for median improvement
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curb ramp side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%					
Curb ramp running slope is greater than 8.33%					
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%					
Cut-thru ramp cross slope is greater than 5%					
Curb ramp width is less than 48"					
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25") in curb ramp/landing/flares					
Temporary obstruction (>0.25") in curb ramp/landing/flares					
No textured surface at base of curb ramp					
No color contrast at base of curb ramp					
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%					
Missing or no pedestrian push buttons	X	X	X	X	Install push button pole and APS push buttons
Pedestrian push button is offset more than 5' from the nearest crosswalk edge					
Pedestrian push button offset more than 10' from curb face					
Pedestrian push button is not parallel to crosswalk					
Pedestrian push button height is greater than 48"					
Pedestrian push button diameter is not 2"					
Pedestrian push button sign does not exist					
Pedestrian push button sign is not MUTCD approved					
Clear floor space does not exist and is needed	X	X	X	X	Install clear floor space
Clear floor space for pedestrian push button is less than 30" x 48" or has a slope greater than 2%					
Missing or no pedestrian signal heads	X	X	X	X	Install countdown pedestrian signal head
Curb ramp transition onto roadway is greater than 0.25"					
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
Ponding occurs at base of curb ramp					

NC = Not Collected



Corner 1 No Ramp (1z)



Corner 2 No Ramp (2z)



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Client: Oklahoma Department of Transportation Date: 7/28/16
 Program: ADA Self-Evaluation and Transition Plan Prepared By: CMP
 KHA No.: 051279001 Checked By: EPE

Corridor: - GPS ID: 1514
 Project Name: Intersection of Muskogee Tpke / State Hwy 165 and Chandler Rd (West) Division: 1
 City: Muskogee

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	3	CY	\$ 5.50	\$ 16.50
609(A)-0300	Concrete Curb (6" Barrier-Integral)	30	LF	\$ 7.00	\$ 210.00
610(A)-0602	4" Concrete Sidewalk	76	SY	\$ 50.00	\$ 3,800.00
610(I)-4610	Tactile Warning Device - New	80	SF	\$ 25.00	\$ 2,000.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
---	Push Button Pole	6	EA	\$ 1,200.00	\$ 7,200.00
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	486	LF	\$ 6.00	\$ 2,916.00
---	Pedestrian Push Button (APS)	6	EA	\$ 1,200.00	\$ 7,200.00
---	Removal of Pedestrian Push Buttons	0	EA	\$ 50.00	\$ -
---	Relocate Pedestrian Push Button	0	EA	\$ 300.00	\$ -
---	12" LED Countdown Ped Signal Module with Housing	6	EA	\$ 650.00	\$ 3,900.00
---	Pedestrian Push Button Sign	0	EA	\$ 150.00	\$ -
---	Remove Pedestrian Push Button Sign	0	EA	\$ 50.00	\$ -
---	Repave Roadway	1	LS	\$ 5,000.00	\$ 5,000.00
---	Fix Ponding	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:	\$	32,242.50
Engineering: (% +/-)	15%	\$ 5,038.93
Contingency: (% +/-)	20%	\$ 6,718.57
Estimated Project Cost:	\$	44,000.00

Project Location



Field Observations

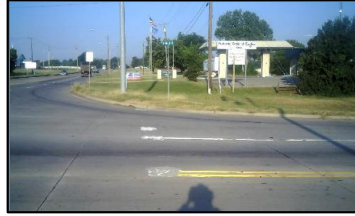
Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	Poor	N/A	Good	Good	Repave roadway and install crosswalk pavement markings
Path of travel running slope is greater than 5%	NC	N/A	NC	NC	
Path of travel cross slope is greater than 5%					
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	Install crosswalk pavement markings
Crosswalk striping condition	None	N/A	None	None	

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)					Recommendations
	Wz	1z	2z	3z	4z	
Curb ramp does not exist and is needed	X	X	X	X	X	Install curb ramp; see shapefile for median improvement
Curb ramp does not land in crosswalk						
No 4' x 4' clear space at base of curb ramp						
Curb ramp side is not 90° or has traversable adjacent surface						
Flare cross slope is greater than 10%						
Curb ramp running slope is greater than 8.33%						
Blended transition running slope is greater than 5%						
Cut-thru ramp running slope is greater than 5%						
Curb ramp cross slope is greater than 2%						
Cut-thru ramp cross slope is greater than 5%						
Curb ramp width is less than 48"						
Cut-thru ramp width is less than 60"						
Permanent obstruction (>0.25") in curb ramp/landing/flares						
Temporary obstruction (>0.25") in curb ramp/landing/flares						
No textured surface at base of curb ramp						
No color contrast at base of curb ramp						
Landing area does not exist and is needed						
Landing area is less than 5' x 5' or slopes greater than 2%						
Missing or no pedestrian push buttons	X	X	X	X	Install push button pole and APS push buttons	
Pedestrian push button is offset more than 5' from the nearest crosswalk edge						
Pedestrian push button offset more than 10' from curb face						
Pedestrian push button is not parallel to crosswalk						
Pedestrian push button height is greater than 48"						
Pedestrian push button diameter is not 2"						
Pedestrian push button sign does not exist						
Pedestrian push button sign is not MUTCD approved						
Clear floor space does not exist and is needed	X	X	X	X	Install clear floor space	
Clear floor space for pedestrian push button is less than 30" x 48" or has a slope greater than 2%						
Missing or no pedestrian signal heads	X	X	X	X	Install countdown pedestrian signal head	
Curb ramp transition onto roadway is greater than 0.25"						
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%						
Ponding occurs at base of curb ramp						

NC = Not Collected



West Median No Ramp (Wz)



Corner 1 No Ramp (1z)



Corner 2 No Ramp (2z)



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

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Client: Oklahoma Department of Transportation Date: 7/28/16
 Program: ADA Self-Evaluation and Transition Plan Prepared By: CMP
 KHA No.: 051279001 Checked By: EPE

Corridor: - GPS ID: 1515
 Project Name: Intersection of Muskogee Tpke / State Hwy 165 and Chandler Rd (East) Division: 1
 City: Muskogee

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	3	CY	\$ 5.50	\$ 16.50
609(A)-0300	Concrete Curb (6" Barrier-Integral)	32	LF	\$ 7.00	\$ 224.00
610(A)-0602	4" Concrete Sidewalk	77	SY	\$ 50.00	\$ 3,850.00
610(I)-4610	Tactile Warning Device - New	80	SF	\$ 25.00	\$ 2,000.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
---	Push Button Pole	6	EA	\$ 1,200.00	\$ 7,200.00
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	452	LF	\$ 6.00	\$ 2,712.00
---	Pedestrian Push Button (APS)	6	EA	\$ 1,200.00	\$ 7,200.00
---	Removal of Pedestrian Push Buttons	0	EA	\$ 50.00	\$ -
---	Relocate Pedestrian Push Button	0	EA	\$ 300.00	\$ -
---	12" LED Countdown Ped Signal Module with Housing	6	EA	\$ 650.00	\$ 3,900.00
---	Pedestrian Push Button Sign	0	EA	\$ 150.00	\$ -
---	Remove Pedestrian Push Button Sign	0	EA	\$ 50.00	\$ -
---	Repave Roadway	1	LS	\$ 5,000.00	\$ 5,000.00
---	Fix Ponding	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	Subtotal:	\$ 32,102.50
<input checked="" type="checkbox"/> No Design Completed	Engineering: (% +/-)	15% \$ 5,098.93
<input type="checkbox"/> Preliminary Design	Contingency: (% +/-)	20% \$ 6,798.57
<input type="checkbox"/> Final Design	Estimated Project Cost:	\$ 44,000.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	Good	Dangerous	Good	N/A	Repave roadway and install crosswalk pavement markings
Path of travel running slope is greater than 5%	NC	NC	NC	N/A	
Path of travel cross slope is greater than 5%	NC	NC	NC	N/A	
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	Install crosswalk pavement markings
Crosswalk striping condition	None	None	None	N/A	

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)					Recommendations
	Ez	1z	2z	3z	4z	
Curb ramp does not exist and is needed	X	X	X	X	X	Install curb ramp; see shapefile for median improvement
Curb ramp does not land in crosswalk						
No 4' x 4' clear space at base of curb ramp						
Curb ramp side is not 90° or has traversable adjacent surface						
Flare cross slope is greater than 10%						
Curb ramp running slope is greater than 8.33%						
Blended transition running slope is greater than 5%						
Cut-thru ramp running slope is greater than 5%						
Curb ramp cross slope is greater than 2%						
Cut-thru ramp cross slope is greater than 5%						
Curb ramp width is less than 48"						
Cut-thru ramp width is less than 60"						
Permanent obstruction (>0.25") in curb ramp/landing/flares						
Temporary obstruction (>0.25") in curb ramp/landing/flares						
No textured surface at base of curb ramp						
No color contrast at base of curb ramp						
Landing area does not exist and is needed						
Landing area is less than 5' x 5' or slopes greater than 2%						
Missing or no pedestrian push buttons	X	X	X	X	Install push button pole and APS push buttons	
Pedestrian push button is offset more than 5' from the nearest crosswalk edge						
Pedestrian push button offset more than 10' from curb face						
Pedestrian push button is not parallel to crosswalk						
Pedestrian push button height is greater than 48"						
Pedestrian push button diameter is not 2"						
Pedestrian push button sign does not exist						
Pedestrian push button sign is not MUTCD approved						
Clear floor space does not exist and is needed	X	X	X	X	Install clear floor space	
Clear floor space for pedestrian push button is less than 30" x 48" or has a slope greater than 2%						
Missing or no pedestrian signal heads	X	X	X	X	Install countdown pedestrian signal head	
Curb ramp transition onto roadway is greater than 0.25"						
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%						
Ponding occurs at base of curb ramp						

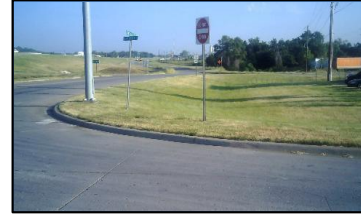
NC = Not Collected



East Median No Ramp (Ez)



Corner 1 No Ramp (1z)



Corner 2 No Ramp (2z)



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Client: Oklahoma Department of Transportation Date: 7/28/16
 Program: ADA Self-Evaluation and Transition Plan Prepared By: CMP
 KHA No.: 051279001 Checked By: EPE

Corridor: - GPS ID: 1523
 Project Name: Intersection of State Hwy 16 / US Hwy 62 and US Hwy 69 Division: 1
 City: Muskogee

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	142	SY	\$ 50.00	\$ 7,100.00
610(I)-4610	Tactile Warning Device - New	120	SF	\$ 25.00	\$ 3,000.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
---	Push Button Pole	8	EA	\$ 1,200.00	\$ 9,600.00
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	840	LF	\$ 6.00	\$ 5,040.00
---	Pedestrian Push Button (APS)	8	EA	\$ 1,200.00	\$ 9,600.00
---	Removal of Pedestrian Push Buttons	0	EA	\$ 50.00	\$ -
---	Relocate Pedestrian Push Button	0	EA	\$ 300.00	\$ -
---	12" LED Countdown Ped Signal Module with Housing	0	EA	\$ 650.00	\$ 5,200.00
---	Pedestrian Push Button Sign	0	EA	\$ 150.00	\$ -
---	Remove Pedestrian Push Button Sign	0	EA	\$ 50.00	\$ -
---	Repave Roadway	0	LS	\$ 5,000.00	\$ -
---	Fix Ponding	0	LS	\$ 2,000.00	\$ -
---	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

<input checked="" type="checkbox"/> No Design Completed	Subtotal:	\$ 39,540.00
<input type="checkbox"/> Preliminary Design	Engineering: (% +/-)	15% \$ 6,197.14
<input type="checkbox"/> Final Design	Contingency: (% +/-)	20% \$ 8,262.86
	Estimated Project Cost:	\$ 54,000.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	Good	Good	Good	Good	
Path of travel running slope is greater than 5%	NC	NC	NC	NC	
Path of travel cross slope is greater than 5%					
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' or 'i' in ramp label indicates no existing ramp)						Recommendations
	1z	2i	2z	3z	3i	4z	
Curb ramp does not exist and is needed	X	X	X	X	X	X	Install curb ramp; see shapefile for median improvement
Curb ramp does not land in crosswalk							
No 4' x 4' clear space at base of curb ramp							
Curb ramp side is not 90° or has traversable adjacent surface							
Flare cross slope is greater than 10%							
Curb ramp running slope is greater than 8.33%							
Blended transition running slope is greater than 5%							
Cut-thru ramp running slope is greater than 5%							
Curb ramp cross slope is greater than 2%							
Cut-thru ramp cross slope is greater than 5%							
Curb ramp width is less than 48"							
Cut-thru ramp width is less than 60"							
Permanent obstruction (>0.25") in curb ramp/landing/flares							
Temporary obstruction (>0.25") in curb ramp/landing/flares							
No textured surface at base of curb ramp							
No color contrast at base of curb ramp							
Landing area does not exist and is needed							
Landing area is less than 5' x 5' or slopes greater than 2%							
Missing or no pedestrian push buttons	X	X			X	X	Install push button pole and APS push buttons
Pedestrian push button is offset more than 5' from the nearest crosswalk edge							
Pedestrian push button offset more than 10' from curb face							
Pedestrian push button is not parallel to crosswalk							
Pedestrian push button height is greater than 48"							
Pedestrian push button diameter is not 2"							
Pedestrian push button sign does not exist							
Pedestrian push button sign is not MUTCD approved							
Clear floor space does not exist and is needed	X	X			X	X	Install clear floor space
Clear floor space for pedestrian push button is less than 30" x 48" or has a slope greater than 2%							
Missing or no pedestrian signal heads	X	X			X	X	Install countdown pedestrian signal head
Curb ramp transition onto roadway is greater than 0.25"							
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%							
Ponding occurs at base of curb ramp							

NC = Not Collected



Corner 1 No Ramp (1z)



Island 2 No Ramp (2i)



Corner 2 No Ramp (2z)



Corner 3 No Ramp (3z)



Island 3 No Ramp (3i)



Corner 4 No Ramp (4z)

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Client: Oklahoma Department of Transportation Date: 7/28/16
 Program: ADA Self-Evaluation and Transition Plan Prepared By: CMP
 KHA No.: 051279001 Checked By: EPE

Corridor: - GPS ID: 1524
 Project Name: Intersection of State Hwy 16 / US Hwy 62 and N 24th St W Division: 1
 City: Muskogee

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	90	SY	\$ 50.00	\$ 4,500.00
610(I)-4610	Tactile Warning Device - New	80	SF	\$ 25.00	\$ 2,000.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
---	Push Button Pole	8	EA	\$ 1,200.00	\$ 9,600.00
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	640	LF	\$ 6.00	\$ 3,840.00
---	Pedestrian Push Button (APS)	8	EA	\$ 1,200.00	\$ 9,600.00
---	Removal of Pedestrian Push Buttons	0	EA	\$ 0.00	\$ -
---	Relocate Pedestrian Push Button	0	EA	\$ 300.00	\$ -
---	12" LED Countdown Ped Signal Module with Housing	8	EA	\$ 650.00	\$ 5,200.00
---	Pedestrian Push Button Sign	0	EA	\$ 150.00	\$ -
---	Remove Pedestrian Push Button Sign	0	EA	\$ 50.00	\$ -
---	Repave Roadway	2	LS	\$ 5,000.00	\$ 10,000.00
---	Fix Ponding	0	LS	\$ 2,000.00	\$ -
---	Fix Curb Ramp Transition	0	LS	\$ 2,000.00	\$ -
---	Median Nose Modification	0	LS	\$ 5,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Fix Curb Ramp Counter Slope	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

<input checked="" type="checkbox"/> No Design Completed	Subtotal:	\$ 44,740.00
<input type="checkbox"/> Preliminary Design	Engineering: (% +/-)	15% \$ 6,968.57
<input type="checkbox"/> Final Design	Contingency: (% +/-)	20% \$ 9,291.43
	Estimated Project Cost:	\$ 61,000.00

Project Location

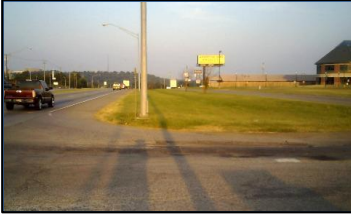


Field Observations

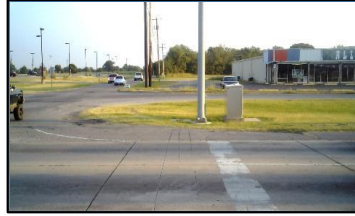
Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	Dangerous	Poor	Good	Good	Repave roadway and install crosswalk pavement markings
Path of travel running slope is greater than 5%	NC	NC	NC	NC	
Path of travel cross slope is greater than 5%					
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	Install crosswalk pavement markings
Crosswalk striping condition	None	None	None	None	

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)				Recommendations	
	1z	2z	3z	4z		
Curb ramp does not exist and is needed	X	X	X	X	Install curb ramp; see shapefile for median improvement	
Curb ramp does not land in crosswalk						
No 4' x 4' clear space at base of curb ramp						
Curb side is not 90° or has traversable adjacent surface						
Flare cross slope is greater than 10%						
Curb ramp running slope is greater than 8.33%						
Blended transition running slope is greater than 5%						
Cut-thru ramp running slope is greater than 5%						
Curb ramp cross slope is greater than 2%						
Cut-thru ramp cross slope is greater than 5%						
Curb ramp width is less than 48"						
Cut-thru ramp width is less than 60"						
Permanent obstruction (>0.25") in curb ramp/landing/flares						
Temporary obstruction (>0.25") in curb ramp/landing/flares						
No textured surface at base of curb ramp						
No color contrast at base of curb ramp						
Landing area does not exist and is needed						
Landing area is less than 5' x 5' or slopes greater than 2%						
Missing or no pedestrian push buttons	X	X	X	X		Install push button pole and APS push buttons
Pedestrian push button is offset more than 5' from the nearest crosswalk edge						
Pedestrian push button offset more than 10' from curb face						
Pedestrian push button is not parallel to crosswalk						
Pedestrian push button height is greater than 48"						
Pedestrian push button diameter is not 2"						
Pedestrian push button sign does not exist						
Pedestrian push button sign is not MUTCD approved						
Clear floor space does not exist and is needed	X	X	X	X	Install clear floor space	
Clear floor space for pedestrian push button is less than 30" x 48" or has a slope greater than 2%						
Missing or no pedestrian signal heads	X	X	X	X	Install countdown pedestrian signal head	
Curb ramp transition onto roadway is greater than 0.25"						
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%						
Ponding occurs at base of curb ramp						

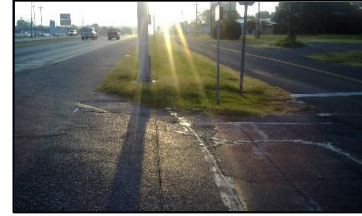
NC = Not Collected



Corner 1 No Ramp (1z)



Corner 2 No Ramp (2z)



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Client: Oklahoma Department of Transportation Date: 7/28/16
 Program: ADA Self-Evaluation and Transition Plan Prepared By: CMP
 KHA No.: 051279001 Checked By: EPE

Corridor: - GPS ID: 1529
 Project Name: Intersection of State Hwy 16 / US Hwy 62 and N 11th St W Division: 1
 City: Muskogee

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	3	CY	\$ 5.50	\$ 16.50
609(A)-0300	Concrete Curb (6" Barrier-Integral)	32	LF	\$ 7.00	\$ 224.00
610(A)-0602	4" Concrete Sidewalk	99	SY	\$ 50.00	\$ 4,950.00
610(I)-4610	Tactile Warning Device - New	120	SF	\$ 25.00	\$ 3,000.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
---	Push Button Pole	8	EA	\$ 1,200.00	\$ 9,600.00
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	742	LF	\$ 6.00	\$ 4,452.00
---	Pedestrian Push Button (APS)	8	EA	\$ 1,200.00	\$ 9,600.00
---	Removal of Pedestrian Push Buttons	0	EA	\$ 50.00	\$ -
---	Relocate Pedestrian Push Button	0	EA	\$ 300.00	\$ -
---	12" LED Countdown Ped Signal Module with Housing	8	EA	\$ 650.00	\$ 5,200.00
---	Pedestrian Push Button Sign	0	EA	\$ 150.00	\$ -
---	Remove Pedestrian Push Button Sign	0	EA	\$ 50.00	\$ -
---	Repave Roadway	0	LS	\$ 5,000.00	\$ -
---	Fix Ponding	0	LS	\$ 2,000.00	\$ -
---	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		Subtotal:	\$ 37,042.50
<input checked="" type="checkbox"/> No Design Completed		Engineering: (% +/-)	15% \$ 5,981.79
<input type="checkbox"/> Preliminary Design		Contingency: (% +/-)	20% \$ 7,975.71
<input type="checkbox"/> Final Design		Estimated Project Cost:	\$ 51,000.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	Good	Good	Good	Good	
Path of travel running slope is greater than 5%	NC	NC	NC	NC	
Path of travel cross slope is greater than 5%					
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' or 'l' in ramp label indicates no existing ramp)						Recommendations
	Ez	Wz	1z	2z	3z	4z	
Curb ramp does not exist and is needed	X	X	X	X	X	X	Install curb ramp; see shapefile for median improvement
Curb ramp does not land in crosswalk							
No 4' x 4' clear space at base of curb ramp							
Curb ramp side is not 90° or has traversable adjacent surface							
Flare cross slope is greater than 10%							
Curb ramp running slope is greater than 8.33%							
Blended transition running slope is greater than 5%							
Cut-thru ramp running slope is greater than 5%							
Curb ramp cross slope is greater than 2%							
Cut-thru ramp cross slope is greater than 5%							
Curb ramp width is less than 48"							
Cut-thru ramp width is less than 60"							
Permanent obstruction (>0.25") in curb ramp/landing/flares							
Temporary obstruction (>0.25") in curb ramp/landing/flares							
No textured surface at base of curb ramp							
No color contrast at base of curb ramp							
Landing area does not exist and is needed							
Landing area is less than 5' x 5' or slopes greater than 2%							
Missing or no pedestrian push buttons		X	X	X	X		Install push button pole and APS push buttons
Pedestrian push button is offset more than 5' from the nearest crosswalk edge							
Pedestrian push button offset more than 10' from curb face							
Pedestrian push button is not parallel to crosswalk							
Pedestrian push button height is greater than 48"							
Pedestrian push button diameter is not 2"							
Pedestrian push button sign does not exist							
Pedestrian push button sign is not MUTCD approved							
Clear floor space does not exist and is needed		X	X	X	X		Install clear floor space
Clear floor space for pedestrian push button is less than 30" x 48" or has a slope greater than 2%							
Missing or no pedestrian signal heads		X	X	X	X		Install countdown pedestrian signal head
Curb ramp transition onto roadway is greater than 0.25"							
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%							
Ponding occurs at base of curb ramp							

NC = Not Collected



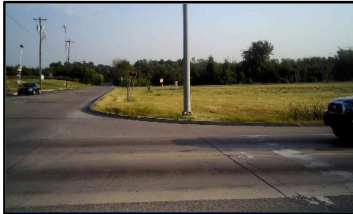
East Median No Ramp (Ez)



West Median No Ramp (Wz)



Corner 1 No Ramp (1z)



Corner 2 No Ramp (2z)



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

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Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Client: Oklahoma Department of Transportation Date: 7/28/16
 Program: ADA Self-Evaluation and Transition Plan Prepared By: CMP
 KHA No.: 051279001 Checked By: EPE

Corridor: - GPS ID: 1532
 Project Name: Intersection of State Hwy 16 / US Hwy 62 and N 6th St Division: 1
 City: Muskogee

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	2	CY	\$ 5.50	\$ 11.00
609(A)-0300	Concrete Curb (6" Barrier-Integral)	20	LF	\$ 7.00	\$ 140.00
610(A)-0602	4" Concrete Sidewalk	78	SY	\$ 50.00	\$ 3,900.00
610(I)-4610	Tactile Warning Device - New	80	SF	\$ 25.00	\$ 2,000.00
610(I)-4615	Tactile Warning Device - Retrofit	10	SF	\$ 60.00	\$ 600.00
619(B)-4792	Removal of Sidewalk	4	SY	\$ 12.00	\$ 48.00
---	Push Button Pole	8	EA	\$ 1,200.00	\$ 9,600.00
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	730	LF	\$ 6.00	\$ 4,380.00
---	Pedestrian Push Button (APS)	7	EA	\$ 1,200.00	\$ 8,400.00
---	Removal of Pedestrian Push Buttons	0	EA	\$ 50.00	\$ -
---	Relocate Pedestrian Push Button	1	EA	\$ 300.00	\$ 300.00
---	12" LED Countdown Ped Signal Module with Housing	7	EA	\$ 650.00	\$ 4,550.00
---	Pedestrian Push Button Sign	1	EA	\$ 150.00	\$ 150.00
---	Remove Pedestrian Push Button Sign	1	EA	\$ 50.00	\$ 50.00
---	Repave Roadway	0	LS	\$ 5,000.00	\$ 5,000.00
---	Fix Ponding	0	LS	\$ 2,000.00	\$ -
---	Fix Curb Ramp Transition	0	LS	\$ 2,000.00	\$ -
---	Median Nose Modification	0	LS	\$ 5,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Fix Curb Ramp Counter Slope	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

- No Design Completed
- Preliminary Design
- Final Design

Subtotal:	\$	39,129.00
Engineering: (% +/-)	15%	\$ 5,944.71
Contingency: (% +/-)	20%	\$ 7,926.29
Estimated Project Cost:	\$	53,000.00

Project Location

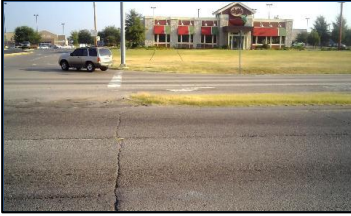


Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	Good	Poor	Good	Good	Repave roadway and install crosswalk pavement markings
Path of travel running slope is greater than 5%	NC	NC	NC	NC	
Path of travel cross slope is greater than 5%					
Crosswalk width is less than 6'	N/A	N/A	N/A		Install crosswalk pavement markings
Crosswalk striping condition	None	None	None	Worn	

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)					Recommendations
	Ez	1A	2z	3z	4z	
Curb ramp does not exist and is needed	X		X	X	X	Install curb ramp; see shapefile for median improvement
Curb ramp does not land in crosswalk						
No 4' x 4' clear space at base of curb ramp						
Curb ramp side is not 90° or has traversable adjacent surface						
Flare cross slope is greater than 10%						
Curb ramp running slope is greater than 8.33%						
Blended transition running slope is greater than 5%						
Cut-thru ramp running slope is greater than 5%						
Curb ramp cross slope is greater than 2%						
Cut-thru ramp cross slope is greater than 5%						
Curb ramp width is less than 48"						
Cut-thru ramp width is less than 60"						
Permanent obstruction (>0.25") in curb ramp/landing/flares						
Temporary obstruction (>0.25") in curb ramp/landing/flares						
No textured surface at base of curb ramp	X				For intersection ramps and commercial driveway ramps, install color truncated domes	
No color contrast at base of curb ramp	X					
Landing area does not exist and is needed						
Landing area is less than 5' x 5' or slopes greater than 2%	X				Remove and replace landing area Install push button pole and APS push buttons	
Missing or no pedestrian push buttons	X	X	X	X		
Pedestrian push button is offset more than 5' from the nearest crosswalk edge					Install push button pole and relocate pedestrian push buttons	
Pedestrian push button offset more than 10' from curb face	X					
Pedestrian push button is not parallel to crosswalk						
Pedestrian push button height is greater than 48"						
Pedestrian push button diameter is not 2"						
Pedestrian push button sign does not exist						
Pedestrian push button sign is not MUTCD approved	X				Remove and replace pedestrian push button sign Install clear floor space	
Clear floor space does not exist and is needed	X	X	X	X		
Clear floor space for pedestrian push button is less than 30" x 48" or has a slope greater than 2%	X				Remove and replace clear floor space Install countdown pedestrian signal head	
Missing or no pedestrian signal heads	X	X	X	X		
Curb ramp transition onto roadway is greater than 0.25"						
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%	NC					
Ponding occurs at base of curb ramp						

NC = Not Collected



East Median No Ramp (Ez)



Ramp 1A



Corner 2 No Ramp (2z)



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Client: Oklahoma Department of Transportation Date: 7/28/16
 Program: ADA Self-Evaluation and Transition Plan Prepared By: CMP
 KHA No.: 051279001 Checked By: EPE

Corridor: - GPS ID: 1535
 Project Name: Intersection of State Hwy 16 / US Hwy 62 and Chicago St Division: 1
 City: Muskogee

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	96	SY	\$ 50.00	\$ 4,800.00
610(I)-4610	Tactile Warning Device - New	100	SF	\$ 25.00	\$ 2,500.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
---	Push Button Pole	6	EA	\$ 1,200.00	\$ 7,200.00
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	570	LF	\$ 6.00	\$ 3,420.00
---	Pedestrian Push Button (APS)	7	EA	\$ 1,200.00	\$ 8,400.00
---	Removal of Pedestrian Push Buttons	1	EA	\$ 50.00	\$ 50.00
---	Relocate Pedestrian Push Button	0	EA	\$ 300.00	\$ -
---	12" LED Countdown Ped Signal Module with Housing	6	EA	\$ 650.00	\$ 3,900.00
---	Pedestrian Push Button Sign	1	EA	\$ 150.00	\$ 150.00
---	Remove Pedestrian Push Button Sign	0	EA	\$ 50.00	\$ -
---	Repave Roadway	3	LS	\$ 5,000.00	\$ 15,000.00
---	Fix Ponding	0	LS	\$ 2,000.00	\$ -
---	Fix Curb Ramp Transition	0	LS	\$ 2,000.00	\$ -
---	Median Nose Modification	0	LS	\$ 5,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Fix Curb Ramp Counter Slope	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

<input checked="" type="checkbox"/> No Design Completed	Subtotal:	\$ 45,420.00
<input type="checkbox"/> Preliminary Design	Engineering: (% +/-)	15% \$ 7,105.71
<input type="checkbox"/> Final Design	Contingency: (% +/-)	20% \$ 9,474.29
	Estimated Project Cost:	\$ 62,000.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	Dangerous	Dangerous	Good	Poor	Repave roadway and install crosswalk pavement markings
Path of travel running slope is greater than 5%	NC	NC	NC	NC	
Path of travel cross slope is greater than 5%		X			Remove and replace crosswalk pavement markings
Crosswalk width is less than 6'	N/A		N/A	N/A	
Crosswalk striping condition	None	Worn	None	None	

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)					Recommendations
	Wz	1z	2z	3z	4z	
Curb ramp does not exist and is needed	X	X	X	X	X	Install curb ramp; see shapefile for median improvement
Curb ramp does not land in crosswalk						
No 4' x 4' clear space at base of curb ramp						
Curb side is not 90° or has traversable adjacent surface						
Flare cross slope is greater than 10%						
Curb ramp running slope is greater than 8.33%						
Blended transition running slope is greater than 5%						
Cut-thru ramp running slope is greater than 5%						
Curb ramp cross slope is greater than 2%						
Cut-thru ramp cross slope is greater than 5%						
Curb ramp width is less than 48"						
Cut-thru ramp width is less than 60"						
Permanent obstruction (>0.25") in curb ramp/landing/flares						
Temporary obstruction (>0.25") in curb ramp/landing/flares						
No textured surface at base of curb ramp						
No color contrast at base of curb ramp						
Landing area does not exist and is needed						
Landing area is less than 5' x 5' or slopes greater than 2%						
Missing or no pedestrian push buttons	X	X	X	X	Install push button pole and APS push buttons	
Pedestrian push button is offset more than 5' from the nearest crosswalk edge						
Pedestrian push button offset more than 10' from curb face						
Pedestrian push button is not parallel to crosswalk						
Pedestrian push button height is greater than 48"			X		Relocate pedestrian push buttons	
Pedestrian push button diameter is not 2"			X			
Pedestrian push button sign does not exist				X	Remove PBs and replace with APS push buttons	
Pedestrian push button sign is not MUTCD approved						
Clear floor space does not exist and is needed	X	X	X	X	Install clear floor space	
Clear floor space for pedestrian push button is less than 30" x 48" or has a slope greater than 2%						
Missing or no pedestrian signal heads	X	X	X	X	Install countdown pedestrian signal head	
Curb ramp transition onto roadway is greater than 0.25"						
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%						
Ponding occurs at base of curb ramp						

NC = Not Collected



West Median No Ramp (Wz)



Corner 1 No Ramp (1z)



Corner 2 No Ramp (2z)



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, 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: Oklahoma Department of Transportation Date: 7/28/16
 Program: ADA Self-Evaluation and Transition Plan Prepared By: CMP
 KHA No.: 051279001 Checked By: EPE

Corridor: - GPS ID: 1539
 Project Name: Intersection of State Hwy 16 / US Hwy 62 and US Hwy 62 Bus Division: 1
 City: Muskogee

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	90	SY	\$ 50.00	\$ 4,500.00
610(I)-4610	Tactile Warning Device - New	80	SF	\$ 25.00	\$ 2,000.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
---	Push Button Pole	8	EA	\$ 1,200.00	\$ 9,600.00
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	790	LF	\$ 6.00	\$ 4,740.00
---	Pedestrian Push Button (APS)	8	EA	\$ 1,200.00	\$ 9,600.00
---	Removal of Pedestrian Push Buttons	0	EA	\$ 50.00	\$ -
---	Relocate Pedestrian Push Button	0	EA	\$ 300.00	\$ -
---	12" LED Countdown Ped Signal Module with Housing	0	EA	\$ 650.00	\$ 5,200.00
---	Pedestrian Push Button Sign	0	EA	\$ 150.00	\$ -
---	Remove Pedestrian Push Button Sign	0	EA	\$ 50.00	\$ -
---	Repave Roadway	1	LS	\$ 5,000.00	\$ 5,000.00
---	Fix Ponding	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

<input checked="" type="checkbox"/> No Design Completed	Subtotal:	\$ 40,640.00
<input type="checkbox"/> Preliminary Design	Engineering: (% +/-)	15% \$ 6,154.29
<input type="checkbox"/> Final Design	Contingency: (% +/-)	20% \$ 8,205.71
	Estimated Project Cost:	\$ 55,000.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	Good	Good	Good	Good	
Path of travel running slope is greater than 5%	NC	NC	NC	NC	
Path of travel cross slope is greater than 5%			X	NC	
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' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1z	2z	3z	4z	
Curb ramp does not exist and is needed	X	X	X	X	Install curb ramp; see shapefile for median improvement
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curb ramp side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%					
Curb ramp running slope is greater than 8.33%					
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%					
Cut-thru ramp cross slope is greater than 5%					
Curb ramp width is less than 48"					
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25") in curb ramp/landing/flares					
Temporary obstruction (>0.25") in curb ramp/landing/flares					
No textured surface at base of curb ramp					
No color contrast at base of curb ramp					
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%					
Missing or no pedestrian push buttons	X	X	X	X	Install push button pole and APS push buttons
Pedestrian push button is offset more than 5' from the nearest crosswalk edge					
Pedestrian push button offset more than 10' from curb face					
Pedestrian push button is not parallel to crosswalk					
Pedestrian push button height is greater than 48"					
Pedestrian push button diameter is not 2"					
Pedestrian push button sign does not exist					
Pedestrian push button sign is not MUTCD approved					
Clear floor space does not exist and is needed	X	X	X	X	Install clear floor space
Clear floor space for pedestrian push button is less than 30" x 48" or has a slope greater than 2%					
Missing or no pedestrian signal heads	X	X	X	X	Install countdown pedestrian signal head
Curb ramp transition onto roadway is greater than 0.25"					
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
Ponding occurs at base of curb ramp					

NC = Not Collected



Corner 1 No Ramp (1z)



Corner 2 No Ramp (2z)



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

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Client: Oklahoma Department of Transportation Date: 7/28/16
 Program: ADA Self-Evaluation and Transition Plan Prepared By: CMP
 KHA No.: 051279001 Checked By: EPE

Corridor: - GPS ID: 1542
 Project Name: Intersection of State Hwy 165 and S Cherokee Dr Division: 1
 City: Muskogee

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	139	SY	\$ 50.00	\$ 6,950.00
610(I)-4610	Tactile Warning Device - New	120	SF	\$ 25.00	\$ 3,000.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	25	SY	\$ 12.00	\$ 300.00
---	Push Button Pole	8	EA	\$ 1,200.00	\$ 9,600.00
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	578	LF	\$ 6.00	\$ 3,468.00
---	Pedestrian Push Button (APS)	8	EA	\$ 1,200.00	\$ 9,600.00
---	Removal of Pedestrian Push Buttons	0	EA	\$ -	\$ -
---	Relocate Pedestrian Push Button	0	EA	\$ 300.00	\$ -
---	12" LED Countdown Ped Signal Module with Housing	8	EA	\$ 650.00	\$ 5,200.00
---	Pedestrian Push Button Sign	0	EA	\$ 150.00	\$ -
---	Remove Pedestrian Push Button Sign	0	EA	\$ 50.00	\$ -
---	Repave Roadway	3	LS	\$ 5,000.00	\$ 15,000.00
---	Fix Ponding	3	LS	\$ 2,000.00	\$ 6,000.00
---	Fix Curb Ramp Transition	3	LS	\$ 2,000.00	\$ 6,000.00
---	Median Nose Modification	0	LS	\$ 5,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Fix Curb Ramp Counter Slope	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

<input checked="" type="checkbox"/> No Design Completed	Subtotal:	\$ 50,118.00
<input type="checkbox"/> Preliminary Design	Engineering: (% +/-)	15% \$ 7,663.71
<input type="checkbox"/> Final Design	Contingency: (% +/-)	20% \$ 10,218.29
	Estimated Project Cost:	\$ 68,000.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	Good	Good	Good	Good	
Path of travel running slope is greater than 5%	NC	NC	NC	NC	
Path of travel cross slope is greater than 5%					
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' or 'i' in ramp label indicates no existing ramp)							Recommendations
	1A	2D	2i	2z	3A	4i	4z	
Curb ramp does not exist and is needed		X	X	X		X	X	Install curb ramp; see shapefile for median improvement
Curb ramp does not land in crosswalk	X							Remove and replace crosswalk pavement markings
No 4' x 4' clear space at base of curb ramp								
Curbed side is not 90° or has traversable adjacent surface								
Flare cross slope is greater than 10%	X							
Curb ramp running slope is greater than 8.33%		X						
Blended transition running slope is greater than 5%								
Cut-thru ramp running slope is greater than 5%					X			Remove and replace curb ramp
Curb ramp cross slope is greater than 2%	X	X						
Cut-thru ramp cross slope is greater than 5%								
Curb ramp width is less than 48"								
Cut-thru ramp width is less than 60"								
Permanent obstruction (>0.25") in curb ramp/landing/flares								
Temporary obstruction (>0.25") in curb ramp/landing/flares								
No textured surface at base of curb ramp	X	X			X			For intersection ramps and commercial driveway ramps, install color truncated domes
No color contrast at base of curb ramp	X	X			X			Install landing area
Landing area does not exist and is needed	X	X			X			
Landing area is less than 5' x 5' or slopes greater than 2%								
Missing or no pedestrian push buttons	X	X	X		X	X		Install push button pole and APS push buttons
Pedestrian push button is offset more than 5' from the nearest crosswalk edge								
Pedestrian push button offset more than 10' from curb face								
Pedestrian push button is not parallel to crosswalk								
Pedestrian push button height is greater than 48"								
Pedestrian push button diameter is not 2"								
Pedestrian push button sign does not exist								
Pedestrian push button sign is not MUTCD approved								
Clear floor space does not exist and is needed	X	X	X		X	X		Install clear floor space
Clear floor space for pedestrian push button is less than 30" x 48" or has a slope greater than 2%								
Missing or no pedestrian signal heads	X	X	X		X	X		Install countdown pedestrian signal head
Curb ramp transition onto roadway is greater than 0.25"	X	X			X			Fix curb ramp transition
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%	NC	NC			NC			
Ponding occurs at base of curb ramp	X	X			X			Fix ponding

NC = Not Collected



Ramp 1A



Ramp 2D



Island 2 No Ramp (2i)



Corner 2 No Ramp (2z)



Ramp 3A



Island 4 No Ramp (4i)



Corner 4 No Ramp (4z)

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Client: Oklahoma Department of Transportation Date: 7/28/16
 Program: ADA Self-Evaluation and Transition Plan Prepared By: CMP
 KHA No.: 051279001 Checked By: EPE

Corridor: - GPS ID: 1546
 Project Name: Intersection of State Hwy 165 and S York St Division: 1
 City: Muskogee

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	6	CY	\$ 5.50	\$ 33.00
609(A)-0300	Concrete Curb (6" Barrier-Integral)	60	LF	\$ 7.00	\$ 420.00
610(A)-0602	4" Concrete Sidewalk	46	SY	\$ 50.00	\$ 2,300.00
610(I)-4610	Tactile Warning Device - New	60	SF	\$ 25.00	\$ 1,500.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
---	Push Button Pole	8	EA	\$ 1,200.00	\$ 9,600.00
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	776	LF	\$ 6.00	\$ 4,656.00
---	Pedestrian Push Button (APS)	8	EA	\$ 1,200.00	\$ 9,600.00
---	Removal of Pedestrian Push Buttons	0	EA	\$ 50.00	\$ -
---	Relocate Pedestrian Push Button	0	EA	\$ 300.00	\$ -
---	12" LED Countdown Ped Signal Module with Housing	8	EA	\$ 650.00	\$ 5,200.00
---	Pedestrian Push Button Sign	0	EA	\$ 150.00	\$ -
---	Remove Pedestrian Push Button Sign	0	EA	\$ 50.00	\$ -
---	Repave Roadway	0	LS	\$ 5,000.00	\$ -
---	Fix Ponding	0	LS	\$ 2,000.00	\$ -
---	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

<input checked="" type="checkbox"/> No Design Completed	Subtotal:	\$ 33,309.00
<input type="checkbox"/> Preliminary Design	Engineering: (% +/-)	15% \$ 5,010.43
<input type="checkbox"/> Final Design	Contingency: (% +/-)	20% \$ 6,680.57
	Estimated Project Cost:	\$ 45,000.00

Project Location

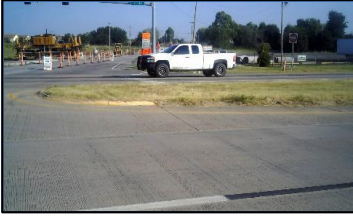


Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	Good	Good	Good	Good	
Path of travel running slope is greater than 5%	NC	NC	NC	NC	
Path of travel cross slope is greater than 5%					
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' or 'i' in ramp label indicates no existing ramp)						Recommendations
	Ez	Wz	1z	2z	3z	4z	
Curb ramp does not exist and is needed	X	X	X				Install curb ramp; see shapefile for median improvement
Curb ramp does not land in crosswalk							
No 4' x 4' clear space at base of curb ramp							
Curb ramp side is not 90° or has traversable adjacent surface							
Flare cross slope is greater than 10%							
Curb ramp running slope is greater than 8.33%							
Blended transition running slope is greater than 5%							
Cut-thru ramp running slope is greater than 5%							
Curb ramp cross slope is greater than 2%							
Cut-thru ramp cross slope is greater than 5%							
Curb ramp width is less than 48"							
Cut-thru ramp width is less than 60"							
Permanent obstruction (>0.25") in curb ramp/landing/flares							
Temporary obstruction (>0.25") in curb ramp/landing/flares							
No textured surface at base of curb ramp							
No color contrast at base of curb ramp							
Landing area does not exist and is needed							
Landing area is less than 5' x 5' or slopes greater than 2%							
Missing or no pedestrian push buttons		X	X	X	X		Install push button pole and APS push buttons
Pedestrian push button is offset more than 5' from the nearest crosswalk edge							
Pedestrian push button offset more than 10' from curb face							
Pedestrian push button is not parallel to crosswalk							
Pedestrian push button height is greater than 48"							
Pedestrian push button diameter is not 2"							
Pedestrian push button sign does not exist							
Pedestrian push button sign is not MUTCD approved							
Clear floor space does not exist and is needed		X	X	X	X		Install clear floor space
Clear floor space for pedestrian push button is less than 30" x 48" or has a slope greater than 2%							
Missing or no pedestrian signal heads		X	X	X	X		Install countdown pedestrian signal head
Curb ramp transition onto roadway is greater than 0.25"							
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%							
Ponding occurs at base of curb ramp							

NC = Not Collected



East Median No Ramp (Ez)



West Median No Ramp (Wz)



Corner 1 No Ramp (1z)



Corner 2 No Ramp (2z)



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

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Client: Oklahoma Department of Transportation Date: 7/28/16
 Program: ADA Self-Evaluation and Transition Plan Prepared By: CMP
 KHA No.: 051279001 Checked By: EPE

Corridor: - GPS ID: 1548
 Project Name: Intersection of State Hwy 165 and S 35th St E Division: 1
 City: Muskogee

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	30	SY	\$ 50.00	\$ 1,500.00
610(I)-4610	Tactile Warning Device - New	20	SF	\$ 25.00	\$ 500.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
---	Push Button Pole	8	EA	\$ 1,200.00	\$ 9,600.00
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	802	LF	\$ 6.00	\$ 4,812.00
---	Pedestrian Push Button (APS)	8	EA	\$ 1,200.00	\$ 9,600.00
---	Removal of Pedestrian Push Buttons	0	EA	\$ 50.00	\$ -
---	Relocate Pedestrian Push Button	0	EA	\$ 300.00	\$ -
---	12" LED Countdown Ped Signal Module with Housing	0	EA	\$ 650.00	\$ 5,200.00
---	Pedestrian Push Button Sign	0	EA	\$ 150.00	\$ -
---	Remove Pedestrian Push Button Sign	0	EA	\$ 50.00	\$ -
---	Repave Roadway	0	LS	\$ 5,000.00	\$ -
---	Fix Ponding	0	LS	\$ 2,000.00	\$ -
---	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

<input checked="" type="checkbox"/> No Design Completed	Subtotal:	\$ 31,212.00
<input type="checkbox"/> Preliminary Design	Engineering: (% +/-)	15% \$ 5,052.00
<input type="checkbox"/> Final Design	Contingency: (% +/-)	20% \$ 6,736.00
	Estimated Project Cost:	\$ 43,000.00

Project Location



Field Observations

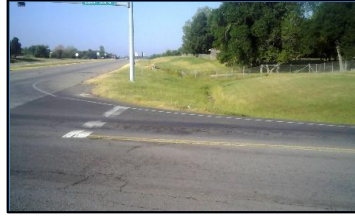
Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	Good	Good	Good	Good	
Path of travel running slope is greater than 5%	NC	NC	NC	NC	
Path of travel cross slope is greater than 5%					
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	
Crosswalk striping condition	None	None	None	None	Install crosswalk pavement markings

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)					Recommendations
	Wz	1z	2z	3z	4z	
Curb ramp does not exist and is needed	X					Install 2 Type A ramps
Curb ramp does not land in crosswalk						
No 4' x 4' clear space at base of curb ramp						
Curb ramp side is not 90° or has traversable adjacent surface						
Flare cross slope is greater than 10%						
Curb ramp running slope is greater than 8.33%						
Blended transition running slope is greater than 5%						
Cut-thru ramp running slope is greater than 5%						
Curb ramp cross slope is greater than 2%						
Cut-thru ramp cross slope is greater than 5%						
Curb ramp width is less than 48"						
Cut-thru ramp width is less than 60"						
Permanent obstruction (>0.25") in curb ramp/landing/flares						
Temporary obstruction (>0.25") in curb ramp/landing/flares						
No textured surface at base of curb ramp						
No color contrast at base of curb ramp						
Landing area does not exist and is needed						
Landing area is less than 5' x 5' or slopes greater than 2%						
Missing or no pedestrian push buttons	X	X	X	X	Install push button pole and APS push buttons	
Pedestrian push button is offset more than 5' from the nearest crosswalk edge						
Pedestrian push button offset more than 10' from curb face						
Pedestrian push button is not parallel to crosswalk						
Pedestrian push button height is greater than 48"						
Pedestrian push button diameter is not 2"						
Pedestrian push button sign does not exist						
Pedestrian push button sign is not MUTCD approved						
Clear floor space does not exist and is needed	X	X	X	X	Install clear floor space	
Clear floor space for pedestrian push button is less than 30" x 48" or has a slope greater than 2%						
Missing or no pedestrian signal heads	X	X	X	X	Install countdown pedestrian signal head	
Curb ramp transition onto roadway is greater than 0.25"						
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%						
Ponding occurs at base of curb ramp						

NC = Not Collected



West Median No Ramp (Wz)



Corner 1 No Ramp (1z)



Corner 2 No Ramp (2z)



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Client: Oklahoma Department of Transportation Date: 7/28/16
 Program: ADA Self-Evaluation and Transition Plan Prepared By: CMP
 KHA No.: 051279001 Checked By: EPE

Corridor: - GPS ID: 1556
 Project Name: Intersection of US Hwy 62 Bus and W Martin Luther King St Division: 1
 City: Muskogee

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	97	SY	\$ 50.00	\$ 4,850.00
610(I)-4610	Tactile Warning Device - New	80	SF	\$ 25.00	\$ 2,000.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	48	SY	\$ 12.00	\$ 576.00
---	Push Button Pole	5	EA	\$ 1,200.00	\$ 6,000.00
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	482	LF	\$ 6.00	\$ 2,892.00
---	Pedestrian Push Button (APS)	7	EA	\$ 1,200.00	\$ 8,400.00
---	Removal of Pedestrian Push Buttons	3	EA	\$ 50.00	\$ 150.00
---	Relocate Pedestrian Push Button	0	EA	\$ 300.00	\$ -
---	12" LED Countdown Ped Signal Module with Housing	4	EA	\$ 650.00	\$ 2,600.00
---	Pedestrian Push Button Sign	1	EA	\$ 150.00	\$ 150.00
---	Remove Pedestrian Push Button Sign	0	EA	\$ 50.00	\$ -
---	Repave Roadway	0	LS	\$ 5,000.00	\$ -
---	Fix Ponding	1	LS	\$ 2,000.00	\$ 2,000.00
---	Fix Curb Ramp Transition	0	LS	\$ 2,000.00	\$ -
---	Median Nose Modification	0	LS	\$ 5,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Fix Curb Ramp Counter Slope	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

<input checked="" type="checkbox"/> No Design Completed	Subtotal:	\$ 29,618.00
<input type="checkbox"/> Preliminary Design	Engineering: (% +/-)	15% \$ 4,449.43
<input type="checkbox"/> Final Design	Contingency: (% +/-)	20% \$ 5,932.57
	Estimated Project Cost:	\$ 40,000.00

Project Location

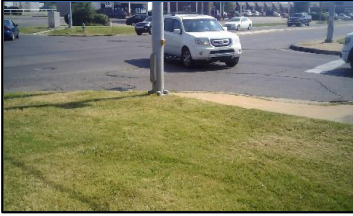


Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	Good	Good	Good	Good	
Path of travel running slope is greater than 5%	NC	NC	NC	NC	
Path of travel cross slope is greater than 5%					
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	Install crosswalk pavement markings
Crosswalk striping condition	None	None	None	None	

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)					Recommendations
	1A	2z	3A	4A	4B	
Curb ramp does not exist and is needed		X				Install curb ramp; see shapefile for median improvement
Curb ramp does not land in crosswalk						
No 4' x 4' clear space at base of curb ramp						
Curb side is not 90° or has traversable adjacent surface						
Flare cross slope is greater than 10%	X		X	X	X	
Curb ramp running slope is greater than 8.33%			X	X		
Blended transition running slope is greater than 5%						
Cut-thru ramp running slope is greater than 5%						
Curb ramp cross slope is greater than 2%	X		X		X	Remove and replace curb ramp
Cut-thru ramp cross slope is greater than 5%						
Curb ramp width is less than 48"						
Cut-thru ramp width is less than 60"						
Permanent obstruction (>0.25") in curb ramp/landing/flares				X		
Temporary obstruction (>0.25") in curb ramp/landing/flares						
No textured surface at base of curb ramp	X		X	X	X	For intersection ramps and commercial driveway ramps, install color truncated domes
No color contrast at base of curb ramp	X		X	X	X	Install landing area
Landing area does not exist and is needed	X		X	X	X	Remove and replace landing area
Landing area is less than 5' x 5' or slopes greater than 2%			X			Install push button pole and APS push buttons
Missing or no pedestrian push buttons	X	X	X			Install push button pole and relocate pedestrian push buttons
Pedestrian push button is offset more than 5' from the nearest crosswalk edge						
Pedestrian push button offset more than 10' from curb face					X	
Pedestrian push button is not parallel to crosswalk						
Pedestrian push button height is greater than 48"						
Pedestrian push button diameter is not 2"	X			X	X	Remove PBs and replace with APS push buttons
Pedestrian push button sign does not exist				X		Install pedestrian push button sign
Pedestrian push button sign is not MUTCD approved						
Clear floor space does not exist and is needed	X	X	X			Install clear floor space
Clear floor space for pedestrian push button is less than 30" x 48" or has a slope greater than 2%	X				X	Remove and replace clear floor space
Missing or no pedestrian signal heads	X	X	X			Install countdown pedestrian signal head
Curb ramp transition onto roadway is greater than 0.25"						
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%	NC		NC	NC	NC	
Ponding occurs at base of curb ramp				X		Fix ponding

NC = Not Collected



Ramp 1A



Corner 2 No Ramp (2z)



Ramp 3A



Ramp 4A



Ramp 4B

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Client: Oklahoma Department of Transportation Date: 7/28/16
 Program: ADA Self-Evaluation and Transition Plan Prepared By: CMP
 KHA No.: 051279001 Checked By: EPE

Corridor: - GPS ID: 1557
 Project Name: Intersection of US Hwy 62 Bus and Commercial Division: 1
 City: Muskogee

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	3	CY	\$ 5.50	\$ 16.50
609(A)-0300	Concrete Curb (6" Barrier-Integral)	28	LF	\$ 7.00	\$ 196.00
610(A)-0602	4" Concrete Sidewalk	94	SY	\$ 50.00	\$ 4,700.00
610(I)-4610	Tactile Warning Device - New	120	SF	\$ 25.00	\$ 3,000.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	34	SY	\$ 12.00	\$ 408.00
---	Push Button Pole	5	EA	\$ 1,200.00	\$ 6,000.00
---	857(F)-8006 Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	602	LF	\$ 6.00	\$ 3,612.00
---	Pedestrian Push Button (APS)	6	EA	\$ 1,200.00	\$ 7,200.00
---	Removal of Pedestrian Push Buttons	2	EA	\$ 50.00	\$ 100.00
---	Relocate Pedestrian Push Button	1	EA	\$ 300.00	\$ 300.00
---	12" LED Countdown Ped Signal Module with Housing	4	EA	\$ 650.00	\$ 2,600.00
---	Pedestrian Push Button Sign	2	EA	\$ 150.00	\$ 300.00
---	Remove Pedestrian Push Button Sign	2	EA	\$ 50.00	\$ 100.00
---	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	1	LS	\$ 5,000.00	\$ 5,000.00
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Fix Curb Ramp Counter Slope	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection		Subtotal:	\$ 39,532.50
<input checked="" type="checkbox"/> No Design Completed		Engineering: (% +/-)	15% \$ 6,200.36
<input type="checkbox"/> Preliminary Design		Contingency: (% +/-)	20% \$ 8,267.14
<input type="checkbox"/> Final Design		Estimated Project Cost:	\$ 54,000.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	Good	Good	Good	Good	
Path of travel running slope is greater than 5%	NC	NC	NC	NC	
Path of travel cross slope is greater than 5%					
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	Install crosswalk pavement markings
Crosswalk striping condition	None	None	None	None	

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)							Recommendations
	Wz	Sz	Ez	1A	2A	3z	4A	
Curb ramp does not exist and is needed	X	X	X				X	Install curb ramp; see shapefile for median improvement
Curb ramp does not land in crosswalk								
No 4' x 4' clear space at base of curb ramp								
Curb ramp cross slope is not 90° or has traversable adjacent surface								
Flare cross slope is greater than 10%			X				X	Remove and replace curb ramp
Curb ramp running slope is greater than 8.33%			X				X	
Blended transition running slope is greater than 5%					X			
Cut-thru ramp running slope is greater than 5%								
Curb ramp cross slope is greater than 2%					X			
Cut-thru ramp cross slope is greater than 5%							X	
Curb ramp width is less than 48"			X					
Cut-thru ramp width is less than 60"								
Permanent obstruction (>0.25") in curb ramp/landing/flares			X					
Temporary obstruction (>0.25") in curb ramp/landing/flares								
No textured surface at base of curb ramp		X	X				X	For intersection ramps and commercial driveway ramps, install color truncated domes
No color contrast at base of curb ramp		X	X				X	
Landing area does not exist and is needed		X					X	Install landing area
Landing area is less than 5' x 5' or slopes greater than 2%			X				X	Remove and replace landing area
Missing or no pedestrian push buttons			X	X	X		X	Install push button pole and APS push buttons
Pedestrian push button is offset more than 5' from the nearest crosswalk edge				X				Install push button pole and relocate pedestrian push buttons
Pedestrian push button offset more than 10' from curb face				X				
Pedestrian push button is not parallel to crosswalk								
Pedestrian push button height is greater than 48"								
Pedestrian push button diameter is not 2"			X					Remove PBs and replace with APS push buttons
Pedestrian push button sign does not exist								
Pedestrian push button sign is not MUTCD approved				X			X	Remove and replace pedestrian push button sign
Clear floor space does not exist and is needed				X	X	X		Install clear floor space
Clear floor space for pedestrian push button is less than 30" x 48" or has a slope greater than 2%			X	X			X	Remove and replace clear floor space
Missing or no pedestrian signal heads				X	X	X		Install countdown pedestrian signal head
Curb ramp transition onto roadway is greater than 0.25"							X	Fix curb ramp transition
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%			NC	NC			NC	
Ponding occurs at base of curb ramp			X				X	Fix ponding

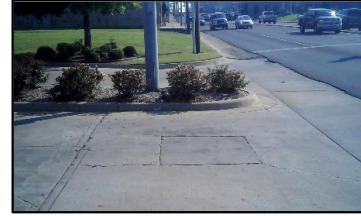
NC = Not Collected



West Median No Ramp (Wz)



South Median No Ramp (Sz)



East Median No Ramp (Ez)



Ramp 1A



Ramp 2A



Corner 3 No Ramp (3z)



Ramp 4A

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Client: Oklahoma Department of Transportation Date: 7/28/16
 Program: ADA Self-Evaluation and Transition Plan Prepared By: CMP
 KHA No.: 051279001 Checked By: EPE

Corridor: - GPS ID: 1558
 Project Name: Intersection of US Hwy 62 Bus and Denison Ave Division: 1
 City: Muskogee

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	97	SY	\$ 50.00	\$ 4,850.00
610(I)-4610	Tactile Warning Device - New	80	SF	\$ 25.00	\$ 2,000.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	34	SY	\$ 12.00	\$ 408.00
---	Push Button Pole	7	EA	\$ 1,200.00	\$ 8,400.00
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	120	LF	\$ 0.25	\$ 30.00
---	Crosswalk Pavement Markings	430	LF	\$ 6.00	\$ 2,580.00
---	Pedestrian Push Button (APS)	8	EA	\$ 1,200.00	\$ 9,600.00
---	Removal of Pedestrian Push Buttons	2	EA	\$ 50.00	\$ 100.00
---	Relocate Pedestrian Push Button	0	EA	\$ 300.00	\$ -
---	12" LED Countdown Ped Signal Module with Housing	6	EA	\$ 650.00	\$ 3,900.00
---	Pedestrian Push Button Sign	0	EA	\$ 150.00	\$ -
---	Remove Pedestrian Push Button Sign	0	EA	\$ 50.00	\$ -
---	Repave Roadway	1	LS	\$ 5,000.00	\$ 5,000.00
---	Fix Ponding	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

<input checked="" type="checkbox"/> No Design Completed	Subtotal:	\$ 36,868.00
<input type="checkbox"/> Preliminary Design	Engineering: (% +/-)	15% \$ 5,628.00
<input type="checkbox"/> Final Design	Contingency: (% +/-)	20% \$ 7,504.00
	Estimated Project Cost:	\$ 50,000.00

Project Location

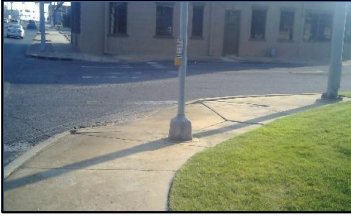


Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	Good	Poor	Good	Good	Repave roadway and install crosswalk pavement markings
Path of travel running slope is greater than 5%	NC	NC	NC	NC	
Path of travel cross slope is greater than 5%		X			
Crosswalk width is less than 6'	N/A	N/A	N/A		Install crosswalk pavement markings
Crosswalk striping condition	None	None	None	Worn	

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1A	2z	3z	4A	
Curb ramp does not exist and is needed		X	X		Install curb ramp; see shapefile for median improvement
Curb ramp does not land in crosswalk				X	
No 4' x 4' clear space at base of curb ramp				X	Remove and replace crosswalk pavement markings
Curb ramp side is not 90° or has traversable adjacent surface				X	
Flare cross slope is greater than 10%	X			X	Remove and replace curb ramp
Curb ramp running slope is greater than 8.33%	X			X	
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%				X	
Curb ramp cross slope is greater than 2%				X	
Cut-thru ramp cross slope is greater than 5%				X	
Curb ramp width is less than 48"				X	
Cut-thru ramp width is less than 60"				X	
Permanent obstruction (>0.25") in curb ramp/landing/flares				X	
Temporary obstruction (>0.25") in curb ramp/landing/flares				X	
No textured surface at base of curb ramp	X			X	For intersection ramps and commercial driveway ramps, install color truncated domes
No color contrast at base of curb ramp	X			X	
Landing area does not exist and is needed				X	Remove and replace landing area
Landing area is less than 5' x 5' or slopes greater than 2%	X			X	
Missing or no pedestrian push buttons	X	X	X	X	Install push button pole and APS push buttons
Pedestrian push button is offset more than 5' from the nearest crosswalk edge				X	
Pedestrian push button offset more than 10' from curb face				X	Install push button pole and relocate pedestrian push buttons
Pedestrian push button is not parallel to crosswalk				X	
Pedestrian push button height is greater than 48"				X	Remove PBs and replace with APS push buttons
Pedestrian push button diameter is not 2"	X			X	
Pedestrian push button sign does not exist				X	Install clear floor space
Pedestrian push button sign is not MUTCD approved				X	
Clear floor space does not exist and is needed	X	X	X	X	Remove and replace clear floor space
Clear floor space for pedestrian push button is less than 30" x 48" or has a slope greater than 2%	X			X	
Missing or no pedestrian signal heads	X	X	X	X	Install countdown pedestrian signal head
Curb ramp transition onto roadway is greater than 0.25"				X	
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%	NC			NC	
Ponding occurs at base of curb ramp				X	

NC = Not Collected



Ramp 1A



Corner 2 No Ramp (2z)



Corner 3 No Ramp (3z)



Ramp 4A

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Client: Oklahoma Department of Transportation Date: 7/28/16
 Program: ADA Self-Evaluation and Transition Plan Prepared By: CMP
 KHA No.: 051279001 Checked By: EPE

Corridor: - GPS ID: 1559
 Project Name: Intersection of US Hwy 62 Bus and Callahan St Division: 1
 City: Muskogee

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	96	SY	\$ 50.00	\$ 4,800.00
610(I)-4610	Tactile Warning Device - New	80	SF	\$ 25.00	\$ 2,000.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	64	SY	\$ 12.00	\$ 768.00
---	Push Button Pole	3	EA	\$ 1,200.00	\$ 3,600.00
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	470	LF	\$ 6.00	\$ 2,820.00
---	Pedestrian Push Button (APS)	2	EA	\$ 1,200.00	\$ 2,400.00
---	Removal of Pedestrian Push Buttons	0	EA	\$ 50.00	\$ -
---	Relocate Pedestrian Push Button	2	EA	\$ 300.00	\$ 600.00
---	12" LED Countdown Ped Signal Module with Housing	2	EA	\$ 650.00	\$ 1,300.00
---	Pedestrian Push Button Sign	6	EA	\$ 150.00	\$ 900.00
---	Remove Pedestrian Push Button Sign	5	EA	\$ 50.00	\$ 250.00
---	Repave Roadway	1	LS	\$ 5,000.00	\$ 5,000.00
---	Fix Ponding	1	LS	\$ 2,000.00	\$ 2,000.00
---	Fix Curb Ramp Transition	1	LS	\$ 2,000.00	\$ 2,000.00
---	Median Nose Modification	0	LS	\$ 5,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Fix Curb Ramp Counter Slope	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

- No Design Completed
- Preliminary Design
- Final Design

Subtotal:	\$	28,438.00
Engineering: (% +/-)	15%	\$ 4,526.57
Contingency: (% +/-)	20%	\$ 6,035.43
Estimated Project Cost:	\$	39,000.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	Good	Good	Good	Poor	Repave roadway and install crosswalk pavement markings
Path of travel running slope is greater than 5%	NC	NC	NC	NC	
Path of travel cross slope is greater than 5%					
Crosswalk width is less than 6'		N/A	N/A		Remove and replace crosswalk pavement markings
Crosswalk striping condition	Worn	None	None	Worn	

Curb Ramp Issues	Curb Ramp ID ('2' or '1' in ramp label indicates no existing ramp)					Recommendations
	1A	1B	2A	3A	4A	
Curb ramp does not exist and is needed						Remove and replace crosswalk pavement markings
Curb ramp does not land in crosswalk	X					
No 4' x 4' clear space at base of curb ramp						Remove and replace curb ramp
Curbed side is not 90° or has traversable adjacent surface	X	X	X		X	
Flare cross slope is greater than 10%	X	X			X	
Curb ramp running slope is greater than 8.33%	X	X			X	
Blended transition running slope is greater than 5%						
Cut-thru ramp running slope is greater than 5%			X			
Curb ramp cross slope is greater than 2%	X		X			
Cut-thru ramp cross slope is greater than 5%						
Curb ramp width is less than 48"	X	X		X	X	
Cut-thru ramp width is less than 60"						
Permanent obstruction (>0.25") in curb ramp/landing/flares					X	For intersection ramps and commercial driveway ramps, install color truncated domes Install landing area Remove and replace landing area Install push button pole and APS push buttons Install push button pole and relocate pedestrian push buttons
Temporary obstruction (>0.25") in curb ramp/landing/flares					X	
No textured surface at base of curb ramp	X	X	X	X	X	
No color contrast at base of curb ramp	X	X	X	X	X	
Landing area does not exist and is needed	X			X		
Landing area is less than 5' x 5' or slopes greater than 2%		X	X		X	
Missing or no pedestrian push buttons				X	X	
Pedestrian push button is offset more than 5' from the nearest crosswalk edge			X			
Pedestrian push button offset more than 10' from curb face						
Pedestrian push button is not parallel to crosswalk						
Pedestrian push button height is greater than 48"				X		Relocate pedestrian push buttons
Pedestrian push button diameter is not 2"						Install pedestrian push button sign
Pedestrian push button sign does not exist	X					
Pedestrian push button sign is not MUTCD approved		X	X	X	X	Remove and replace pedestrian push button sign
Clear floor space does not exist and is needed				X	X	Install clear floor space
Clear floor space for pedestrian push button is less than 30" x 48" or has a slope greater than 2%	X	X	X	X		Remove and replace clear floor space
Missing or no pedestrian signal heads				X	X	Install countdown pedestrian signal head
Curb ramp transition onto roadway is greater than 0.25"		X				Fix curb ramp transition
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%	NC	NC	NC	NC	NC	
Ponding occurs at base of curb ramp		X				Fix ponding

NC = Not Collected



Ramp 1A



Ramp 1B



Ramp 2A



Ramp 3A



Ramp 4A

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Client: Oklahoma Department of Transportation Date: 7/28/16
 Program: ADA Self-Evaluation and Transition Plan Prepared By: CMP
 KHA No.: 051279001 Checked By: EPE

Corridor: - GPS ID: 1560
 Project Name: Intersection of US Hwy 62 Bus and W Broadway St Division: 1
 City: Muskogee

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	72	SY	\$ 50.00	\$ 3,600.00
610(I)-4610	Tactile Warning Device - New	60	SF	\$ 25.00	\$ 1,500.00
610(I)-4615	Tactile Warning Device - Retrofit	10	SF	\$ 60.00	\$ 600.00
619(B)-4792	Removal of Sidewalk	50	SY	\$ 12.00	\$ 600.00
---	Push Button Pole	2	EA	\$ 1,200.00	\$ 2,400.00
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	260	LF	\$ 0.25	\$ 65.00
---	Crosswalk Pavement Markings	520	LF	\$ 6.00	\$ 3,120.00
---	Pedestrian Push Button (APS)	0	EA	\$ 1,200.00	\$ -
---	Removal of Pedestrian Push Buttons	0	EA	\$ 50.00	\$ -
---	Relocate Pedestrian Push Button	2	EA	\$ 300.00	\$ 600.00
---	12" LED Countdown Ped Signal Module with Housing	0	EA	\$ 650.00	\$ -
---	Pedestrian Push Button Sign	8	EA	\$ 150.00	\$ 1,200.00
---	Remove Pedestrian Push Button Sign	8	EA	\$ 50.00	\$ 400.00
---	Repave Roadway	2	LS	\$ 5,000.00	\$ 10,000.00
---	Fix Ponding	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		Subtotal:	\$ 26,085.00
<input checked="" type="checkbox"/> No Design Completed		Engineering: (% +/-)	15% \$ 4,249.29
<input type="checkbox"/> Preliminary Design		Contingency: (% +/-)	20% \$ 5,665.71
<input type="checkbox"/> Final Design		Estimated Project Cost:	\$ 36,000.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	Poor	Good	Good	Poor	Repave roadway and install crosswalk pavement markings
Path of travel running slope is greater than 5%	NC	NC	NC	NC	
Path of travel cross slope is greater than 5%					
Crosswalk width is less than 6'					Remove and replace crosswalk pavement markings
Crosswalk striping condition	Good	Worn	Good	Worn	

Curb Ramp Issues	Curb Ramp ID ('2' or '1' in ramp label indicates no existing ramp)				Recommendations
	1A	2A	3A	4A	
Curb ramp does not exist and is needed					
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp		X	X	X	Remove and replace crosswalk pavement markings
Curb side is not 90° or has traversable adjacent surface				X	
Flare cross slope is greater than 10%	X				Remove and replace curb ramp
Curb ramp running slope is greater than 8.33%	X	X			
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%					
Cut-thru ramp cross slope is greater than 5%					
Curb ramp width is less than 48"	X			X	
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25") in curb ramp/landing/flares					
Temporary obstruction (>0.25") in curb ramp/landing/flares					
No textured surface at base of curb ramp	X	X	X	X	For intersection ramps and commercial driveway ramps, install color truncated domes
No color contrast at base of curb ramp	X	X	X	X	
Landing area does not exist and is needed					Remove and replace landing area
Landing area is less than 5' x 5' or slopes greater than 2%	X			X	
Missing or no pedestrian push buttons					Install push button pole and relocate pedestrian push buttons
Pedestrian push button is offset more than 5' from the nearest crosswalk edge		X		X	
Pedestrian push button offset more than 10' from curb face					
Pedestrian push button is not parallel to crosswalk					
Pedestrian push button height is greater than 48"					
Pedestrian push button diameter is not 2"					
Pedestrian push button sign does not exist					
Pedestrian push button sign is not MUTCD approved	X	X	X	X	Remove and replace pedestrian push button sign
Clear floor space does not exist and is needed					Remove and replace clear floor space
Clear floor space for pedestrian push button is less than 30" x 48" or has a slope greater than 2%	X	X	X	X	
Missing or no pedestrian signal heads					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%	NC	NC	NC	NC	
Ponding occurs at base of curb ramp					

NC = Not Collected



Ramp 1A



Ramp 2A



Ramp 3A



Ramp 4A

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Client: Oklahoma Department of Transportation Date: 7/28/16
 Program: ADA Self-Evaluation and Transition Plan Prepared By: CMP
 KHA No.: 051279001 Checked By: EPE

Corridor: - GPS ID: 1561
 Project Name: Intersection of US Hwy 62 Bus and W Okmulgee Ave Division: 1
 City: Muskogee

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	83	SY	\$ 50.00	\$ 4,150.00
610(I)-4610	Tactile Warning Device - New	60	SF	\$ 25.00	\$ 1,500.00
610(I)-4615	Tactile Warning Device - Retrofit	10	SF	\$ 60.00	\$ 600.00
619(B)-4792	Removal of Sidewalk	60	SY	\$ 12.00	\$ 720.00
---	Push Button Pole	4	EA	\$ 1,200.00	\$ 4,800.00
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	136	LF	\$ 0.25	\$ 34.00
---	Crosswalk Pavement Markings	588	LF	\$ 6.00	\$ 3,528.00
---	Pedestrian Push Button (APS)	0	EA	\$ 1,200.00	\$ -
---	Removal of Pedestrian Push Buttons	0	EA	\$ 50.00	\$ -
---	Relocate Pedestrian Push Button	4	EA	\$ 300.00	\$ 1,200.00
---	12" LED Countdown Ped Signal Module with Housing	0	EA	\$ 650.00	\$ -
---	Pedestrian Push Button Sign	8	EA	\$ 150.00	\$ 1,200.00
---	Remove Pedestrian Push Button Sign	8	EA	\$ 50.00	\$ 400.00
---	Repave Roadway	3	LS	\$ 5,000.00	\$ 15,000.00
---	Fix Ponding	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	\$ -

Basis for Cost Projection

<input checked="" type="checkbox"/> No Design Completed	Subtotal:	\$ 41,132.00
<input type="checkbox"/> Preliminary Design	Engineering: (% +/-)	15% \$ 6,372.00
<input type="checkbox"/> Final Design	Contingency: (% +/-)	20% \$ 8,496.00
	Estimated Project Cost:	\$ 56,000.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	Good	Poor	Poor	Poor	Repave roadway and install crosswalk pavement markings
Path of travel running slope is greater than 5%	NC	NC	NC	NC	
Path of travel cross slope is greater than 5%					
Crosswalk width is less than 6'					Remove and replace crosswalk pavement markings
Crosswalk striping condition	Worn	Worn	Worn	Worn	

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1A	2A	3A	4A	
Curb ramp does not exist and is needed					
Curb ramp does not land in crosswalk	X		X	X	Remove and replace crosswalk pavement markings
No 4' x 4' clear space at base of curb ramp	X		X	X	
Curb side is not 90° or has traversable adjacent surface				X	
Flare cross slope is greater than 10%				X	
Curb ramp running slope is greater than 8.33%	X	X		X	Remove and replace curb ramp
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%		X		X	
Curb ramp cross slope is greater than 2%					
Cut-thru ramp cross slope is greater than 5%					
Curb ramp width is less than 48"	X				
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25") in curb ramp/landing/flares					
Temporary obstruction (>0.25") in curb ramp/landing/flares					
No textured surface at base of curb ramp	X	X	X	X	For intersection ramps and commercial driveway ramps, install color truncated domes
No color contrast at base of curb ramp	X	X	X	X	
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%	X	X		X	Remove and replace landing area
Missing or no pedestrian push buttons					
Pedestrian push button is offset more than 5' from the nearest crosswalk edge		X		X	Install push button pole and relocate pedestrian push buttons
Pedestrian push button offset more than 10' from curb face	X				
Pedestrian push button is not parallel to crosswalk					
Pedestrian push button height is greater than 48"					
Pedestrian push button diameter is not 2"					
Pedestrian push button sign does not exist					
Pedestrian push button sign is not MUTCD approved	X	X	X	X	Remove and replace pedestrian push button sign
Clear floor space does not exist and is needed					
Clear floor space for pedestrian push button is less than 30" x 48" or has a slope greater than 2%	X	X	X	X	Remove and replace clear floor space
Missing or no pedestrian signal heads					
Curb ramp transition onto roadway is greater than 0.25"	X				Fix curb ramp transition
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%	NC	NC	NC	NC	
Ponding occurs at base of curb ramp	X	X	X		Fix ponding

NC = Not Collected



Ramp 1A



Ramp 2A



Ramp 3A



Ramp 4A

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Client: Oklahoma Department of Transportation Date: 7/28/16
 Program: ADA Self-Evaluation and Transition Plan Prepared By: CMP
 KHA No.: 051279001 Checked By: EPE

Corridor: - GPS ID: 1562
 Project Name: Intersection of US Hwy 64 and W Smith Ferry Rd Division: 1
 City: Muskogee

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	17	SY	\$ 50.00	\$ 850.00
610(I)-4610	Tactile Warning Device - New	20	SF	\$ 25.00	\$ 500.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
---	Push Button Pole	8	EA	\$ 1,200.00	\$ 9,600.00
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	704	LF	\$ 6.00	\$ 4,224.00
---	Pedestrian Push Button (APS)	8	EA	\$ 1,200.00	\$ 9,600.00
---	Removal of Pedestrian Push Buttons	0	EA	\$ 50.00	\$ -
---	Relocate Pedestrian Push Button	0	EA	\$ 300.00	\$ -
---	12" LED Countdown Ped Signal Module with Housing	8	EA	\$ 650.00	\$ 5,200.00
---	Pedestrian Push Button Sign	0	EA	\$ 150.00	\$ -
---	Remove Pedestrian Push Button Sign	0	EA	\$ 50.00	\$ -
---	Repave Roadway	1	LS	\$ 5,000.00	\$ 5,000.00
---	Fix Ponding	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

<input checked="" type="checkbox"/> No Design Completed	Subtotal:	\$ 34,974.00
<input type="checkbox"/> Preliminary Design	Engineering: (% +/-)	15% \$ 5,582.57
<input type="checkbox"/> Final Design	Contingency: (% +/-)	20% \$ 7,443.43
	Estimated Project Cost:	\$ 48,000.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	Good	Dangerous	Good	Good	Repave roadway and install crosswalk pavement markings
Path of travel running slope is greater than 5%	NC	NC	NC	NC	
Path of travel cross slope is greater than 5%	N/A	N/A	N/A	N/A	
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	Install crosswalk pavement markings
Crosswalk striping condition	None	None	None	None	

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)					Recommendations
	Nz	1z	2z	3z	4z	
Curb ramp does not exist and is needed	X					Install sidewalk across median
Curb ramp does not land in crosswalk						
No 4' x 4' clear space at base of curb ramp						
Curbed side is not 90° or has traversable adjacent surface						
Flare cross slope is greater than 10%						
Curb ramp running slope is greater than 8.33%						
Blended transition running slope is greater than 5%						
Cut-thru ramp running slope is greater than 5%						
Curb ramp cross slope is greater than 2%						
Cut-thru ramp cross slope is greater than 5%						
Curb ramp width is less than 48"						
Cut-thru ramp width is less than 60"						
Permanent obstruction (>0.25") in curb ramp/landing/flares						
Temporary obstruction (>0.25") in curb ramp/landing/flares						
No textured surface at base of curb ramp						
No color contrast at base of curb ramp						
Landing area does not exist and is needed						
Landing area is less than 5' x 5' or slopes greater than 2%						
Missing or no pedestrian push buttons	X	X	X	X	Install push button pole and APS push buttons	
Pedestrian push button is offset more than 5' from the nearest crosswalk edge						
Pedestrian push button offset more than 10' from curb face						
Pedestrian push button is not parallel to crosswalk						
Pedestrian push button height is greater than 48"						
Pedestrian push button diameter is not 2"						
Pedestrian push button sign does not exist						
Pedestrian push button sign is not MUTCD approved						
Clear floor space does not exist and is needed	X	X	X	X		Install clear floor space
Clear floor space for pedestrian push button is less than 30" x 48" or has a slope greater than 2%						
Missing or no pedestrian signal heads	X	X	X	X	Install countdown pedestrian signal head	
Curb ramp transition onto roadway is greater than 0.25"						
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%						
Ponding occurs at base of curb ramp						

NC = Not Collected



North Median No Ramp (Nz)



Corner 1 No Ramp (1z)



Corner 2 No Ramp (2z)



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, 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: Oklahoma Department of Transportation Date: 7/28/16
 Program: ADA Self-Evaluation and Transition Plan Prepared By: CMP
 KHA No.: 051279001 Checked By: EPE

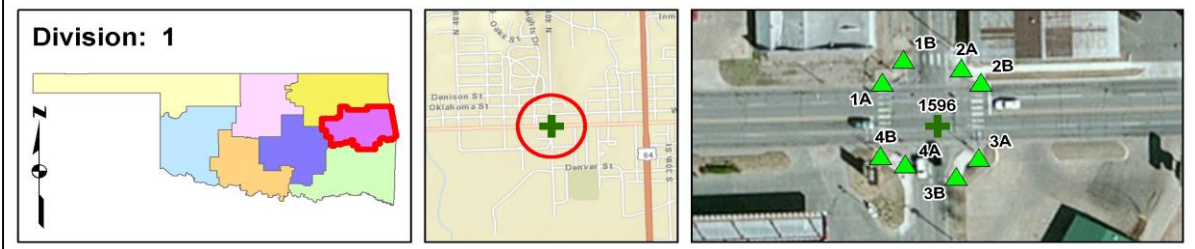
Corridor: - GPS ID: 1596
 Project Name: Intersection of US Hwy 64 / US Hwy 62 / State Hwy 16 and N 40th St Division: 1
 City: Muskogee

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	52	SY	\$ 50.00	\$ 2,600.00
610(I)-4610	Tactile Warning Device - New	30	SF	\$ 25.00	\$ 750.00
610(I)-4615	Tactile Warning Device - Retrofit	10	SF	\$ 60.00	\$ 600.00
619(B)-4792	Removal of Sidewalk	47	SY	\$ 12.00	\$ 564.00
---	Push Button Pole	1	EA	\$ 1,200.00	\$ 1,200.00
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	220	LF	\$ 0.25	\$ 55.00
---	Crosswalk Pavement Markings	350	LF	\$ 6.00	\$ 2,100.00
---	Pedestrian Push Button (APS)	0	EA	\$ 1,200.00	\$ -
---	Removal of Pedestrian Push Buttons	0	EA	\$ 50.00	\$ -
---	Relocate Pedestrian Push Button	3	EA	\$ 300.00	\$ 900.00
---	12" LED Countdown Ped Signal Module with Housing	0	EA	\$ 650.00	\$ -
---	Pedestrian Push Button Sign	8	EA	\$ 150.00	\$ 1,200.00
---	Remove Pedestrian Push Button Sign	8	EA	\$ 50.00	\$ 400.00
---	Repave Roadway	1	LS	\$ 5,000.00	\$ 5,000.00
---	Fix Ponding	1	LS	\$ 2,000.00	\$ 2,000.00
---	Fix Curb Ramp Transition	4	LS	\$ 2,000.00	\$ 8,000.00
---	Median Nose Modification	0	LS	\$ 5,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Fix Curb Ramp Counter Slope	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

<input checked="" type="checkbox"/> No Design Completed	Subtotal:	\$ 25,369.00
<input type="checkbox"/> Preliminary Design	Engineering: (% +/-)	15% \$ 4,127.57
<input type="checkbox"/> Final Design	Contingency: (% +/-)	20% \$ 5,503.43
	Estimated Project Cost:	\$ 35,000.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	Good	Good	Dangerous	Good	Repave roadway and install crosswalk pavement markings
Path of travel running slope is greater than 5%	NC	NC	NC	NC	
Path of travel cross slope is greater than 5%					
Crosswalk width is less than 6'	N/A				Remove and replace crosswalk pavement markings
Crosswalk striping condition	None	Worn	Worn	Worn	

Curb Ramp Issues	Curb Ramp ID ('Z' or 'I' in ramp label indicates no existing ramp)								Recommendations
	1A	1B	2A	2B	3A	3B	4A	4B	
Curb ramp does not exist and is needed									
Curb ramp does not land in crosswalk	X			X				X	Remove and replace crosswalk pavement markings
No 4' x 4' clear space at base of curb ramp									
Curb side is not 90° or has traversable adjacent surface									
Flare cross slope is greater than 10%									
Curb ramp running slope is greater than 8.33%							X		
Blended transition running slope is greater than 5%									
Cut-thru ramp running slope is greater than 5%									
Curb ramp cross slope is greater than 2%	X								Remove and replace curb ramp
Cut-thru ramp cross slope is greater than 5%									
Curb ramp width is less than 48"									
Cut-thru ramp width is less than 60"									
Permanent obstruction (>0.25") in curb ramp/landing/flares					X				
Temporary obstruction (>0.25") in curb ramp/landing/flares									
No textured surface at base of curb ramp	X	X							For intersection ramps and commercial driveway ramps, install color truncated domes
No color contrast at base of curb ramp	X	X							
Landing area does not exist and is needed									
Landing area is less than 5' x 5' or slopes greater than 2%	X	X	X	X	X	X	X	X	Remove and replace landing area
Missing or no pedestrian push buttons									
Pedestrian push button is offset more than 5' from the nearest crosswalk edge								X	Install push button pole and relocate pedestrian push buttons
Pedestrian push button offset more than 10' from curb face									
Pedestrian push button is not parallel to crosswalk									
Pedestrian push button height is greater than 48"			X	X					Relocate pedestrian push buttons
Pedestrian push button diameter is not 2"									
Pedestrian push button sign does not exist									
Pedestrian push button sign is not MUTCD approved	X	X	X	X	X	X	X	X	Remove and replace pedestrian push button sign
Clear floor space does not exist and is needed									
Clear floor space for pedestrian push button is less than 30" x 48" or has a slope greater than 2%	X	X	X	X		X	X	X	Remove and replace clear floor space
Missing or no pedestrian signal heads									
Curb ramp transition onto roadway is greater than 0.25"	X	X					X	X	Fix curb ramp transition
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%	NC	NC	NC	NC	NC	NC	NC	NC	
Ponding occurs at base of curb ramp							X		Fix ponding

NC = Not Collected



Ramp 1A



Ramp 1B



Ramp 2A



Ramp 2B



Ramp 3A



Ramp 3B



Ramp 4A



Ramp 4B

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Client: Oklahoma Department of Transportation Date: 7/28/16
 Program: ADA Self-Evaluation and Transition Plan Prepared By: CMP
 KHA No.: 051279001 Checked By: EPE

Corridor: - GPS ID: 1605
 Project Name: Intersection of US Hwy 62 (E Shawnee Ave) and State Hwy 16 (South) Division: 1
 City: Muskogee

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	142	SY	\$ 50.00	\$ 7,100.00
610(I)-4610	Tactile Warning Device - New	120	SF	\$ 25.00	\$ 3,000.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
---	Push Button Pole	8	EA	\$ 1,200.00	\$ 9,600.00
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	870	LF	\$ 6.00	\$ 5,220.00
---	Pedestrian Push Button (APS)	8	EA	\$ 1,200.00	\$ 9,600.00
---	Removal of Pedestrian Push Buttons	0	EA	\$ 50.00	\$ -
---	Relocate Pedestrian Push Button	0	EA	\$ 300.00	\$ -
---	12" LED Countdown Ped Signal Module with Housing	8	EA	\$ 650.00	\$ 5,200.00
---	Pedestrian Push Button Sign	0	EA	\$ 150.00	\$ -
---	Remove Pedestrian Push Button Sign	0	EA	\$ 50.00	\$ -
---	Repave Roadway	1	LS	\$ 5,000.00	\$ 5,000.00
---	Fix Ponding	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		Subtotal:	\$ 44,720.00
<input checked="" type="checkbox"/> No Design Completed		Engineering: (% +/-)	15% \$ 6,977.14
<input type="checkbox"/> Preliminary Design		Contingency: (% +/-)	20% \$ 9,302.86
<input type="checkbox"/> Final Design		Estimated Project Cost:	\$ 61,000.00

Project Location

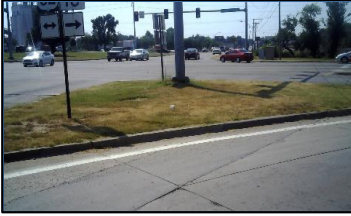


Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	Good	Good	Good	Good	
Path of travel running slope is greater than 5%	NC	NC	NC	NC	
Path of travel cross slope is greater than 5%				X	
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' or 'i' in ramp label indicates no existing ramp)						Recommendations
	1i	1z	2z	3z	3i	4z	
Curb ramp does not exist and is needed	X	X	X	X	X	X	Install curb ramp; see shapefile for median improvement
Curb ramp does not land in crosswalk							
No 4' x 4' clear space at base of curb ramp							
Curb ramp side is not 90° or has traversable adjacent surface							
Flare cross slope is greater than 10%							
Curb ramp running slope is greater than 8.33%							
Blended transition running slope is greater than 5%							
Cut-thru ramp running slope is greater than 5%							
Curb ramp cross slope is greater than 2%							
Cut-thru ramp cross slope is greater than 5%							
Curb ramp width is less than 48"							
Cut-thru ramp width is less than 60"							
Permanent obstruction (>0.25") in curb ramp/landing/flares							
Temporary obstruction (>0.25") in curb ramp/landing/flares							
No textured surface at base of curb ramp							
No color contrast at base of curb ramp							
Landing area does not exist and is needed							
Landing area is less than 5' x 5' or slopes greater than 2%							
Missing or no pedestrian push buttons	X		X		X	X	Install push button pole and APS push buttons
Pedestrian push button is offset more than 5' from the nearest crosswalk edge							
Pedestrian push button offset more than 10' from curb face							
Pedestrian push button is not parallel to crosswalk							
Pedestrian push button height is greater than 48"							
Pedestrian push button diameter is not 2"							
Pedestrian push button sign does not exist							
Pedestrian push button sign is not MUTCD approved							
Clear floor space does not exist and is needed	X		X		X	X	Install clear floor space
Clear floor space for pedestrian push button is less than 30" x 48" or has a slope greater than 2%							
Missing or no pedestrian signal heads	X		X		X	X	Install countdown pedestrian signal head
Curb ramp transition onto roadway is greater than 0.25"							
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%							
Ponding occurs at base of curb ramp							

NC = Not Collected



Island 1 No Ramp (1i)



Corner 1 No Ramp (1z)



Corner 2 No Ramp (2z)



Corner 3 No Ramp (3z)



Island 3 No Ramp (3i)



Corner 4 No Ramp (4z)

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Client: Oklahoma Department of Transportation Date: 7/28/16
 Program: ADA Self-Evaluation and Transition Plan Prepared By: CMP
 KHA No.: 051279001 Checked By: EPE

Corridor: - GPS ID: 1606
 Project Name: Intersection of US Hwy 62 (E Shawnee Ave) and Lowes Division: 1
 City: Muskogee

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	112	SY	\$ 50.00	\$ 5,600.00
610(I)-4610	Tactile Warning Device - New	120	SF	\$ 25.00	\$ 3,000.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
---	Push Button Pole	8	EA	\$ 1,200.00	\$ 9,600.00
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	750	LF	\$ 6.00	\$ 4,500.00
---	Pedestrian Push Button (APS)	8	EA	\$ 1,200.00	\$ 9,600.00
---	Removal of Pedestrian Push Buttons	0	EA	\$ 50.00	\$ -
---	Relocate Pedestrian Push Button	0	EA	\$ 300.00	\$ -
---	12" LED Countdown Ped Signal Module with Housing	8	EA	\$ 650.00	\$ 5,200.00
---	Pedestrian Push Button Sign	0	EA	\$ 150.00	\$ -
---	Remove Pedestrian Push Button Sign	0	EA	\$ 50.00	\$ -
---	Repave Roadway	2	LS	\$ 5,000.00	\$ 10,000.00
---	Fix Ponding	0	LS	\$ 2,000.00	\$ -
---	Fix Curb Ramp Transition	0	LS	\$ 2,000.00	\$ -
---	Median Nose Modification	0	LS	\$ 5,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Fix Curb Ramp Counter Slope	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection		Subtotal:	\$ 47,500.00
<input checked="" type="checkbox"/> No Design Completed		Engineering: (% +/-)	15% \$ 7,500.00
<input type="checkbox"/> Preliminary Design		Contingency: (% +/-)	20% \$ 10,000.00
<input type="checkbox"/> Final Design		Estimated Project Cost:	\$ 65,000.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	Good	Good	Good	Good	
Path of travel running slope is greater than 5%	NC	NC	NC	NC	
Path of travel cross slope is greater than 5%	X	NC	X	NC	
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	Install crosswalk pavement markings
Crosswalk striping condition	None	None	None	None	

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)						Recommendations
	Wz	Ez	1z	2z	3z	4z	
Curb ramp does not exist and is needed	X	X	X	X	X	X	Install curb ramp; see shapefile for median improvement
Curb ramp does not land in crosswalk							
No 4' x 4' clear space at base of curb ramp							
Curb ramp side is not 90° or has traversable adjacent surface							
Flare cross slope is greater than 10%							
Curb ramp running slope is greater than 8.33%							
Blended transition running slope is greater than 5%							
Cut-thru ramp running slope is greater than 5%							
Curb ramp cross slope is greater than 2%							
Cut-thru ramp cross slope is greater than 5%							
Curb ramp width is less than 48"							
Cut-thru ramp width is less than 60"							
Permanent obstruction (>0.25") in curb ramp/landing/flares							
Temporary obstruction (>0.25") in curb ramp/landing/flares							
No textured surface at base of curb ramp							
No color contrast at base of curb ramp							
Landing area does not exist and is needed							
Landing area is less than 5' x 5' or slopes greater than 2%							
Missing or no pedestrian push buttons		X	X	X	X		Install push button pole and APS push buttons
Pedestrian push button is offset more than 5' from the nearest crosswalk edge							
Pedestrian push button offset more than 10' from curb face							
Pedestrian push button is not parallel to crosswalk							
Pedestrian push button height is greater than 48"							
Pedestrian push button diameter is not 2"							
Pedestrian push button sign does not exist							
Pedestrian push button sign is not MUTCD approved							
Clear floor space does not exist and is needed		X	X	X	X		Install clear floor space
Clear floor space for pedestrian push button is less than 30" x 48" or has a slope greater than 2%							
Missing or no pedestrian signal heads		X	X	X	X		Install countdown pedestrian signal head
Curb ramp transition onto roadway is greater than 0.25"							
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%							
Ponding occurs at base of curb ramp							

NC = Not Collected



West Median No Ramp (Wz)



East Median No Ramp (Ez)



Corner 1 No Ramp (1z)



Corner 2 No Ramp (2z)



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, 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: Oklahoma Department of Transportation Date: 7/28/16
 Program: ADA Self-Evaluation and Transition Plan Prepared By: CMP
 KHA No.: 051279001 Checked By: EPE

Corridor: - GPS ID: 1607
 Project Name: Intersection of US Hwy 62 (E Shawnee Ave) and N Country Club Rd Division: 1
 City: Muskogee

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	148	SY	\$ 50.00	\$ 7,400.00
610(I)-4610	Tactile Warning Device - New	140	SF	\$ 25.00	\$ 3,500.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
---	Push Button Pole	8	EA	\$ 1,200.00	\$ 9,600.00
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	730	LF	\$ 6.00	\$ 4,380.00
---	Pedestrian Push Button (APS)	8	EA	\$ 1,200.00	\$ 9,600.00
---	Removal of Pedestrian Push Buttons	0	EA	\$ 50.00	\$ -
---	Relocate Pedestrian Push Button	0	EA	\$ 300.00	\$ -
---	12" LED Countdown Ped Signal Module with Housing	0	EA	\$ 650.00	\$ 5,200.00
---	Pedestrian Push Button Sign	0	EA	\$ 150.00	\$ -
---	Remove Pedestrian Push Button Sign	0	EA	\$ 50.00	\$ -
---	Repave Roadway	3	LS	\$ 5,000.00	\$ 15,000.00
---	Fix Ponding	0	LS	\$ 2,000.00	\$ -
---	Fix Curb Ramp Transition	0	LS	\$ 2,000.00	\$ -
---	Median Nose Modification	1	LS	\$ 5,000.00	\$ 5,000.00
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Fix Curb Ramp Counter Slope	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

<input checked="" type="checkbox"/> No Design Completed	Subtotal:	\$ 59,680.00
<input type="checkbox"/> Preliminary Design	Engineering: (% +/-)	15% \$ 9,137.14
<input type="checkbox"/> Final Design	Contingency: (% +/-)	20% \$ 12,182.86
	Estimated Project Cost:	\$ 81,000.00

Project Location



Field Observations

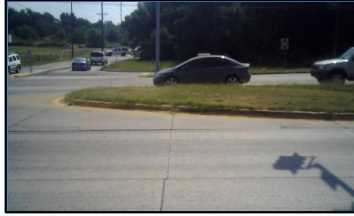
Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	Good	Good	Good	Good	
Path of travel running slope is greater than 5%	NC	NC	NC	NC	
Path of travel cross slope is greater than 5%	X		X	X	
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	
Crosswalk striping condition	None	None	None	None	Install crosswalk pavement markings

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)								Recommendations
	Nz	Wz	Sz	Ez	1z	2z	3z	4z	
Curb ramp does not exist and is needed	X	X	X	X	X	X	X	X	Install curb ramp; see shapefile for median improvement
Curb ramp does not land in crosswalk									
No 4' x 4' clear space at base of curb ramp									
Curb ramp side is not 90° or has traversable adjacent surface									
Flare cross slope is greater than 10%									
Curb ramp running slope is greater than 8.33%									
Blended transition running slope is greater than 5%									
Cut-thru ramp running slope is greater than 5%									
Curb ramp cross slope is greater than 2%									
Cut-thru ramp cross slope is greater than 5%									
Curb ramp width is less than 48"									
Cut-thru ramp width is less than 60"									
Permanent obstruction (>0.25") in curb ramp/landing/flares									
Temporary obstruction (>0.25") in curb ramp/landing/flares									
No textured surface at base of curb ramp									
No color contrast at base of curb ramp									
Landing area does not exist and is needed									
Landing area is less than 5' x 5' or slopes greater than 2%									
Missing or no pedestrian push buttons				X	X	X	X		Install push button pole and APS push buttons
Pedestrian push button is offset more than 5' from the nearest crosswalk edge									
Pedestrian push button offset more than 10' from curb face									
Pedestrian push button is not parallel to crosswalk									
Pedestrian push button height is greater than 48"									
Pedestrian push button diameter is not 2"									
Pedestrian push button sign does not exist									
Pedestrian push button sign is not MUTCD approved									
Clear floor space does not exist and is needed				X	X	X	X		Install clear floor space
Clear floor space for pedestrian push button is less than 30" x 48" or has a slope greater than 2%									
Missing or no pedestrian signal heads				X	X	X	X		Install countdown pedestrian signal head
Curb ramp transition onto roadway is greater than 0.25"									
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%									
Ponding occurs at base of curb ramp									

NC = Not Collected



North Median No Ramp (Nz)



West Median No Ramp (Wz)



South Median No Ramp (Sz)



East Median No Ramp (Ez)



Corner 1 No Ramp (1z)



Corner 2 No Ramp (2z)



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, 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: Oklahoma Department of Transportation Date: 7/28/16
 Program: ADA Self-Evaluation and Transition Plan Prepared By: CMP
 KHA No.: 051279001 Checked By: EPE

Corridor: - GPS ID: 1608
 Project Name: Intersection of US Hwy 64 / US Hwy 62 Bus and US Hwy 62 Division: 1
 City: Muskogee

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	101	SY	\$ 50.00	\$ 5,050.00
610(I)-4610	Tactile Warning Device - New	80	SF	\$ 25.00	\$ 2,000.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	33	SY	\$ 12.00	\$ 396.00
---	Push Button Pole	8	EA	\$ 1,200.00	\$ 9,600.00
---	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
857(F)-8006	Crosswalk Pavement Markings	870	LF	\$ 6.00	\$ 5,220.00
---	Pedestrian Push Button (APS)	8	EA	\$ 1,200.00	\$ 9,600.00
---	Removal of Pedestrian Push Buttons	0	EA	\$ 50.00	\$ -
---	Relocate Pedestrian Push Button	0	EA	\$ 300.00	\$ -
---	12" LED Countdown Ped Signal Module with Housing	8	EA	\$ 650.00	\$ 5,200.00
---	Pedestrian Push Button Sign	0	EA	\$ 150.00	\$ -
---	Remove Pedestrian Push Button Sign	0	EA	\$ 50.00	\$ -
---	Repave Roadway	2	LS	\$ 5,000.00	\$ -
---	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

<input checked="" type="checkbox"/> No Design Completed	Subtotal:	\$ 41,066.00
<input type="checkbox"/> Preliminary Design	Engineering: (% +/-)	15% \$ 6,400.29
<input type="checkbox"/> Final Design	Contingency: (% +/-)	20% \$ 8,533.71
	Estimated Project Cost:	\$ 56,000.00

Project Location

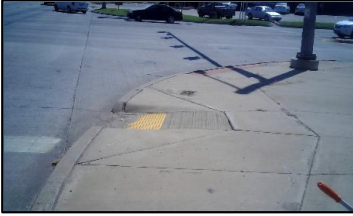


Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	Good	Good	Good	Good	
Path of travel running slope is greater than 5%	NC	NC	NC	NC	
Path of travel cross slope is greater than 5%					
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' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1A	2A	3z	4z	
Curb ramp does not exist and is needed			X	X	Install curb ramp; see shapefile for median improvement
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%	X	X			
Curb ramp running slope is greater than 8.33%					
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%	X	X			
Cut-thru ramp cross slope is greater than 5%					
Curb ramp width is less than 48"					
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25") in curb ramp/landing/flares					Remove and replace landing area
Temporary obstruction (>0.25") in curb ramp/landing/flares					
No textured surface at base of curb ramp					
No color contrast at base of curb ramp					
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%	X	X			
Missing or no pedestrian push buttons	X	X	X	X	
Pedestrian push button is offset more than 5' from the nearest crosswalk edge					
Pedestrian push button offset more than 10' from curb face					
Pedestrian push button is not parallel to crosswalk					
Pedestrian push button height is greater than 48"					
Pedestrian push button diameter is not 2"					
Pedestrian push button sign does not exist					
Pedestrian push button sign is not MUTCD approved					
Clear floor space does not exist and is needed	X	X	X	X	
Clear floor space for pedestrian push button is less than 30" x 48" or has a slope greater than 2%					
Missing or no pedestrian signal heads	X	X	X	X	
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%	NC	NC			
Ponding occurs at base of curb ramp	X	X			

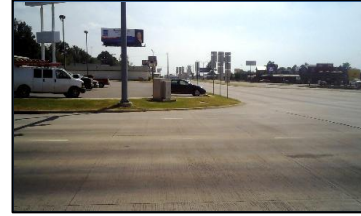
NC = Not Collected



Ramp 1A



Ramp 2A



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Client: Oklahoma Department of Transportation Date: 7/28/16
 Program: ADA Self-Evaluation and Transition Plan Prepared By: CMP
 KHA No.: 051279001 Checked By: EPE

Corridor: - GPS ID: 1615
 Project Name: Intersection of US Hwy 64 / US Hwy 62 Bus and S 24th St W Division: 1
 City: Muskogee

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	87	SY	\$ 50.00	\$ 4,350.00
610(I)-4610	Tactile Warning Device - New	80	SF	\$ 25.00	\$ 2,000.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	53	SY	\$ 12.00	\$ 636.00
---	Push Button Pole	0	EA	\$ 1,200.00	\$ -
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	390	LF	\$ 6.00	\$ 2,340.00
---	Pedestrian Push Button (APS)	2	EA	\$ 1,200.00	\$ 2,400.00
---	Removal of Pedestrian Push Buttons	2	EA	\$ 50.00	\$ 100.00
---	Relocate Pedestrian Push Button	0	EA	\$ 300.00	\$ -
---	12" LED Countdown Ped Signal Module with Housing	0	EA	\$ 650.00	\$ -
---	Pedestrian Push Button Sign	6	EA	\$ 150.00	\$ 900.00
---	Remove Pedestrian Push Button Sign	6	EA	\$ 50.00	\$ 300.00
---	Repave Roadway	3	LS	\$ 5,000.00	\$ 15,000.00
---	Fix Ponding	3	LS	\$ 2,000.00	\$ 6,000.00
---	Fix Curb Ramp Transition	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		Subtotal:	\$ 21,026.00
<input checked="" type="checkbox"/> No Design Completed		Engineering: (% +/-)	15% \$ 3,417.43
<input type="checkbox"/> Preliminary Design		Contingency: (% +/-)	20% \$ 4,556.57
<input type="checkbox"/> Final Design		Estimated Project Cost:	\$ 29,000.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	Good	Good	Good	Good	
Path of travel running slope is greater than 5%	NC	NC	NC	NC	
Path of travel cross slope is greater than 5%					
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' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1A	2A	3A	4A	
Curb ramp does not exist and is needed					
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curb side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%	X	X	X	X	
Curb ramp running slope is greater than 8.33%					
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%	X			X	Remove and replace curb ramp
Cut-thru ramp cross slope is greater than 5%					
Curb ramp width is less than 48"	X	X	X	X	
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25") in curb ramp/landing/flares			X	X	
Temporary obstruction (>0.25") in curb ramp/landing/flares					
No textured surface at base of curb ramp	X	X	X	X	For intersection ramps and commercial driveway ramps, install color truncated domes
No color contrast at base of curb ramp	X	X	X	X	
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%			X	X	Remove and replace landing area
Missing or no pedestrian push buttons					
Pedestrian push button is offset more than 5' from the nearest crosswalk edge					
Pedestrian push button offset more than 10' from curb face					
Pedestrian push button is not parallel to crosswalk					
Pedestrian push button height is greater than 48"					
Pedestrian push button diameter is not 2"	X			X	Remove PBs and replace with APS push buttons
Pedestrian push button sign does not exist					
Pedestrian push button sign is not MUTCD approved	X	X	X	X	Remove and replace pedestrian push button sign
Clear floor space does not exist and is needed					
Clear floor space for pedestrian push button is less than 30" x 48" or has a slope greater than 2%			X	X	Remove and replace clear floor space
Missing or no pedestrian signal heads					
Curb ramp transition onto roadway is greater than 0.25"		X			Fix curb ramp transition
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%	NC	NC	NC	NC	
Ponding occurs at base of curb ramp	X		X	X	Fix ponding

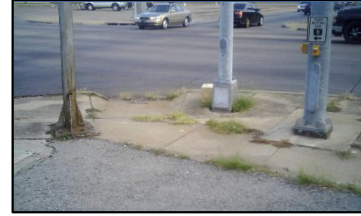
NC = Not Collected



Ramp 1A



Ramp 2A



Ramp 3A



Ramp 4A

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Client: Oklahoma Department of Transportation Date: 7/28/16
 Program: ADA Self-Evaluation and Transition Plan Prepared By: CMP
 KHA No.: 051279001 Checked By: EPE

Corridor: - GPS ID: 1624
 Project Name: Intersection of US Hwy 64 / US Hwy 62 Bus and Kendall Blvd Division: 1
 City: Muskogee

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	59	SY	\$ 50.00	\$ 2,950.00
610(I)-4610	Tactile Warning Device - New	50	SF	\$ 25.00	\$ 1,250.00
610(I)-4615	Tactile Warning Device - Retrofit	10	SF	\$ 60.00	\$ 600.00
619(B)-4792	Removal of Sidewalk	41	SY	\$ 12.00	\$ 492.00
---	Push Button Pole	4	EA	\$ 1,200.00	\$ 4,800.00
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	120	LF	\$ 0.25	\$ 30.00
---	Crosswalk Pavement Markings	482	LF	\$ 6.00	\$ 2,892.00
---	Pedestrian Push Button (APS)	0	EA	\$ 1,200.00	\$ -
---	Removal of Pedestrian Push Buttons	0	EA	\$ 50.00	\$ -
---	Relocate Pedestrian Push Button	4	EA	\$ 300.00	\$ 1,200.00
---	12" LED Countdown Ped Signal Module with Housing	0	EA	\$ 650.00	\$ -
---	Pedestrian Push Button Sign	8	EA	\$ 150.00	\$ 1,200.00
---	Remove Pedestrian Push Button Sign	8	EA	\$ 50.00	\$ 400.00
---	Repave Roadway	1	LS	\$ 5,000.00	\$ 5,000.00
---	Fix Ponding	2	LS	\$ 2,000.00	\$ 4,000.00
---	Fix Curb Ramp Transition	2	LS	\$ 2,000.00	\$ 4,000.00
---	Median Nose Modification	0	LS	\$ 5,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Fix Curb Ramp Counter Slope	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

<input checked="" type="checkbox"/> No Design Completed	Subtotal:	\$ 30,814.00
<input type="checkbox"/> Preliminary Design	Engineering: (% +/-)	15% \$ 4,794.00
<input type="checkbox"/> Final Design	Contingency: (% +/-)	20% \$ 6,392.00
	Estimated Project Cost:	\$ 42,000.00

Project Location

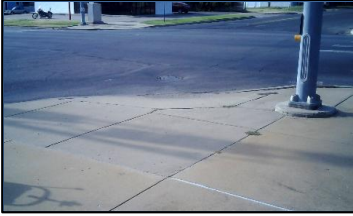


Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	Good	Good	Good	Good	
Path of travel running slope is greater than 5%	NC	NC	NC	NC	
Path of travel cross slope is greater than 5%				X	
Crosswalk width is less than 6'	N/A				
Crosswalk striping condition	None	Worn	Worn	Worn	Remove and replace crosswalk pavement markings

Curb Ramp Issues	Curb Ramp ID ('2' or '1' in ramp label indicates no existing ramp)					Recommendations
	1A	2A	3A	4A	4B	
Curb ramp does not exist and is needed						
Curb ramp does not land in crosswalk	X			X	X	Remove and replace crosswalk pavement markings
No 4' x 4' clear space at base of curb ramp						
Curb side is not 90° or has traversable adjacent surface			X			
Flare cross slope is greater than 10%						
Curb ramp running slope is greater than 8.33%	X				X	
Blended transition running slope is greater than 5%						
Cut-thru ramp running slope is greater than 5%						
Curb ramp cross slope is greater than 2%	X		X		X	Remove and replace curb ramp
Cut-thru ramp cross slope is greater than 5%						
Curb ramp width is less than 48"						
Cut-thru ramp width is less than 60"						
Permanent obstruction (>0.25") in curb ramp/landing/flares						
Temporary obstruction (>0.25") in curb ramp/landing/flares						
No textured surface at base of curb ramp	X	X	X			For intersection ramps and commercial driveway ramps, install color truncated domes
No color contrast at base of curb ramp	X	X	X			
Landing area does not exist and is needed						
Landing area is less than 5' x 5' or slopes greater than 2%	X	X	X	X	X	Remove and replace landing area
Missing or no pedestrian push buttons						
Pedestrian push button is offset more than 5' from the nearest crosswalk edge			X		X	Install push button pole and relocate pedestrian push buttons
Pedestrian push button offset more than 10' from curb face		X				
Pedestrian push button is not parallel to crosswalk						
Pedestrian push button height is greater than 48"						
Pedestrian push button diameter is not 2"						
Pedestrian push button sign does not exist						
Pedestrian push button sign is not MUTCD approved	X	X	X	X	X	Remove and replace pedestrian push button sign
Clear floor space does not exist and is needed		X		X	X	Install clear floor space
Clear floor space for pedestrian push button is less than 30" x 48" or has a slope greater than 2%	X		X			Remove and replace clear floor space
Missing or no pedestrian signal heads						
Curb ramp transition onto roadway is greater than 0.25"				X	X	Fix curb ramp transition
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%	NC	NC	NC	NC	NC	
Ponding occurs at base of curb ramp	X	X		X		Fix ponding

NC = Not Collected



Ramp 1A



Ramp 2A



Ramp 3A



Ramp 4A



Ramp 4B

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Client: Oklahoma Department of Transportation Date: 7/28/16
 Program: ADA Self-Evaluation and Transition Plan Prepared By: CMP
 KHA No.: 051279001 Checked By: EPE

Corridor: - GPS ID: 1629
 Project Name: Intersection of US Hwy 64 / US Hwy 62 Bus and S 7th St Division: 1
 City: Muskogee

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	84	SY	\$ 50.00	\$ 4,200.00
610(I)-4610	Tactile Warning Device - New	60	SF	\$ 25.00	\$ 1,500.00
610(I)-4615	Tactile Warning Device - Retrofit	20	SF	\$ 60.00	\$ 1,200.00
619(B)-4792	Removal of Sidewalk	59	SY	\$ 12.00	\$ 708.00
---	Push Button Pole	8	EA	\$ 1,200.00	\$ 9,600.00
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	398	LF	\$ 0.25	\$ 99.50
---	Crosswalk Pavement Markings	8	LF	\$ 6.00	\$ 3,288.00
---	Pedestrian Push Button (APS)	8	EA	\$ 1,200.00	\$ 9,600.00
---	Removal of Pedestrian Push Buttons	0	EA	\$ 50.00	\$ -
---	Relocate Pedestrian Push Button	0	EA	\$ 300.00	\$ -
---	12" LED Countdown Ped Signal Module with Housing	0	EA	\$ 650.00	\$ 5,200.00
---	Pedestrian Push Button Sign	0	EA	\$ 150.00	\$ -
---	Remove Pedestrian Push Button Sign	0	EA	\$ 50.00	\$ -
---	Repave Roadway	1	LS	\$ 5,000.00	\$ 5,000.00
---	Fix Ponding	0	LS	\$ 2,000.00	\$ -
---	Fix Curb Ramp Transition	3	LS	\$ 2,000.00	\$ 6,000.00
---	Median Nose Modification	0	LS	\$ 5,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Fix Curb Ramp Counter Slope	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

- No Design Completed
- Preliminary Design
- Final Design

Subtotal:	\$	46,395.50
Engineering: (% +/-)	15%	\$ 7,116.21
Contingency: (% +/-)	20%	\$ 9,488.29
Estimated Project Cost:	\$	63,000.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Recommendations
	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%	NC	NC	NC	NC	
Path of travel cross slope is greater than 5%					
Crosswalk width is less than 6'					Remove and replace crosswalk pavement markings
Crosswalk striping condition	Worn	Worn	Worn	Worn	

Curb Ramp Issues	Curb Ramp ID ('Z' or 'I' in ramp label indicates no existing ramp)						Recommendations
	1A	2A	3A	3B	4A	4B	
Curb ramp does not exist and is needed							Remove and replace curb ramp
Curb ramp does not land in crosswalk	X	X		X	X		
No 4' x 4' clear space at base of curb ramp							
Curbed side is not 90° or has traversable adjacent surface							
Flare cross slope is greater than 10%	X	X					
Curb ramp running slope is greater than 8.33%		X					
Blended transition running slope is greater than 5%							
Cut-thru ramp running slope is greater than 5%							
Curb ramp cross slope is greater than 2%	X	X		X			
Cut-thru ramp cross slope is greater than 5%							
Curb ramp width is less than 48"						X	
Cut-thru ramp width is less than 60"						X	
Permanent obstruction (>0.25") in curb ramp/landing/flares	X						
Temporary obstruction (>0.25") in curb ramp/landing/flares							
No textured surface at base of curb ramp	X	X	X	X	X	X	
No color contrast at base of curb ramp	X	X	X	X	X	X	
Landing area does not exist and is needed							
Landing area is less than 5' x 5' or slopes greater than 2%	X	X	X	X	X	X	
Missing or no pedestrian push buttons	X	X	X	X	X	X	
Pedestrian push button is offset more than 5' from the nearest crosswalk edge							
Pedestrian push button offset more than 10' from curb face							
Pedestrian push button is not parallel to crosswalk							
Pedestrian push button height is greater than 48"							
Pedestrian push button diameter is not 2"							
Pedestrian push button sign does not exist							
Pedestrian push button sign is not MUTCD approved							
Clear floor space does not exist and is needed	X	X	X	X	X	X	
Clear floor space for pedestrian push button is less than 30" x 48" or has a slope greater than 2%							
Missing or no pedestrian signal heads	X	X	X	X	X	X	
Curb ramp transition onto roadway is greater than 0.25"	X		X		X		
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%	NC	NC	NC	NC	NC	NC	
Ponding occurs at base of curb ramp							

NC = Not Collected



Ramp 1A



Ramp 2A



Ramp 3A



Ramp 3B



Ramp 4A



Ramp 4B

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Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Client: Oklahoma Department of Transportation Date: 7/28/16
 Program: ADA Self-Evaluation and Transition Plan Prepared By: CMP
 KHA No.: 051279001 Checked By: EPE

Corridor: - GPS ID: 1634
 Project Name: Intersection of US Hwy 64 / US Hwy 62 Bus and S 4th St Division: 1
 City: Muskogee

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	93	SY	\$ 50.00	\$ 4,650.00
610(I)-4610	Tactile Warning Device - New	80	SF	\$ 25.00	\$ 2,000.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	49	SY	\$ 12.00	\$ 588.00
---	Push Button Pole	8	EA	\$ 1,200.00	\$ 9,600.00
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	320	LF	\$ 0.25	\$ 80.00
---	Crosswalk Pavement Markings	400	LF	\$ 6.00	\$ 2,400.00
---	Pedestrian Push Button (APS)	8	EA	\$ 1,200.00	\$ 9,600.00
---	Removal of Pedestrian Push Buttons	0	EA	\$ 50.00	\$ -
---	Relocate Pedestrian Push Button	0	EA	\$ 300.00	\$ -
---	12" LED Countdown Ped Signal Module with Housing	0	EA	\$ 650.00	\$ 5,200.00
---	Pedestrian Push Button Sign	0	EA	\$ 150.00	\$ -
---	Remove Pedestrian Push Button Sign	0	EA	\$ 50.00	\$ -
---	Repave Roadway	1	LS	\$ 5,000.00	\$ 5,000.00
---	Fix Ponding	2	LS	\$ 2,000.00	\$ 4,000.00
---	Fix Curb Ramp Transition	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:	\$	43,118.00
Engineering: (% +/-)	15%	\$ 6,806.57
Contingency: (% +/-)	20%	\$ 9,075.43
Estimated Project Cost:	\$	59,000.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Recommendations
	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%	NC	NC	NC	NC	
Path of travel cross slope is greater than 5%					
Crosswalk width is less than 6'	N/A				Remove and replace crosswalk pavement markings
Crosswalk striping condition	None	Worn	Worn	Worn	

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)					Recommendations
	1A	2A	2B	3z	4A	
Curb ramp does not exist and is needed					X	Install curb ramp; see shapefile for median improvement
Curb ramp does not land in crosswalk	X		X		X	
No 4' x 4' clear space at base of curb ramp						
Curbed side is not 90° or has traversable adjacent surface	X	X	X			
Flare cross slope is greater than 10%					X	Remove and replace curb ramp
Curb ramp running slope is greater than 8.33%			X		X	
Blended transition running slope is greater than 5%						
Cut-thru ramp running slope is greater than 5%			X			
Curb ramp cross slope is greater than 2%						
Cut-thru ramp cross slope is greater than 5%						
Curb ramp width is less than 48"		X	X			
Cut-thru ramp width is less than 60"						
Permanent obstruction (>0.25") in curb ramp/landing/flares						
Temporary obstruction (>0.25") in curb ramp/landing/flares						
No textured surface at base of curb ramp	X	X	X		X	For intersection ramps and commercial driveway ramps, install color truncated domes
No color contrast at base of curb ramp	X	X	X		X	
Landing area does not exist and is needed						
Landing area is less than 5' x 5' or slopes greater than 2%	X	X	X		X	Remove and replace landing area
Missing or no pedestrian push buttons	X	X	X	X	X	Install push button pole and APS push buttons
Pedestrian push button is offset more than 5' from the nearest crosswalk edge						
Pedestrian push button offset more than 10' from curb face						
Pedestrian push button is not parallel to crosswalk						
Pedestrian push button height is greater than 48"						
Pedestrian push button diameter is not 2"						
Pedestrian push button sign does not exist						
Pedestrian push button sign is not MUTCD approved						
Clear floor space does not exist and is needed	X	X	X	X	X	Install clear floor space
Clear floor space for pedestrian push button is less than 30" x 48" or has a slope greater than 2%						
Missing or no pedestrian signal heads	X	X	X	X	X	Install countdown pedestrian signal head
Curb ramp transition onto roadway is greater than 0.25"			X			Fix curb ramp transition
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%	NC	NC	NC		NC	
Ponding occurs at base of curb ramp						

NC = Not Collected



Ramp 1A



Ramp 2A



Ramp 2B



Corner 3 No Ramp (3z)



Ramp 4A

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Client: Oklahoma Department of Transportation Date: 7/28/16
 Program: ADA Self-Evaluation and Transition Plan Prepared By: CMP
 KHA No.: 051279001 Checked By: EPE

Corridor: - GPS ID: 1635
 Project Name: Intersection of US Hwy 64 / US Hwy 62 Bus and S 3rd St Division: 1
 City: Muskogee

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	45	SY	\$ 50.00	\$ 2,250.00
610(I)-4610	Tactile Warning Device - New	40	SF	\$ 25.00	\$ 1,000.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	21	SY	\$ 12.00	\$ 252.00
---	Push Button Pole	4	EA	\$ 1,200.00	\$ 4,800.00
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	320	LF	\$ 6.00	\$ 1,920.00
---	Pedestrian Push Button (APS)	4	EA	\$ 1,200.00	\$ 4,800.00
---	Removal of Pedestrian Push Buttons	0	EA	\$ 50.00	\$ -
---	Relocate Pedestrian Push Button	0	EA	\$ 300.00	\$ -
---	12" LED Countdown Ped Signal Module with Housing	4	EA	\$ 650.00	\$ 2,600.00
---	Pedestrian Push Button Sign	0	EA	\$ 150.00	\$ -
---	Remove Pedestrian Push Button Sign	0	EA	\$ 50.00	\$ -
---	Repave Roadway	1	LS	\$ 5,000.00	\$ 5,000.00
---	Fix Ponding	2	LS	\$ 2,000.00	\$ 4,000.00
---	Fix Curb Ramp Transition	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

<input checked="" type="checkbox"/> No Design Completed	Subtotal:	\$ 26,622.00
<input type="checkbox"/> Preliminary Design	Engineering: (% +/-)	15% \$ 4,019.14
<input type="checkbox"/> Final Design	Contingency: (% +/-)	20% \$ 5,358.86
	Estimated Project Cost:	\$ 36,000.00

Project Location

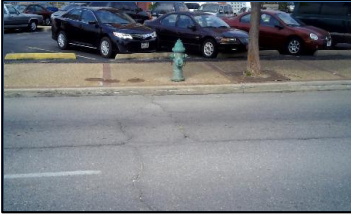


Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	N/A	Good	Poor	Good	Repave roadway and install crosswalk pavement markings
Path of travel running slope is greater than 5%	N/A	NC	NC	NC	
Path of travel cross slope is greater than 5%	N/A				
Crosswalk width is less than 6'	N/A		N/A	N/A	Remove and replace crosswalk pavement markings
Crosswalk striping condition	N/A	Worn	None	None	

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1z	2z	3A	4A	
Curb ramp does not exist and is needed	X				Install curb ramp; see shapefile for median improvement
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curb side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%		X	X		Remove and replace curb ramp
Curb ramp running slope is greater than 8.33%		X	X		
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%		X	X		
Curb ramp cross slope is greater than 2%		X	X		
Cut-thru ramp cross slope is greater than 5%					
Curb ramp width is less than 48"		X			
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25") in curb ramp/landing/flares					For intersection ramps and commercial driveway ramps, install color truncated domes
Temporary obstruction (>0.25") in curb ramp/landing/flares					
No textured surface at base of curb ramp		X	X		
No color contrast at base of curb ramp		X	X		
Landing area does not exist and is needed			X		Install landing area
Landing area is less than 5' x 5' or slopes greater than 2%					
Missing or no pedestrian push buttons	X		X	X	Install push button pole and APS push buttons
Pedestrian push button is offset more than 5' from the nearest crosswalk edge					
Pedestrian push button offset more than 10' from curb face					
Pedestrian push button is not parallel to crosswalk					
Pedestrian push button height is greater than 48"					
Pedestrian push button diameter is not 2"					
Pedestrian push button sign does not exist					
Pedestrian push button sign is not MUTCD approved					
Clear floor space does not exist and is needed	X		X	X	Install clear floor space
Clear floor space for pedestrian push button is less than 30" x 48" or has a slope greater than 2%					
Missing or no pedestrian signal heads	X		X	X	Install countdown pedestrian signal head
Curb ramp transition onto roadway is greater than 0.25"			X	X	Fix curb ramp transition
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%			NC	NC	
Ponding occurs at base of curb ramp					

NC = Not Collected



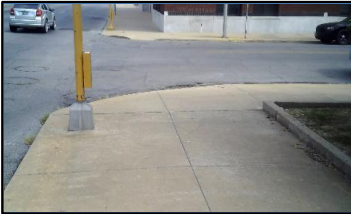
Corner 1 No Ramp (1z)



Corner 2 No Ramp (2z)



Ramp 3A



Ramp 4A

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Client: Oklahoma Department of Transportation Date: 7/28/16
 Program: ADA Self-Evaluation and Transition Plan Prepared By: CMP
 KHA No.: 051279001 Checked By: EPE

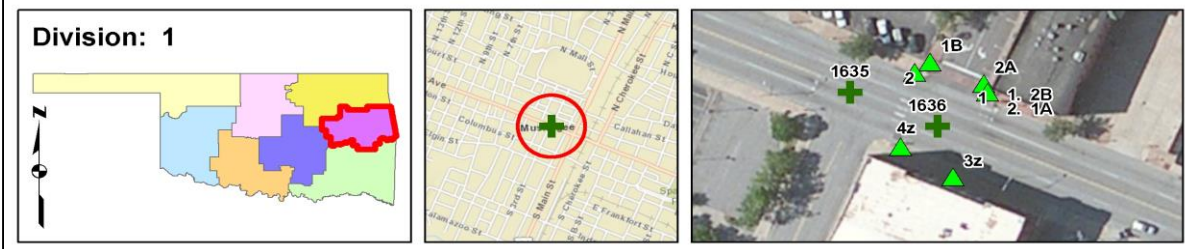
Corridor: - GPS ID: 1636
 Project Name: Intersection of US Hwy 64 / US Hwy 62 Bus and N 3rd St Division: 1
 City: Muskogee

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	79	SY	\$ 50.00	\$ 3,950.00
610(I)-4610	Tactile Warning Device - New	60	SF	\$ 25.00	\$ 1,500.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	52	SY	\$ 12.00	\$ 624.00
---	Push Button Pole	6	EA	\$ 1,200.00	\$ 7,200.00
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	320	LF	\$ 6.00	\$ 1,920.00
---	Pedestrian Push Button (APS)	6	EA	\$ 1,200.00	\$ 7,200.00
---	Removal of Pedestrian Push Buttons	0	EA	\$ 50.00	\$ -
---	Relocate Pedestrian Push Button	0	EA	\$ 300.00	\$ -
---	12" LED Countdown Ped Signal Module with Housing	6	EA	\$ 650.00	\$ 3,900.00
---	Pedestrian Push Button Sign	0	EA	\$ 150.00	\$ -
---	Remove Pedestrian Push Button Sign	0	EA	\$ 50.00	\$ -
---	Repave Roadway	1	LS	\$ 5,000.00	\$ 5,000.00
---	Fix Ponding	2	LS	\$ 2,000.00	\$ 4,000.00
---	Fix Curb Ramp Transition	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

<input checked="" type="checkbox"/> No Design Completed	Subtotal:	\$ 35,294.00
<input type="checkbox"/> Preliminary Design	Engineering: (% +/-)	15% \$ 5,445.43
<input type="checkbox"/> Final Design	Contingency: (% +/-)	20% \$ 7,260.57
	Estimated Project Cost:	\$ 48,000.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	Dangerous	Good	N/A	Good	Repave roadway and install crosswalk pavement markings
Path of travel running slope is greater than 5%	NC	NC	N/A	NC	
Path of travel cross slope is greater than 5%			N/A		
Crosswalk width is less than 6'	N/A		N/A		
Crosswalk striping condition	None	Worn	N/A	Worn	Remove and replace crosswalk pavement markings

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)						Recommendations
	1A	1B	2A	2B	3z	4z	
Curb ramp does not exist and is needed					X	X	Install curb ramp; see shapefile for median improvement
Curb ramp does not land in crosswalk							
No 4' x 4' clear space at base of curb ramp			X	X			Remove and replace curb ramp
Curb ramp side is not 90° or has traversable adjacent surface							
Flare cross slope is greater than 10%	X	X					
Curb ramp running slope is greater than 8.33%	X	X	X	X			
Blended transition running slope is greater than 5%							
Cut-thru ramp running slope is greater than 5%				X			
Curb ramp cross slope is greater than 2%	X						
Cut-thru ramp cross slope is greater than 5%							
Curb ramp width is less than 48"	X	X		X			
Cut-thru ramp width is less than 60"							
Permanent obstruction (>0.25") in curb ramp/landing/flares							For intersection ramps and commercial driveway ramps, install color truncated domes
Temporary obstruction (>0.25") in curb ramp/landing/flares							
No textured surface at base of curb ramp	X	X	X	X			Remove and replace landing area
No color contrast at base of curb ramp	X	X	X	X			
Landing area does not exist and is needed							Install push button pole and APS push buttons
Landing area is less than 5' x 5' or slopes greater than 2%	X	X	X	X			
Missing or no pedestrian push buttons	X	X	X	X	X	X	Install clear floor space
Pedestrian push button is offset more than 5' from the nearest crosswalk edge							
Pedestrian push button offset more than 10' from curb face							
Pedestrian push button is not parallel to crosswalk							
Pedestrian push button height is greater than 48"							
Pedestrian push button diameter is not 2"							
Pedestrian push button sign does not exist							
Pedestrian push button sign is not MUTCD approved							
Clear floor space does not exist and is needed	X	X	X	X	X	X	
Clear floor space for pedestrian push button is less than 30" x 48" or has a slope greater than 2%							
Missing or no pedestrian signal heads	X	X	X	X	X	X	Install countdown pedestrian signal head
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%	NC	NC	NC	NC			Fix curb ramp transition
Ponding occurs at base of curb ramp							

NC = Not Collected



Ramp 1A



Ramp 1B



Ramp 2A



Ramp 2B



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Client: Oklahoma Department of Transportation Date: 7/28/16
 Program: ADA Self-Evaluation and Transition Plan Prepared By: CMP
 KHA No.: 051279001 Checked By: EPE

Corridor: - GPS ID: 1642
 Project Name: Intersection of US Hwy 64 / US Hwy 69 and Arline Ave Division: 1
 City: Muskogee

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	90	SY	\$ 50.00	\$ 4,500.00
610(I)-4610	Tactile Warning Device - New	80	SF	\$ 25.00	\$ 2,000.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
---	Push Button Pole	8	EA	\$ 1,200.00	\$ 9,600.00
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	670	LF	\$ 6.00	\$ 4,020.00
---	Pedestrian Push Button (APS)	8	EA	\$ 1,200.00	\$ 9,600.00
---	Removal of Pedestrian Push Buttons	0	EA	\$ 50.00	\$ -
---	Relocate Pedestrian Push Button	0	EA	\$ 300.00	\$ -
---	12" LED Countdown Ped Signal Module with Housing	8	EA	\$ 650.00	\$ 5,200.00
---	Pedestrian Push Button Sign	0	EA	\$ 150.00	\$ -
---	Remove Pedestrian Push Button Sign	0	EA	\$ 50.00	\$ -
---	Repave Roadway	0	LS	\$ 5,000.00	\$ -
---	Fix Ponding	0	LS	\$ 2,000.00	\$ -
---	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

<input checked="" type="checkbox"/> No Design Completed	Subtotal:	\$ 34,920.00
<input type="checkbox"/> Preliminary Design	Engineering: (% +/-)	15% \$ 5,605.71
<input type="checkbox"/> Final Design	Contingency: (% +/-)	20% \$ 7,474.29
	Estimated Project Cost:	\$ 48,000.00

Project Location

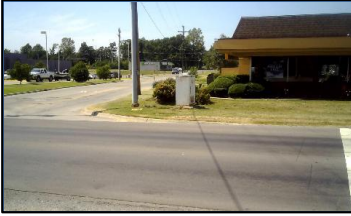


Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	Good	Good	Good	Good	
Path of travel running slope is greater than 5%	NC	NC	NC	NC	
Path of travel cross slope is greater than 5%					
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' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1z	2z	3z	4z	
Curb ramp does not exist and is needed	X	X	X	X	Install curb ramp; see shapefile for median improvement
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curb ramp side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%					
Curb ramp running slope is greater than 8.33%					
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%					
Cut-thru ramp cross slope is greater than 5%					
Curb ramp width is less than 48"					
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25") in curb ramp/landing/flares					
Temporary obstruction (>0.25") in curb ramp/landing/flares					
No textured surface at base of curb ramp					
No color contrast at base of curb ramp					
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%					
Missing or no pedestrian push buttons	X	X	X	X	Install push button pole and APS push buttons
Pedestrian push button is offset more than 5' from the nearest crosswalk edge					
Pedestrian push button offset more than 10' from curb face					
Pedestrian push button is not parallel to crosswalk					
Pedestrian push button height is greater than 48"					
Pedestrian push button diameter is not 2"					
Pedestrian push button sign does not exist					
Pedestrian push button sign is not MUTCD approved					
Clear floor space does not exist and is needed	X	X	X	X	Install clear floor space
Clear floor space for pedestrian push button is less than 30" x 48" or has a slope greater than 2%					
Missing or no pedestrian signal heads	X	X	X	X	Install countdown pedestrian signal head
Curb ramp transition onto roadway is greater than 0.25"					
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
Ponding occurs at base of curb ramp					

NC = Not Collected



Corner 1 No Ramp (1z)



Corner 2 No Ramp (2z)



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Client: Oklahoma Department of Transportation Date: 7/28/16
 Program: ADA Self-Evaluation and Transition Plan Prepared By: CMP
 KHA No.: 051279001 Checked By: EPE

Corridor: - GPS ID: 1644
 Project Name: Intersection of US Hwy 64 / US Hwy 69 and Border Ave Division: 1
 City: Muskogee

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	90	SY	\$ 50.00	\$ 4,500.00
610(I)-4610	Tactile Warning Device - New	80	SF	\$ 25.00	\$ 2,000.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
---	Push Button Pole	8	EA	\$ 1,200.00	\$ 9,600.00
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	568	LF	\$ 6.00	\$ 3,408.00
---	Pedestrian Push Button (APS)	8	EA	\$ 1,200.00	\$ 9,600.00
---	Removal of Pedestrian Push Buttons	0	EA	\$ 50.00	\$ -
---	Relocate Pedestrian Push Button	0	EA	\$ 300.00	\$ -
---	12" LED Countdown Ped Signal Module with Housing	8	EA	\$ 650.00	\$ 5,200.00
---	Pedestrian Push Button Sign	0	EA	\$ 150.00	\$ -
---	Remove Pedestrian Push Button Sign	0	EA	\$ 50.00	\$ -
---	Repave Roadway	1	LS	\$ 5,000.00	\$ 5,000.00
---	Fix Ponding	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

<input checked="" type="checkbox"/> No Design Completed	Subtotal:	\$ 39,308.00
<input type="checkbox"/> Preliminary Design	Engineering: (% +/-)	15% \$ 6,296.57
<input type="checkbox"/> Final Design	Contingency: (% +/-)	20% \$ 8,395.43
	Estimated Project Cost:	\$ 54,000.00

Project Location



Field Observations

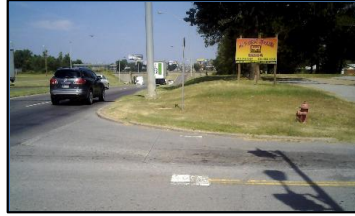
Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	Good	Good	Good	Good	
Path of travel running slope is greater than 5%	NC	NC	NC	NC	
Path of travel cross slope is greater than 5%		X			
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	
Crosswalk striping condition	None	None	None	None	Install crosswalk pavement markings

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1z	2z	3z	4z	
Curb ramp does not exist and is needed	X	X	X	X	Install curb ramp; see shapefile for median improvement
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curb ramp side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%					
Curb ramp running slope is greater than 8.33%					
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%					
Cut-thru ramp cross slope is greater than 5%					
Curb ramp width is less than 48"					
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25") in curb ramp/landing/flares					
Temporary obstruction (>0.25") in curb ramp/landing/flares					
No textured surface at base of curb ramp					
No color contrast at base of curb ramp					
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%					
Missing or no pedestrian push buttons	X	X	X	X	Install push button pole and APS push buttons
Pedestrian push button is offset more than 5' from the nearest crosswalk edge					
Pedestrian push button offset more than 10' from curb face					
Pedestrian push button is not parallel to crosswalk					
Pedestrian push button height is greater than 48"					
Pedestrian push button diameter is not 2"					
Pedestrian push button sign does not exist					
Pedestrian push button sign is not MUTCD approved					
Clear floor space does not exist and is needed	X	X	X	X	Install clear floor space
Clear floor space for pedestrian push button is less than 30" x 48" or has a slope greater than 2%					
Missing or no pedestrian signal heads	X	X	X	X	Install countdown pedestrian signal head
Curb ramp transition onto roadway is greater than 0.25"					
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
Ponding occurs at base of curb ramp					

NC = Not Collected



Corner 1 No Ramp (1z)



Corner 2 No Ramp (2z)



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Client: Oklahoma Department of Transportation Date: 7/28/16
 Program: ADA Self-Evaluation and Transition Plan Prepared By: CMP
 KHA No.: 051279001 Checked By: EPE

Corridor: - GPS ID: 1646
 Project Name: Intersection of US Hwy 64 / US Hwy 69 and W 23rd St S Division: 1
 City: Muskogee

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	90	SY	\$ 50.00	\$ 4,500.00
610(I)-4610	Tactile Warning Device - New	80	SF	\$ 25.00	\$ 2,000.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
---	Push Button Pole	8	EA	\$ 1,200.00	\$ 9,600.00
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	740	LF	\$ 6.00	\$ 4,440.00
---	Pedestrian Push Button (APS)	8	EA	\$ 1,200.00	\$ 9,600.00
---	Removal of Pedestrian Push Buttons	0	EA	\$ 50.00	\$ -
---	Relocate Pedestrian Push Button	0	EA	\$ 300.00	\$ -
---	12" LED Countdown Ped Signal Module with Housing	8	EA	\$ 650.00	\$ 5,200.00
---	Pedestrian Push Button Sign	0	EA	\$ 150.00	\$ -
---	Remove Pedestrian Push Button Sign	0	EA	\$ 50.00	\$ -
---	Repave Roadway	1	LS	\$ 5,000.00	\$ 5,000.00
---	Fix Ponding	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

<input checked="" type="checkbox"/> No Design Completed	Subtotal:	\$ 40,340.00
<input type="checkbox"/> Preliminary Design	Engineering: (% +/-)	15% \$ 6,282.86
<input type="checkbox"/> Final Design	Contingency: (% +/-)	20% \$ 8,377.14
	Estimated Project Cost:	\$ 55,000.00

Project Location



Field Observations

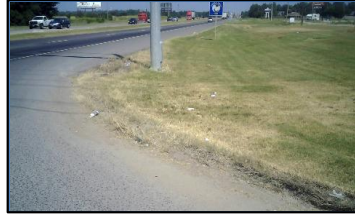
Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	Good	Good	Good	Poor	Repave roadway and install crosswalk pavement markings
Path of travel running slope is greater than 5%	NC	NC	NC	NC	
Path of travel cross slope is greater than 5%					
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	Install crosswalk pavement markings
Crosswalk striping condition	None	None	None	None	

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1z	2z	3z	4z	
Curb ramp does not exist and is needed	X	X	X	X	Install curb ramp; see shapefile for median improvement
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curb ramp side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%					
Curb ramp running slope is greater than 8.33%					
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%					
Cut-thru ramp cross slope is greater than 5%					
Curb ramp width is less than 48"					
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25") in curb ramp/landing/flares					
Temporary obstruction (>0.25") in curb ramp/landing/flares					
No textured surface at base of curb ramp					
No color contrast at base of curb ramp					
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%					
Missing or no pedestrian push buttons	X	X	X	X	Install push button pole and APS push buttons
Pedestrian push button is offset more than 5' from the nearest crosswalk edge					
Pedestrian push button offset more than 10' from curb face					
Pedestrian push button is not parallel to crosswalk					
Pedestrian push button height is greater than 48"					
Pedestrian push button diameter is not 2"					
Pedestrian push button sign does not exist					
Pedestrian push button sign is not MUTCD approved					
Clear floor space does not exist and is needed	X	X	X	X	Install clear floor space
Clear floor space for pedestrian push button is less than 30" x 48" or has a slope greater than 2%					
Missing or no pedestrian signal heads	X	X	X	X	Install countdown pedestrian signal head
Curb ramp transition onto roadway is greater than 0.25"					
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
Ponding occurs at base of curb ramp					

NC = Not Collected



Corner 1 No Ramp (1z)



Corner 2 No Ramp (2z)



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Client: Oklahoma Department of Transportation Date: 7/28/16
 Program: ADA Self-Evaluation and Transition Plan Prepared By: CMP
 KHA No.: 051279001 Checked By: EPE

Corridor: - GPS ID: 1655
 Project Name: Intersection of US Hwy 64 Bus and W S S Blvd Division: 1
 City: Muskogee

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	92	SY	\$ 50.00	\$ 4,600.00
610(I)-4610	Tactile Warning Device - New	80	SF	\$ 25.00	\$ 2,000.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	62	SY	\$ 12.00	\$ 744.00
---	Push Button Pole	4	EA	\$ 1,200.00	\$ 4,800.00
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	290	LF	\$ 0.25	\$ 72.50
---	Crosswalk Pavement Markings	460	LF	\$ 6.00	\$ 2,760.00
---	Pedestrian Push Button (APS)	1	EA	\$ 1,200.00	\$ 1,200.00
---	Removal of Pedestrian Push Buttons	1	EA	\$ 50.00	\$ 50.00
---	Relocate Pedestrian Push Button	5	EA	\$ 300.00	\$ 1,500.00
---	12" LED Countdown Ped Signal Module with Housing	0	EA	\$ 650.00	\$ -
---	Pedestrian Push Button Sign	7	EA	\$ 150.00	\$ 1,050.00
---	Remove Pedestrian Push Button Sign	7	EA	\$ 50.00	\$ 350.00
---	Repave Roadway	1	LS	\$ 5,000.00	\$ 5,000.00
---	Fix Ponding	0	LS	\$ 2,000.00	\$ -
---	Fix Curb Ramp Transition	0	LS	\$ 2,000.00	\$ -
---	Median Nose Modification	0	LS	\$ 5,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Fix Curb Ramp Counter Slope	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection		Subtotal:	\$ 24,126.50
<input checked="" type="checkbox"/> No Design Completed		Engineering: (% +/-)	15% \$ 3,802.93
<input type="checkbox"/> Preliminary Design		Contingency: (% +/-)	20% \$ 5,070.57
<input type="checkbox"/> Final Design		Estimated Project Cost:	\$ 33,000.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	Good	Good	Dangerous	Good	Repave roadway and install crosswalk pavement markings
Path of travel running slope is greater than 5%	NC	NC	NC	NC	
Path of travel cross slope is greater than 5%					
Crosswalk width is less than 6'					Remove and replace crosswalk pavement markings
Crosswalk striping condition	Good	Worn	Good	Good	

Curb Ramp Issues	Curb Ramp ID ('2' or '1' in ramp label indicates no existing ramp)					Recommendations	
	1A	1B	2A	3A	4A		
Curb ramp does not exist and is needed						Remove and replace crosswalk pavement markings	
Curb ramp does not land in crosswalk			X				
No 4' x 4' clear space at base of curb ramp						Remove and replace curb ramp	
Curbed side is not 90° or has traversable adjacent surface							
Flare cross slope is greater than 10%		X	X				
Curb ramp running slope is greater than 8.33%	X		X	X	X		
Blended transition running slope is greater than 5%							
Cut-thru ramp running slope is greater than 5%							
Curb ramp cross slope is greater than 2%	X		X				
Cut-thru ramp cross slope is greater than 5%							
Curb ramp width is less than 48"	X	X	X	X			
Cut-thru ramp width is less than 60"							
Permanent obstruction (>0.25") in curb ramp/landing/flares			X			For intersection ramps and commercial driveway ramps, install color truncated domes	
Temporary obstruction (>0.25") in curb ramp/landing/flares							
No textured surface at base of curb ramp	X	X	X	X	X		
No color contrast at base of curb ramp	X	X	X	X	X		
Landing area does not exist and is needed			X				
Landing area is less than 5' x 5' or slopes greater than 2%	X	X		X	X		
Missing or no pedestrian push buttons							Remove and replace landing area
Pedestrian push button is offset more than 5' from the nearest crosswalk edge		X	X	X	X		
Pedestrian push button offset more than 10' from curb face		X	X				Install push button pole and relocate pedestrian push buttons
Pedestrian push button is not parallel to crosswalk							
Pedestrian push button height is greater than 48"							
Pedestrian push button diameter is not 2"				X		Remove PBs and replace with APS push buttons	
Pedestrian push button sign does not exist							
Pedestrian push button sign is not MUTCD approved	X	X	X	X	X	Remove and replace pedestrian push button sign	
Clear floor space does not exist and is needed			X				
Clear floor space for pedestrian push button is less than 30" x 48" or has a slope greater than 2%	X	X		X	X	Remove and replace clear floor space	
Missing or no pedestrian signal heads							
Curb ramp transition onto roadway is greater than 0.25"							
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%	NC	NC	NC	NC	NC		
Ponding occurs at base of curb ramp							

NC = Not Collected



Ramp 1A



Ramp 1B



Ramp 2A



Ramp 3A



Ramp 4A

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Client: Oklahoma Department of Transportation Date: 7/28/16
 Program: ADA Self-Evaluation and Transition Plan Prepared By: CMP
 KHA No.: 051279001 Checked By: EPE

Corridor: - GPS ID: 1665
 Project Name: Intersection of US Hwy 69 (North) and W Harris Rd Division: 1
 City: Muskogee

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	87	SY	\$ 50.00	\$ 4,350.00
610(I)-4610	Tactile Warning Device - New	80	SF	\$ 25.00	\$ 2,000.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	8	SY	\$ 12.00	\$ 96.00
---	Push Button Pole	8	EA	\$ 1,200.00	\$ 9,600.00
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	640	LF	\$ 6.00	\$ 3,840.00
---	Pedestrian Push Button (APS)	8	EA	\$ 1,200.00	\$ 9,600.00
---	Removal of Pedestrian Push Buttons	0	EA	\$ 50.00	\$ -
---	Relocate Pedestrian Push Button	0	EA	\$ 300.00	\$ -
---	12" LED Countdown Ped Signal Module with Housing	8	EA	\$ 650.00	\$ 5,200.00
---	Pedestrian Push Button Sign	0	EA	\$ 150.00	\$ -
---	Remove Pedestrian Push Button Sign	0	EA	\$ 50.00	\$ -
---	Repave Roadway	1	LS	\$ 5,000.00	\$ 5,000.00
---	Fix Ponding	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		Subtotal:	\$ 39,686.00
<input checked="" type="checkbox"/> No Design Completed		Engineering: (% +/-)	15% \$ 6,134.57
<input type="checkbox"/> Preliminary Design		Contingency: (% +/-)	20% \$ 8,179.43
<input type="checkbox"/> Final Design		Estimated Project Cost:	\$ 54,000.00

Project Location



Field Observations

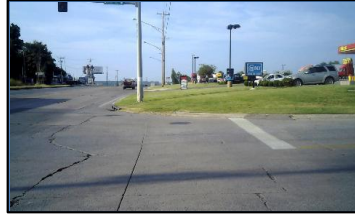
Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	Good	Good	Good	Good	
Path of travel running slope is greater than 5%	NC	NC	NC	NC	
Path of travel cross slope is greater than 5%				X	
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	
Crosswalk striping condition	None	None	None	None	Install crosswalk pavement markings

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1z	2z	3A	4z	
Curb ramp does not exist and is needed	X	X			Install curb ramp; see shapefile for median improvement
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curb ramp side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%			X		
Curb ramp running slope is greater than 8.33%			X		
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%			X		Remove and replace curb ramp
Cut-thru ramp cross slope is greater than 5%					
Curb ramp width is less than 48"			X		
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25") in curb ramp/landing/flares					
Temporary obstruction (>0.25") in curb ramp/landing/flares					
No textured surface at base of curb ramp			X		For intersection ramps and commercial driveway ramps, install color truncated domes
No color contrast at base of curb ramp			X		Install landing area
Landing area does not exist and is needed			X		
Landing area is less than 5' x 5' or slopes greater than 2%					
Missing or no pedestrian push buttons	X	X	X	X	Install push button pole and APS push buttons
Pedestrian push button is offset more than 5' from the nearest crosswalk edge					
Pedestrian push button offset more than 10' from curb face					
Pedestrian push button is not parallel to crosswalk					
Pedestrian push button height is greater than 48"					
Pedestrian push button diameter is not 2"					
Pedestrian push button sign does not exist					
Pedestrian push button sign is not MUTCD approved					
Clear floor space does not exist and is needed	X	X	X	X	Install clear floor space
Clear floor space for pedestrian push button is less than 30" x 48" or has a slope greater than 2%					
Missing or no pedestrian signal heads	X	X	X	X	Install countdown pedestrian signal head
Curb ramp transition onto roadway is greater than 0.25"					
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%				NC	
Ponding occurs at base of curb ramp					

NC = Not Collected



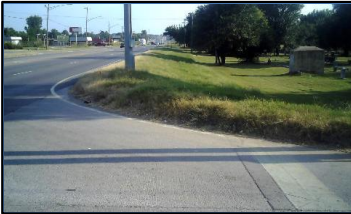
Corner 1 No Ramp (1z)



Corner 2 No Ramp (2z)



Ramp 3A



Corner 4 No Ramp (4z)

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Client: Oklahoma Department of Transportation Date: 7/28/16
 Program: ADA Self-Evaluation and Transition Plan Prepared By: CMP
 KHA No.: 051279001 Checked By: EPE

Corridor: - GPS ID: 1672
 Project Name: Intersection of US Hwy 69 / US Hwy 62 / State Hwy 16 and Military Blvd Division: 1
 City: Muskogee

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	73	SY	\$ 50.00	\$ 3,650.00
610(I)-4610	Tactile Warning Device - New	60	SF	\$ 25.00	\$ 1,500.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	3	SY	\$ 12.00	\$ 36.00
---	Push Button Pole	8	EA	\$ 1,200.00	\$ 9,600.00
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	720	LF	\$ 6.00	\$ 4,320.00
---	Pedestrian Push Button (APS)	8	EA	\$ 1,200.00	\$ 9,600.00
---	Removal of Pedestrian Push Buttons	0	EA	\$ 50.00	\$ -
---	Relocate Pedestrian Push Button	0	EA	\$ 300.00	\$ -
---	12" LED Countdown Ped Signal Module with Housing	8	EA	\$ 650.00	\$ 5,200.00
---	Pedestrian Push Button Sign	0	EA	\$ 150.00	\$ -
---	Remove Pedestrian Push Button Sign	0	EA	\$ 50.00	\$ -
---	Repave Roadway	0	LS	\$ 5,000.00	\$ -
---	Fix Ponding	0	LS	\$ 2,000.00	\$ -
---	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		Subtotal:	\$ 33,906.00
<input checked="" type="checkbox"/> No Design Completed		Engineering: (% +/-)	15% \$ 5,183.14
<input type="checkbox"/> Preliminary Design		Contingency: (% +/-)	20% \$ 6,910.86
<input type="checkbox"/> Final Design		Estimated Project Cost:	\$ 46,000.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	Good	Good	Good	Good	
Path of travel running slope is greater than 5%	NC	NC	NC	NC	
Path of travel cross slope is greater than 5%					
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' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1z	2z	3z	4A	
Curb ramp does not exist and is needed	X	X	X	X	Install curb ramp; see shapefile for median improvement
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curb ramp side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%					
Curb ramp running slope is greater than 8.33%					
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%					
Cut-thru ramp cross slope is greater than 5%					
Curb ramp width is less than 48"					
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25") in curb ramp/landing/flares					
Temporary obstruction (>0.25") in curb ramp/landing/flares					
No textured surface at base of curb ramp					
No color contrast at base of curb ramp					
Landing area does not exist and is needed				X	Remove and replace landing area Install push button pole and APS push buttons
Landing area is less than 5' x 5' or slopes greater than 2%				X	
Missing or no pedestrian push buttons	X	X	X	X	
Pedestrian push button is offset more than 5' from the nearest crosswalk edge					
Pedestrian push button offset more than 10' from curb face					
Pedestrian push button is not parallel to crosswalk					
Pedestrian push button height is greater than 48"					
Pedestrian push button diameter is not 2"					
Pedestrian push button sign does not exist					
Pedestrian push button sign is not MUTCD approved					
Clear floor space does not exist and is needed	X	X	X	X	Install clear floor space
Clear floor space for pedestrian push button is less than 30" x 48" or has a slope greater than 2%					
Missing or no pedestrian signal heads	X	X	X	X	Install countdown pedestrian signal head
Curb ramp transition onto roadway is greater than 0.25"					
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%				NC	
Ponding occurs at base of curb ramp					

NC = Not Collected



Corner 1 No Ramp (1z)



Corner 2 No Ramp (2z)



Corner 3 No Ramp (3z)



Ramp 4A

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Client: Oklahoma Department of Transportation Date: 7/28/16
 Program: ADA Self-Evaluation and Transition Plan Prepared By: CMP
 KHA No.: 051279001 Checked By: EPE

Corridor: - GPS ID: 1679
 Project Name: Intersection of US Hwy 69 / US Hwy 62 / State Hwy 16 and W Broadway Ave Division: 1
 City: Muskogee

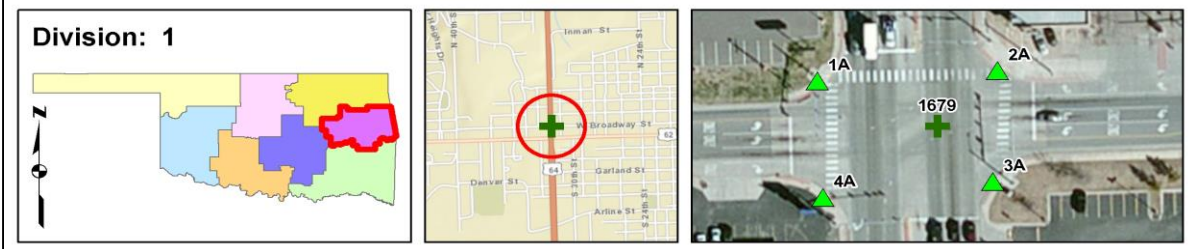
Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	63	SY	\$ 50.00	\$ 3,150.00
610(I)-4610	Tactile Warning Device - New	40	SF	\$ 25.00	\$ 1,000.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	40	SY	\$ 12.00	\$ 480.00
---	Push Button Pole	7	EA	\$ 1,200.00	\$ 8,400.00
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	400	LF	\$ 0.25	\$ 100.00
---	Crosswalk Pavement Markings	630	LF	\$ 6.00	\$ 3,780.00
---	Pedestrian Push Button (APS)	2	EA	\$ 1,200.00	\$ 2,400.00
---	Removal of Pedestrian Push Buttons	0	EA	\$ 50.00	\$ -
---	Relocate Pedestrian Push Button	6	EA	\$ 300.00	\$ 1,800.00
---	12" LED Countdown Ped Signal Module with Housing	2	EA	\$ 650.00	\$ 1,300.00
---	Pedestrian Push Button Sign	6	EA	\$ 150.00	\$ 900.00
---	Remove Pedestrian Push Button Sign	6	EA	\$ 50.00	\$ 300.00
---	Repave Roadway	0	LS	\$ 5,000.00	\$ -
---	Fix Ponding	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:	\$	29,610.00
Engineering: (% +/-)	15%	\$ 4,452.86
Contingency: (% +/-)	20%	\$ 5,937.14
Estimated Project Cost:	\$	40,000.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	Good	Good	Good	Good	
Path of travel running slope is greater than 5%	NC	NC	NC	NC	
Path of travel cross slope is greater than 5%					
Crosswalk width is less than 6'			N/A		
Crosswalk striping condition	Good	Good	None	Good	Install crosswalk pavement markings

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1A	2A	3A	4A	
Curb ramp does not exist and is needed					
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp		X			Remove and replace crosswalk pavement markings
Curb side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%	X	X			
Curb ramp running slope is greater than 8.33%	X				
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%	X				Remove and replace curb ramp
Cut-thru ramp cross slope is greater than 5%					
Curb ramp width is less than 48"					
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25") in curb ramp/landing/flares					
Temporary obstruction (>0.25") in curb ramp/landing/flares					
No textured surface at base of curb ramp					
No color contrast at base of curb ramp					
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%	X		X	X	Remove and replace landing area
Missing or no pedestrian push buttons			X	X	Install push button pole and APS push buttons
Pedestrian push button is offset more than 5' from the nearest crosswalk edge	X	X			Install push button pole and relocate pedestrian push buttons
Pedestrian push button offset more than 10' from curb face	X	X	X	X	
Pedestrian push button is not parallel to crosswalk					
Pedestrian push button height is greater than 48"					
Pedestrian push button diameter is not 2"					
Pedestrian push button sign does not exist					
Pedestrian push button sign is not MUTCD approved	X	X	X	X	Remove and replace pedestrian push button sign
Clear floor space does not exist and is needed			X	X	Install clear floor space
Clear floor space for pedestrian push button is less than 30" x 48" or has a slope greater than 2%	X	X	X	X	Remove and replace clear floor space
Missing or no pedestrian signal heads			X	X	Install countdown pedestrian signal head
Curb ramp transition onto roadway is greater than 0.25"				X	Fix curb ramp transition
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%	NC	NC	NC	NC	
Ponding occurs at base of curb ramp			X	X	Fix ponding

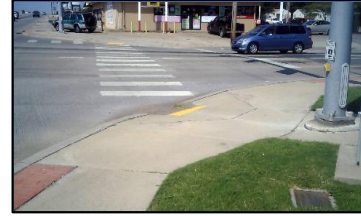
NC = Not Collected



Ramp 1A



Ramp 2A



Ramp 3A



Ramp 4A

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Client: Oklahoma Department of Transportation Date: 7/28/16
 Program: ADA Self-Evaluation and Transition Plan Prepared By: CMP
 KHA No.: 051279001 Checked By: EPE

Corridor: - GPS ID: 1714
 Project Name: Intersection of State Hwy 56 and S Okmulgee Ave Division: 1
 City: Okmulgee

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	69	SY	\$ 50.00	\$ 3,450.00
610(I)-4610	Tactile Warning Device - New	70	SF	\$ 25.00	\$ 1,750.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	55	SY	\$ 12.00	\$ 660.00
---	Push Button Pole	8	EA	\$ 1,200.00	\$ 9,600.00
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	360	LF	\$ 6.00	\$ 2,160.00
---	Pedestrian Push Button (APS)	8	EA	\$ 1,200.00	\$ 9,600.00
---	Removal of Pedestrian Push Buttons	0	EA	\$ 50.00	\$ -
---	Relocate Pedestrian Push Button	0	EA	\$ 300.00	\$ -
---	12" LED Countdown Ped Signal Module with Housing	0	EA	\$ 650.00	\$ 5,200.00
---	Pedestrian Push Button Sign	0	EA	\$ 150.00	\$ -
---	Remove Pedestrian Push Button Sign	0	EA	\$ 50.00	\$ -
---	Repave Roadway	2	LS	\$ 5,000.00	\$ 10,000.00
---	Fix Ponding	7	LS	\$ 2,000.00	\$ 14,000.00
---	Fix Curb Ramp Transition	4	LS	\$ 2,000.00	\$ 8,000.00
---	Median Nose Modification	0	LS	\$ 5,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Fix Curb Ramp Counter Slope	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection		Subtotal:	\$ 64,420.00
<input checked="" type="checkbox"/> No Design Completed		Engineering: (% +/-)	15% \$ 9,677.14
<input type="checkbox"/> Preliminary Design		Contingency: (% +/-)	20% \$ 12,902.86
<input type="checkbox"/> Final Design		Estimated Project Cost:	\$ 87,000.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	Poor	Good	Poor	Good	Repave roadway and install crosswalk pavement markings
Path of travel running slope is greater than 5%	NC	NC	NC	NC	
Path of travel cross slope is greater than 5%					
Crosswalk width is less than 6'	N/A		N/A		Remove and replace crosswalk pavement markings
Crosswalk striping condition	None	Worn	None	Worn	

Curb Ramp Issues	Curb Ramp ID ('z' or 'i' in ramp label indicates no existing ramp)								Recommendations
	1A	1B	2A	2B	3A	3B	4A	4B	
Curb ramp does not exist and is needed									Remove and replace curb ramp
Curb ramp does not land in crosswalk									
No 4' x 4' clear space at base of curb ramp									
Curb ramp side is not 90° or has traversable adjacent surface	X	X					X	X	
Flare cross slope is greater than 10%									
Curb ramp running slope is greater than 8.33%	X	X		X	X		X	X	
Blended transition running slope is greater than 5%									
Cut-thru ramp running slope is greater than 5%									
Curb ramp cross slope is greater than 2%			X	X	X				
Cut-thru ramp cross slope is greater than 5%									
Curb ramp width is less than 48"								X	
Cut-thru ramp width is less than 60"									
Permanent obstruction (>0.25") in curb ramp/landing/flares									
Temporary obstruction (>0.25") in curb ramp/landing/flares									
No textured surface at base of curb ramp	X	X					X	X	
No color contrast at base of curb ramp	X	X					X	X	
Landing area does not exist and is needed									
Landing area is less than 5' x 5' or slopes greater than 2%					X		X	X	
Missing or no pedestrian push buttons	X	X	X	X	X	X	X	X	
Pedestrian push button is offset more than 5' from the nearest crosswalk edge									
Pedestrian push button offset more than 10' from curb face									
Pedestrian push button is not parallel to crosswalk									
Pedestrian push button height is greater than 48"									
Pedestrian push button diameter is not 2"									
Pedestrian push button sign does not exist									
Pedestrian push button sign is not MUTCD approved									
Clear floor space does not exist and is needed	X	X	X	X	X	X	X	X	
Clear floor space for pedestrian push button is less than 30" x 48" or has a slope greater than 2%									
Missing or no pedestrian signal heads	X	X	X	X	X	X	X	X	
Curb ramp transition onto roadway is greater than 0.25"	X	X		X			X		
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%	NC	NC	NC	NC	NC	NC	NC	NC	
Ponding occurs at base of curb ramp	X	X		X	X	X	X	X	

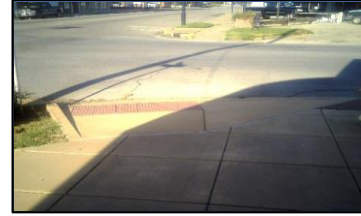
NC = Not Collected



Ramp 1A



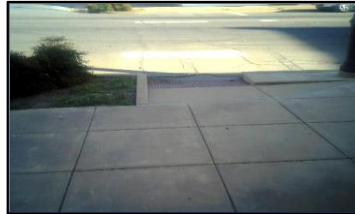
Ramp 1B



Ramp 2A



Ramp 2B



Ramp 3A



Ramp 3B



Ramp 4A



Ramp 4B

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Client: Oklahoma Department of Transportation Date: 7/28/16
 Program: ADA Self-Evaluation and Transition Plan Prepared By: CMP
 KHA No.: 051279001 Checked By: EPE

Corridor: - GPS ID: 1717
 Project Name: Intersection of State Hwy 56 and N Grand Ave Division: 1
 City: Okmulgee

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	106	SY	\$ 50.00	\$ 5,300.00
610(I)-4610	Tactile Warning Device - New	70	SF	\$ 25.00	\$ 1,750.00
610(I)-4615	Tactile Warning Device - Retrofit	10	SF	\$ 60.00	\$ 600.00
619(B)-4792	Removal of Sidewalk	95	SY	\$ 12.00	\$ 1,140.00
---	Push Button Pole	8	EA	\$ 1,200.00	\$ 9,600.00
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	382	LF	\$ 6.00	\$ 2,292.00
---	Pedestrian Push Button (APS)	8	EA	\$ 1,200.00	\$ 9,600.00
---	Removal of Pedestrian Push Buttons	0	EA	\$ 50.00	\$ -
---	Relocate Pedestrian Push Button	0	EA	\$ 300.00	\$ -
---	12" LED Countdown Ped Signal Module with Housing	0	EA	\$ 650.00	\$ 5,200.00
---	Pedestrian Push Button Sign	0	EA	\$ 150.00	\$ -
---	Remove Pedestrian Push Button Sign	0	EA	\$ 50.00	\$ -
---	Repave Roadway	0	LS	\$ 5,000.00	\$ -
---	Fix Ponding	3	LS	\$ 2,000.00	\$ 6,000.00
---	Fix Curb Ramp Transition	7	LS	\$ 2,000.00	\$ 14,000.00
---	Median Nose Modification	0	LS	\$ 5,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Fix Curb Ramp Counter Slope	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

<input checked="" type="checkbox"/> No Design Completed	Subtotal:	\$ 55,482.00
<input type="checkbox"/> Preliminary Design	Engineering: (% +/-)	15% \$ 8,364.86
<input type="checkbox"/> Final Design	Contingency: (% +/-)	20% \$ 11,153.14
	Estimated Project Cost:	\$ 75,000.00

Project Location

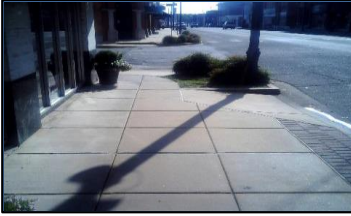


Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	Good	Good	Good	Good	
Path of travel running slope is greater than 5%	NC	NC	NC	NC	
Path of travel cross slope is greater than 5%					
Crosswalk width is less than 6'					
Crosswalk striping condition	Worn	Worn	Worn	Worn	Remove and replace crosswalk pavement markings

Curb Ramp Issues	Curb Ramp ID ('Z' or 'I' in ramp label indicates no existing ramp)								Recommendations
	1A	1B	2A	2B	3A	3B	4A	4B	
Curb ramp does not exist and is needed									
Curb ramp does not land in crosswalk									
No 4' x 4' clear space at base of curb ramp									
Curb side is not 90° or has traversable adjacent surface			X	X					
Flare cross slope is greater than 10%									
Curb ramp running slope is greater than 8.33%	X	X				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 5%									
Curb ramp width is less than 48"									
Cut-thru ramp width is less than 60"									
Permanent obstruction (>0.25") in curb ramp/landing/flares									
Temporary obstruction (>0.25") in curb ramp/landing/flares									
No textured surface at base of curb ramp	X	X	X	X	X	X	X	X	
No color contrast at base of curb ramp	X	X	X	X	X	X	X	X	
Landing area does not exist and is needed									
Landing area is less than 5' x 5' or slopes greater than 2%	X	X		X	X	X	X	X	
Missing or no pedestrian push buttons	X	X	X	X	X	X	X	X	
Pedestrian push button is offset more than 5' from the nearest crosswalk edge									
Pedestrian push button offset more than 10' from curb face									
Pedestrian push button is not parallel to crosswalk									
Pedestrian push button height is greater than 48"									
Pedestrian push button diameter is not 2"									
Pedestrian push button sign does not exist									
Pedestrian push button sign is not MUTCD approved									
Clear floor space does not exist and is needed	X	X	X	X	X	X	X	X	
Clear floor space for pedestrian push button is less than 30" x 48" or has a slope greater than 2%									
Missing or no pedestrian signal heads	X	X	X	X	X	X	X	X	
Curb ramp transition onto roadway is greater than 0.25"	X	X	X		X	X	X	X	
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%	NC	NC	NC	NC	NC	NC	NC	NC	
Ponding occurs at base of curb ramp	X					X		X	

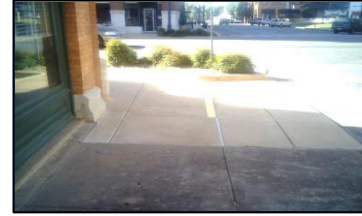
NC = Not Collected



Ramp 1A



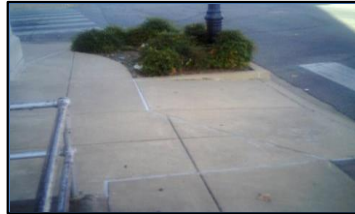
Ramp 1B



Ramp 2A



Ramp 2B



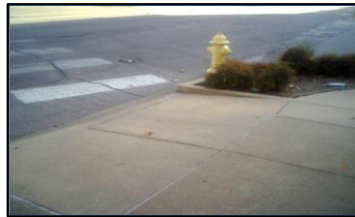
Ramp 3A



Ramp 3B



Ramp 4A



Ramp 4B

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Client: Oklahoma Department of Transportation Date: 7/28/16
 Program: ADA Self-Evaluation and Transition Plan Prepared By: CMP
 KHA No.: 051279001 Checked By: EPE

Corridor: - GPS ID: 1720
 Project Name: Intersection of State Hwy 56 and S Muskogee Ave Division: 1
 City: Okmulgee

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	123	SY	\$ 50.00	\$ 6,150.00
610(I)-4610	Tactile Warning Device - New	60	SF	\$ 25.00	\$ 1,500.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	114	SY	\$ 12.00	\$ 1,368.00
---	Push Button Pole	8	EA	\$ 1,200.00	\$ 9,600.00
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	352	LF	\$ 6.00	\$ 2,112.00
---	Pedestrian Push Button (APS)	8	EA	\$ 1,200.00	\$ 9,600.00
---	Removal of Pedestrian Push Buttons	0	EA	\$ 50.00	\$ -
---	Relocate Pedestrian Push Button	0	EA	\$ 300.00	\$ -
---	12" LED Countdown Ped Signal Module with Housing	0	EA	\$ 650.00	\$ 5,200.00
---	Pedestrian Push Button Sign	0	EA	\$ 150.00	\$ -
---	Remove Pedestrian Push Button Sign	0	EA	\$ 50.00	\$ -
---	Repave Roadway	0	LS	\$ 5,000.00	\$ -
---	Fix Ponding	0	LS	\$ 2,000.00	\$ 6,000.00
---	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		Subtotal:	\$ 45,530.00
<input checked="" type="checkbox"/> No Design Completed		Engineering: (% +/-)	15% \$ 7,058.57
<input type="checkbox"/> Preliminary Design		Contingency: (% +/-)	20% \$ 9,411.43
<input type="checkbox"/> Final Design		Estimated Project Cost:	\$ 62,000.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	Good	Good	Good	Good	
Path of travel running slope is greater than 5%	NC	NC	NC	NC	
Path of travel cross slope is greater than 5%					
Crosswalk width is less than 6'					
Crosswalk striping condition	Worn	Worn	Worn	Worn	Remove and replace crosswalk pavement markings

Curb Ramp Issues	Curb Ramp ID ('z' or 'i' in ramp label indicates no existing ramp)								Recommendations
	1A	1B	2A	2B	3A	3B	4A	4B	
Curb ramp does not exist and is needed									
Curb ramp does not land in crosswalk									
No 4' x 4' clear space at base of curb ramp									
Curb ramp side is not 90° or has traversable adjacent surface									
Flare cross slope is greater than 10%	X							X	
Curb ramp running slope is greater than 8.33%	X				X			X	
Blended transition running slope is greater than 5%									
Cut-thru ramp running slope is greater than 5%									
Curb ramp cross slope is greater than 2%			X	X			X		
Cut-thru ramp cross slope is greater than 5%									
Curb ramp width is less than 48"									
Cut-thru ramp width is less than 60"									
Permanent obstruction (>0.25") in curb ramp/landing/flares	X							X	
Temporary obstruction (>0.25") in curb ramp/landing/flares									
No textured surface at base of curb ramp									
No color contrast at base of curb ramp									
Landing area does not exist and is needed									
Landing area is less than 5' x 5' or slopes greater than 2%	X	X	X	X	X	X	X	X	
Missing or no pedestrian push buttons	X	X	X	X	X	X	X	X	
Pedestrian push button is offset more than 5' from the nearest crosswalk edge									
Pedestrian push button offset more than 10' from curb face									
Pedestrian push button is not parallel to crosswalk									
Pedestrian push button height is greater than 48"									
Pedestrian push button diameter is not 2"									
Pedestrian push button sign does not exist									
Pedestrian push button sign is not MUTCD approved									
Clear floor space does not exist and is needed	X	X	X	X	X	X	X	X	
Clear floor space for pedestrian push button is less than 30" x 48" or has a slope greater than 2%									
Missing or no pedestrian signal heads	X	X	X	X	X	X	X	X	
Curb ramp transition onto roadway is greater than 0.25"								X	X
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%	NC	NC	NC	NC	NC	NC	NC	NC	
Ponding occurs at base of curb ramp	X		X				X		

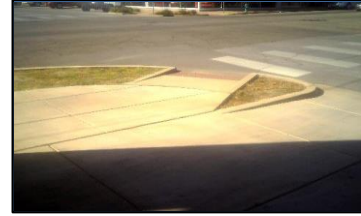
NC = Not Collected



Ramp 1A



Ramp 1B



Ramp 2A



Ramp 2B



Ramp 3A



Ramp 3B



Ramp 4A



Ramp 4B

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Project Location Map Sources:

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Client: Oklahoma Department of Transportation Date: 7/28/16
 Program: ADA Self-Evaluation and Transition Plan Prepared By: CMP
 KHA No.: 051279001 Checked By: EPE

Corridor: - GPS ID: 1744
 Project Name: Intersection of US Hwy 75 and State Hwy 56 (North) Division: 1
 City: Okmulgee

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	9	SY	\$ 50.00	\$ 450.00
610(I)-4610	Tactile Warning Device - New	0	SF	\$ 25.00	\$ -
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
---	Push Button Pole	8	EA	\$ 1,200.00	\$ 9,600.00
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	744	LF	\$ 6.00	\$ 4,464.00
---	Pedestrian Push Button (APS)	8	EA	\$ 1,200.00	\$ 9,600.00
---	Removal of Pedestrian Push Buttons	0	EA	\$ 50.00	\$ -
---	Relocate Pedestrian Push Button	0	EA	\$ 300.00	\$ -
---	12" LED Countdown Ped Signal Module with Housing	0	EA	\$ 650.00	\$ 5,200.00
---	Pedestrian Push Button Sign	0	EA	\$ 150.00	\$ -
---	Remove Pedestrian Push Button Sign	0	EA	\$ 50.00	\$ -
---	Repave Roadway	0	LS	\$ 5,000.00	\$ -
---	Fix Ponding	0	LS	\$ 2,000.00	\$ -
---	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

<input checked="" type="checkbox"/> No Design Completed	Subtotal: \$	29,314.00
<input type="checkbox"/> Preliminary Design	Engineering: (% +/-)	15% \$ 4,579.71
<input type="checkbox"/> Final Design	Contingency: (% +/-)	20% \$ 6,106.29
	Estimated Project Cost: \$	40,000.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	Good	Good	Good	Good	
Path of travel running slope is greater than 5%	NC	NC	NC	NC	
Path of travel cross slope is greater than 5%					
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' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1z	2z	3z	4z	
Curb ramp does not exist and is needed					
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curb side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%					
Curb ramp running slope is greater than 8.33%					
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%					
Cut-thru ramp cross slope is greater than 5%					
Curb ramp width is less than 48"					
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25") in curb ramp/landing/flares					
Temporary obstruction (>0.25") in curb ramp/landing/flares					
No textured surface at base of curb ramp					
No color contrast at base of curb ramp					
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%					
Missing or no pedestrian push buttons	X	X	X	X	Install push button pole and APS push buttons
Pedestrian push button is offset more than 5' from the nearest crosswalk edge					
Pedestrian push button offset more than 10' from curb face					
Pedestrian push button is not parallel to crosswalk					
Pedestrian push button height is greater than 48"					
Pedestrian push button diameter is not 2"					
Pedestrian push button sign does not exist					
Pedestrian push button sign is not MUTCD approved					
Clear floor space does not exist and is needed	X	X	X	X	Install clear floor space
Clear floor space for pedestrian push button is less than 30" x 48" or has a slope greater than 2%					
Missing or no pedestrian signal heads	X	X	X	X	Install countdown pedestrian signal head
Curb ramp transition onto roadway is greater than 0.25"					
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
Ponding occurs at base of curb ramp					

NC = Not Collected



Corner 1 No Ramp (1z)



Corner 2 No Ramp (2z)



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Client: Oklahoma Department of Transportation Date: 7/28/16
 Program: ADA Self-Evaluation and Transition Plan Prepared By: CMP
 KHA No.: 051279001 Checked By: EPE

Corridor: - GPS ID: 1754
 Project Name: Intersection of US Hwy 75 and Martin Luther King Ave Division: 1
 City: Okmulgee

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	92	SY	\$ 50.00	\$ 4,600.00
610(I)-4610	Tactile Warning Device - New	80	SF	\$ 25.00	\$ 2,000.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	78	SY	\$ 12.00	\$ 936.00
---	Push Button Pole	8	EA	\$ 1,200.00	\$ 9,600.00
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	344	LF	\$ 0.25	\$ 86.00
---	Crosswalk Pavement Markings	504	LF	\$ 6.00	\$ 3,024.00
---	Pedestrian Push Button (APS)	0	EA	\$ 1,200.00	\$ -
---	Removal of Pedestrian Push Buttons	0	EA	\$ 50.00	\$ -
---	Relocate Pedestrian Push Button	8	EA	\$ 300.00	\$ 2,400.00
---	12" LED Countdown Ped Signal Module with Housing	0	EA	\$ 650.00	\$ -
---	Pedestrian Push Button Sign	8	EA	\$ 150.00	\$ 1,200.00
---	Remove Pedestrian Push Button Sign	8	EA	\$ 50.00	\$ 400.00
---	Repave Roadway	1	LS	\$ 5,000.00	\$ 5,000.00
---	Fix Ponding	1	LS	\$ 2,000.00	\$ 2,000.00
---	Fix Curb Ramp Transition	2	LS	\$ 2,000.00	\$ 4,000.00
---	Median Nose Modification	0	LS	\$ 5,000.00	\$ -
---	Remove Temporary Obstruction	1	LS	\$ 500.00	\$ 500.00
---	Fix Curb Ramp Counter Slope	0	LS	\$ 2,000.00	\$ -
				Subtotal:	\$ 41,746.00
				Engineering: (% +/-)	15% \$ 6,537.43
				Contingency: (% +/-)	20% \$ 8,716.57
				Estimated Project Cost:	\$ 57,000.00

Basis for Cost Projection

- No Design Completed
- Preliminary Design
- Final Design

Project Location

Division: 1

Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	Good	Good	Good	Good	
Path of travel running slope is greater than 5%	NC	NC	NC	NC	
Path of travel cross slope is greater than 5%				X	
Crosswalk width is less than 6'					
Crosswalk striping condition	Good	Worn	Good	Worn	Remove and replace crosswalk pavement markings

Curb Ramp Issues	Curb Ramp ID ('z' or 'i' in ramp label indicates no existing ramp)								Recommendations
	1A	1B	2A	2B	3A	3B	4A	4B	
Curb ramp does not exist and is needed									
Curb ramp does not land in crosswalk		X				X			Remove and replace crosswalk pavement markings
No 4' x 4' clear space at base of curb ramp									
Curb ramp cross slope is greater than 5%									
Flare cross slope is greater than 10%	X	X	X	X	X	X	X	X	
Curb ramp running slope is greater than 8.33%									
Blended transition running slope is greater than 5%									
Cut-thru ramp running slope is greater than 5%									
Curb ramp cross slope is greater than 2%	X	X			X			X	Remove and replace curb ramp
Cut-thru ramp cross slope is greater than 5%									
Curb ramp width is less than 48"	X	X	X			X	X	X	
Cut-thru ramp width is less than 60"									
Permanent obstruction (>0.25") in curb ramp/landing/flares								X	
Temporary obstruction (>0.25") in curb ramp/landing/flares								X	Remove temporary obstruction
No textured surface at base of curb ramp	X	X	X	X	X	X	X	X	For intersection ramps and commercial driveway ramps, install color truncated domes
No color contrast at base of curb ramp	X	X	X	X	X	X	X	X	
Landing area does not exist and is needed									
Landing area is less than 5' x 5' or slopes greater than 2%	X	X		X	X	X	X	X	Remove and replace landing area
Missing or no pedestrian signal heads									
Pedestrian push button is offset more than 5' from the nearest crosswalk edge	X	X	X	X	X		X	X	Install push button pole and relocate pedestrian push buttons
Pedestrian push button offset more than 10' from curb face	X	X	X				X	X	
Pedestrian push button is not parallel to crosswalk									
Pedestrian push button height is greater than 48"									
Pedestrian push button diameter is not 2"									
Pedestrian push button sign does not exist									
Pedestrian push button sign is not MUTCD approved	X	X	X	X	X	X	X	X	Remove and replace pedestrian push button sign
Clear floor space does not exist and is needed	X	X	X				X	X	Install clear floor space
Clear floor space for pedestrian push button is less than 30" x 48" or has a slope greater than 2%					X	X			Remove and replace clear floor space
Missing or no pedestrian signal heads									
Curb ramp transition onto roadway is greater than 0.25"				X				X	Fix curb ramp transition
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%	NC	NC	NC	NC	NC	NC	NC	NC	
Ponding occurs at base of curb ramp	X		X	X				X	Fix ponding

NC = Not Collected



Ramp 1A



Ramp 1B



Ramp 2A



Ramp 2B



Ramp 3A



Ramp 3B



Ramp 4A



Ramp 4B

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Project Location Map Sources:

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Client: Oklahoma Department of Transportation Date: 7/28/16
 Program: ADA Self-Evaluation and Transition Plan Prepared By: CMP
 KHA No.: 051279001 Checked By: EPE

Corridor: - GPS ID: 1762
 Project Name: Intersection of US Hwy 75 and State Hwy 56 (South) Division: 1
 City: Okmulgee

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	96	SY	\$ 50.00	\$ 4,800.00
610(I)-4610	Tactile Warning Device - New	80	SF	\$ 25.00	\$ 2,000.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	57	SY	\$ 12.00	\$ 684.00
---	Push Button Pole	4	EA	\$ 1,200.00	\$ 4,800.00
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	300	LF	\$ 0.25	\$ 75.00
---	Crosswalk Pavement Markings	300	LF	\$ 6.00	\$ 1,800.00
---	Pedestrian Push Button (APS)	6	EA	\$ 1,200.00	\$ 7,200.00
---	Removal of Pedestrian Push Buttons	6	EA	\$ 50.00	\$ 300.00
---	Relocate Pedestrian Push Button	2	EA	\$ 300.00	\$ 600.00
---	12" LED Countdown Ped Signal Module with Housing	0	EA	\$ 650.00	\$ -
---	Pedestrian Push Button Sign	2	EA	\$ 150.00	\$ 300.00
---	Remove Pedestrian Push Button Sign	2	EA	\$ 50.00	\$ 100.00
---	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	Subtotal:	\$ 22,659.00
<input checked="" type="checkbox"/> No Design Completed	Engineering: (% +/-)	15% \$ 3,574.71
<input type="checkbox"/> Preliminary Design	Contingency: (% +/-)	20% \$ 4,766.29
<input type="checkbox"/> Final Design	Estimated Project Cost:	\$ 31,000.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	Good	Good	Good	Good	
Path of travel running slope is greater than 5%	NC	NC	NC	NC	
Path of travel cross slope is greater than 5%					
Crosswalk width is less than 6'					
Crosswalk striping condition	Good	Good	Good	Good	

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1A	2A	3A	4A	
Curb ramp does not exist and is needed					
Curb ramp does not land in crosswalk				X	
No 4' x 4' clear space at base of curb ramp				X	Remove and replace crosswalk pavement markings
Curb side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%	X	X	X		
Curb ramp running slope is greater than 8.33%		X			
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%				X	
Curb ramp cross slope is greater than 2%				X	Remove and replace curb ramp
Cut-thru ramp cross slope is greater than 5%				X	
Curb ramp width is less than 48"					
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25") in curb ramp/landing/flares				X	
Temporary obstruction (>0.25") in curb ramp/landing/flares					
No textured surface at base of curb ramp					
No color contrast at base of curb ramp					
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%	X	X	X	X	Remove and replace landing area
Missing or no pedestrian push buttons					
Pedestrian push button is offset more than 5' from the nearest crosswalk edge	X	X	X	X	Install push button pole and relocate pedestrian push buttons
Pedestrian push button offset more than 10' from curb face	X	X	X	X	
Pedestrian push button is not parallel to crosswalk					
Pedestrian push button height is greater than 48"					
Pedestrian push button diameter is not 2"	X	X	X	X	Remove PBs and replace with APS push buttons
Pedestrian push button sign does not exist					
Pedestrian push button sign is not MUTCD approved		X	X		Remove and replace pedestrian push button sign
Clear floor space does not exist and is needed	X	X	X	X	Install clear floor space
Clear floor space for pedestrian push button is less than 30" x 48" or has a slope greater than 2%	X	X			Remove and replace clear floor space
Missing or no pedestrian signal heads					
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%	NC	NC	NC	NC	
Ponding occurs at base of curb ramp					

NC = Not Collected



Ramp 1A



Ramp 2A



Ramp 3A



Ramp 4A

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Client: Oklahoma Department of Transportation Date: 7/28/16
 Program: ADA Self-Evaluation and Transition Plan Prepared By: CMP
 KHA No.: 051279001 Checked By: EPE

Corridor: - GPS ID: 1764
 Project Name: Intersection of US Hwy 75 and E 8th St Division: 1
 City: Okmulgee

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	93	SY	\$ 50.00	\$ 4,650.00
610(I)-4610	Tactile Warning Device - New	80	SF	\$ 25.00	\$ 2,000.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	41	SY	\$ 12.00	\$ 492.00
---	Push Button Pole	8	EA	\$ 1,200.00	\$ 9,600.00
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	598	LF	\$ 6.00	\$ 3,588.00
---	Pedestrian Push Button (APS)	8	EA	\$ 1,200.00	\$ 9,600.00
---	Removal of Pedestrian Push Buttons	0	EA	\$ 50.00	\$ -
---	Relocate Pedestrian Push Button	0	EA	\$ 300.00	\$ -
---	12" LED Countdown Ped Signal Module with Housing	0	EA	\$ 650.00	\$ 5,200.00
---	Pedestrian Push Button Sign	0	EA	\$ 150.00	\$ -
---	Remove Pedestrian Push Button Sign	0	EA	\$ 50.00	\$ -
---	Repave Roadway	1	LS	\$ 5,000.00	\$ 5,000.00
---	Fix Ponding	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		Subtotal:	\$ 40,130.00
<input checked="" type="checkbox"/> No Design Completed		Engineering: (% +/-)	15% \$ 6,372.86
<input type="checkbox"/> Preliminary Design		Contingency: (% +/-)	20% \$ 8,497.14
<input type="checkbox"/> Final Design		Estimated Project Cost:	\$ 55,000.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	Good	Good	Good	Good	
Path of travel running slope is greater than 5%	NC	NC	NC	NC	
Path of travel cross slope is greater than 5%				X	
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' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1A	2A	3z	4A	
Curb ramp does not exist and is needed			X		Install curb ramp; see shapefile for median improvement
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curb side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%					
Curb ramp running slope is greater than 8.33%	X			X	
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%	X	X		X	
Cut-thru ramp cross slope is greater than 5%					
Curb ramp width is less than 48"					
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25") in curb ramp/landing/flares	X	X			
Temporary obstruction (>0.25") in curb ramp/landing/flares					
No textured surface at base of curb ramp					
No color contrast at base of curb ramp					
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%		X			
Missing or no pedestrian push buttons	X	X	X	X	
Pedestrian push button is offset more than 5' from the nearest crosswalk edge					
Pedestrian push button offset more than 10' from curb face					
Pedestrian push button is not parallel to crosswalk					
Pedestrian push button height is greater than 48"					
Pedestrian push button diameter is not 2"					
Pedestrian push button sign does not exist					
Pedestrian push button sign is not MUTCD approved					
Clear floor space does not exist and is needed	X	X	X	X	
Clear floor space for pedestrian push button is less than 30" x 48" or has a slope greater than 2%					
Missing or no pedestrian signal heads	X	X	X	X	
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%	NC	NC		NC	
Ponding occurs at base of curb ramp					

NC = Not Collected



Ramp 1A



Ramp 2A



Corner 3 No Ramp (3z)



Ramp 4A

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Client: Oklahoma Department of Transportation Date: 7/28/16
 Program: ADA Self-Evaluation and Transition Plan Prepared By: CMP
 KHA No.: 051279001 Checked By: EPE

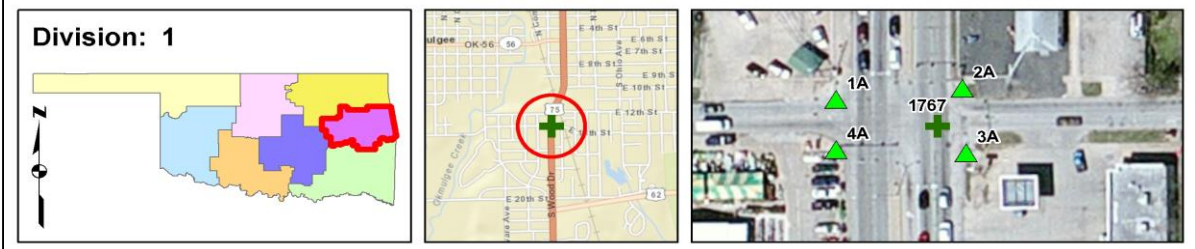
Corridor: - GPS ID: 1767
 Project Name: Intersection of US Hwy 75 and E 13th St Division: 1
 City: Okmulgee

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	73	SY	\$ 50.00	\$ 3,650.00
610(I)-4610	Tactile Warning Device - New	60	SF	\$ 25.00	\$ 1,500.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	37	SY	\$ 12.00	\$ 444.00
---	Push Button Pole	8	EA	\$ 1,200.00	\$ 9,600.00
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	524	LF	\$ 6.00	\$ 3,144.00
---	Pedestrian Push Button (APS)	8	EA	\$ 1,200.00	\$ 9,600.00
---	Removal of Pedestrian Push Buttons	0	EA	\$ 50.00	\$ -
---	Relocate Pedestrian Push Button	0	EA	\$ 300.00	\$ -
---	12" LED Countdown Ped Signal Module with Housing	8	EA	\$ 650.00	\$ 5,200.00
---	Pedestrian Push Button Sign	0	EA	\$ 150.00	\$ -
---	Remove Pedestrian Push Button Sign	0	EA	\$ 50.00	\$ -
---	Repave Roadway	1	LS	\$ 5,000.00	\$ 5,000.00
---	Fix Ponding	2	LS	\$ 2,000.00	\$ 4,000.00
---	Fix Curb Ramp Transition	1	LS	\$ 2,000.00	\$ 2,000.00
---	Median Nose Modification	0	LS	\$ 5,000.00	\$ -
---	Remove Temporary Obstruction	1	LS	\$ 500.00	\$ 500.00
---	Fix Curb Ramp Counter Slope	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

<input checked="" type="checkbox"/> No Design Completed	Subtotal:	\$ 44,638.00
<input type="checkbox"/> Preliminary Design	Engineering: (% +/-)	15% \$ 7,012.29
<input type="checkbox"/> Final Design	Contingency: (% +/-)	20% \$ 9,349.71
	Estimated Project Cost:	\$ 61,000.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	Good	Poor	Good	Good	Repave roadway and install crosswalk pavement markings
Path of travel running slope is greater than 5%	NC	NC	NC	NC	
Path of travel cross slope is greater than 5%					
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	Install crosswalk pavement markings
Crosswalk striping condition	None	None	None	None	

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1A	2A	3A	4A	
Curb ramp does not exist and is needed					
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curb side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%			X		
Curb ramp running slope is greater than 8.33%		X	X		
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%	X				Remove and replace curb ramp
Cut-thru ramp cross slope is greater than 5%					
Curb ramp width is less than 48"					
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25") in curb ramp/landing/flares					
Temporary obstruction (>0.25") in curb ramp/landing/flares				X	Remove temporary obstruction
No textured surface at base of curb ramp					
No color contrast at base of curb ramp					
Landing area does not exist and is needed		X			Install landing area
Landing area is less than 5' x 5' or slopes greater than 2%	X	X	X		Remove and replace landing area
Missing or no pedestrian push buttons	X	X	X	X	Install push button pole and APS push buttons
Pedestrian push button is offset more than 5' from the nearest crosswalk edge					
Pedestrian push button offset more than 10' from curb face					
Pedestrian push button is not parallel to crosswalk					
Pedestrian push button height is greater than 48"					
Pedestrian push button diameter is not 2"					
Pedestrian push button sign does not exist					
Pedestrian push button sign is not MUTCD approved					
Clear floor space does not exist and is needed	X	X	X	X	Install clear floor space
Clear floor space for pedestrian push button is less than 30" x 48" or has a slope greater than 2%					
Missing or no pedestrian signal heads	X	X	X	X	Install countdown pedestrian signal head
Curb ramp transition onto roadway is greater than 0.25"				X	Fix curb ramp transition
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%	NC	NC	NC	NC	
Ponding occurs at base of curb ramp		X		X	Fix ponding

NC = Not Collected



Ramp 1A



Ramp 2A



Ramp 3A



Ramp 4A

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Client: Oklahoma Department of Transportation Date: 7/28/16
 Program: ADA Self-Evaluation and Transition Plan Prepared By: CMP
 KHA No.: 051279001 Checked By: EPE

Corridor: - GPS ID: 1773
 Project Name: Intersection of US Hwy 75 and E 20th St Division: 1
 City: Okmulgee

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	87	SY	\$ 50.00	\$ 4,350.00
610(I)-4610	Tactile Warning Device - New	80	SF	\$ 25.00	\$ 2,000.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	32	SY	\$ 12.00	\$ 384.00
---	Push Button Pole	8	EA	\$ 1,200.00	\$ 9,600.00
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	644	LF	\$ 6.00	\$ 3,864.00
---	Pedestrian Push Button (APS)	8	EA	\$ 1,200.00	\$ 9,600.00
---	Removal of Pedestrian Push Buttons	0	EA	\$ 50.00	\$ -
---	Relocate Pedestrian Push Button	0	EA	\$ 300.00	\$ -
---	12" LED Countdown Ped Signal Module with Housing	8	EA	\$ 650.00	\$ 5,200.00
---	Pedestrian Push Button Sign	0	EA	\$ 150.00	\$ -
---	Remove Pedestrian Push Button Sign	0	EA	\$ 50.00	\$ -
---	Repave Roadway	1	LS	\$ 2,000.00	\$ 2,000.00
---	Fix Ponding	1	LS	\$ 2,000.00	\$ 2,000.00
---	Fix Curb Ramp Transition	1	LS	\$ 2,000.00	\$ 2,000.00
---	Median Nose Modification	0	LS	\$ 5,000.00	\$ -
---	Remove Temporary Obstruction	1	LS	\$ 500.00	\$ 500.00
---	Fix Curb Ramp Counter Slope	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

- No Design Completed
- Preliminary Design
- Final Design

Subtotal:	\$	39,498.00
Engineering: (% +/-)	15%	\$ 6,215.14
Contingency: (% +/-)	20%	\$ 8,286.86
Estimated Project Cost:	\$	54,000.00

Project Location



Field Observations

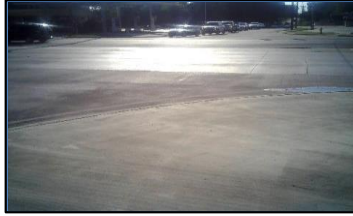
Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	Good	Good	Good	Good	
Path of travel running slope is greater than 5%	NC	NC	NC	NC	
Path of travel cross slope is greater than 5%					
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	
Crosswalk striping condition	None	None	None	None	Install crosswalk pavement markings

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1A	2z	3A	4A	
Curb ramp does not exist and is needed		X			Install curb ramp; see shapefile for median improvement
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curb ramp side is not 90° or has traversable adjacent surface	X				
Flare cross slope is greater than 10%			X		
Curb ramp running slope is greater than 8.33%			X		
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%				X	
Curb ramp cross slope is greater than 2%					
Cut-thru ramp cross slope is greater than 5%					
Curb ramp width is less than 48"					
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25") in curb ramp/landing/flares					
Temporary obstruction (>0.25") in curb ramp/landing/flares	X				
No textured surface at base of curb ramp					
No color contrast at base of curb ramp					
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%	X	X	X	X	
Missing or no pedestrian push buttons	X	X	X	X	
Pedestrian push button is offset more than 5' from the nearest crosswalk edge					
Pedestrian push button offset more than 10' from curb face					
Pedestrian push button is not parallel to crosswalk					
Pedestrian push button height is greater than 48"					
Pedestrian push button diameter is not 2"					
Pedestrian push button sign does not exist					
Pedestrian push button sign is not MUTCD approved					
Clear floor space does not exist and is needed	X	X	X	X	
Clear floor space for pedestrian push button is less than 30" x 48" or has a slope greater than 2%					
Missing or no pedestrian signal heads	X	X	X	X	
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%	NC		NC	NC	
Ponding occurs at base of curb ramp	X				

NC = Not Collected



Ramp 1A



Corner 2 No Ramp (2z)



Ramp 3A



Ramp 4A

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, 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: Oklahoma Department of Transportation Date: 7/28/16
 Program: ADA Self-Evaluation and Transition Plan Prepared By: CMP
 KHA No.: 051279001 Checked By: EPE

Corridor: - GPS ID: 1774
 Project Name: Intersection of US Hwy 75 and US Hwy 62 Division: 1
 City: Okmulgee

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	4	CY	\$ 5.50	\$ 22.00
609(A)-0300	Concrete Curb (6" Barrier-Integral)	36	LF	\$ 7.00	\$ 252.00
610(A)-0602	4" Concrete Sidewalk	65	SY	\$ 50.00	\$ 3,250.00
610(I)-4610	Tactile Warning Device - New	80	SF	\$ 25.00	\$ 2,000.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	22	SY	\$ 12.00	\$ 264.00
---	Push Button Pole	8	EA	\$ 1,200.00	\$ 9,600.00
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	734	LF	\$ 6.00	\$ 4,404.00
---	Pedestrian Push Button (APS)	8	EA	\$ 1,200.00	\$ 9,600.00
---	Removal of Pedestrian Push Buttons	0	EA	\$ 50.00	\$ -
---	Relocate Pedestrian Push Button	0	EA	\$ 300.00	\$ -
---	12" LED Countdown Ped Signal Module with Housing	8	EA	\$ 650.00	\$ 5,200.00
---	Pedestrian Push Button Sign	0	EA	\$ 150.00	\$ -
---	Remove Pedestrian Push Button Sign	0	EA	\$ 50.00	\$ -
---	Repave Roadway	3	LS	\$ 5,000.00	\$ 15,000.00
---	Fix Ponding	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	2	LS	\$ 500.00	\$ 1,000.00
---	Fix Curb Ramp Counter Slope	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

- No Design Completed
- Preliminary Design
- Final Design

Subtotal:	\$	45,592.00
Engineering: (% +/-)	15%	\$ 7,032.00
Contingency: (% +/-)	20%	\$ 9,376.00
Estimated Project Cost:	\$	62,000.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	Good	Good	Good	Good	
Path of travel running slope is greater than 5%	NC	NC	NC	NC	
Path of travel cross slope is greater than 5%					
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' or 'i' in ramp label indicates no existing ramp)					Recommendations	
	Nz	Ez	1A	2A	3A		4A
Curb ramp does not exist and is needed	X	X					Install 1 cut-thru ramp
Curb ramp does not land in crosswalk							
No 4' x 4' clear space at base of curb ramp							
Curbed side is not 90° or has traversable adjacent surface							
Flare cross slope is greater than 10%					X		
Curb ramp running slope is greater than 8.33%				X			
Blended transition running slope is greater than 5%							
Cut-thru ramp running slope is greater than 5%							
Curb ramp cross slope is greater than 2%							Remove and replace curb ramp
Cut-thru ramp cross slope is greater than 5%							
Curb ramp width is less than 48"				X			
Cut-thru ramp width is less than 60"							
Permanent obstruction (>0.25") in curb ramp/landing/flares						X	Remove temporary obstruction
Temporary obstruction (>0.25") in curb ramp/landing/flares		X				X	For intersection ramps and commercial driveway ramps, install color truncated domes
No textured surface at base of curb ramp			X	X			Install landing area
No color contrast at base of curb ramp			X	X			Remove and replace landing area
Landing area does not exist and is needed		X	X	X			Install push button pole and APS push buttons
Landing area is less than 5' x 5' or slopes greater than 2%			X				
Missing or no pedestrian push buttons		X	X	X	X		
Pedestrian push button is offset more than 5' from the nearest crosswalk edge							
Pedestrian push button offset more than 10' from curb face							
Pedestrian push button is not parallel to crosswalk							
Pedestrian push button height is greater than 48"							
Pedestrian push button diameter is not 2"							
Pedestrian push button sign does not exist							
Pedestrian push button sign is not MUTCD approved							
Clear floor space does not exist and is needed		X	X	X	X		Install clear floor space
Clear floor space for pedestrian push button is less than 30" x 48" or has a slope greater than 2%							
Missing or no pedestrian signal heads		X	X	X	X		Install countdown pedestrian signal head
Curb ramp transition onto roadway is greater than 0.25"				X	X		Fix curb ramp transition
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%			NC	NC	NC	NC	
Ponding occurs at base of curb ramp			X		X	X	Fix ponding

NC = Not Collected



North Median No Ramp (Nz)



East Median No Ramp (Ez)



Ramp 1A



Ramp 2A



Ramp 3A



Ramp 4A

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Client: Oklahoma Department of Transportation Date: 7/28/16
 Program: ADA Self-Evaluation and Transition Plan Prepared By: CMP
 KHA No.: 051279001 Checked By: EPE

Corridor: - GPS ID: 1778
 Project Name: Intersection of US Hwy 75 / US Hwy 62 and Walmart Division: 1
 City: Okmulgee

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	50	SY	\$ 50.00	\$ 2,500.00
610(I)-4610	Tactile Warning Device - New	40	SF	\$ 25.00	\$ 1,000.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	15	SY	\$ 12.00	\$ 180.00
---	Push Button Pole	4	EA	\$ 1,200.00	\$ 4,800.00
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	0	LF	\$ 6.00	\$ -
---	Pedestrian Push Button (APS)	0	EA	\$ 1,200.00	\$ -
---	Removal of Pedestrian Push Buttons	0	EA	\$ 50.00	\$ -
---	Relocate Pedestrian Push Button	8	EA	\$ 300.00	\$ 2,400.00
---	12" LED Countdown Ped Signal Module with Housing	8	EA	\$ 650.00	\$ -
---	Pedestrian Push Button Sign	0	EA	\$ 150.00	\$ -
---	Remove Pedestrian Push Button Sign	0	EA	\$ 50.00	\$ -
---	Repave Roadway	1	LS	\$ 5,000.00	\$ -
---	Fix Ponding	1	LS	\$ 2,000.00	\$ 2,000.00
---	Fix Curb Ramp Transition	0	LS	\$ 2,000.00	\$ -
---	Median Nose Modification	0	LS	\$ 5,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Fix Curb Ramp Counter Slope	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection	Subtotal:	\$ 12,880.00
<input checked="" type="checkbox"/> No Design Completed	Engineering: (% +/-)	15% \$ 2,194.29
<input type="checkbox"/> Preliminary Design	Contingency: (% +/-)	20% \$ 2,925.71
<input type="checkbox"/> Final Design	Estimated Project Cost:	\$ 18,000.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	Good	Good	Good	Good	
Path of travel running slope is greater than 5%	NC	NC	NC	NC	
Path of travel cross slope is greater than 5%					
Crosswalk width is less than 6'					
Crosswalk striping condition	Good	Good	Good	Good	

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1A	2A	3A	4A	
Curb ramp does not exist and is needed					
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curb side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%		X	X		
Curb ramp running slope is greater than 8.33%			X		
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%		X			
Cut-thru ramp cross slope is greater than 5%					
Curb ramp width is less than 48"					
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25") in curb ramp/landing/flares					
Temporary obstruction (>0.25") in curb ramp/landing/flares					
No textured surface at base of curb ramp					
No color contrast at base of curb ramp					
Landing area does not exist and is needed	X	X	X	X	Install landing area
Landing area is less than 5' x 5' or slopes greater than 2%					
Missing or no pedestrian push buttons					
Pedestrian push button is offset more than 5' from the nearest crosswalk edge	X	X	X	X	Install push button pole and relocate pedestrian push buttons
Pedestrian push button offset more than 10' from curb face	X	X	X	X	
Pedestrian push button is not parallel to crosswalk					
Pedestrian push button height is greater than 48"					
Pedestrian push button diameter is not 2"					
Pedestrian push button sign does not exist					
Pedestrian push button sign is not MUTCD approved					
Clear floor space does not exist and is needed	X	X	X	X	Install clear floor space
Clear floor space for pedestrian push button is less than 30" x 48" or has a slope greater than 2%					
Missing or no pedestrian signal heads					
Curb ramp transition onto roadway is greater than 0.25"					
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%	NC	NC	NC	NC	
Ponding occurs at base of curb ramp				X	Fix ponding

NC = Not Collected



Ramp 1A



Ramp 2A



Ramp 3A



Ramp 4A

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Client: Oklahoma Department of Transportation Date: 7/28/16
 Program: ADA Self-Evaluation and Transition Plan Prepared By: CMP
 KHA No.: 051279001 Checked By: EPE

Corridor: - GPS ID: 1841
 Project Name: Intersection of US Hwy 64 and Paw Paw Rd Division: 1
 City: Roland

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	57	SY	\$ 50.00	\$ 2,850.00
610(I)-4610	Tactile Warning Device - New	60	SF	\$ 25.00	\$ 1,500.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
---	Push Button Pole	8	EA	\$ 1,200.00	\$ 9,600.00
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	632	LF	\$ 6.00	\$ 3,792.00
---	Pedestrian Push Button (APS)	8	EA	\$ 1,200.00	\$ 9,600.00
---	Removal of Pedestrian Push Buttons	0	EA	\$ 50.00	\$ -
---	Relocate Pedestrian Push Button	0	EA	\$ 300.00	\$ -
---	12" LED Countdown Ped Signal Module with Housing	8	EA	\$ 650.00	\$ 5,200.00
---	Pedestrian Push Button Sign	0	EA	\$ 150.00	\$ -
---	Remove Pedestrian Push Button Sign	0	EA	\$ 50.00	\$ -
---	Repave Roadway	2	LS	\$ 5,000.00	\$ 10,000.00
---	Fix Ponding	0	LS	\$ 2,000.00	\$ -
---	Fix Curb Ramp Transition	0	LS	\$ 2,000.00	\$ -
---	Median Nose Modification	0	LS	\$ 5,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Fix Curb Ramp Counter Slope	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

<input checked="" type="checkbox"/> No Design Completed	Subtotal:	\$ 42,542.00
<input type="checkbox"/> Preliminary Design	Engineering: (% +/-)	15% \$ 6,624.86
<input type="checkbox"/> Final Design	Contingency: (% +/-)	20% \$ 8,833.14
	Estimated Project Cost:	\$ 58,000.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	Good	Good	Dangerous	Good	Repave roadway and install crosswalk pavement markings
Path of travel running slope is greater than 5%	NC	NC	NC	NC	
Path of travel cross slope is greater than 5%	X				
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	Install crosswalk pavement markings
Crosswalk striping condition	None	None	None	None	

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)						Recommendations
	Ez	Wz	1z	2z	3z	4z	
Curb ramp does not exist and is needed	X	X	X				Install curb ramp; see shapefile for median improvement
Curb ramp does not land in crosswalk							
No 4' x 4' clear space at base of curb ramp							
Curb ramp width is less than 48"							
Curb ramp running slope is greater than 8.33%							
Blended transition running slope is greater than 5%							
Cut-thru ramp running slope is greater than 5%							
Curb ramp cross slope is greater than 2%							
Cut-thru ramp cross slope is greater than 5%							
Curb ramp width is less than 48"							
Cut-thru ramp width is less than 60"							
Permanent obstruction (>0.25") in curb ramp/landing/flares							
Temporary obstruction (>0.25") in curb ramp/landing/flares							
No textured surface at base of curb ramp							
No color contrast at base of curb ramp							
Landing area does not exist and is needed							
Landing area is less than 5' x 5' or slopes greater than 2%							
Missing or no pedestrian push buttons			X	X	X	X	Install push button pole and APS push buttons
Pedestrian push button is offset more than 5' from the nearest crosswalk edge							
Pedestrian push button offset more than 10' from curb face							
Pedestrian push button is not parallel to crosswalk							
Pedestrian push button height is greater than 48"							
Pedestrian push button diameter is not 2"							
Pedestrian push button sign does not exist							
Pedestrian push button sign is not MUTCD approved							
Clear floor space does not exist and is needed			X	X	X	X	Install clear floor space
Clear floor space for pedestrian push button is less than 30" x 48" or has a slope greater than 2%							
Missing or no pedestrian signal heads			X	X	X	X	Install countdown pedestrian signal head
Curb ramp transition onto roadway is greater than 0.25"							
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%							
Ponding occurs at base of curb ramp							

NC = Not Collected



East Median No Ramp (Ez)



West Median No Ramp (Wz)



Corner 1 No Ramp (1z)



Corner 2 No Ramp (2z)



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Client: Oklahoma Department of Transportation Date: 7/28/16
 Program: ADA Self-Evaluation and Transition Plan Prepared By: CMP
 KHA No.: 051279001 Checked By: EPE

Corridor: - GPS ID: 1842
 Project Name: Intersection of US Hwy 64 and I-40 (West) Division: 1
 City: Roland

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	113	SY	\$ 50.00	\$ 5,650.00
610(I)-4610	Tactile Warning Device - New	90	SF	\$ 25.00	\$ 2,250.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
---	Push Button Pole	6	EA	\$ 1,200.00	\$ 7,200.00
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	226	LF	\$ 6.00	\$ 1,356.00
---	Pedestrian Push Button (APS)	6	EA	\$ 1,200.00	\$ 7,200.00
---	Removal of Pedestrian Push Buttons	0	EA	\$ 50.00	\$ -
---	Relocate Pedestrian Push Button	0	EA	\$ 300.00	\$ -
---	12" LED Countdown Ped Signal Module with Housing	6	EA	\$ 650.00	\$ 3,900.00
---	Pedestrian Push Button Sign	0	EA	\$ 150.00	\$ -
---	Remove Pedestrian Push Button Sign	0	EA	\$ 50.00	\$ -
---	Repave Roadway	2	LS	\$ 5,000.00	\$ 10,000.00
---	Fix Ponding	0	LS	\$ 2,000.00	\$ -
---	Fix Curb Ramp Transition	0	LS	\$ 2,000.00	\$ -
---	Median Nose Modification	0	LS	\$ 5,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Fix Curb Ramp Counter Slope	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

<input checked="" type="checkbox"/> No Design Completed	Subtotal:	\$ 37,556.00
<input type="checkbox"/> Preliminary Design	Engineering: (% +/-)	15% \$ 5,761.71
<input type="checkbox"/> Final Design	Contingency: (% +/-)	20% \$ 7,682.29
	Estimated Project Cost:	\$ 51,000.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	Dangerous	N/A	Good	Poor	Repave roadway and install crosswalk pavement markings
Path of travel running slope is greater than 5%	NC	N/A	NC	NC	
Path of travel cross slope is greater than 5%					
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	Install crosswalk pavement markings
Crosswalk striping condition	None	N/A	None	None	

Curb Ramp Issues	Curb Ramp ID ('z' or 'i' in ramp label indicates no existing ramp)							Recommendations
	Wz	1z	1i	2z	3z	4i	4z	
Curb ramp does not exist and is needed	X							Install curb ramp; see shapefile for median improvement
Curb ramp does not land in crosswalk			X		X	X		
No 4' x 4' clear space at base of curb ramp								
Curbed side is not 90° or has traversable adjacent surface								
Flare cross slope is greater than 10%								
Curb ramp running slope is greater than 8.33%								
Blended transition running slope is greater than 5%								
Cut-thru ramp running slope is greater than 5%								
Curb ramp cross slope is greater than 2%								
Cut-thru ramp cross slope is greater than 5%								
Curb ramp width is less than 48"								
Cut-thru ramp width is less than 60"								
Permanent obstruction (>0.25") in curb ramp/landing/flares								
Temporary obstruction (>0.25") in curb ramp/landing/flares								
No textured surface at base of curb ramp								
No color contrast at base of curb ramp								
Landing area does not exist and is needed								
Landing area is less than 5' x 5' or slopes greater than 2%								
Missing or no pedestrian push buttons		X	X	X	X			Install push button pole and APS push buttons
Pedestrian push button is offset more than 5' from the nearest crosswalk edge								
Pedestrian push button offset more than 10' from curb face								
Pedestrian push button is not parallel to crosswalk								
Pedestrian push button height is greater than 48"								
Pedestrian push button diameter is not 2"								
Pedestrian push button sign does not exist								
Pedestrian push button sign is not MUTCD approved								
Clear floor space does not exist and is needed		X	X	X	X			Install clear floor space
Clear floor space for pedestrian push button is less than 30" x 48" or has a slope greater than 2%								
Missing or no pedestrian signal heads		X	X	X	X			Install countdown pedestrian signal head
Curb ramp transition onto roadway is greater than 0.25"								
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%								
Ponding occurs at base of curb ramp								

NC = Not Collected



West Median No Ramp (Wz)



Corner 1 No Ramp (1z)



Island 1 No Ramp (1i)



Corner 2 No Ramp (2z)



Corner 3 No Ramp (3z)



Island 4 No Ramp (4i)



Corner 4 No Ramp (4z)

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Client: Oklahoma Department of Transportation Date: 7/28/16
 Program: ADA Self-Evaluation and Transition Plan Prepared By: CMP
 KHA No.: 051279001 Checked By: EPE

Corridor: - GPS ID: 1843
 Project Name: Intersection of US Hwy 64 and I-40 (East) Division: 1
 City: Roland

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	122	SY	\$ 50.00	\$ 6,100.00
610(I)-4610	Tactile Warning Device - New	100	SF	\$ 25.00	\$ 2,500.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
---	Push Button Pole	6	EA	\$ 1,200.00	\$ 7,200.00
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	236	LF	\$ 6.00	\$ 1,416.00
---	Pedestrian Push Button (APS)	6	EA	\$ 1,200.00	\$ 7,200.00
---	Removal of Pedestrian Push Buttons	0	EA	\$ 50.00	\$ -
---	Relocate Pedestrian Push Button	0	EA	\$ 300.00	\$ -
---	12" LED Countdown Ped Signal Module with Housing	6	EA	\$ 650.00	\$ 3,900.00
---	Pedestrian Push Button Sign	0	EA	\$ 150.00	\$ -
---	Remove Pedestrian Push Button Sign	0	EA	\$ 50.00	\$ -
---	Repave Roadway	1	LS	\$ 5,000.00	\$ 5,000.00
---	Fix Ponding	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

<input checked="" type="checkbox"/> No Design Completed	Subtotal: \$	33,316.00
<input type="checkbox"/> Preliminary Design	Engineering: (% +/-)	15% \$ 5,007.43
<input type="checkbox"/> Final Design	Contingency: (% +/-)	20% \$ 6,676.57
	Estimated Project Cost: \$	45,000.00

Project Location

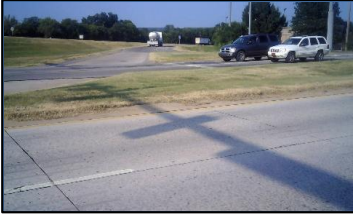


Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	Good	Dangerous	Good	N/A	Repave roadway and install crosswalk pavement markings
Path of travel running slope is greater than 5%	NC	NC	NC	N/A	
Path of travel cross slope is greater than 5%				N/A	
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	Install crosswalk pavement markings
Crosswalk striping condition	None	None	None	N/A	

Curb Ramp Issues	Curb Ramp ID ('z' or 'i' in ramp label indicates no existing ramp)							Recommendations
	Ez	1z	2i	2z	3z	3i	4z	
Curb ramp does not exist and is needed	X	X	X					Install curb ramp; see shapefile for median improvement
Curb ramp does not land in crosswalk					X	X		
No 4' x 4' clear space at base of curb ramp								
Curb ramp side is not 90° or has traversable adjacent surface								
Flare cross slope is greater than 10%								
Curb ramp running slope is greater than 8.33%								
Blended transition running slope is greater than 5%								
Cut-thru ramp running slope is greater than 5%								
Curb ramp cross slope is greater than 2%								
Cut-thru ramp cross slope is greater than 5%								
Curb ramp width is less than 48"								
Cut-thru ramp width is less than 60"								
Permanent obstruction (>0.25") in curb ramp/landing/flares								
Temporary obstruction (>0.25") in curb ramp/landing/flares								
No textured surface at base of curb ramp								
No color contrast at base of curb ramp								
Landing area does not exist and is needed								
Landing area is less than 5' x 5' or slopes greater than 2%								
Missing or no pedestrian push buttons	X	X			X	X	Install push button pole and APS push buttons	
Pedestrian push button is offset more than 5' from the nearest crosswalk edge								
Pedestrian push button offset more than 10' from curb face								
Pedestrian push button is not parallel to crosswalk								
Pedestrian push button height is greater than 48"								
Pedestrian push button diameter is not 2"								
Pedestrian push button sign does not exist								
Pedestrian push button sign is not MUTCD approved								
Clear floor space does not exist and is needed	X	X			X	X	Install clear floor space	
Clear floor space for pedestrian push button is less than 30" x 48" or has a slope greater than 2%								
Missing or no pedestrian signal heads	X	X			X	X	Install countdown pedestrian signal head	
Curb ramp transition onto roadway is greater than 0.25"								
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%								
Ponding occurs at base of curb ramp								

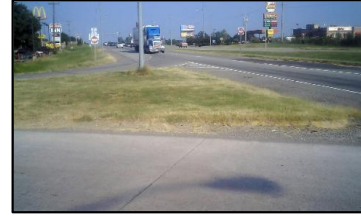
NC = Not Collected



East Median No Ramp (Ez)



Corner 1 No Ramp (1z)



Island 2 No Ramp (2i)



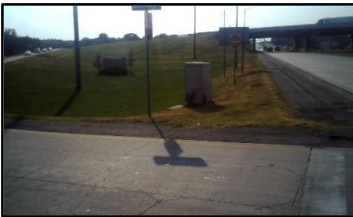
Corner 2 No Ramp (2z)



Corner 3 No Ramp (3z)



Island 3 No Ramp (3i)



Corner 4 No Ramp (4z)

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Project Location Map Sources:

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Client: Oklahoma Department of Transportation Date: 7/28/16
 Program: ADA Self-Evaluation and Transition Plan Prepared By: CMP
 KHA No.: 051279001 Checked By: EPE

Corridor: - GPS ID: 1844
 Project Name: Intersection of US Hwy 64 and Pilot Truck Stop Division: 1
 City: Roland

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	23	SY	\$ 50.00	\$ 1,150.00
610(I)-4610	Tactile Warning Device - New	40	SF	\$ 25.00	\$ 1,000.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
---	Push Button Pole	6	EA	\$ 1,200.00	\$ 7,200.00
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	578	LF	\$ 6.00	\$ 3,468.00
---	Pedestrian Push Button (APS)	6	EA	\$ 1,200.00	\$ 7,200.00
---	Removal of Pedestrian Push Buttons	0	EA	\$ 50.00	\$ -
---	Relocate Pedestrian Push Button	0	EA	\$ 300.00	\$ -
---	12" LED Countdown Ped Signal Module with Housing	6	EA	\$ 650.00	\$ 3,900.00
---	Pedestrian Push Button Sign	0	EA	\$ 150.00	\$ -
---	Remove Pedestrian Push Button Sign	0	EA	\$ 50.00	\$ -
---	Repave Roadway	2	LS	\$ 5,000.00	\$ 10,000.00
---	Fix Ponding	0	LS	\$ 2,000.00	\$ -
---	Fix Curb Ramp Transition	0	LS	\$ 2,000.00	\$ -
---	Median Nose Modification	0	LS	\$ 5,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Fix Curb Ramp Counter Slope	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

<input checked="" type="checkbox"/> No Design Completed	Subtotal:	\$ 33,918.00
<input type="checkbox"/> Preliminary Design	Engineering: (% +/-)	15% \$ 5,178.00
<input type="checkbox"/> Final Design	Contingency: (% +/-)	20% \$ 6,904.00
	Estimated Project Cost:	\$ 46,000.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	N/A	Good	Dangerous	Dangerous	Repave roadway and install crosswalk pavement markings
Path of travel running slope is greater than 5%	N/A	NC	NC	NC	
Path of travel cross slope is greater than 5%	N/A		X		
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	Install crosswalk pavement markings
Crosswalk striping condition	N/A	None	None	None	

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)					Recommendations	
	Wz	Ez	1z	2z	3z		4z
Curb ramp does not exist and is needed	X	X					Install sidewalk across median
Curb ramp does not land in crosswalk							
No 4' x 4' clear space at base of curb ramp							
Curb ramp side is not 90° or has traversable adjacent surface							
Flare cross slope is greater than 10%							
Curb ramp running slope is greater than 8.33%							
Blended transition running slope is greater than 5%							
Cut-thru ramp running slope is greater than 5%							
Curb ramp cross slope is greater than 2%							
Cut-thru ramp cross slope is greater than 5%							
Curb ramp width is less than 48"							
Cut-thru ramp width is less than 60"							
Permanent obstruction (>0.25") in curb ramp/landing/flares							
Temporary obstruction (>0.25") in curb ramp/landing/flares							
No textured surface at base of curb ramp							
No color contrast at base of curb ramp							
Landing area does not exist and is needed							
Landing area is less than 5' x 5' or slopes greater than 2%							
Missing or no pedestrian push buttons		X	X	X	X	Install push button pole and APS push buttons	
Pedestrian push button is offset more than 5' from the nearest crosswalk edge							
Pedestrian push button offset more than 10' from curb face							
Pedestrian push button is not parallel to crosswalk							
Pedestrian push button height is greater than 48"							
Pedestrian push button diameter is not 2"							
Pedestrian push button sign does not exist							
Pedestrian push button sign is not MUTCD approved							
Clear floor space does not exist and is needed		X	X	X	X	Install clear floor space	
Clear floor space for pedestrian push button is less than 30" x 48" or has a slope greater than 2%							
Missing or no pedestrian signal heads		X	X	X	X	Install countdown pedestrian signal head	
Curb ramp transition onto roadway is greater than 0.25"							
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%							
Ponding occurs at base of curb ramp							

NC = Not Collected



West Median No Ramp (Wz)



East Median No Ramp (Ez)



Corner 1 No Ramp (1z)



Corner 2 No Ramp (2z)



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, 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: Oklahoma Department of Transportation Date: 7/28/16
 Program: ADA Self-Evaluation and Transition Plan Prepared By: CMP
 KHA No.: 051279001 Checked By: EPE

Corridor: - GPS ID: 1866
 Project Name: Intersection of US Hwy 59 and US Hwy 64 Division: 1
 City: Sallisaw

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	4	CY	\$ 5.50	\$ 22.00
609(A)-0300	Concrete Curb (6" Barrier-Integral)	36	LF	\$ 7.00	\$ 252.00
610(A)-0602	4" Concrete Sidewalk	90	SY	\$ 50.00	\$ 4,500.00
610(I)-4610	Tactile Warning Device - New	100	SF	\$ 25.00	\$ 2,500.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
---	Push Button Pole	8	EA	\$ 1,200.00	\$ 9,600.00
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	574	LF	\$ 6.00	\$ 3,444.00
---	Pedestrian Push Button (APS)	8	EA	\$ 1,200.00	\$ 9,600.00
---	Removal of Pedestrian Push Buttons	0	EA	\$ 50.00	\$ -
---	Relocate Pedestrian Push Button	0	EA	\$ 300.00	\$ -
---	12" LED Countdown Ped Signal Module with Housing	8	EA	\$ 650.00	\$ 5,200.00
---	Pedestrian Push Button Sign	0	EA	\$ 150.00	\$ -
---	Remove Pedestrian Push Button Sign	0	EA	\$ 50.00	\$ -
---	Repave Roadway	4	LS	\$ 5,000.00	\$ 20,000.00
---	Fix Ponding	0	LS	\$ 2,000.00	\$ -
---	Fix Curb Ramp Transition	0	LS	\$ 2,000.00	\$ -
---	Median Nose Modification	0	LS	\$ 5,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Fix Curb Ramp Counter Slope	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

<input checked="" type="checkbox"/> No Design Completed	Subtotal:	\$ 55,118.00
<input type="checkbox"/> Preliminary Design	Engineering: (% +/-)	15% \$ 8,520.86
<input type="checkbox"/> Final Design	Contingency: (% +/-)	20% \$ 11,361.14
	Estimated Project Cost:	\$ 75,000.00

Project Location

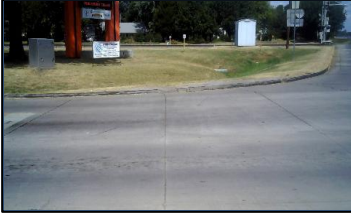


Field Observations

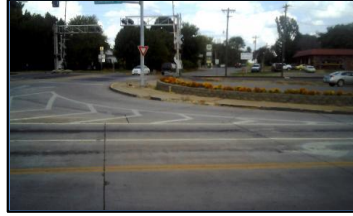
Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	Poor	Poor	Dangerous	Dangerous	Repave roadway and install crosswalk pavement markings
Path of travel running slope is greater than 5%	NC	NC	NC	NC	
Path of travel cross slope is greater than 5%	X				
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	Install crosswalk pavement markings
Crosswalk striping condition	None	None	None	None	

Curb Ramp Issues	Curb Ramp ID ('z' or 'i' in ramp label indicates no existing ramp)				Recommendations
	1z	2z	3z	4i	
Curb ramp does not exist and is needed	X	X	X	X	Install curb ramp; see shapefile for median improvement
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curb ramp cross slope is greater than 5%					
Flare cross slope is greater than 10%					
Curb ramp running slope is greater than 8.33%					
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%					
Cut-thru ramp cross slope is greater than 5%					
Curb ramp width is less than 48"					
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25") in curb ramp/landing/flares					
Temporary obstruction (>0.25") in curb ramp/landing/flares					
No textured surface at base of curb ramp					
No color contrast at base of curb ramp					
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%					
Missing or no pedestrian push buttons	X	X	X	X	Install push button pole and APS push buttons
Pedestrian push button is offset more than 5' from the nearest crosswalk edge					
Pedestrian push button offset more than 10' from curb face					
Pedestrian push button is not parallel to crosswalk					
Pedestrian push button height is greater than 48"					
Pedestrian push button diameter is not 2"					
Pedestrian push button sign does not exist					
Pedestrian push button sign is not MUTCD approved					
Clear floor space does not exist and is needed	X	X	X	X	Install clear floor space
Clear floor space for pedestrian push button is less than 30" x 48" or has a slope greater than 2%					
Missing or no pedestrian signal heads	X	X	X	X	Install countdown pedestrian signal head
Curb ramp transition onto roadway is greater than 0.25"					
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
Ponding occurs at base of curb ramp					

NC = Not Collected



Corner 1 No Ramp (1z)



Corner 2 No Ramp (2z)



Corner 3 No Ramp (3z)



Island 4 No Ramp (4i)



Corner 4 No Ramp (4z)

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Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Client: Oklahoma Department of Transportation Date: 7/28/16
 Program: ADA Self-Evaluation and Transition Plan Prepared By: CMP
 KHA No.: 051279001 Checked By: EPE

Corridor: - GPS ID: 1867
 Project Name: Intersection of US Hwy 59 and N Oak St Division: 1
 City: Sallisaw

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	73	SY	\$ 50.00	\$ 3,650.00
610(I)-4610	Tactile Warning Device - New	60	SF	\$ 25.00	\$ 1,500.00
610(I)-4615	Tactile Warning Device - Retrofit	10	SF	\$ 60.00	\$ 600.00
619(B)-4792	Removal of Sidewalk	36	SY	\$ 12.00	\$ 432.00
---	Push Button Pole	8	EA	\$ 1,200.00	\$ 9,600.00
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	338	LF	\$ 6.00	\$ 2,028.00
---	Pedestrian Push Button (APS)	8	EA	\$ 1,200.00	\$ 9,600.00
---	Removal of Pedestrian Push Buttons	0	EA	\$ 50.00	\$ -
---	Relocate Pedestrian Push Button	0	EA	\$ 300.00	\$ -
---	12" LED Countdown Ped Signal Module with Housing	0	EA	\$ 650.00	\$ 5,200.00
---	Pedestrian Push Button Sign	0	EA	\$ 150.00	\$ -
---	Remove Pedestrian Push Button Sign	0	EA	\$ 50.00	\$ -
---	Repave Roadway	4	LS	\$ 5,000.00	\$ 20,000.00
---	Fix Ponding	2	LS	\$ 2,000.00	\$ 4,000.00
---	Fix Curb Ramp Transition	2	LS	\$ 2,000.00	\$ 4,000.00
---	Median Nose Modification	0	LS	\$ 5,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Fix Curb Ramp Counter Slope	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

<input checked="" type="checkbox"/> No Design Completed	Subtotal:	\$ 56,610.00
<input type="checkbox"/> Preliminary Design	Engineering: (% +/-)	15% \$ 8,738.57
<input type="checkbox"/> Final Design	Contingency: (% +/-)	20% \$ 11,651.43
	Estimated Project Cost:	\$ 77,000.00

Project Location



Field Observations

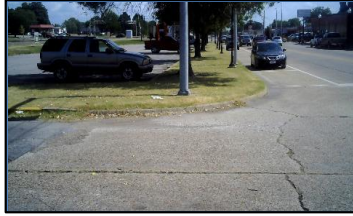
Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	Dangerous	Dangerous	Dangerous	Dangerous	Repave roadway and install crosswalk pavement markings
Path of travel running slope is greater than 5%	NC	NC	NC	NC	
Path of travel cross slope is greater than 5%	NC	NC	NC	NC	
Crosswalk width is less than 6'	N/A	N/A	X	N/A	Remove and replace crosswalk pavement markings
Crosswalk striping condition	None	None	Worn	None	

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)					Recommendations
	1A	2z	3A	3B	4A	
Curb ramp does not exist and is needed		X				Install curb ramp; see shapefile for median improvement
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%			X	X	X	
Curb ramp running slope is greater than 8.33%						
Blended transition running slope is greater than 5%						
Cut-thru ramp running slope is greater than 5%						
Curb ramp cross slope is greater than 2%						
Cut-thru ramp cross slope is greater than 5%						
Curb ramp width is less than 48"						
Cut-thru ramp width is less than 60"						
Permanent obstruction (>0.25") in curb ramp/landing/flares						For intersection ramps and commercial driveway ramps, install color truncated domes
Temporary obstruction (>0.25") in curb ramp/landing/flares						
No textured surface at base of curb ramp	X				X	Remove and replace landing area
No color contrast at base of curb ramp	X				X	
Landing area does not exist and is needed						
Landing area is less than 5' x 5' or slopes greater than 2%	X		X		X	Install push button pole and APS push buttons
Missing or no pedestrian push buttons	X	X	X	X	X	
Pedestrian push button is offset more than 5' from the nearest crosswalk edge						Install clear floor space
Pedestrian push button offset more than 10' from curb face						
Pedestrian push button is not parallel to crosswalk						
Pedestrian push button height is greater than 48"						
Pedestrian push button diameter is not 2"						
Pedestrian push button sign does not exist						
Pedestrian push button sign is not MUTCD approved						
Clear floor space does not exist and is needed	X	X	X	X	X	
Clear floor space for pedestrian push button is less than 30" x 48" or has a slope greater than 2%						
Missing or no pedestrian signal heads	X	X	X	X	X	
Curb ramp transition onto roadway is greater than 0.25"	X				X	Fix curb ramp transition
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%	NC		NC	NC	NC	
Ponding occurs at base of curb ramp						

NC = Not Collected



Ramp 1A



Corner 2 No Ramp (2z)



Ramp 3A



Ramp 3B



Ramp 4A

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Client: Oklahoma Department of Transportation Date: 7/28/16
 Program: ADA Self-Evaluation and Transition Plan Prepared By: CMP
 KHA No.: 051279001 Checked By: EPE

Corridor: - GPS ID: 1868
 Project Name: Intersection of US Hwy 59 and N Elm St Division: 1
 City: Sallisaw

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	106	SY	\$ 50.00	\$ 5,300.00
610(I)-4610	Tactile Warning Device - New	80	SF	\$ 25.00	\$ 2,000.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	55	SY	\$ 12.00	\$ 660.00
---	Push Button Pole	8	EA	\$ 1,200.00	\$ 9,600.00
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	348	LF	\$ 6.00	\$ 2,088.00
---	Pedestrian Push Button (APS)	8	EA	\$ 1,200.00	\$ 9,600.00
---	Removal of Pedestrian Push Buttons	0	EA	\$ 50.00	\$ -
---	Relocate Pedestrian Push Button	0	EA	\$ 300.00	\$ -
---	12" LED Countdown Ped Signal Module with Housing	8	EA	\$ 650.00	\$ 5,200.00
---	Pedestrian Push Button Sign	0	EA	\$ 150.00	\$ -
---	Remove Pedestrian Push Button Sign	0	EA	\$ 50.00	\$ -
---	Repave Roadway	4	LS	\$ 5,000.00	\$ 20,000.00
---	Fix Ponding	2	LS	\$ 2,000.00	\$ 4,000.00
---	Fix Curb Ramp Transition	2	LS	\$ 2,000.00	\$ 4,000.00
---	Median Nose Modification	0	LS	\$ 5,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Fix Curb Ramp Counter Slope	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

<input checked="" type="checkbox"/> No Design Completed	Subtotal:	\$ 58,448.00
<input type="checkbox"/> Preliminary Design	Engineering: (% +/-)	15% \$ 8,808.00
<input type="checkbox"/> Final Design	Contingency: (% +/-)	20% \$ 11,744.00
	Estimated Project Cost:	\$ 79,000.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	Dangerous	Dangerous	Dangerous	Dangerous	Repave roadway and install crosswalk pavement markings
Path of travel running slope is greater than 5%	NC	NC	NC	NC	
Path of travel cross slope is greater than 5%					
Crosswalk width is less than 6'	N/A	N/A		N/A	Remove and replace crosswalk pavement markings
Crosswalk striping condition	None	None	Worn	None	

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1z	2A	3A	4A	
Curb ramp does not exist and is needed	X				Install curb ramp; see shapefile for median improvement
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp			X	X	Remove and replace crosswalk pavement markings
Curb side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%	X		X		
Curb ramp running slope is greater than 8.33%	X	X			
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%					Remove and replace curb ramp
Cut-thru ramp cross slope is greater than 5%					
Curb ramp width is less than 48"					
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25") in curb ramp/landing/flares				X	
Temporary obstruction (>0.25") in curb ramp/landing/flares					
No textured surface at base of curb ramp	X	X	X		For intersection ramps and commercial driveway ramps, install color truncated domes
No color contrast at base of curb ramp	X	X	X		
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%		X	X		Remove and replace landing area
Missing or no pedestrian push buttons	X	X	X	X	Install push button pole and APS push buttons
Pedestrian push button is offset more than 5' from the nearest crosswalk edge					
Pedestrian push button offset more than 10' from curb face					
Pedestrian push button is not parallel to crosswalk					
Pedestrian push button height is greater than 48"					
Pedestrian push button diameter is not 2"					
Pedestrian push button sign does not exist					
Pedestrian push button sign is not MUTCD approved					
Clear floor space does not exist and is needed	X	X	X	X	Install clear floor space
Clear floor space for pedestrian push button is less than 30" x 48" or has a slope greater than 2%					
Missing or no pedestrian signal heads	X	X	X	X	Install countdown pedestrian signal head
Curb ramp transition onto roadway is greater than 0.25"			X	X	Fix curb ramp transition
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%		NC	NC	NC	
Ponding occurs at base of curb ramp					

NC = Not Collected



Corner 1 No Ramp (1z)



Ramp 2A



Ramp 3A



Ramp 4A

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Client: Oklahoma Department of Transportation Date: 7/28/16
 Program: ADA Self-Evaluation and Transition Plan Prepared By: CMP
 KHA No.: 051279001 Checked By: EPE

Corridor: - GPS ID: 1873
 Project Name: Intersection of US Hwy 59 and N Maple St. (West) Division: 1
 City: Sallisaw

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	62	SY	\$ 50.00	\$ 3,100.00
610(I)-4610	Tactile Warning Device - New	60	SF	\$ 25.00	\$ 1,500.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	17	SY	\$ 12.00	\$ 204.00
---	Push Button Pole	6	EA	\$ 1,200.00	\$ 7,200.00
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	246	LF	\$ 6.00	\$ 1,476.00
---	Pedestrian Push Button (APS)	6	EA	\$ 1,200.00	\$ 7,200.00
---	Removal of Pedestrian Push Buttons	0	EA	\$ 50.00	\$ -
---	Relocate Pedestrian Push Button	0	EA	\$ 300.00	\$ -
---	12" LED Countdown Ped Signal Module with Housing	6	EA	\$ 650.00	\$ 3,900.00
---	Pedestrian Push Button Sign	0	EA	\$ 150.00	\$ -
---	Remove Pedestrian Push Button Sign	0	EA	\$ 50.00	\$ -
---	Repave Roadway	2	LS	\$ 5,000.00	\$ 10,000.00
---	Fix Ponding	1	LS	\$ 2,000.00	\$ 2,000.00
---	Fix Curb Ramp Transition	1	LS	\$ 2,000.00	\$ 2,000.00
---	Median Nose Modification	0	LS	\$ 5,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Fix Curb Ramp Counter Slope	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

<input checked="" type="checkbox"/> No Design Completed	Subtotal:	\$ 38,580.00
<input type="checkbox"/> Preliminary Design	Engineering: (% +/-)	15% \$ 6,180.00
<input type="checkbox"/> Final Design	Contingency: (% +/-)	20% \$ 8,240.00
	Estimated Project Cost:	\$ 53,000.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	Dangerous	Good	N/A	Poor	Repave roadway and install crosswalk pavement markings
Path of travel running slope is greater than 5%	NC	NC	N/A	NC	
Path of travel cross slope is greater than 5%			N/A		
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	Install crosswalk pavement markings
Crosswalk striping condition	None	None	N/A	None	

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1A	2A	3z	4z	
Curb ramp does not exist and is needed			X	X	Install curb ramp; see shapefile for median improvement
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					Remove and replace curb ramp
Curb side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%			X		
Curb ramp running slope is greater than 8.33%					
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%					
Cut-thru ramp cross slope is greater than 5%					
Curb ramp width is less than 48"					
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25") in curb ramp/landing/flares	X	X			For intersection ramps and commercial driveway ramps, install color truncated domes
Temporary obstruction (>0.25") in curb ramp/landing/flares					
No textured surface at base of curb ramp	X	X			
No color contrast at base of curb ramp	X	X			
Landing area does not exist and is needed			X		
Landing area is less than 5' x 5' or slopes greater than 2%	X				
Missing or no pedestrian push buttons	X	X	X	X	
Pedestrian push button is offset more than 5' from the nearest crosswalk edge					
Pedestrian push button offset more than 10' from curb face					
Pedestrian push button is not parallel to crosswalk					
Pedestrian push button height is greater than 48"					
Pedestrian push button diameter is not 2"					
Pedestrian push button sign does not exist					
Pedestrian push button sign is not MUTCD approved					
Clear floor space does not exist and is needed	X	X	X	X	Install clear floor space
Clear floor space for pedestrian push button is less than 30" x 48" or has a slope greater than 2%					
Missing or no pedestrian signal heads	X	X	X	X	Install countdown pedestrian signal head
Curb ramp transition onto roadway is greater than 0.25"	X				
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%	NC	NC			
Ponding occurs at base of curb ramp			X		Fix ponding

NC = Not Collected



Ramp 1A



Ramp 2A



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Client: Oklahoma Department of Transportation Date: 7/28/16
 Program: ADA Self-Evaluation and Transition Plan Prepared By: CMP
 KHA No.: 051279001 Checked By: EPE

Corridor: - GPS ID: 1882
 Project Name: Intersection of US Hwy 59 and US Hwy 64 (West) Division: 1
 City: Sallisaw

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	88	SY	\$ 50.00	\$ 4,400.00
610(I)-4610	Tactile Warning Device - New	80	SF	\$ 25.00	\$ 2,000.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
---	Push Button Pole	6	EA	\$ 1,200.00	\$ 7,200.00
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	394	LF	\$ 6.00	\$ 2,364.00
---	Pedestrian Push Button (APS)	6	EA	\$ 1,200.00	\$ 7,200.00
---	Removal of Pedestrian Push Buttons	0	EA	\$ 50.00	\$ -
---	Relocate Pedestrian Push Button	0	EA	\$ 300.00	\$ -
---	12" LED Countdown Ped Signal Module with Housing	6	EA	\$ 650.00	\$ 3,900.00
---	Pedestrian Push Button Sign	0	EA	\$ 150.00	\$ -
---	Remove Pedestrian Push Button Sign	0	EA	\$ 50.00	\$ -
---	Repave Roadway	0	LS	\$ 5,000.00	\$ -
---	Fix Ponding	0	LS	\$ 2,000.00	\$ -
---	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

<input checked="" type="checkbox"/> No Design Completed	Subtotal:	\$ 27,064.00
<input type="checkbox"/> Preliminary Design	Engineering: (% +/-)	15% \$ 4,258.29
<input type="checkbox"/> Final Design	Contingency: (% +/-)	20% \$ 5,677.71
	Estimated Project Cost:	\$ 37,000.00

Project Location

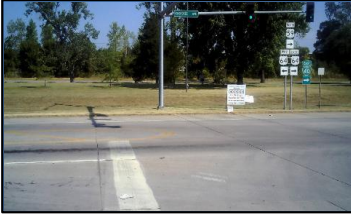


Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	N/A	Good	Good	Good	
Path of travel running slope is greater than 5%	N/A	NC	NC	NC	
Path of travel cross slope is greater than 5%	N/A				
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	
Crosswalk striping condition	N/A	None	None	None	Install crosswalk pavement markings

Curb Ramp Issues	Curb Ramp ID ('z' or 'i' in ramp label indicates no existing ramp)					Recommendations
	1z	2z	3z	3i	4z	
Curb ramp does not exist and is needed	X	X	X	X	X	Install curb ramp; see shapefile for median improvement
Curb ramp does not land in crosswalk						
No 4' x 4' clear space at base of curb ramp						
Curb side is not 90° or has traversable adjacent surface						
Flare cross slope is greater than 10%						
Curb ramp running slope is greater than 8.33%						
Blended transition running slope is greater than 5%						
Cut-thru ramp running slope is greater than 5%						
Curb ramp cross slope is greater than 2%						
Cut-thru ramp cross slope is greater than 5%						
Curb ramp width is less than 48"						
Cut-thru ramp width is less than 60"						
Permanent obstruction (>0.25") in curb ramp/landing/flares						
Temporary obstruction (>0.25") in curb ramp/landing/flares						
No textured surface at base of curb ramp						
No color contrast at base of curb ramp						
Landing area does not exist and is needed						
Landing area is less than 5' x 5' or slopes greater than 2%						
Missing or no pedestrian push buttons	X	X		X	X	Install push button pole and APS push buttons
Pedestrian push button is offset more than 5' from the nearest crosswalk edge						
Pedestrian push button offset more than 10' from curb face						
Pedestrian push button is not parallel to crosswalk						
Pedestrian push button height is greater than 48"						
Pedestrian push button diameter is not 2"						
Pedestrian push button sign does not exist						
Pedestrian push button sign is not MUTCD approved						
Clear floor space does not exist and is needed	X	X		X	X	Install clear floor space
Clear floor space for pedestrian push button is less than 30" x 48" or has a slope greater than 2%						
Missing or no pedestrian signal heads	X	X		X	X	Install countdown pedestrian signal head
Curb ramp transition onto roadway is greater than 0.25"						
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%						
Ponding occurs at base of curb ramp						

NC = Not Collected



Corner 1 No Ramp (1z)



Corner 2 No Ramp (2z)



Corner 3 No Ramp (3z)



Island 3 No Ramp (3j)



Corner 4 No Ramp (4z)

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Client: Oklahoma Department of Transportation Date: 7/28/16
 Program: ADA Self-Evaluation and Transition Plan Prepared By: CMP
 KHA No.: 051279001 Checked By: EPE

Corridor: - GPS ID: 1886
 Project Name: Intersection of US Hwy 59 and W Ruth Ave Division: 1
 City: Sallisaw

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	50	SY	\$ 50.00	\$ 2,500.00
610(I)-4610	Tactile Warning Device - New	40	SF	\$ 25.00	\$ 1,000.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
---	Push Button Pole	8	EA	\$ 1,200.00	\$ 9,600.00
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	608	LF	\$ 6.00	\$ 3,648.00
---	Pedestrian Push Button (APS)	8	EA	\$ 1,200.00	\$ 9,600.00
---	Removal of Pedestrian Push Buttons	0	EA	\$ 50.00	\$ -
---	Relocate Pedestrian Push Button	0	EA	\$ 300.00	\$ -
---	12" LED Countdown Ped Signal Module with Housing	8	EA	\$ 650.00	\$ 5,200.00
---	Pedestrian Push Button Sign	0	EA	\$ 150.00	\$ -
---	Remove Pedestrian Push Button Sign	0	EA	\$ 50.00	\$ -
---	Repave Roadway	2	LS	\$ 5,000.00	\$ 10,000.00
---	Fix Ponding	0	LS	\$ 2,000.00	\$ -
---	Fix Curb Ramp Transition	0	LS	\$ 2,000.00	\$ -
---	Median Nose Modification	0	LS	\$ 5,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Fix Curb Ramp Counter Slope	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

<input checked="" type="checkbox"/> No Design Completed	Subtotal:	\$ 41,548.00
<input type="checkbox"/> Preliminary Design	Engineering: (% +/-)	15% \$ 6,622.29
<input type="checkbox"/> Final Design	Contingency: (% +/-)	20% \$ 8,829.71
	Estimated Project Cost:	\$ 57,000.00

Project Location



Field Observations

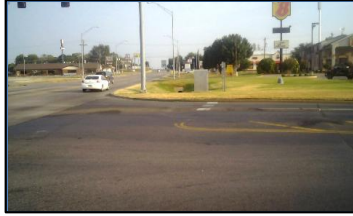
Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	Good	Dangerous	Poor	Good	Repave roadway and install crosswalk pavement markings
Path of travel running slope is greater than 5%	NC	NC	NC	NC	
Path of travel cross slope is greater than 5%					
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	Install crosswalk pavement markings
Crosswalk striping condition	None	None	None	None	

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1z	2z	3z	4z	
Curb ramp does not exist and is needed		X	X		Install curb ramp; see shapefile for median improvement
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curbed side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%					
Curb ramp running slope is greater than 8.33%					
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%					
Cut-thru ramp cross slope is greater than 5%					
Curb ramp width is less than 48"					
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25") in curb ramp/landing/flares					
Temporary obstruction (>0.25") in curb ramp/landing/flares					
No textured surface at base of curb ramp					
No color contrast at base of curb ramp					
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%					
Missing or no pedestrian push buttons	X	X	X	X	Install push button pole and APS push buttons
Pedestrian push button is offset more than 5' from the nearest crosswalk edge					
Pedestrian push button offset more than 10' from curb face					
Pedestrian push button is not parallel to crosswalk					
Pedestrian push button height is greater than 48"					
Pedestrian push button diameter is not 2"					
Pedestrian push button sign does not exist					
Pedestrian push button sign is not MUTCD approved					
Clear floor space does not exist and is needed	X	X	X	X	Install clear floor space
Clear floor space for pedestrian push button is less than 30" x 48" or has a slope greater than 2%					
Missing or no pedestrian signal heads	X	X	X	X	Install countdown pedestrian signal head
Curb ramp transition onto roadway is greater than 0.25"					
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
Ponding occurs at base of curb ramp					

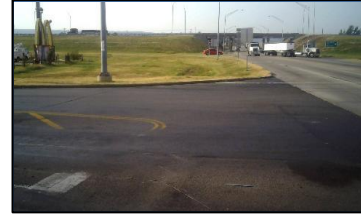
NC = Not Collected



Corner 1 No Ramp (1z)



Corner 2 No Ramp (2z)



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

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Client: Oklahoma Department of Transportation Date: 7/28/16
 Program: ADA Self-Evaluation and Transition Plan Prepared By: CMP
 KHA No.: 051279001 Checked By: EPE

Corridor: - GPS ID: 1908
 Project Name: Intersection of US Hwy 64 (East) and Ndogwood St Division: 1
 City: Sallisaw

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	76	SY	\$ 50.00	\$ 3,800.00
610(I)-4610	Tactile Warning Device - New	80	SF	\$ 25.00	\$ 2,000.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	22	SY	\$ 12.00	\$ 264.00
---	Push Button Pole	8	EA	\$ 1,200.00	\$ 9,600.00
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	460	LF	\$ 6.00	\$ 2,760.00
---	Pedestrian Push Button (APS)	8	EA	\$ 1,200.00	\$ 9,600.00
---	Removal of Pedestrian Push Buttons	0	EA	\$ 50.00	\$ -
---	Relocate Pedestrian Push Button	0	EA	\$ 300.00	\$ -
---	12" LED Countdown Ped Signal Module with Housing	8	EA	\$ 650.00	\$ 5,200.00
---	Pedestrian Push Button Sign	0	EA	\$ 150.00	\$ -
---	Remove Pedestrian Push Button Sign	0	EA	\$ 50.00	\$ -
---	Repave Roadway	2	LS	\$ 5,000.00	\$ 10,000.00
---	Fix Ponding	1	LS	\$ 2,000.00	\$ 2,000.00
---	Fix Curb Ramp Transition	1	LS	\$ 2,000.00	\$ 2,000.00
---	Median Nose Modification	0	LS	\$ 5,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Fix Curb Ramp Counter Slope	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection		Subtotal:	\$ 47,224.00
<input checked="" type="checkbox"/> No Design Completed		Engineering: (% +/-)	15% \$ 7,189.71
<input type="checkbox"/> Preliminary Design		Contingency: (% +/-)	20% \$ 9,586.29
<input type="checkbox"/> Final Design		Estimated Project Cost:	\$ 64,000.00

Project Location

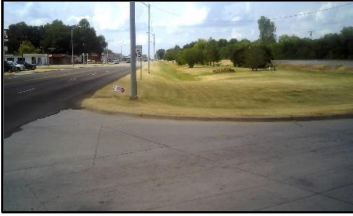


Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	Good	Poor	Good	Poor	Repave roadway and install crosswalk pavement markings
Path of travel running slope is greater than 5%	NC	NC	NC	NC	
Path of travel cross slope is greater than 5%					
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	Install crosswalk pavement markings
Crosswalk striping condition	None	None	None	None	

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1z	2A	3A	4A	
Curb ramp does not exist and is needed	X				Install curb ramp; see shapefile for median improvement
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					Remove and replace curb ramp
Curb side is not 90° or has traversable adjacent surface		X			
Flare cross slope is greater than 10%				X	
Curb ramp running slope is greater than 8.33%				X	
Blended transition running slope is greater than 5%				X	
Cut-thru ramp running slope is greater than 5%				X	
Curb ramp cross slope is greater than 2%				X	
Cut-thru ramp cross slope is greater than 5%				X	
Curb ramp width is less than 48"	X	X	X		
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25") in curb ramp/landing/flares					For intersection ramps and commercial driveway ramps, install color truncated domes
Temporary obstruction (>0.25") in curb ramp/landing/flares					
No textured surface at base of curb ramp	X	X	X		
No color contrast at base of curb ramp	X	X	X		
Landing area does not exist and is needed	X				Install landing area
Landing area is less than 5' x 5' or slopes greater than 2%					Install push button pole and APS push buttons
Missing or no pedestrian push buttons	X	X	X	X	
Pedestrian push button is offset more than 5' from the nearest crosswalk edge					
Pedestrian push button offset more than 10' from curb face					
Pedestrian push button is not parallel to crosswalk					
Pedestrian push button height is greater than 48"					
Pedestrian push button diameter is not 2"					
Pedestrian push button sign does not exist					
Pedestrian push button sign is not MUTCD approved					
Clear floor space does not exist and is needed	X	X	X	X	
Clear floor space for pedestrian push button is less than 30" x 48" or has a slope greater than 2%					
Missing or no pedestrian signal heads	X	X	X	X	
Curb ramp transition onto roadway is greater than 0.25"		X			
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%		NC	NC	NC	
Ponding occurs at base of curb ramp		X			

NC = Not Collected



Corner 1 No Ramp (1z)



Ramp 2A



Ramp 3A



Ramp 4A

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Client: Oklahoma Department of Transportation Date: 7/28/16
 Program: ADA Self-Evaluation and Transition Plan Prepared By: CMP
 KHA No.: 051279001 Checked By: EPE

Corridor: - GPS ID: 1909
 Project Name: Intersection of US Hwy 64 (East) and E Choctaw Ave Division: 1
 City: Sallisaw

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	79	SY	\$ 50.00	\$ 3,950.00
610(I)-4610	Tactile Warning Device - New	80	SF	\$ 25.00	\$ 2,000.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	30	SY	\$ 12.00	\$ 360.00
---	Push Button Pole	8	EA	\$ 1,200.00	\$ 9,600.00
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	450	LF	\$ 6.00	\$ 2,700.00
---	Pedestrian Push Button (APS)	8	EA	\$ 1,200.00	\$ 9,600.00
---	Removal of Pedestrian Push Buttons	0	EA	\$ 50.00	\$ -
---	Relocate Pedestrian Push Button	0	EA	\$ 300.00	\$ -
---	12" LED Countdown Ped Signal Module with Housing	8	EA	\$ 650.00	\$ 5,200.00
---	Pedestrian Push Button Sign	0	EA	\$ 150.00	\$ -
---	Remove Pedestrian Push Button Sign	0	EA	\$ 50.00	\$ -
---	Repave Roadway	2	LS	\$ 5,000.00	\$ 10,000.00
---	Fix Ponding	2	LS	\$ 2,000.00	\$ 6,000.00
---	Fix Curb Ramp Transition	2	LS	\$ 2,000.00	\$ 4,000.00
---	Median Nose Modification	0	LS	\$ 5,000.00	\$ -
---	Remove Temporary Obstruction	2	LS	\$ 500.00	\$ 1,000.00
---	Fix Curb Ramp Counter Slope	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection		Subtotal:	\$ 54,410.00
<input checked="" type="checkbox"/> No Design Completed		Engineering: (% +/-)	15% \$ 8,395.71
<input type="checkbox"/> Preliminary Design		Contingency: (% +/-)	20% \$ 11,194.29
<input type="checkbox"/> Final Design		Estimated Project Cost:	\$ 74,000.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	Good	Poor	Good	Poor	Repave roadway and install crosswalk pavement markings
Path of travel running slope is greater than 5%	NC	NC	NC	NC	
Path of travel cross slope is greater than 5%					
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	Install crosswalk pavement markings
Crosswalk striping condition	None	None	None	None	

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)				Recommendations	
	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						
Curb side is not 90° or has traversable adjacent surface						
Flare cross slope is greater than 10%	X	X				
Curb ramp running slope is greater than 8.33%	X					
Blended transition running slope is greater than 5%						
Cut-thru ramp running slope is greater than 5%						
Curb ramp cross slope is greater than 2%		X		X		
Cut-thru ramp cross slope is greater than 5%						
Curb ramp width is less than 48"					Remove temporary obstruction For intersection ramps and commercial driveway ramps, install color truncated domes Install landing area	
Cut-thru ramp width is less than 60"						
Permanent obstruction (>0.25") in curb ramp/landing/flares			X			
Temporary obstruction (>0.25") in curb ramp/landing/flares		X	X			
No textured surface at base of curb ramp	X	X	X	X		
No color contrast at base of curb ramp	X	X	X	X		
Landing area does not exist and is needed	X	X	X	X		
Landing area is less than 5' x 5' or slopes greater than 2%						Install push button pole and APS push buttons
Missing or no pedestrian push buttons	X	X	X	X		
Pedestrian push button is offset more than 5' from the nearest crosswalk edge						Install clear floor space
Pedestrian push button offset more than 10' from curb face						
Pedestrian push button is not parallel to crosswalk						
Pedestrian push button height is greater than 48"						
Pedestrian push button diameter is not 2"						
Pedestrian push button sign does not exist						
Pedestrian push button sign is not MUTCD approved						
Clear floor space does not exist and is needed	X	X	X	X		
Clear floor space for pedestrian push button is less than 30" x 48" or has a slope greater than 2%						
Missing or no pedestrian signal heads	X	X	X	X		
Curb ramp transition onto roadway is greater than 0.25"		X	X		Install countdown pedestrian signal head Fix curb ramp transition	
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%	NC	NC	NC	NC		
Ponding occurs at base of curb ramp	X	X	X		Fix ponding	

NC = Not Collected



Ramp 1A



Ramp 2A



Ramp 3A



Ramp 4A

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Client: Oklahoma Department of Transportation Date: 7/28/16
 Program: ADA Self-Evaluation and Transition Plan Prepared By: CMP
 KHA No.: 051279001 Checked By: EPE

Corridor: - GPS ID: 1910
 Project Name: Intersection of US Hwy 64 (East) and McGee Dr Division: 1
 City: Sallisaw

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	90	SY	\$ 50.00	\$ 4,500.00
610(I)-4610	Tactile Warning Device - New	80	SF	\$ 25.00	\$ 2,000.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
---	Push Button Pole	8	EA	\$ 1,200.00	\$ 9,600.00
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	368	LF	\$ 6.00	\$ 2,208.00
---	Pedestrian Push Button (APS)	8	EA	\$ 1,200.00	\$ 9,600.00
---	Removal of Pedestrian Push Buttons	0	EA	\$ 50.00	\$ -
---	Relocate Pedestrian Push Button	0	EA	\$ 300.00	\$ -
---	12" LED Countdown Ped Signal Module with Housing	0	EA	\$ 650.00	\$ 5,200.00
---	Pedestrian Push Button Sign	0	EA	\$ 150.00	\$ -
---	Remove Pedestrian Push Button Sign	0	EA	\$ 50.00	\$ -
---	Repave Roadway	1	LS	\$ 5,000.00	\$ 5,000.00
---	Fix Ponding	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

<input checked="" type="checkbox"/> No Design Completed	Subtotal:	\$ 38,108.00
<input type="checkbox"/> Preliminary Design	Engineering: (% +/-)	15% \$ 5,953.71
<input type="checkbox"/> Final Design	Contingency: (% +/-)	20% \$ 7,938.29
	Estimated Project Cost:	\$ 52,000.00

Project Location

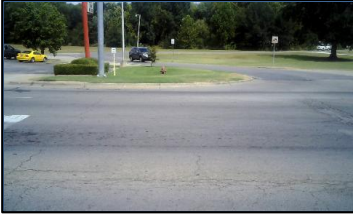


Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	Good	Poor	Good	Good	Repave roadway and install crosswalk pavement markings
Path of travel running slope is greater than 5%	NC	NC	NC	NC	
Path of travel cross slope is greater than 5%					
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	Install crosswalk pavement markings
Crosswalk striping condition	None	None	None	None	

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1z	2z	3z	4z	
Curb ramp does not exist and is needed	X	X	X	X	Install curb ramp; see shapefile for median improvement
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curb ramp side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%					
Curb ramp running slope is greater than 8.33%					
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%					
Cut-thru ramp cross slope is greater than 5%					
Curb ramp width is less than 48"					
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25") in curb ramp/landing/flares					
Temporary obstruction (>0.25") in curb ramp/landing/flares					
No textured surface at base of curb ramp					
No color contrast at base of curb ramp					
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%					
Missing or no pedestrian push buttons	X	X	X	X	Install push button pole and APS push buttons
Pedestrian push button is offset more than 5' from the nearest crosswalk edge					
Pedestrian push button offset more than 10' from curb face					
Pedestrian push button is not parallel to crosswalk					
Pedestrian push button height is greater than 48"					
Pedestrian push button diameter is not 2"					
Pedestrian push button sign does not exist					
Pedestrian push button sign is not MUTCD approved					
Clear floor space does not exist and is needed	X	X	X	X	Install clear floor space
Clear floor space for pedestrian push button is less than 30" x 48" or has a slope greater than 2%					
Missing or no pedestrian signal heads	X	X	X	X	Install countdown pedestrian signal head
Curb ramp transition onto roadway is greater than 0.25"					
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
Ponding occurs at base of curb ramp					

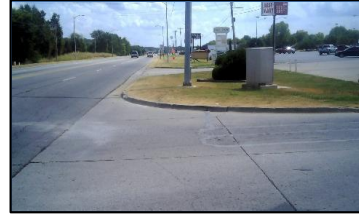
NC = Not Collected



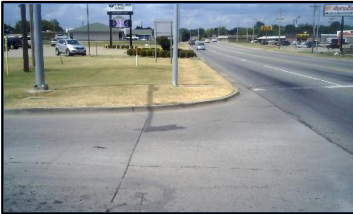
Corner 1 No Ramp (1z)



Corner 2 No Ramp (2z)



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Client: Oklahoma Department of Transportation Date: 7/28/16
 Program: ADA Self-Evaluation and Transition Plan Prepared By: CMP
 KHA No.: 051279001 Checked By: EPE

Corridor: - GPS ID: 1937
 Project Name: Intersection of State Hwy 9 (Main St) and S Broadway St Division: 1
 City: Stigler

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	104	SY	\$ 50.00	\$ 5,200.00
610(I)-4610	Tactile Warning Device - New	80	SF	\$ 25.00	\$ 2,000.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	104	SY	\$ 12.00	\$ 1,248.00
---	Push Button Pole	4	EA	\$ 1,200.00	\$ 4,800.00
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	432	LF	\$ 6.00	\$ 2,592.00
---	Pedestrian Push Button (APS)	6	EA	\$ 1,200.00	\$ 7,200.00
---	Removal of Pedestrian Push Buttons	6	EA	\$ 50.00	\$ 300.00
---	Relocate Pedestrian Push Button	1	EA	\$ 300.00	\$ 300.00
---	12" LED Countdown Ped Signal Module with Housing	0	EA	\$ 650.00	\$ -
---	Pedestrian Push Button Sign	2	EA	\$ 150.00	\$ 300.00
---	Remove Pedestrian Push Button Sign	4	EA	\$ 50.00	\$ 100.00
---	Repave Roadway	4	LS	\$ 5,000.00	\$ 20,000.00
---	Fix Ponding	0	LS	\$ 2,000.00	\$ -
---	Fix Curb Ramp Transition	6	LS	\$ 2,000.00	\$ 12,000.00
---	Median Nose Modification	0	LS	\$ 5,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Fix Curb Ramp Counter Slope	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection		Subtotal:	\$ 56,040.00
<input checked="" type="checkbox"/> No Design Completed		Engineering: (% +/-)	15% \$ 8,554.29
<input type="checkbox"/> Preliminary Design		Contingency: (% +/-)	20% \$ 11,405.71
<input type="checkbox"/> Final Design		Estimated Project Cost:	\$ 76,000.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	Poor	Dangerous	Dangerous	Poor	Repave roadway and install crosswalk pavement markings
Path of travel running slope is greater than 5%	NC	NC	NC	NC	
Path of travel cross slope is greater than 5%					
Crosswalk width is less than 6'					Remove and replace crosswalk pavement markings
Crosswalk striping condition	Worn	Worn	Worn	Worn	

Curb Ramp Issues	Curb Ramp ID ('Z' or 'I' in ramp label indicates no existing ramp)								Recommendations
	1A	1B	2A	2B	3A	3B	4A	4B	
Curb ramp does not exist and is needed									Remove and replace curb ramp
Curb ramp does not land in crosswalk									
No 4' x 4' clear space at base of curb ramp									
Curbed side is not 90° or has traversable adjacent surface	X	X	X	X	X	X	X	X	
Flare cross slope is greater than 10%									
Curb ramp running slope is greater than 8.33%		X			X	X	X		
Blended transition running slope is greater than 5%									
Cut-thru ramp running slope is greater than 5%									
Curb ramp cross slope is greater than 2%									
Cut-thru ramp cross slope is greater than 5%									
Curb ramp width is less than 48"	X	X	X	X	X	X	X	X	
Cut-thru ramp width is less than 60"									
Permanent obstruction (>0.25") in curb ramp/landing/flares									
Temporary obstruction (>0.25") in curb ramp/landing/flares									
No textured surface at base of curb ramp	X	X	X	X	X	X	X	X	
No color contrast at base of curb ramp	X	X	X	X	X	X	X	X	
Landing area does not exist and is needed									
Landing area is less than 5' x 5' or slopes greater than 2%	X						X	X	
Missing or no pedestrian push buttons									
Pedestrian push button is offset more than 5' from the nearest crosswalk edge	X								
Pedestrian push button offset more than 10' from curb face	X			X	X			X	
Pedestrian push button is not parallel to crosswalk									
Pedestrian push button height is greater than 48"									
Pedestrian push button diameter is not 2"	X	X	X	X	X	X			
Pedestrian push button sign does not exist									
Pedestrian push button sign is not MUTCD approved							X	X	
Clear floor space does not exist and is needed									
Clear floor space for pedestrian push button is less than 30" x 48" or has a slope greater than 2%		X			X	X			
Missing or no pedestrian signal heads									
Curb ramp transition onto roadway is greater than 0.25"	X	X	X	X		X	X		
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%	NC	NC	NC	NC	NC	NC	NC	NC	
Ponding occurs at base of curb ramp									

NC = Not Collected



Ramp 1A



Ramp 1B



Ramp 2A



Ramp 2B



Ramp 3A



Ramp 3B



Ramp 4A



Ramp 4B

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Client: Oklahoma Department of Transportation Date: 7/28/16
 Program: ADA Self-Evaluation and Transition Plan Prepared By: CMP
 KHA No.: 051279001 Checked By: EPE

Corridor: - GPS ID: 1939
 Project Name: Intersection of State Hwy 9 (Main St) and State Hwy 82 Division: 1
 City: Stigler

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	74	SY	\$ 50.00	\$ 3,700.00
610(I)-4610	Tactile Warning Device - New	80	SF	\$ 25.00	\$ 2,000.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	30	SY	\$ 12.00	\$ 360.00
---	Push Button Pole	8	EA	\$ 1,200.00	\$ 9,600.00
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	102	LF	\$ 0.25	\$ 25.50
---	Crosswalk Pavement Markings	326	LF	\$ 6.00	\$ 1,956.00
---	Pedestrian Push Button (APS)	8	EA	\$ 1,200.00	\$ 9,600.00
---	Removal of Pedestrian Push Buttons	0	EA	\$ 50.00	\$ -
---	Relocate Pedestrian Push Button	0	EA	\$ 300.00	\$ -
---	12" LED Countdown Ped Signal Module with Housing	8	EA	\$ 650.00	\$ 5,200.00
---	Pedestrian Push Button Sign	0	EA	\$ 150.00	\$ -
---	Remove Pedestrian Push Button Sign	0	EA	\$ 50.00	\$ -
---	Repave Roadway	2	LS	\$ 5,000.00	\$ 10,000.00
---	Fix Ponding	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	Subtotal:	\$	48,441.50
<input checked="" type="checkbox"/> No Design Completed	Engineering: (% +/-)	15%	\$ 7,525.07
<input type="checkbox"/> Preliminary Design	Contingency: (% +/-)	20%	\$ 10,033.43
<input type="checkbox"/> Final Design	Estimated Project Cost:	\$	66,000.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	Good	Dangerous	Good	Dangerous	Repave roadway and install crosswalk pavement markings
Path of travel running slope is greater than 5%	NC	NC	NC	NC	
Path of travel cross slope is greater than 5%					
Crosswalk width is less than 6'					
Crosswalk striping condition	Good	Good	Good	Good	

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1A	2A	3A	4A	
Curb ramp does not exist and is needed					
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp	X				Remove and replace crosswalk pavement markings
Curb side is not 90° or has traversable adjacent surface				X	
Flare cross slope is greater than 10%					
Curb ramp running slope is greater than 8.33%		X	X	X	Remove and replace curb ramp
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%		X	X		
Curb ramp cross slope is greater than 2%					
Cut-thru ramp cross slope is greater than 5%					
Curb ramp width is less than 48"	X	X		X	
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25") in curb ramp/landing/flares					
Temporary obstruction (>0.25") in curb ramp/landing/flares					
No textured surface at base of curb ramp	X	X	X	X	For intersection ramps and commercial driveway ramps, install color truncated domes
No color contrast at base of curb ramp	X	X	X	X	
Landing area does not exist and is needed	X			X	Install landing area
Landing area is less than 5' x 5' or slopes greater than 2%					
Missing or no pedestrian push buttons	X	X	X	X	Install push button pole and APS push buttons
Pedestrian push button is offset more than 5' from the nearest crosswalk edge					
Pedestrian push button offset more than 10' from curb face					
Pedestrian push button is not parallel to crosswalk					
Pedestrian push button height is greater than 48"					
Pedestrian push button diameter is not 2"					
Pedestrian push button sign does not exist					
Pedestrian push button sign is not MUTCD approved					
Clear floor space does not exist and is needed	X	X	X	X	Install clear floor space
Clear floor space for pedestrian push button is less than 30" x 48" or has a slope greater than 2%					
Missing or no pedestrian signal heads	X	X	X	X	Install countdown pedestrian signal head
Curb ramp transition onto roadway is greater than 0.25"	X			X	Fix curb ramp transition
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%	NC	NC	NC	NC	
Ponding occurs at base of curb ramp			X		Fix ponding

NC = Not Collected



Ramp 1A



Ramp 2A



Ramp 3A



Ramp 4A

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Client: Oklahoma Department of Transportation Date: 7/28/16
 Program: ADA Self-Evaluation and Transition Plan Prepared By: CMP
 KHA No.: 051279001 Checked By: EPE

Corridor: - GPS ID: 1947
 Project Name: Intersection of State Hwy 9 (Main St) and Walmart Division: 1
 City: Stigler

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	68	SY	\$ 50.00	\$ 3,400.00
610(I)-4610	Tactile Warning Device - New	60	SF	\$ 25.00	\$ 1,500.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	13	SY	\$ 12.00	\$ 156.00
---	Push Button Pole	6	EA	\$ 1,200.00	\$ 7,200.00
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	350	LF	\$ 6.00	\$ 2,100.00
---	Pedestrian Push Button (APS)	6	EA	\$ 1,200.00	\$ 7,200.00
---	Removal of Pedestrian Push Buttons	0	EA	\$ 50.00	\$ -
---	Relocate Pedestrian Push Button	0	EA	\$ 300.00	\$ -
---	12" LED Countdown Ped Signal Module with Housing	6	EA	\$ 650.00	\$ 3,900.00
---	Pedestrian Push Button Sign	0	EA	\$ 150.00	\$ -
---	Remove Pedestrian Push Button Sign	0	EA	\$ 50.00	\$ -
---	Repave Roadway	2	LS	\$ 5,000.00	\$ 10,000.00
---	Fix Ponding	0	LS	\$ 2,000.00	\$ -
---	Fix Curb Ramp Transition	0	LS	\$ 2,000.00	\$ -
---	Median Nose Modification	0	LS	\$ 5,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Fix Curb Ramp Counter Slope	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

<input checked="" type="checkbox"/> No Design Completed	Subtotal:	\$ 35,456.00
<input type="checkbox"/> Preliminary Design	Engineering: (% +/-)	15% \$ 5,376.00
<input type="checkbox"/> Final Design	Contingency: (% +/-)	20% \$ 7,168.00
	Estimated Project Cost:	\$ 48,000.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	N/A	Dangerous	Good	Poor	Repave roadway and install crosswalk pavement markings
Path of travel running slope is greater than 5%	N/A	NC	NC	NC	
Path of travel cross slope is greater than 5%	N/A				
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	Install crosswalk pavement markings
Crosswalk striping condition	N/A	None	None	None	

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1z	2z	3z	4A	
Curb ramp does not exist and is needed	X	X	X		Install curb ramp; see shapefile for median improvement
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 8.33%				X	
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%				X	
Curb ramp cross slope is greater than 2%					
Cut-thru ramp cross slope is greater than 5%					
Curb ramp width is less than 48"					
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25") in curb ramp/landing/flares					For intersection ramps and commercial driveway ramps, install color truncated domes
Temporary obstruction (>0.25") in curb ramp/landing/flares					
No textured surface at base of curb ramp				X	
No color contrast at base of curb ramp				X	
Landing area does not exist and is needed					Install push button pole and APS push buttons
Landing area is less than 5' x 5' or slopes greater than 2%					
Missing or no pedestrian push buttons	X	X	X	X	
Pedestrian push button is offset more than 5' from the nearest crosswalk edge					
Pedestrian push button offset more than 10' from curb face					
Pedestrian push button is not parallel to crosswalk					
Pedestrian push button height is greater than 48"					
Pedestrian push button diameter is not 2"					
Pedestrian push button sign does not exist					
Pedestrian push button sign is not MUTCD approved					
Clear floor space does not exist and is needed	X	X	X	X	Install clear floor space
Clear floor space for pedestrian push button is less than 30" x 48" or has a slope greater than 2%					
Missing or no pedestrian signal heads	X	X	X	X	Install countdown pedestrian signal head
Curb ramp transition onto roadway is greater than 0.25"					
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%				NC	
Ponding occurs at base of curb ramp					

NC = Not Collected



Corner 1 No Ramp (1z)



Corner 2 No Ramp (2z)



Corner 3 No Ramp (3z)



Ramp 4A

Opinion of Probable Construction Cost Disclaimer:

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Client: Oklahoma Department of Transportation Date: 7/28/16
 Program: ADA Self-Evaluation and Transition Plan Prepared By: CMP
 KHA No.: 051279001 Checked By: EPE

Corridor: - GPS ID: 1961
 Project Name: Intersection of State Hwy 100 and S 2nd St Division: 1
 City: Stilwell

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	85	SY	\$ 50.00	\$ 4,250.00
610(I)-4610	Tactile Warning Device - New	80	SF	\$ 25.00	\$ 2,000.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	15	SY	\$ 12.00	\$ 180.00
---	Push Button Pole	8	EA	\$ 1,200.00	\$ 9,600.00
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	544	LF	\$ 6.00	\$ 3,264.00
---	Pedestrian Push Button (APS)	8	EA	\$ 1,200.00	\$ 9,600.00
---	Removal of Pedestrian Push Buttons	0	EA	\$ 50.00	\$ -
---	Relocate Pedestrian Push Button	0	EA	\$ 300.00	\$ -
---	12" LED Countdown Ped Signal Module with Housing	8	EA	\$ 650.00	\$ 5,200.00
---	Pedestrian Push Button Sign	0	EA	\$ 150.00	\$ -
---	Remove Pedestrian Push Button Sign	0	EA	\$ 50.00	\$ -
---	Repave Roadway	2	LS	\$ 5,000.00	\$ 10,000.00
---	Fix Ponding	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

<input checked="" type="checkbox"/> No Design Completed	Subtotal:	\$ 48,994.00
<input type="checkbox"/> Preliminary Design	Engineering: (% +/-)	15% \$ 7,245.43
<input type="checkbox"/> Final Design	Contingency: (% +/-)	20% \$ 9,660.57
	Estimated Project Cost:	\$ 65,000.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	Dangerous	Good	Dangerous	Good	Repave roadway and install crosswalk pavement markings
Path of travel running slope is greater than 5%	NC	NC	NC	NC	
Path of travel cross slope is greater than 5%					
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	Install crosswalk pavement markings
Crosswalk striping condition	None	None	None	None	

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1z	2A	3A	4z	
Curb ramp does not exist and is needed	X			X	Install curb ramp; see shapefile for median improvement
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curb side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%	X				
Curb ramp running slope is greater than 8.33%	X	X			
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%	X				Remove and replace curb ramp
Cut-thru ramp cross slope is greater than 5%					
Curb ramp width is less than 48"					
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25") in curb ramp/landing/flares					
Temporary obstruction (>0.25") in curb ramp/landing/flares					
No textured surface at base of curb ramp	X	X			For intersection ramps and commercial driveway ramps, install color truncated domes
No color contrast at base of curb ramp	X	X			
Landing area does not exist and is needed	X	X			Install landing area
Landing area is less than 5' x 5' or slopes greater than 2%					
Missing or no pedestrian push buttons	X	X	X	X	Install push button pole and APS push buttons
Pedestrian push button is offset more than 5' from the nearest crosswalk edge					
Pedestrian push button offset more than 10' from curb face					
Pedestrian push button is not parallel to crosswalk					
Pedestrian push button height is greater than 48"					
Pedestrian push button diameter is not 2"					
Pedestrian push button sign does not exist					
Pedestrian push button sign is not MUTCD approved					
Clear floor space does not exist and is needed	X	X	X	X	Install clear floor space
Clear floor space for pedestrian push button is less than 30" x 48" or has a slope greater than 2%					
Missing or no pedestrian signal heads	X	X	X	X	Install countdown pedestrian signal head
Curb ramp transition onto roadway is greater than 0.25"					
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%		NC	NC		
Ponding occurs at base of curb ramp		X	X		Fix ponding

NC = Not Collected



Corner 1 No Ramp (1z)



Ramp 2A



Ramp 3A



Corner 4 No Ramp (4z)

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Client: Oklahoma Department of Transportation Date: 7/28/16
 Program: ADA Self-Evaluation and Transition Plan Prepared By: CMP
 KHA No.: 051279001 Checked By: EPE

Corridor: - GPS ID: 1974
 Project Name: Intersection of State Hwy 51 and US Hwy 59 (S 2nd St) Division: 1
 City: Stilwell

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	85	SY	\$ 50.00	\$ 4,250.00
610(I)-4610	Tactile Warning Device - New	80	SF	\$ 25.00	\$ 2,000.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	15	SY	\$ 12.00	\$ 180.00
---	Push Button Pole	8	EA	\$ 1,200.00	\$ 9,600.00
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	700	LF	\$ 6.00	\$ 4,200.00
---	Pedestrian Push Button (APS)	8	EA	\$ 1,200.00	\$ 9,600.00
---	Removal of Pedestrian Push Buttons	0	EA	\$ 50.00	\$ -
---	Relocate Pedestrian Push Button	0	EA	\$ 300.00	\$ -
---	12" LED Countdown Ped Signal Module with Housing	8	EA	\$ 650.00	\$ 5,200.00
---	Pedestrian Push Button Sign	0	EA	\$ 150.00	\$ -
---	Remove Pedestrian Push Button Sign	0	EA	\$ 50.00	\$ -
---	Repave Roadway	2	LS	\$ 5,000.00	\$ 10,000.00
---	Fix Ponding	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

<input checked="" type="checkbox"/> No Design Completed	Subtotal:	\$ 49,030.00
<input type="checkbox"/> Preliminary Design	Engineering: (% +/-)	15% \$ 7,701.43
<input type="checkbox"/> Final Design	Contingency: (% +/-)	20% \$ 10,268.57
	Estimated Project Cost:	\$ 67,000.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	Good	Good	Good	Good	
Path of travel running slope is greater than 5%	NC	NC	NC	NC	
Path of travel cross slope is greater than 5%		X		X	
Crosswalk width is less than 6'	N/A	N/A	N/A		
Crosswalk striping condition	None	None	None	Worn	Install crosswalk pavement markings

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1A	2z	3z	4A	
Curb ramp does not exist and is needed		X	X		Install curb ramp; see shapefile for median improvement
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curb ramp side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%	X			X	
Curb ramp running slope is greater than 8.33%	X				
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%				X	
Cut-thru ramp cross slope is greater than 5%					
Curb ramp width is less than 48"					
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25") in curb ramp/landing/flares					
Temporary obstruction (>0.25") in curb ramp/landing/flares					
No textured surface at base of curb ramp	X			X	
No color contrast at base of curb ramp	X			X	
Landing area does not exist and is needed	X			X	
Landing area is less than 5' x 5' or slopes greater than 2%					
Missing or no pedestrian push buttons	X	X	X	X	
Pedestrian push button is offset more than 5' from the nearest crosswalk edge					
Pedestrian push button offset more than 10' from curb face					
Pedestrian push button is not parallel to crosswalk					
Pedestrian push button height is greater than 48"					
Pedestrian push button diameter is not 2"					
Pedestrian push button sign does not exist					
Pedestrian push button sign is not MUTCD approved					
Clear floor space does not exist and is needed	X	X	X	X	
Clear floor space for pedestrian push button is less than 30" x 48" or has a slope greater than 2%					
Missing or no pedestrian signal heads	X	X	X	X	
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%	NC			NC	
Ponding occurs at base of curb ramp	X			X	

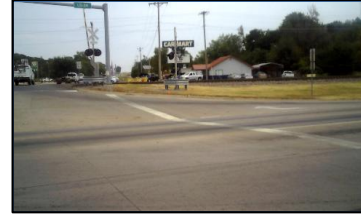
NC = Not Collected



Ramp 1A



Corner 2 No Ramp (2z)



Corner 3 No Ramp (3z)



Ramp 4A

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Client: Oklahoma Department of Transportation Date: 7/28/16
 Program: ADA Self-Evaluation and Transition Plan Prepared By: CMP
 KHA No.: 051279001 Checked By: EPE

Corridor: - GPS ID: 1987
 Project Name: Intersection of US Hwy 59 and E Walnut St Division: 1
 City: Stilwell

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	90	SY	\$ 50.00	\$ 4,500.00
610(I)-4610	Tactile Warning Device - New	80	SF	\$ 25.00	\$ 2,000.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
---	Push Button Pole	8	EA	\$ 1,200.00	\$ 9,600.00
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	614	LF	\$ 6.00	\$ 3,684.00
---	Pedestrian Push Button (APS)	8	EA	\$ 1,200.00	\$ 9,600.00
---	Removal of Pedestrian Push Buttons	0	EA	\$ 50.00	\$ -
---	Relocate Pedestrian Push Button	0	EA	\$ 300.00	\$ -
---	12" LED Countdown Ped Signal Module with Housing	8	EA	\$ 650.00	\$ 5,200.00
---	Pedestrian Push Button Sign	0	EA	\$ 150.00	\$ -
---	Remove Pedestrian Push Button Sign	0	EA	\$ 50.00	\$ -
---	Repave Roadway	2	LS	\$ 5,000.00	\$ 10,000.00
---	Fix Ponding	0	LS	\$ 2,000.00	\$ -
---	Fix Curb Ramp Transition	0	LS	\$ 2,000.00	\$ -
---	Median Nose Modification	0	LS	\$ 5,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Fix Curb Ramp Counter Slope	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

<input checked="" type="checkbox"/> No Design Completed	Subtotal:	\$ 44,584.00
<input type="checkbox"/> Preliminary Design	Engineering: (% +/-)	15% \$ 7,035.43
<input type="checkbox"/> Final Design	Contingency: (% +/-)	20% \$ 9,380.57
	Estimated Project Cost:	\$ 61,000.00

Project Location

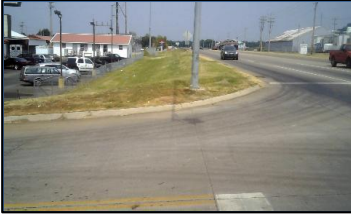


Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	Good	Good	Good	Good	
Path of travel running slope is greater than 5%	NC	NC	NC	NC	
Path of travel cross slope is greater than 5%		X		X	
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' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1z	2z	3z	4z	
Curb ramp does not exist and is needed	X	X	X	X	Install curb ramp; see shapefile for median improvement
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curb ramp side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%					
Curb ramp running slope is greater than 8.33%					
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%					
Cut-thru ramp cross slope is greater than 5%					
Curb ramp width is less than 48"					
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25") in curb ramp/landing/flares					
Temporary obstruction (>0.25") in curb ramp/landing/flares					
No textured surface at base of curb ramp					
No color contrast at base of curb ramp					
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%					
Missing or no pedestrian push buttons	X	X	X	X	Install push button pole and APS push buttons
Pedestrian push button is offset more than 5' from the nearest crosswalk edge					
Pedestrian push button offset more than 10' from curb face					
Pedestrian push button is not parallel to crosswalk					
Pedestrian push button height is greater than 48"					
Pedestrian push button diameter is not 2"					
Pedestrian push button sign does not exist					
Pedestrian push button sign is not MUTCD approved					
Clear floor space does not exist and is needed	X	X	X	X	Install clear floor space
Clear floor space for pedestrian push button is less than 30" x 48" or has a slope greater than 2%					
Missing or no pedestrian signal heads	X	X	X	X	Install countdown pedestrian signal head
Curb ramp transition onto roadway is greater than 0.25"					
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
Ponding occurs at base of curb ramp					

NC = Not Collected



Corner 1 No Ramp (1z)



Corner 2 No Ramp (2z)



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

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Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Client: Oklahoma Department of Transportation Date: 7/28/16
 Program: ADA Self-Evaluation and Transition Plan Prepared By: CMP
 KHA No.: 051279001 Checked By: EPE

Corridor: - GPS ID: 11002
 Project Name: Intersection of State Hwy 51 Byp and State Hwy 51 Division: 1
 City: Tahlequah

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	9	SY	\$ 50.00	\$ 450.00
610(I)-4610	Tactile Warning Device - New	0	SF	\$ 25.00	\$ -
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
---	Push Button Pole	8	EA	\$ 1,200.00	\$ 9,600.00
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	708	LF	\$ 6.00	\$ 4,248.00
---	Pedestrian Push Button (APS)	8	EA	\$ 1,200.00	\$ 9,600.00
---	Removal of Pedestrian Push Buttons	0	EA	\$ 50.00	\$ -
---	Relocate Pedestrian Push Button	0	EA	\$ 300.00	\$ -
---	12" LED Countdown Ped Signal Module with Housing	8	EA	\$ 650.00	\$ 5,200.00
---	Pedestrian Push Button Sign	0	EA	\$ 150.00	\$ -
---	Remove Pedestrian Push Button Sign	0	EA	\$ 50.00	\$ -
---	Repave Roadway	2	LS	\$ 5,000.00	\$ 10,000.00
---	Fix Ponding	0	LS	\$ 2,000.00	\$ -
---	Fix Curb Ramp Transition	0	LS	\$ 2,000.00	\$ -
---	Median Nose Modification	0	LS	\$ 5,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Fix Curb Ramp Counter Slope	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

<input checked="" type="checkbox"/> No Design Completed	Subtotal:	\$ 39,098.00
<input type="checkbox"/> Preliminary Design	Engineering: (% +/-)	15% \$ 5,958.00
<input type="checkbox"/> Final Design	Contingency: (% +/-)	20% \$ 7,944.00
	Estimated Project Cost:	\$ 53,000.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	Good	Good	Dangerous	Poor	Repave roadway and install crosswalk pavement markings
Path of travel running slope is greater than 5%	NC	NC	NC	NC	
Path of travel cross slope is greater than 5%					
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	Install crosswalk pavement markings
Crosswalk striping condition	None	None	None	None	

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1z	2z	3z	4z	
Curb ramp does not exist and is needed					
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curb side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%					
Curb ramp running slope is greater than 8.33%					
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%					
Cut-thru ramp cross slope is greater than 5%					
Curb ramp width is less than 48"					
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25") in curb ramp/landing/flares					
Temporary obstruction (>0.25") in curb ramp/landing/flares					
No textured surface at base of curb ramp					
No color contrast at base of curb ramp					
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%					
Missing or no pedestrian push buttons	X	X	X	X	Install push button pole and APS push buttons
Pedestrian push button is offset more than 5' from the nearest crosswalk edge					
Pedestrian push button offset more than 10' from curb face					
Pedestrian push button is not parallel to crosswalk					
Pedestrian push button height is greater than 48"					
Pedestrian push button diameter is not 2"					
Pedestrian push button sign does not exist					
Pedestrian push button sign is not MUTCD approved					
Clear floor space does not exist and is needed	X	X	X	X	Install clear floor space
Clear floor space for pedestrian push button is less than 30" x 48" or has a slope greater than 2%					
Missing or no pedestrian signal heads	X	X	X	X	Install countdown pedestrian signal head
Curb ramp transition onto roadway is greater than 0.25"					
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
Ponding occurs at base of curb ramp					

NC = Not Collected



Corner 1 No Ramp (1z)



Corner 2 No Ramp (2z)



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Client: Oklahoma Department of Transportation Date: 7/28/16
 Program: ADA Self-Evaluation and Transition Plan Prepared By: CMP
 KHA No.: 051279001 Checked By: EPE

Corridor: - GPS ID: 11006
 Project Name: Intersection of State Hwy 51 Byp and Stick Ross Mountain Rd Division: 1
 City: Tahlequah

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	3	CY	\$ 5.50	\$ 16.50
609(A)-0300	Concrete Curb (6" Barrier-Integral)	28	LF	\$ 7.00	\$ 196.00
610(A)-0602	4" Concrete Sidewalk	98	SY	\$ 50.00	\$ 4,900.00
610(I)-4610	Tactile Warning Device - New	100	SF	\$ 25.00	\$ 2,500.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
---	Push Button Pole	8	EA	\$ 1,200.00	\$ 9,600.00
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	632	LF	\$ 6.00	\$ 3,792.00
---	Pedestrian Push Button (APS)	8	EA	\$ 1,200.00	\$ 9,600.00
---	Removal of Pedestrian Push Buttons	0	EA	\$ 50.00	\$ -
---	Relocate Pedestrian Push Button	0	EA	\$ 300.00	\$ -
---	12" LED Countdown Ped Signal Module with Housing	7	EA	\$ 650.00	\$ 4,550.00
---	Pedestrian Push Button Sign	0	EA	\$ 150.00	\$ -
---	Remove Pedestrian Push Button Sign	0	EA	\$ 50.00	\$ -
---	Repave Roadway	3	LS	\$ 5,000.00	\$ 15,000.00
---	Fix Ponding	0	LS	\$ 2,000.00	\$ -
---	Fix Curb Ramp Transition	0	LS	\$ 2,000.00	\$ -
---	Median Nose Modification	0	LS	\$ 5,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Fix Curb Ramp Counter Slope	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

<input checked="" type="checkbox"/> No Design Completed	Subtotal:	\$ 50,154.50
<input type="checkbox"/> Preliminary Design	Engineering: (% +/-)	15% \$ 7,648.07
<input type="checkbox"/> Final Design	Contingency: (% +/-)	20% \$ 10,197.43
	Estimated Project Cost:	\$ 68,000.00

Project Location

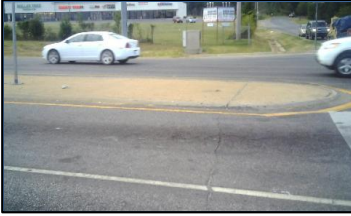


Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	Dangerous	Dangerous	Dangerous	Good	Repave roadway and install crosswalk pavement markings
Path of travel running slope is greater than 5%	NC	NC	NC	NC	
Path of travel cross slope is greater than 5%					
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	Install crosswalk pavement markings
Crosswalk striping condition	None	None	None	None	

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)					Recommendations
	Ez	1z	2z	3z	4z	
Curb ramp does not exist and is needed	X	X	X	X	X	Install curb ramp; see shapefile for median improvement
Curb ramp does not land in crosswalk						
No 4' x 4' clear space at base of curb ramp						
Curb ramp side is not 90° or has traversable adjacent surface						
Flare cross slope is greater than 10%						
Curb ramp running slope is greater than 8.33%						
Blended transition running slope is greater than 5%						
Cut-thru ramp running slope is greater than 5%						
Curb ramp cross slope is greater than 2%						
Cut-thru ramp cross slope is greater than 5%						
Curb ramp width is less than 48"						
Cut-thru ramp width is less than 60"						
Permanent obstruction (>0.25") in curb ramp/landing/flares						
Temporary obstruction (>0.25") in curb ramp/landing/flares						
No textured surface at base of curb ramp						
No color contrast at base of curb ramp						
Landing area does not exist and is needed						
Landing area is less than 5' x 5' or slopes greater than 2%						
Missing or no pedestrian push buttons	X	X	X	X	Install push button pole and APS push buttons	
Pedestrian push button is offset more than 5' from the nearest crosswalk edge						
Pedestrian push button offset more than 10' from curb face						
Pedestrian push button is not parallel to crosswalk						
Pedestrian push button height is greater than 48"						
Pedestrian push button diameter is not 2"						
Pedestrian push button sign does not exist						
Pedestrian push button sign is not MUTCD approved						
Clear floor space does not exist and is needed	X	X	X	X	Install clear floor space	
Clear floor space for pedestrian push button is less than 30" x 48" or has a slope greater than 2%						
Missing or no pedestrian signal heads	X	X	X	X	Install countdown pedestrian signal head	
Curb ramp transition onto roadway is greater than 0.25"						
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%						
Ponding occurs at base of curb ramp						

NC = Not Collected



East Median No Ramp (Ez)



Corner 1 No Ramp (1z)



Corner 2 No Ramp (2z)



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

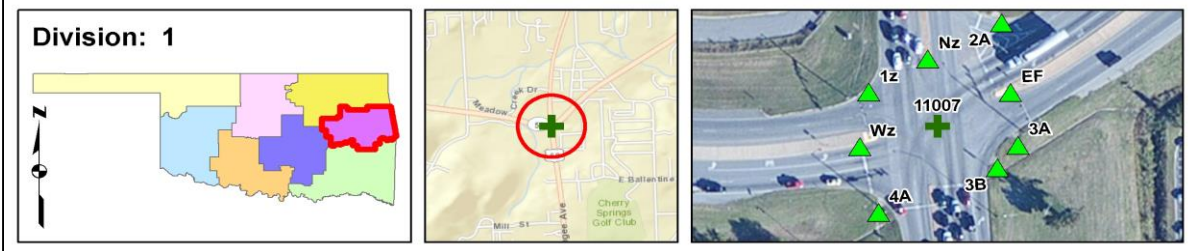
Client: Oklahoma Department of Transportation Date: 7/28/16
 Program: ADA Self-Evaluation and Transition Plan Prepared By: CMP
 KHA No.: 051279001 Checked By: EPE

Corridor: - GPS ID: 11007
 Project Name: Intersection of State Hwy 51 Byp and US Hwy 62 / State Hwy 10 / State Hwy 82 Division: 1
 City: Tahlequah

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	4	CY	\$ 5.50	\$ 22.00
609(A)-0300	Concrete Curb (6" Barrier-Integral)	54	LF	\$ 7.00	\$ 378.00
610(A)-0602	4" Concrete Sidewalk	92	SY	\$ 50.00	\$ 4,600.00
610(I)-4610	Tactile Warning Device - New	130	SF	\$ 25.00	\$ 3,250.00
610(I)-4615	Tactile Warning Device - Retrofit	10	SF	\$ 60.00	\$ 600.00
619(B)-4792	Removal of Sidewalk	27	SY	\$ 12.00	\$ 324.00
---	Push Button Pole	8	EA	\$ 1,200.00	\$ 9,600.00
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	1022	LF	\$ 6.00	\$ 6,132.00
---	Pedestrian Push Button (APS)	8	EA	\$ 1,200.00	\$ 9,600.00
---	Removal of Pedestrian Push Buttons	0	EA	\$ 50.00	\$ -
---	Relocate Pedestrian Push Button	0	EA	\$ 300.00	\$ -
---	12" LED Countdown Ped Signal Module with Housing	8	EA	\$ 650.00	\$ 5,200.00
---	Pedestrian Push Button Sign	0	EA	\$ 150.00	\$ -
---	Remove Pedestrian Push Button Sign	0	EA	\$ 50.00	\$ -
---	Repave Roadway	2	LS	\$ 5,000.00	\$ 10,000.00
---	Fix Ponding	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	Subtotal:	\$ 53,706.00
<input checked="" type="checkbox"/> No Design Completed	Engineering: (% +/-)	15% \$ 8,268.86
<input type="checkbox"/> Preliminary Design	Contingency: (% +/-)	20% \$ 11,025.14
<input type="checkbox"/> Final Design	Estimated Project Cost:	\$ 73,000.00

Project Location

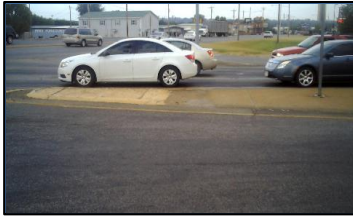


Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	Dangerous	Dangerous	Good	Good	Repave roadway and install crosswalk pavement markings
Path of travel running slope is greater than 5%	NC	NC	NC	NC	
Path of travel cross slope is greater than 5%					
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	Install crosswalk pavement markings
Crosswalk striping condition	None	None	None	None	

Curb Ramp Issues	Curb Ramp ID ('z' or 'i' in ramp label indicates no existing ramp)								Recommendations
	EF	Wz	Nz	1z	2A	3A	3B	4A	
Curb ramp does not exist and is needed	X	X	X	X					Install curb ramp; see shapefile for median improvement
Curb ramp does not land in crosswalk									
No 4' x 4' clear space at base of curb ramp									
Curb side is not 90° or has traversable adjacent surface	X								
Flare cross slope is greater than 10%					X	X			
Curb ramp running slope is greater than 8.33%					X	X			
Blended transition running slope is greater than 5%									
Cut-thru ramp running slope is greater than 5%					X	X	X		
Curb ramp cross slope is greater than 2%					X	X			
Cut-thru ramp cross slope is greater than 5%									
Curb ramp width is less than 48"									
Cut-thru ramp width is less than 60"	X								
Permanent obstruction (>0.25") in curb ramp/landing/flares									
Temporary obstruction (>0.25") in curb ramp/landing/flares									
No textured surface at base of curb ramp	X				X	X	X	X	
No color contrast at base of curb ramp	X				X	X	X	X	
Landing area does not exist and is needed					X	X	X	X	
Landing area is less than 5' x 5' or slopes greater than 2%					X	X	X	X	
Missing or no pedestrian push buttons				X	X	X	X	X	
Pedestrian push button is offset more than 5' from the nearest crosswalk edge									
Pedestrian push button offset more than 10' from curb face									
Pedestrian push button is not parallel to crosswalk									
Pedestrian push button height is greater than 48"									
Pedestrian push button diameter is not 2"									
Pedestrian push button sign does not exist									
Pedestrian push button sign is not MUTCD approved									
Clear floor space does not exist and is needed				X	X	X	X	X	
Clear floor space for pedestrian push button is less than 30" x 48" or has a slope greater than 2%				X	X	X	X	X	
Missing or no pedestrian signal heads				X	X	X	X	X	
Curb ramp transition onto roadway is greater than 0.25"									
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%	NC				NC	NC	NC	NC	
Ponding occurs at base of curb ramp	X					X			

NC = Not Collected



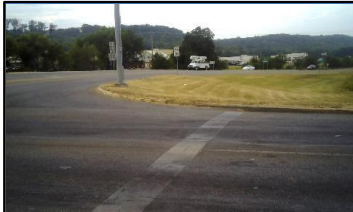
Ramp East F



West Median No Ramp (Wz)



North Median No Ramp (Nz)



Corner 1 No Ramp (1z)



Ramp 2A



Ramp 3A



Ramp 3B



Ramp 4A

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Client: Oklahoma Department of Transportation Date: 7/28/16
 Program: ADA Self-Evaluation and Transition Plan Prepared By: CMP
 KHA No.: 051279001 Checked By: EPE

Corridor: - GPS ID: 11010
 Project Name: Intersection of State Hwy 51 / State Hwy 10 / State Hwy 82 and E Ross St Division: 1
 City: Tahlequah

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	3	CY	\$ 5.50	\$ 16.50
609(A)-0300	Concrete Curb (6" Barrier-Integral)	32	LF	\$ 7.00	\$ 224.00
610(A)-0602	4" Concrete Sidewalk	18	SY	\$ 50.00	\$ 900.00
610(I)-4610	Tactile Warning Device - New	40	SF	\$ 25.00	\$ 1,000.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
---	Push Button Pole	8	EA	\$ 1,200.00	\$ 9,600.00
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	650	LF	\$ 6.00	\$ 3,900.00
---	Pedestrian Push Button (APS)	8	EA	\$ 1,200.00	\$ 9,600.00
---	Removal of Pedestrian Push Buttons	0	EA	\$ 50.00	\$ -
---	Relocate Pedestrian Push Button	0	EA	\$ 300.00	\$ -
---	12" LED Countdown Ped Signal Module with Housing	8	EA	\$ 650.00	\$ 5,200.00
---	Pedestrian Push Button Sign	0	EA	\$ 150.00	\$ -
---	Remove Pedestrian Push Button Sign	0	EA	\$ 50.00	\$ -
---	Repave Roadway	2	LS	\$ 5,000.00	\$ 10,000.00
---	Fix Ponding	0	LS	\$ 2,000.00	\$ -
---	Fix Curb Ramp Transition	0	LS	\$ 2,000.00	\$ -
---	Median Nose Modification	0	LS	\$ 5,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Fix Curb Ramp Counter Slope	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

<input checked="" type="checkbox"/> No Design Completed	Subtotal:	\$ 40,440.50
<input type="checkbox"/> Preliminary Design	Engineering: (% +/-)	15% \$ 6,239.79
<input type="checkbox"/> Final Design	Contingency: (% +/-)	20% \$ 8,319.71
	Estimated Project Cost:	\$ 55,000.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	Good	Poor	Good	Dangerous	Repave roadway and install crosswalk pavement markings
Path of travel running slope is greater than 5%	NC	NC	NC	NC	
Path of travel cross slope is greater than 5%					
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	Install crosswalk pavement markings
Crosswalk striping condition	None	None	None	None	

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)						Recommendations
	Nz	Sz	1z	2z	3z	4z	
Curb ramp does not exist and is needed	X	X					Install 1 cut-thru ramp
Curb ramp does not land in crosswalk							
No 4' x 4' clear space at base of curb ramp							
Curb side is not 90° or has traversable adjacent surface							
Flare cross slope is greater than 10%							
Curb ramp running slope is greater than 8.33%							
Blended transition running slope is greater than 5%							
Cut-thru ramp running slope is greater than 5%							
Curb ramp cross slope is greater than 2%							
Cut-thru ramp cross slope is greater than 5%							
Curb ramp width is less than 48"							
Cut-thru ramp width is less than 60"							
Permanent obstruction (>0.25") in curb ramp/landing/flares							
Temporary obstruction (>0.25") in curb ramp/landing/flares							
No textured surface at base of curb ramp							
No color contrast at base of curb ramp							
Landing area does not exist and is needed							
Landing area is less than 5' x 5' or slopes greater than 2%							
Missing or no pedestrian push buttons		X	X	X	X	Install push button pole and APS push buttons	
Pedestrian push button is offset more than 5' from the nearest crosswalk edge							
Pedestrian push button offset more than 10' from curb face							
Pedestrian push button is not parallel to crosswalk							
Pedestrian push button height is greater than 48"							
Pedestrian push button diameter is not 2"							
Pedestrian push button sign does not exist							
Pedestrian push button sign is not MUTCD approved							
Clear floor space does not exist and is needed		X	X	X	X	Install clear floor space	
Clear floor space for pedestrian push button is less than 30" x 48" or has a slope greater than 2%							
Missing or no pedestrian signal heads		X	X	X	X	Install countdown pedestrian signal head	
Curb ramp transition onto roadway is greater than 0.25"							
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%							
Ponding occurs at base of curb ramp							

NC = Not Collected



North Median No Ramp (Nz)



South Median No Ramp (Sz)



Corner 1 No Ramp (1z)



Corner 2 No Ramp (2z)



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Client: Oklahoma Department of Transportation Date: 7/28/16
 Program: ADA Self-Evaluation and Transition Plan Prepared By: CMP
 KHA No.: 051279001 Checked By: EPE

Corridor: - GPS ID: 11012
 Project Name: Intersection of State Hwy 51 / State Hwy 10 / State Hwy 82 and E 4th St Division: 1
 City: Tahlequah

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	4	CY	\$ 5.50	\$ 22.00
609(A)-0300	Concrete Curb (6" Barrier-Integral)	38	LF	\$ 7.00	\$ 266.00
610(A)-0602	4" Concrete Sidewalk	20	SY	\$ 50.00	\$ 1,000.00
610(I)-4610	Tactile Warning Device - New	40	SF	\$ 25.00	\$ 1,000.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
---	Push Button Pole	8	EA	\$ 1,200.00	\$ 9,600.00
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	714	LF	\$ 6.00	\$ 4,284.00
---	Pedestrian Push Button (APS)	8	EA	\$ 1,200.00	\$ 9,600.00
---	Removal of Pedestrian Push Buttons	0	EA	\$ 50.00	\$ -
---	Relocate Pedestrian Push Button	0	EA	\$ 300.00	\$ -
---	12" LED Countdown Ped Signal Module with Housing	8	EA	\$ 650.00	\$ 5,200.00
---	Pedestrian Push Button Sign	0	EA	\$ 150.00	\$ -
---	Remove Pedestrian Push Button Sign	0	EA	\$ 50.00	\$ -
---	Repave Roadway	1	LS	\$ 5,000.00	\$ 5,000.00
---	Fix Ponding	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

<input checked="" type="checkbox"/> No Design Completed	Subtotal:	\$ 35,972.00
<input type="checkbox"/> Preliminary Design	Engineering: (% +/-)	15% \$ 5,583.43
<input type="checkbox"/> Final Design	Contingency: (% +/-)	20% \$ 7,444.57
	Estimated Project Cost:	\$ 49,000.00

Project Location

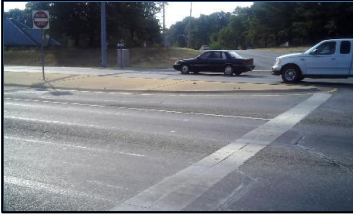


Field Observations

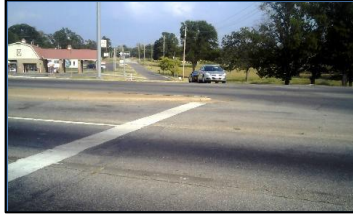
Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	Poor	Good	Good	Good	Repave roadway and install crosswalk pavement markings
Path of travel running slope is greater than 5%	NC	NC	NC	NC	
Path of travel cross slope is greater than 5%					
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	Install crosswalk pavement markings
Crosswalk striping condition	None	None	None	None	

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)					Recommendations	
	Sz	Nz	1z	2z	3z		4z
Curb ramp does not exist and is needed	X	X				Install 1 cut-thru ramp	
Curb ramp does not land in crosswalk							
No 4' x 4' clear space at base of curb ramp							
Curb side is not 90° or has traversable adjacent surface							
Flare cross slope is greater than 10%							
Curb ramp running slope is greater than 8.33%							
Blended transition running slope is greater than 5%							
Cut-thru ramp running slope is greater than 5%							
Curb ramp cross slope is greater than 2%							
Cut-thru ramp cross slope is greater than 5%							
Curb ramp width is less than 48"							
Cut-thru ramp width is less than 60"							
Permanent obstruction (>0.25") in curb ramp/landing/flares							
Temporary obstruction (>0.25") in curb ramp/landing/flares							
No textured surface at base of curb ramp							
No color contrast at base of curb ramp							
Landing area does not exist and is needed							
Landing area is less than 5' x 5' or slopes greater than 2%							
Missing or no pedestrian push buttons		X	X	X	X	Install push button pole and APS push buttons	
Pedestrian push button is offset more than 5' from the nearest crosswalk edge							
Pedestrian push button offset more than 10' from curb face							
Pedestrian push button is not parallel to crosswalk							
Pedestrian push button height is greater than 48"							
Pedestrian push button diameter is not 2"							
Pedestrian push button sign does not exist							
Pedestrian push button sign is not MUTCD approved							
Clear floor space does not exist and is needed		X	X	X	X		Install clear floor space
Clear floor space for pedestrian push button is less than 30" x 48" or has a slope greater than 2%							
Missing or no pedestrian signal heads		X	X	X	X	Install countdown pedestrian signal head	
Curb ramp transition onto roadway is greater than 0.25"							
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%							
Ponding occurs at base of curb ramp							

NC = Not Collected



South Median No Ramp (Sz)



North Median No Ramp (Nz)



Corner 1 No Ramp (1z)



Corner 2 No Ramp (2z)



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Client: Oklahoma Department of Transportation Date: 7/28/16
 Program: ADA Self-Evaluation and Transition Plan Prepared By: CMP
 KHA No.: 051279001 Checked By: EPE

Corridor: - GPS ID: 11013
 Project Name: Intersection of State Hwy 51 / State Hwy 10 / State Hwy 82 and Park Hill Rd Division: 1
 City: Tahlequah

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	5	CY	\$ 5.50	\$ 27.50
609(A)-0300	Concrete Curb (6" Barrier-Integral)	48	LF	\$ 7.00	\$ 336.00
610(A)-0602	4" Concrete Sidewalk	23	SY	\$ 50.00	\$ 1,150.00
610(I)-4610	Tactile Warning Device - New	40	SF	\$ 25.00	\$ 1,000.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
---	Push Button Pole	8	EA	\$ 1,200.00	\$ 9,600.00
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	590	LF	\$ 6.00	\$ 3,540.00
---	Pedestrian Push Button (APS)	8	EA	\$ 1,200.00	\$ 9,600.00
---	Removal of Pedestrian Push Buttons	0	EA	\$ 50.00	\$ -
---	Relocate Pedestrian Push Button	0	EA	\$ 300.00	\$ -
---	12" LED Countdown Ped Signal Module with Housing	8	EA	\$ 650.00	\$ 5,200.00
---	Pedestrian Push Button Sign	0	EA	\$ 150.00	\$ -
---	Remove Pedestrian Push Button Sign	0	EA	\$ 50.00	\$ -
---	Repave Roadway	4	LS	\$ 5,000.00	\$ 20,000.00
---	Fix Ponding	0	LS	\$ 2,000.00	\$ -
---	Fix Curb Ramp Transition	0	LS	\$ 2,000.00	\$ -
---	Median Nose Modification	0	LS	\$ 5,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Fix Curb Ramp Counter Slope	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

<input checked="" type="checkbox"/> No Design Completed	Subtotal:	\$ 50,453.50
<input type="checkbox"/> Preliminary Design	Engineering: (% +/-)	15% \$ 7,948.50
<input type="checkbox"/> Final Design	Contingency: (% +/-)	20% \$ 10,598.00
	Estimated Project Cost:	\$ 69,000.00

Project Location



Field Observations

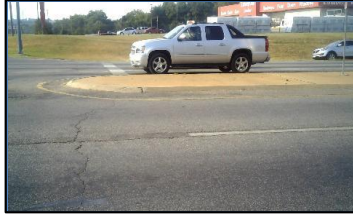
Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	Poor	Poor	Dangerous	Dangerous	Repave roadway and install crosswalk pavement markings
Path of travel running slope is greater than 5%	NC	NC	NC	NC	
Path of travel cross slope is greater than 5%					
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	Install crosswalk pavement markings
Crosswalk striping condition	None	None	None	None	

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)					Recommendations
	Ez	Wz	1z	2z	3z	
Curb ramp does not exist and is needed	X	X				Install 1 cut-thru ramp
Curb ramp does not land in crosswalk						
No 4' x 4' clear space at base of curb ramp						
Curbed side is not 90° or has traversable adjacent surface						
Flare cross slope is greater than 10%						
Curb ramp running slope is greater than 8.33%						
Blended transition running slope is greater than 5%						
Cut-thru ramp running slope is greater than 5%						
Curb ramp cross slope is greater than 2%						
Cut-thru ramp cross slope is greater than 5%						
Curb ramp width is less than 48"						
Cut-thru ramp width is less than 60"						
Permanent obstruction (>0.25") in curb ramp/landing/flares						
Temporary obstruction (>0.25") in curb ramp/landing/flares						
No textured surface at base of curb ramp						
No color contrast at base of curb ramp						
Landing area does not exist and is needed						
Landing area is less than 5' x 5' or slopes greater than 2%						
Missing or no pedestrian push buttons		X	X	X	X	Install push button pole and APS push buttons
Pedestrian push button is offset more than 5' from the nearest crosswalk edge						
Pedestrian push button offset more than 10' from curb face						
Pedestrian push button is not parallel to crosswalk						
Pedestrian push button height is greater than 48"						
Pedestrian push button diameter is not 2"						
Pedestrian push button sign does not exist						
Pedestrian push button sign is not MUTCD approved						
Clear floor space does not exist and is needed		X	X	X	X	Install clear floor space
Clear floor space for pedestrian push button is less than 30" x 48" or has a slope greater than 2%						
Missing or no pedestrian signal heads		X	X	X	X	Install countdown pedestrian signal head
Curb ramp transition onto roadway is greater than 0.25"						
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%						
Ponding occurs at base of curb ramp						

NC = Not Collected



East Median No Ramp (Ez)



West Median No Ramp (Wz)



Corner 1 No Ramp (1z)



Corner 2 No Ramp (2z)



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Client: Oklahoma Department of Transportation Date: 7/28/16
 Program: ADA Self-Evaluation and Transition Plan Prepared By: CMP
 KHA No.: 051279001 Checked By: EPE

Corridor: - GPS ID: 11015
 Project Name: Intersection of State Hwy 51 / US Hwy 62 and US Hwy 82 (Bertha Parker Byp.) Division: 1
 City: Tahlequah

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	90	SY	\$ 50.00	\$ 4,500.00
610(I)-4610	Tactile Warning Device - New	80	SF	\$ 25.00	\$ 2,000.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
---	Push Button Pole	8	EA	\$ 1,200.00	\$ 9,600.00
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	824	LF	\$ 6.00	\$ 4,944.00
---	Pedestrian Push Button (APS)	8	EA	\$ 1,200.00	\$ 9,600.00
---	Removal of Pedestrian Push Buttons	0	EA	\$ 50.00	\$ -
---	Relocate Pedestrian Push Button	0	EA	\$ 300.00	\$ -
---	12" LED Countdown Ped Signal Module with Housing	0	EA	\$ 650.00	\$ 5,200.00
---	Pedestrian Push Button Sign	0	EA	\$ 150.00	\$ -
---	Remove Pedestrian Push Button Sign	0	EA	\$ 50.00	\$ -
---	Repave Roadway	0	LS	\$ 5,000.00	\$ -
---	Fix Ponding	0	LS	\$ 2,000.00	\$ -
---	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

<input checked="" type="checkbox"/> No Design Completed	Subtotal:	\$ 35,844.00
<input type="checkbox"/> Preliminary Design	Engineering: (% +/-)	15% \$ 5,638.29
<input type="checkbox"/> Final Design	Contingency: (% +/-)	20% \$ 7,517.71
	Estimated Project Cost:	\$ 49,000.00

Project Location



Field Observations

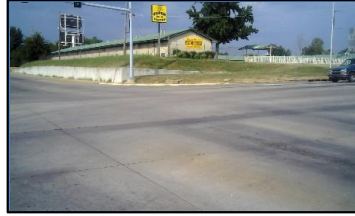
Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	Good	Good	Good	Good	
Path of travel running slope is greater than 5%	NC	NC	NC	NC	
Path of travel cross slope is greater than 5%					
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	Install crosswalk pavement markings
Crosswalk striping condition	None	None	None	None	

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1z	2z	3z	4z	
Curb ramp does not exist and is needed	X	X	X	X	Install curb ramp; see shapefile for median improvement
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curb side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%					
Curb ramp running slope is greater than 8.33%					
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%					
Cut-thru ramp cross slope is greater than 5%					
Curb ramp width is less than 48"					
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25") in curb ramp/landing/flares					
Temporary obstruction (>0.25") in curb ramp/landing/flares					
No textured surface at base of curb ramp					
No color contrast at base of curb ramp					
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%					
Missing or no pedestrian push buttons	X	X	X	X	Install push button pole and APS push buttons
Pedestrian push button is offset more than 5' from the nearest crosswalk edge					
Pedestrian push button offset more than 10' from curb face					
Pedestrian push button is not parallel to crosswalk					
Pedestrian push button height is greater than 48"					
Pedestrian push button diameter is not 2"					
Pedestrian push button sign does not exist					
Pedestrian push button sign is not MUTCD approved					
Clear floor space does not exist and is needed	X	X	X	X	Install clear floor space
Clear floor space for pedestrian push button is less than 30" x 48" or has a slope greater than 2%					
Missing or no pedestrian signal heads	X	X	X	X	Install countdown pedestrian signal head
Curb ramp transition onto roadway is greater than 0.25"					
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
Ponding occurs at base of curb ramp					

NC = Not Collected



Corner 1 No Ramp (1z)



Corner 2 No Ramp (2z)



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, 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: Oklahoma Department of Transportation Date: 7/28/16
 Program: ADA Self-Evaluation and Transition Plan Prepared By: CMP
 KHA No.: 051279001 Checked By: EPE

Corridor: - GPS ID: 11020
 Project Name: Intersection of State Hwy 51 / US Hwy 62 and N4525 Rd Division: 1
 City: Tahlequah

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	90	SY	\$ 50.00	\$ 4,500.00
610(I)-4610	Tactile Warning Device - New	80	SF	\$ 25.00	\$ 2,000.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
---	Push Button Pole	8	EA	\$ 1,200.00	\$ 9,600.00
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	390	LF	\$ 6.00	\$ 2,340.00
---	Pedestrian Push Button (APS)	8	EA	\$ 1,200.00	\$ 9,600.00
---	Removal of Pedestrian Push Buttons	0	EA	\$ 50.00	\$ -
---	Relocate Pedestrian Push Button	0	EA	\$ 300.00	\$ -
---	12" LED Countdown Ped Signal Module with Housing	8	EA	\$ 650.00	\$ 5,200.00
---	Pedestrian Push Button Sign	0	EA	\$ 150.00	\$ -
---	Remove Pedestrian Push Button Sign	0	EA	\$ 50.00	\$ -
---	Repave Roadway	3	LS	\$ 5,000.00	\$ 15,000.00
---	Fix Ponding	0	LS	\$ 2,000.00	\$ -
---	Fix Curb Ramp Transition	0	LS	\$ 2,000.00	\$ -
---	Median Nose Modification	0	LS	\$ 5,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Fix Curb Ramp Counter Slope	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

<input checked="" type="checkbox"/> No Design Completed	Subtotal: \$	48,240.00
<input type="checkbox"/> Preliminary Design	Engineering: (% +/-)	15% \$ 7,611.43
<input type="checkbox"/> Final Design	Contingency: (% +/-)	20% \$ 10,148.57
	Estimated Project Cost: \$	66,000.00

Project Location



Field Observations

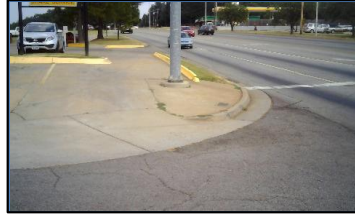
Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	Poor	Good	Dangerous	Dangerous	Repave roadway and install crosswalk pavement markings
Path of travel running slope is greater than 5%	NC	NC	NC	NC	
Path of travel cross slope is greater than 5%	X	NC	X	NC	
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	Install crosswalk pavement markings
Crosswalk striping condition	None	None	None	None	

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1z	2z	3z	4z	
Curb ramp does not exist and is needed	X	X	X	X	Install curb ramp; see shapefile for median improvement
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curb ramp side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%					
Curb ramp running slope is greater than 8.33%					
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%					
Cut-thru ramp cross slope is greater than 5%					
Curb ramp width is less than 48"					
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25") in curb ramp/landing/flares					
Temporary obstruction (>0.25") in curb ramp/landing/flares					
No textured surface at base of curb ramp					
No color contrast at base of curb ramp					
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%					
Missing or no pedestrian push buttons	X	X	X	X	Install push button pole and APS push buttons
Pedestrian push button is offset more than 5' from the nearest crosswalk edge					
Pedestrian push button offset more than 10' from curb face					
Pedestrian push button is not parallel to crosswalk					
Pedestrian push button height is greater than 48"					
Pedestrian push button diameter is not 2"					
Pedestrian push button sign does not exist					
Pedestrian push button sign is not MUTCD approved					
Clear floor space does not exist and is needed	X	X	X	X	Install clear floor space
Clear floor space for pedestrian push button is less than 30" x 48" or has a slope greater than 2%					
Missing or no pedestrian signal heads	X	X	X	X	Install countdown pedestrian signal head
Curb ramp transition onto roadway is greater than 0.25"					
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
Ponding occurs at base of curb ramp					

NC = Not Collected



Corner 1 No Ramp (1z)



Corner 2 No Ramp (2z)



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, 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: Oklahoma Department of Transportation Date: 7/28/16
 Program: ADA Self-Evaluation and Transition Plan Prepared By: CMP
 KHA No.: 051279001 Checked By: EPE

Corridor: - GPS ID: 11032
 Project Name: Intersection of State Hwy 82 (North) and E Allen Rd Division: 1
 City: Tahlequah

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	3	CY	\$ 5.50	\$ 16.50
609(A)-0300	Concrete Curb (6" Barrier-Integral)	26	LF	\$ 7.00	\$ 182.00
610(A)-0602	4" Concrete Sidewalk	97	SY	\$ 50.00	\$ 4,850.00
610(I)-4610	Tactile Warning Device - New	100	SF	\$ 25.00	\$ 2,500.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
---	Push Button Pole	8	EA	\$ 1,200.00	\$ 9,600.00
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	636	LF	\$ 6.00	\$ 3,816.00
---	Pedestrian Push Button (APS)	8	EA	\$ 1,200.00	\$ 9,600.00
---	Removal of Pedestrian Push Buttons	0	EA	\$ 50.00	\$ -
---	Relocate Pedestrian Push Button	0	EA	\$ 300.00	\$ -
---	12" LED Countdown Ped Signal Module with Housing	8	EA	\$ 650.00	\$ 5,200.00
---	Pedestrian Push Button Sign	0	EA	\$ 150.00	\$ -
---	Remove Pedestrian Push Button Sign	0	EA	\$ 50.00	\$ -
---	Repave Roadway	1	LS	\$ 5,000.00	\$ 5,000.00
---	Fix Ponding	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

<input checked="" type="checkbox"/> No Design Completed	Subtotal:	\$ 40,764.50
<input type="checkbox"/> Preliminary Design	Engineering: (% +/-)	15% \$ 6,529.50
<input type="checkbox"/> Final Design	Contingency: (% +/-)	20% \$ 8,706.00
	Estimated Project Cost:	\$ 56,000.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	Good	Good	Good	Dangerous	Repave roadway and install crosswalk pavement markings
Path of travel running slope is greater than 5%	NC	NC	NC	NC	
Path of travel cross slope is greater than 5%	N/A	N/A	N/A	N/A	Install crosswalk pavement markings
Crosswalk width is less than 6'	None	None	None	None	
Crosswalk striping condition	None	None	None	None	

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)					Recommendations
	Sz	1z	2z	3z	4z	
Curb ramp does not exist and is needed	X	X	X	X	X	Install curb ramp; see shapefile for median improvement
Curb ramp does not land in crosswalk						
No 4' x 4' clear space at base of curb ramp						
Curbed side is not 90° or has traversable adjacent surface						
Flare cross slope is greater than 10%						
Curb ramp running slope is greater than 8.33%						
Blended transition running slope is greater than 5%						
Cut-thru ramp running slope is greater than 5%						
Curb ramp cross slope is greater than 2%						
Cut-thru ramp cross slope is greater than 5%						
Curb ramp width is less than 48"						
Cut-thru ramp width is less than 60"						
Permanent obstruction (>0.25") in curb ramp/landing/flares						
Temporary obstruction (>0.25") in curb ramp/landing/flares						
No textured surface at base of curb ramp						
No color contrast at base of curb ramp						
Landing area does not exist and is needed						
Landing area is less than 5' x 5' or slopes greater than 2%						
Missing or no pedestrian push buttons	X	X	X	X	Install push button pole and APS push buttons	
Pedestrian push button is offset more than 5' from the nearest crosswalk edge						
Pedestrian push button offset more than 10' from curb face						
Pedestrian push button is not parallel to crosswalk						
Pedestrian push button height is greater than 48"						
Pedestrian push button diameter is not 2"						
Pedestrian push button sign does not exist						
Pedestrian push button sign is not MUTCD approved						
Clear floor space does not exist and is needed	X	X	X	X	Install clear floor space	
Clear floor space for pedestrian push button is less than 30" x 48" or has a slope greater than 2%						
Missing or no pedestrian signal heads	X	X	X	X	Install countdown pedestrian signal head	
Curb ramp transition onto roadway is greater than 0.25"						
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%						
Ponding occurs at base of curb ramp						

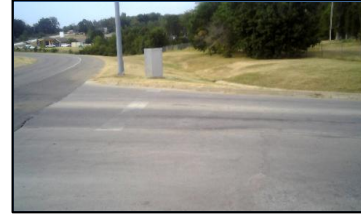
NC = Not Collected



South Median No Ramp (Sz)



Corner 1 No Ramp (1z)



Corner 2 No Ramp (2z)



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Client: Oklahoma Department of Transportation Date: 7/28/16
 Program: ADA Self-Evaluation and Transition Plan Prepared By: CMP
 KHA No.: 051279001 Checked By: EPE

Corridor: - GPS ID: 11036
 Project Name: Intersection of State Hwy 82 (South) and State Hwy 10 / US Hwy 62 Division: 1
 City: Tahlequah

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	115	SY	\$ 50.00	\$ 5,750.00
610(I)-4610	Tactile Warning Device - New	100	SF	\$ 25.00	\$ 2,500.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
---	Push Button Pole	2	EA	\$ 1,200.00	\$ 2,400.00
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	344	LF	\$ 6.00	\$ 2,064.00
---	Pedestrian Push Button (APS)	2	EA	\$ 1,200.00	\$ 2,400.00
---	Removal of Pedestrian Push Buttons	0	EA	\$ 50.00	\$ -
---	Relocate Pedestrian Push Button	0	EA	\$ 300.00	\$ -
---	12" LED Countdown Ped Signal Module with Housing	2	EA	\$ 650.00	\$ 1,300.00
---	Pedestrian Push Button Sign	0	EA	\$ 150.00	\$ -
---	Remove Pedestrian Push Button Sign	0	EA	\$ 50.00	\$ -
---	Repave Roadway	1	LS	\$ 5,000.00	\$ 5,000.00
---	Fix Ponding	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

<input checked="" type="checkbox"/> No Design Completed	Subtotal:	\$ 21,414.00
<input type="checkbox"/> Preliminary Design	Engineering: (% +/-)	15% \$ 3,251.14
<input type="checkbox"/> Final Design	Contingency: (% +/-)	20% \$ 4,334.86
	Estimated Project Cost:	\$ 29,000.00

Project Location

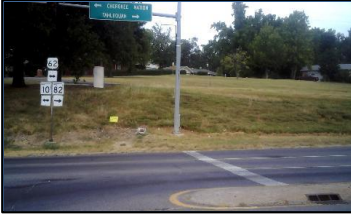


Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	Dangerous	Good	Good	N/A	Repave roadway and install crosswalk pavement markings
Path of travel running slope is greater than 5%	NC	NC	NC	N/A	
Path of travel cross slope is greater than 5%				N/A	
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	Install crosswalk pavement markings
Crosswalk striping condition	None	None	None	N/A	

Curb Ramp Issues	Curb Ramp ID ('z' or 'i' in ramp label indicates no existing ramp)						Recommendations	
	1z	2i	2z	3i	3z	4z		
Curb ramp does not exist and is needed	X	X	X	X	X	X	Install curb ramp; see shapefile for median improvement	
Curb ramp does not land in crosswalk								
No 4' x 4' clear space at base of curb ramp								
Curbed side is not 90° or has traversable adjacent surface								
Flare cross slope is greater than 10%								
Curb ramp running slope is greater than 8.33%								
Blended transition running slope is greater than 5%								
Cut-thru ramp running slope is greater than 5%								
Curb ramp cross slope is greater than 2%								
Cut-thru ramp cross slope is greater than 5%								
Curb ramp width is less than 48"								
Cut-thru ramp width is less than 60"								
Permanent obstruction (>0.25") in curb ramp/landing/flares								
Temporary obstruction (>0.25") in curb ramp/landing/flares								
No textured surface at base of curb ramp								
No color contrast at base of curb ramp								
Landing area does not exist and is needed								
Landing area is less than 5' x 5' or slopes greater than 2%								
Missing or no pedestrian push buttons	X					X		Install push button pole and APS push buttons
Pedestrian push button is offset more than 5' from the nearest crosswalk edge								
Pedestrian push button offset more than 10' from curb face								
Pedestrian push button is not parallel to crosswalk								
Pedestrian push button height is greater than 48"								
Pedestrian push button diameter is not 2"								
Pedestrian push button sign does not exist								
Pedestrian push button sign is not MUTCD approved								
Clear floor space does not exist and is needed	X					X	Install clear floor space	
Clear floor space for pedestrian push button is less than 30" x 48" or has a slope greater than 2%								
Missing or no pedestrian signal heads	X					X	Install countdown pedestrian signal head	
Curb ramp transition onto roadway is greater than 0.25"								
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%								
Ponding occurs at base of curb ramp								

NC = Not Collected



Corner 1 No Ramp (1z)



Island 2 No Ramp (2i)



Corner 2 No Ramp (2z)



Island 3 No Ramp (3i)



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

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Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	90	SY	\$ 50.00	\$ 4,500.00
610(I)-4610	Tactile Warning Device - New	80	SF	\$ 25.00	\$ 2,000.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
---	Push Button Pole	8	EA	\$ 1,200.00	\$ 9,600.00
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	566	LF	\$ 6.00	\$ 3,396.00
---	Pedestrian Push Button (APS)	8	EA	\$ 1,200.00	\$ 9,600.00
---	Removal of Pedestrian Push Buttons	0	EA	\$ 50.00	\$ -
---	Relocate Pedestrian Push Button	0	EA	\$ 300.00	\$ -
---	12" LED Countdown Ped Signal Module with Housing	8	EA	\$ 650.00	\$ 5,200.00
---	Pedestrian Push Button Sign	0	EA	\$ 150.00	\$ -
---	Remove Pedestrian Push Button Sign	0	EA	\$ 50.00	\$ -
---	Repave Roadway	2	LS	\$ 5,000.00	\$ 10,000.00
---	Fix Ponding	0	LS	\$ 2,000.00	\$ -
---	Fix Curb Ramp Transition	0	LS	\$ 2,000.00	\$ -
---	Median Nose Modification	0	LS	\$ 5,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Fix Curb Ramp Counter Slope	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

- No Design Completed
- Preliminary Design
- Final Design

Subtotal:	\$	44,296.00
Engineering: (% +/-)	15%	\$ 6,730.29
Contingency: (% +/-)	20%	\$ 8,973.71
Estimated Project Cost:	\$	60,000.00

Project Location

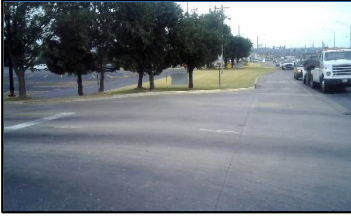


Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	Dangerous	Good	Good	Poor	Repave roadway and install crosswalk pavement markings
Path of travel running slope is greater than 5%	NC	NC	NC	NC	
Path of travel cross slope is greater than 5%					
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	Install crosswalk pavement markings
Crosswalk striping condition	None	None	None	None	

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1z	2z	3z	4z	
Curb ramp does not exist and is needed	X	X	X	X	Install curb ramp; see shapefile for median improvement
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curb side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%					
Curb ramp running slope is greater than 8.33%					
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%					
Cut-thru ramp cross slope is greater than 5%					
Curb ramp width is less than 48"					
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25") in curb ramp/landing/flares					
Temporary obstruction (>0.25") in curb ramp/landing/flares					
No textured surface at base of curb ramp					
No color contrast at base of curb ramp					
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%					
Missing or no pedestrian push buttons	X	X	X	X	Install push button pole and APS push buttons
Pedestrian push button is offset more than 5' from the nearest crosswalk edge					
Pedestrian push button offset more than 10' from curb face					
Pedestrian push button is not parallel to crosswalk					
Pedestrian push button height is greater than 48"					
Pedestrian push button diameter is not 2"					
Pedestrian push button sign does not exist					
Pedestrian push button sign is not MUTCD approved					
Clear floor space does not exist and is needed	X	X	X	X	Install clear floor space
Clear floor space for pedestrian push button is less than 30" x 48" or has a slope greater than 2%					
Missing or no pedestrian signal heads	X	X	X	X	Install countdown pedestrian signal head
Curb ramp transition onto roadway is greater than 0.25"					
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
Ponding occurs at base of curb ramp					

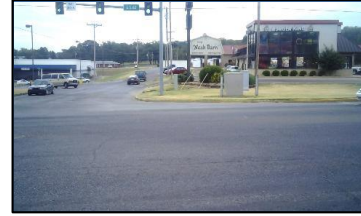
NC = Not Collected



Corner 1 No Ramp (1z)



Corner 2 No Ramp (2z)



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, 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: Oklahoma Department of Transportation Date: 7/28/16
 Program: ADA Self-Evaluation and Transition Plan Prepared By: CMP
 KHA No.: 051279001 Checked By: EPE

Corridor: - GPS ID: 11045
 Project Name: Intersection of State Hwy 82 / State Hwy 10 / US Hwy 62 and E Willis Rd Division: 1
 City: Tahlequah

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	4	CY	\$ 5.50	\$ 22.00
609(A)-0300	Concrete Curb (6" Barrier-Integral)	36	LF	\$ 7.00	\$ 252.00
610(A)-0602	4" Concrete Sidewalk	95	SY	\$ 50.00	\$ 4,750.00
610(I)-4610	Tactile Warning Device - New	100	SF	\$ 25.00	\$ 2,500.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	33	SY	\$ 12.00	\$ 396.00
---	Push Button Pole	6	EA	\$ 1,200.00	\$ 7,200.00
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	500	LF	\$ 6.00	\$ 3,000.00
---	Pedestrian Push Button (APS)	4	EA	\$ 1,200.00	\$ 4,800.00
---	Removal of Pedestrian Push Buttons	0	EA	\$ 50.00	\$ -
---	Relocate Pedestrian Push Button	2	EA	\$ 300.00	\$ 600.00
---	12" LED Countdown Ped Signal Module with Housing	4	EA	\$ 650.00	\$ 2,600.00
---	Pedestrian Push Button Sign	2	EA	\$ 150.00	\$ 300.00
---	Remove Pedestrian Push Button Sign	2	EA	\$ 50.00	\$ 100.00
---	Repave Roadway	3	LS	\$ 5,000.00	\$ 15,000.00
---	Fix Ponding	0	LS	\$ 2,000.00	\$ -
---	Fix Curb Ramp Transition	0	LS	\$ 2,000.00	\$ -
---	Median Nose Modification	0	LS	\$ 5,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Fix Curb Ramp Counter Slope	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

- No Design Completed
- Preliminary Design
- Final Design

Subtotal:	\$	41,520.00
Engineering: (% +/-)	15%	\$ 6,634.29
Contingency: (% +/-)	20%	\$ 8,845.71
Estimated Project Cost:	\$	57,000.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	Poor	Poor	Dangerous	Good	Repave roadway and install crosswalk pavement markings
Path of travel running slope is greater than 5%	NC	NC	NC	NC	
Path of travel cross slope is greater than 5%					
Crosswalk width is less than 6'	N/A	N/A	N/A		Install crosswalk pavement markings
Crosswalk striping condition	None	None	None	Worn	

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1A	2l	2z	3z	
Curb ramp does not exist and is needed		X	X	X	Install curb ramp; see shapefile for median improvement
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curbed side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%				X	Remove and replace curb ramp
Curb ramp running slope is greater than 8.33%				X	
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%	X			X	
Cut-thru ramp cross slope is greater than 5%					
Curb ramp width is less than 48"					
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25") in curb ramp/landing/flares					
Temporary obstruction (>0.25") in curb ramp/landing/flares					
No textured surface at base of curb ramp	X			X	For intersection ramps and commercial driveway ramps, install color truncated domes
No color contrast at base of curb ramp	X			X	
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%	X			X	Remove and replace landing area
Missing or no pedestrian push buttons	X		X	X	
Pedestrian push button is offset more than 5' from the nearest crosswalk edge	X				Install push button pole and relocate pedestrian push buttons
Pedestrian push button offset more than 10' from curb face	X			X	
Pedestrian push button is not parallel to crosswalk					
Pedestrian push button height is greater than 48"					
Pedestrian push button diameter is not 2"					
Pedestrian push button sign does not exist					
Pedestrian push button sign is not MUTCD approved	X			X	Remove and replace pedestrian push button sign
Clear floor space does not exist and is needed	X		X	X	
Clear floor space for pedestrian push button is less than 30" x 48" or has a slope greater than 2%					
Missing or no pedestrian signal heads	X		X	X	Install countdown pedestrian signal head
Curb ramp transition onto roadway is greater than 0.25"					
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%	NC			NC	
Ponding occurs at base of curb ramp					

NC = Not Collected



Ramp 1A



Island 2 No Ramp (2z)



Corner 2 No Ramp (2z)



Corner 3 No Ramp (3z)



Ramp 4A

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Client: Oklahoma Department of Transportation Date: 7/28/16
 Program: ADA Self-Evaluation and Transition Plan Prepared By: CMP
 KHA No.: 051279001 Checked By: EPE

Corridor: - GPS ID: 11098
 Project Name: Intersection of State Hwy 51 and S Dewey Ave Division: 1
 City: Wagoner

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	193	SY	\$ 50.00	\$ 9,650.00
610(I)-4610	Tactile Warning Device - New	160	SF	\$ 25.00	\$ 4,000.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
---	Push Button Pole	8	EA	\$ 1,200.00	\$ 9,600.00
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	558	LF	\$ 6.00	\$ 3,348.00
---	Pedestrian Push Button (APS)	8	EA	\$ 1,200.00	\$ 9,600.00
---	Removal of Pedestrian Push Buttons	0	EA	\$ 50.00	\$ -
---	Relocate Pedestrian Push Button	0	EA	\$ 300.00	\$ -
---	12" LED Countdown Ped Signal Module with Housing	0	EA	\$ 650.00	\$ 5,200.00
---	Pedestrian Push Button Sign	0	EA	\$ 150.00	\$ -
---	Remove Pedestrian Push Button Sign	0	EA	\$ 50.00	\$ -
---	Repave Roadway	0	LS	\$ 5,000.00	\$ -
---	Fix Ponding	0	LS	\$ 2,000.00	\$ -
---	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

<input checked="" type="checkbox"/> No Design Completed	Subtotal:	\$ 41,398.00
<input type="checkbox"/> Preliminary Design	Engineering: (% +/-)	15% \$ 6,258.00
<input type="checkbox"/> Final Design	Contingency: (% +/-)	20% \$ 8,344.00
	Estimated Project Cost:	\$ 56,000.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	Good	Good	Good	Good	
Path of travel running slope is greater than 5%	NC	NC	NC	NC	
Path of travel cross slope is greater than 5%					
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' or 'i' in ramp label indicates no existing ramp)								Recommendations
	1z	1i	2z	2i	3z	3i	4z	4i	
Curb ramp does not exist and is needed	X	X	X	X	X	X	X	X	Install curb ramp; see shapefile for median improvement
Curb ramp does not land in crosswalk									
No 4' x 4' clear space at base of curb ramp									
Curbed side is not 90° or has traversable adjacent surface									
Flare cross slope is greater than 10%									
Curb ramp running slope is greater than 8.33%									
Blended transition running slope is greater than 5%									
Cut-thru ramp running slope is greater than 5%									
Curb ramp cross slope is greater than 2%									
Cut-thru ramp cross slope is greater than 5%									
Curb ramp width is less than 48"									
Cut-thru ramp width is less than 60"									
Permanent obstruction (>0.25") in curb ramp/landing/flares									
Temporary obstruction (>0.25") in curb ramp/landing/flares									
No textured surface at base of curb ramp									
No color contrast at base of curb ramp									
Landing area does not exist and is needed									
Landing area is less than 5' x 5' or slopes greater than 2%									
Missing or no pedestrian push buttons	X		X		X		X		Install push button pole and APS push buttons
Pedestrian push button is offset more than 5' from the nearest crosswalk edge									
Pedestrian push button offset more than 10' from curb face									
Pedestrian push button is not parallel to crosswalk									
Pedestrian push button height is greater than 48"									
Pedestrian push button diameter is not 2"									
Pedestrian push button sign does not exist									
Pedestrian push button sign is not MUTCD approved									
Clear floor space does not exist and is needed	X		X		X		X		Install clear floor space
Clear floor space for pedestrian push button is less than 30" x 48" or has a slope greater than 2%									
Missing or no pedestrian signal heads	X		X		X		X		Install countdown pedestrian signal head
Curb ramp transition onto roadway is greater than 0.25"									
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%									
Ponding occurs at base of curb ramp									

NC = Not Collected



Corner 1 No Ramp (1z)



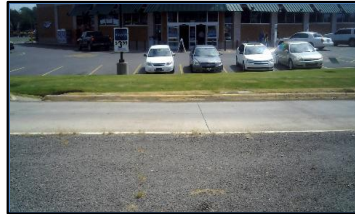
Island 1 No Ramp (1i)



Corner 2 No Ramp (2z)



Island 2 No Ramp (2i)



Corner 3 No Ramp (3z)



Island 3 No Ramp (3i)



Corner 4 No Ramp (4z)



Island 4 No Ramp (4i)

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, 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: Oklahoma Department of Transportation Date: 7/28/16
 Program: ADA Self-Evaluation and Transition Plan Prepared By: CMP
 KHA No.: 051279001 Checked By: EPE

Corridor: - GPS ID: 11114
 Project Name: Intersection of State Hwy 51 and S Main St Division: 1
 City: Wagoner

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	145	SY	\$ 50.00	\$ 7,250.00
610(I)-4610	Tactile Warning Device - New	80	SF	\$ 25.00	\$ 2,000.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	143	SY	\$ 12.00	\$ 1,716.00
---	Push Button Pole	3	EA	\$ 1,200.00	\$ 3,600.00
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	560	LF	\$ 6.00	\$ 3,360.00
---	Pedestrian Push Button (APS)	8	EA	\$ 1,200.00	\$ 9,600.00
---	Removal of Pedestrian Push Buttons	8	EA	\$ 50.00	\$ 400.00
---	Relocate Pedestrian Push Button	0	EA	\$ 300.00	\$ -
---	12" LED Countdown Ped Signal Module with Housing	0	EA	\$ 650.00	\$ -
---	Pedestrian Push Button Sign	0	EA	\$ 150.00	\$ -
---	Remove Pedestrian Push Button Sign	0	EA	\$ 50.00	\$ -
---	Repave Roadway	0	LS	\$ 5,000.00	\$ -
---	Fix Ponding	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	\$ -

Basis for Cost Projection

- No Design Completed
- Preliminary Design
- Final Design

Subtotal:	\$	37,926.00
Engineering: (% +/-)	15%	\$ 6,031.71
Contingency: (% +/-)	20%	\$ 8,042.29
Estimated Project Cost:	\$	52,000.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	Good	Good	Good	Good	
Path of travel running slope is greater than 5%	NC	NC	NC	NC	
Path of travel cross slope is greater than 5%					
Crosswalk width is less than 6'					
Crosswalk striping condition	Worn	Worn	Worn	Worn	Remove and replace crosswalk pavement markings

Curb Ramp Issues	Curb Ramp ID ('z' or 'i' in ramp label indicates no existing ramp)								Recommendations
	1A	1B	2A	2B	3A	3B	4A	4B	
Curb ramp does not exist and is needed									
Curb ramp does not land in crosswalk									
No 4' x 4' clear space at base of curb ramp									
Curb ramp cross slope is greater than 5%									
Flare cross slope is greater than 10%	X	X			X	X	X	X	
Curb ramp running slope is greater than 8.33%	X	X	X	X	X	X	X	X	
Blended transition running slope is greater than 5%									
Cut-thru ramp running slope is greater than 5%									
Curb ramp cross slope is greater than 2%	X							X	Remove and replace curb ramp
Cut-thru ramp cross slope is greater than 5%									
Curb ramp width is less than 48"	X	X						X	
Cut-thru ramp width is less than 60"									
Permanent obstruction (>0.25") in curb ramp/landing/flares	X	X						X	
Temporary obstruction (>0.25") in curb ramp/landing/flares									
No textured surface at base of curb ramp	X	X	X	X	X	X	X	X	For intersection ramps and commercial driveway ramps, install color truncated domes
No color contrast at base of curb ramp	X	X	X	X	X	X	X	X	
Landing area does not exist and is needed									
Landing area is less than 5' x 5' or slopes greater than 2%	X	X			X	X	X		Remove and replace landing area
Missing or no pedestrian push buttons									
Pedestrian push button is offset more than 5' from the nearest crosswalk edge									Install push button pole and relocate pedestrian push buttons
Pedestrian push button offset more than 10' from curb face	X		X					X	
Pedestrian push button is not parallel to crosswalk									
Pedestrian push button height is greater than 48"									
Pedestrian push button diameter is not 2"	X	X	X	X	X	X	X	X	Remove PBs and replace with APS push buttons
Pedestrian push button sign does not exist									
Pedestrian push button sign is not MUTCD approved									
Clear floor space does not exist and is needed					X				Install clear floor space
Clear floor space for pedestrian push button is less than 30" x 48" or has a slope greater than 2%	X		X			X		X	Remove and replace clear floor space
Missing or no pedestrian signal heads									
Curb ramp transition onto roadway is greater than 0.25"					X				Fix curb ramp transition
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%	NC	NC	NC	NC	NC	NC	NC	NC	
Ponding occurs at base of curb ramp	X	X	X	X	X	X	X	X	Fix ponding

NC = Not Collected



Ramp 1A



Ramp 1B



Ramp 2A



Ramp 2B



Ramp 3A



Ramp 3B



Ramp 4A



Ramp 4B

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Client: Oklahoma Department of Transportation Date: 7/28/16
 Program: ADA Self-Evaluation and Transition Plan Prepared By: CMP
 KHA No.: 051279001 Checked By: EPE

Corridor: - GPS ID: 11115
 Project Name: Intersection of State Hwy 51 and N Casaver Ave Division: 1
 City: Wagoner

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	141	SY	\$ 50.00	\$ 7,050.00
610(I)-4610	Tactile Warning Device - New	80	SF	\$ 25.00	\$ 2,000.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	137	SY	\$ 12.00	\$ 1,644.00
---	Push Button Pole	3	EA	\$ 1,200.00	\$ 3,600.00
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	158	LF	\$ 6.00	\$ 948.00
---	Pedestrian Push Button (APS)	0	EA	\$ 1,200.00	\$ -
---	Removal of Pedestrian Push Buttons	0	EA	\$ 50.00	\$ -
---	Relocate Pedestrian Push Button	0	EA	\$ 300.00	\$ 900.00
---	12" LED Countdown Ped Signal Module with Housing	0	EA	\$ 650.00	\$ -
---	Pedestrian Push Button Sign	8	EA	\$ 150.00	\$ 1,200.00
---	Remove Pedestrian Push Button Sign	8	EA	\$ 50.00	\$ 400.00
---	Repave Roadway	2	LS	\$ 5,000.00	\$ 10,000.00
---	Fix Ponding	2	LS	\$ 2,000.00	\$ 8,000.00
---	Fix Curb Ramp Transition	2	LS	\$ 2,000.00	\$ 4,000.00
---	Median Nose Modification	0	LS	\$ 5,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Fix Curb Ramp Counter Slope	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

- No Design Completed
- Preliminary Design
- Final Design

Subtotal:	\$	39,742.00
Engineering: (% +/-)	15%	\$ 6,110.57
Contingency: (% +/-)	20%	\$ 8,147.43
Estimated Project Cost:	\$	54,000.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	Dangerous	Good	Dangerous	Good	Repave roadway and install crosswalk pavement markings
Path of travel running slope is greater than 5%	NC	NC	NC	NC	
Path of travel cross slope is greater than 5%					
Crosswalk width is less than 6'					Remove and replace crosswalk pavement markings
Crosswalk striping condition	Worn	Good	Worn	Good	

Curb Ramp Issues	Curb Ramp ID ('z' or 'i' in ramp label indicates no existing ramp)								Recommendations
	1A	1B	2A	2B	3A	3B	4A	4B	
Curb ramp does not exist and is needed									Remove and replace curb ramp
Curb ramp does not land in crosswalk									
No 4' x 4' clear space at base of curb ramp									
Curbed side is not 90° or has traversable adjacent surface									
Flare cross slope is greater than 10%	X	X	X	X	X	X	X	X	
Curb ramp running slope is greater than 8.33%	X		X	X	X	X	X	X	
Blended transition running slope is greater than 5%									
Cut-thru ramp running slope is greater than 5%									
Curb ramp cross slope is greater than 2%			X		X	X	X	X	
Cut-thru ramp cross slope is greater than 5%									
Curb ramp width is less than 48"	X	X			X	X	X	X	
Cut-thru ramp width is less than 60"									
Permanent obstruction (>0.25") in curb ramp/landing/flares	X	X	X	X	X	X	X	X	
Temporary obstruction (>0.25") in curb ramp/landing/flares									
No textured surface at base of curb ramp	X	X	X	X	X	X	X	X	
No color contrast at base of curb ramp	X	X	X	X	X	X	X	X	
Landing area does not exist and is needed									
Landing area is less than 5' x 5' or slopes greater than 2%	X		X	X	X	X	X	X	
Missing or no pedestrian push buttons									
Pedestrian push button is offset more than 5' from the nearest crosswalk edge									
Pedestrian push button offset more than 10' from curb face		X	X					X	
Pedestrian push button is not parallel to crosswalk									
Pedestrian push button height is greater than 48"									
Pedestrian push button diameter is not 2"									
Pedestrian push button sign does not exist									
Pedestrian push button sign is not MUTCD approved	X	X	X	X	X	X	X	X	
Clear floor space does not exist and is needed							X		
Clear floor space for pedestrian push button is less than 30" x 48" or has a slope greater than 2%			X	X	X			X	
Missing or no pedestrian signal heads									
Curb ramp transition onto roadway is greater than 0.25"							X	X	
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%	NC	NC	NC	NC	NC	NC	NC	NC	
Ponding occurs at base of curb ramp	X	X		X				X	

NC = Not Collected



Ramp 1A



Ramp 1B



Ramp 2A



Ramp 2B



Ramp 3A



Ramp 3B



Ramp 4A



Ramp 4B

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Client: Oklahoma Department of Transportation Date: 7/28/16
 Program: ADA Self-Evaluation and Transition Plan Prepared By: CMP
 KHA No.: 051279001 Checked By: EPE

Corridor: - GPS ID: 11122
 Project Name: Intersection of State Hwy 51 (W Cherokee St) and State Hwy 51 (S McQuarrie Ave) Division: 1
 City: Wagoner

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	38	SY	\$ 50.00	\$ 1,900.00
610(I)-4610	Tactile Warning Device - New	30	SF	\$ 25.00	\$ 750.00
610(I)-4615	Tactile Warning Device - Retrofit	10	SF	\$ 60.00	\$ 600.00
619(B)-4792	Removal of Sidewalk	29	SY	\$ 12.00	\$ 348.00
---	Push Button Pole	4	EA	\$ 1,200.00	\$ 4,800.00
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	206	LF	\$ 6.00	\$ 1,236.00
---	Pedestrian Push Button (APS)	4	EA	\$ 1,200.00	\$ 4,800.00
---	Removal of Pedestrian Push Buttons	0	EA	\$ 50.00	\$ -
---	Relocate Pedestrian Push Button	0	EA	\$ 300.00	\$ -
---	12" LED Countdown Ped Signal Module with Housing	4	EA	\$ 650.00	\$ 2,600.00
---	Pedestrian Push Button Sign	0	EA	\$ 150.00	\$ -
---	Remove Pedestrian Push Button Sign	0	EA	\$ 50.00	\$ -
---	Repave Roadway	1	LS	\$ 5,000.00	\$ 5,000.00
---	Fix Ponding	1	LS	\$ 2,000.00	\$ 2,000.00
---	Fix Curb Ramp Transition	0	LS	\$ 2,000.00	\$ -
---	Median Nose Modification	0	LS	\$ 5,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Fix Curb Ramp Counter Slope	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection		Subtotal:	\$	19,034.00
<input checked="" type="checkbox"/>	No Design Completed	Engineering: (% +/-)	15%	\$ 2,985.43
<input type="checkbox"/>	Preliminary Design	Contingency: (% +/-)	20%	\$ 3,980.57
<input type="checkbox"/>	Final Design	Estimated Project Cost:		\$ 26,000.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	N/A	Good	Good	N/A	
Path of travel running slope is greater than 5%	N/A	NC	NC	N/A	
Path of travel cross slope is greater than 5%	N/A			N/A	
Crosswalk width is less than 6'	N/A		N/A	N/A	
Crosswalk striping condition	N/A	Worn	None	N/A	Remove and replace crosswalk pavement markings

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)				Recommendations
	2A	3A	3B	4A	
Curb ramp does not exist and is needed					
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curb ramp side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%	X		X	X	
Curb ramp running slope is greater than 8.33%			X	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 5%					
Curb ramp width is less than 48"					
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25") in curb ramp/landing/flares					
Temporary obstruction (>0.25") in curb ramp/landing/flares					
No textured surface at base of curb ramp	X	X	X	X	
No color contrast at base of curb ramp	X	X	X	X	
Landing area does not exist and is needed	X				
Landing area is less than 5' x 5' or slopes greater than 2%		X	X	X	
Missing or no pedestrian push buttons	X	X	X	X	
Pedestrian push button is offset more than 5' from the nearest crosswalk edge					
Pedestrian push button offset more than 10' from curb face					
Pedestrian push button is not parallel to crosswalk					
Pedestrian push button height is greater than 48"					
Pedestrian push button diameter is not 2"					
Pedestrian push button sign does not exist					
Pedestrian push button sign is not MUTCD approved					
Clear floor space does not exist and is needed	X	X	X	X	
Clear floor space for pedestrian push button is less than 30" x 48" or has a slope greater than 2%					
Missing or no pedestrian signal heads	X	X	X	X	
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%	NC	NC	NC	NC	
Ponding occurs at base of curb ramp				X	

NC = Not Collected



Ramp 2A



Ramp 3A



Ramp 3B



Ramp 4A

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Client: Oklahoma Department of Transportation Date: 7/28/16
 Program: ADA Self-Evaluation and Transition Plan Prepared By: CMP
 KHA No.: 051279001 Checked By: EPE

Corridor: - GPS ID: 11138
 Project Name: Intersection of US Hwy 69 and E0690 Rd Division: 1
 City: Wagoner

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	50	SY	\$ 50.00	\$ 2,500.00
610(I)-4610	Tactile Warning Device - New	40	SF	\$ 25.00	\$ 1,000.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
---	Push Button Pole	8	EA	\$ 1,200.00	\$ 9,600.00
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	673	LF	\$ 6.00	\$ 4,038.00
---	Pedestrian Push Button (APS)	8	EA	\$ 1,200.00	\$ 9,600.00
---	Removal of Pedestrian Push Buttons	0	EA	\$ 50.00	\$ -
---	Relocate Pedestrian Push Button	0	EA	\$ 300.00	\$ -
---	12" LED Countdown Ped Signal Module with Housing	8	EA	\$ 650.00	\$ 5,200.00
---	Pedestrian Push Button Sign	0	EA	\$ 150.00	\$ -
---	Remove Pedestrian Push Button Sign	0	EA	\$ 50.00	\$ -
---	Repave Roadway	3	LS	\$ 5,000.00	\$ 15,000.00
---	Fix Ponding	0	LS	\$ 2,000.00	\$ -
---	Fix Curb Ramp Transition	0	LS	\$ 2,000.00	\$ -
---	Median Nose Modification	0	LS	\$ 5,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Fix Curb Ramp Counter Slope	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

<input checked="" type="checkbox"/> No Design Completed	Subtotal:	\$ 46,938.00
<input type="checkbox"/> Preliminary Design	Engineering: (% +/-)	15% \$ 7,312.29
<input type="checkbox"/> Final Design	Contingency: (% +/-)	20% \$ 9,749.71
	Estimated Project Cost:	\$ 64,000.00

Project Location



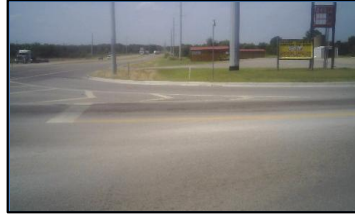
Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	Dangerous	Good	Dangerous	Dangerous	Repave roadway and install crosswalk pavement markings
Path of travel running slope is greater than 5%					
Path of travel cross slope is greater than 5%					
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	Install crosswalk pavement markings
Crosswalk striping condition	None	None	None	None	

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1z	2z	3z	4z	
Curb ramp does not exist and is needed		X	X		Install curb ramp; see shapefile for median improvement
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curb ramp side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%					
Curb ramp running slope is greater than 8.33%					
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%					
Cut-thru ramp cross slope is greater than 5%					
Curb ramp width is less than 48"					
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25") in curb ramp/landing/flares					
Temporary obstruction (>0.25") in curb ramp/landing/flares					
No textured surface at base of curb ramp					
No color contrast at base of curb ramp					
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%					
Missing or no pedestrian push buttons	X	X	X	X	Install push button pole and APS push buttons
Pedestrian push button is offset more than 5' from the nearest crosswalk edge					
Pedestrian push button offset more than 10' from curb face					
Pedestrian push button is not parallel to crosswalk					
Pedestrian push button height is greater than 48"					
Pedestrian push button diameter is not 2"					
Pedestrian push button sign does not exist					
Pedestrian push button sign is not MUTCD approved					
Clear floor space does not exist and is needed	X	X	X	X	Install clear floor space
Clear floor space for pedestrian push button is less than 30" x 48" or has a slope greater than 2%					
Missing or no pedestrian signal heads	X	X	X	X	Install countdown pedestrian signal head
Curb ramp transition onto roadway is greater than 0.25"					
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
Ponding occurs at base of curb ramp					



Corner 1 No Ramp (1z)



Corner 2 No Ramp (2z)



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, 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: Oklahoma Department of Transportation Date: 7/28/16
 Program: ADA Self-Evaluation and Transition Plan Prepared By: CMP
 KHA No.: 051279001 Checked By: EPE

Corridor: - GPS ID: 11156
 Project Name: Intersection of US Hwy 69 and SW 15th St Division: 1
 City: Wagoner

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	9	SY	\$ 50.00	\$ 450.00
610(I)-4610	Tactile Warning Device - New	0	SF	\$ 25.00	\$ -
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
---	Push Button Pole	8	EA	\$ 1,200.00	\$ 9,600.00
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	680	LF	\$ 6.00	\$ 4,080.00
---	Pedestrian Push Button (APS)	8	EA	\$ 1,200.00	\$ 9,600.00
---	Removal of Pedestrian Push Buttons	0	EA	\$ 50.00	\$ -
---	Relocate Pedestrian Push Button	0	EA	\$ 300.00	\$ -
---	12" LED Countdown Ped Signal Module with Housing	0	EA	\$ 650.00	\$ 5,200.00
---	Pedestrian Push Button Sign	0	EA	\$ 150.00	\$ -
---	Remove Pedestrian Push Button Sign	0	EA	\$ 50.00	\$ -
---	Repave Roadway	4	LS	\$ 5,000.00	\$ 20,000.00
---	Fix Ponding	0	LS	\$ 2,000.00	\$ -
---	Fix Curb Ramp Transition	0	LS	\$ 2,000.00	\$ -
---	Median Nose Modification	0	LS	\$ 5,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Fix Curb Ramp Counter Slope	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection	Subtotal:	\$ 48,930.00
<input checked="" type="checkbox"/> No Design Completed	Engineering: (% +/-)	15% \$ 7,744.29
<input type="checkbox"/> Preliminary Design	Contingency: (% +/-)	20% \$ 10,325.71
<input type="checkbox"/> Final Design	Estimated Project Cost:	\$ 67,000.00

Project Location

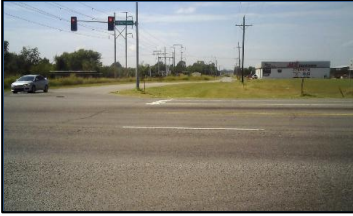


Field Observations

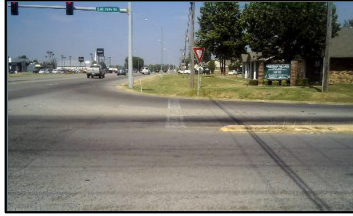
Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	Dangerous	Dangerous	Dangerous	Dangerous	Repave roadway and install crosswalk pavement markings
Path of travel running slope is greater than 5%	NC	NC	NC	NC	
Path of travel cross slope is greater than 5%					
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	Install crosswalk pavement markings
Crosswalk striping condition	None	None	None	None	

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1z	2z	3z	4z	
Curb ramp does not exist and is needed					
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curb side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%					
Curb ramp running slope is greater than 8.33%					
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%					
Cut-thru ramp cross slope is greater than 5%					
Curb ramp width is less than 48"					
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25") in curb ramp/landing/flares					
Temporary obstruction (>0.25") in curb ramp/landing/flares					
No textured surface at base of curb ramp					
No color contrast at base of curb ramp					
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%					
Missing or no pedestrian push buttons	X	X	X	X	Install push button pole and APS push buttons
Pedestrian push button is offset more than 5' from the nearest crosswalk edge					
Pedestrian push button offset more than 10' from curb face					
Pedestrian push button is not parallel to crosswalk					
Pedestrian push button height is greater than 48"					
Pedestrian push button diameter is not 2"					
Pedestrian push button sign does not exist					
Pedestrian push button sign is not MUTCD approved					
Clear floor space does not exist and is needed	X	X	X	X	Install clear floor space
Clear floor space for pedestrian push button is less than 30" x 48" or has a slope greater than 2%					
Missing or no pedestrian signal heads	X	X	X	X	Install countdown pedestrian signal head
Curb ramp transition onto roadway is greater than 0.25"					
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
Ponding occurs at base of curb ramp					

NC = Not Collected



Corner 1 No Ramp (1z)



Corner 2 No Ramp (2z)



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Client: Oklahoma Department of Transportation Date: 7/28/16
 Program: ADA Self-Evaluation and Transition Plan Prepared By: CMP
 KHA No.: 051279001 Checked By: EPE

Corridor: - GPS ID: 11216
 Project Name: Intersection of US Hwy 59 and E0705 Rd Division: 1
 City: Westville

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	9	SY	\$ 50.00	\$ 450.00
610(I)-4610	Tactile Warning Device - New	0	SF	\$ 25.00	\$ -
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
---	Push Button Pole	8	EA	\$ 1,200.00	\$ 9,600.00
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	470	LF	\$ 6.00	\$ 2,820.00
---	Pedestrian Push Button (APS)	8	EA	\$ 1,200.00	\$ 9,600.00
---	Removal of Pedestrian Push Buttons	0	EA	\$ 50.00	\$ -
---	Relocate Pedestrian Push Button	0	EA	\$ 300.00	\$ -
---	12" LED Countdown Ped Signal Module with Housing	8	EA	\$ 650.00	\$ 5,200.00
---	Pedestrian Push Button Sign	0	EA	\$ 150.00	\$ -
---	Remove Pedestrian Push Button Sign	0	EA	\$ 50.00	\$ -
---	Repave Roadway	4	LS	\$ 5,000.00	\$ 20,000.00
---	Fix Ponding	0	LS	\$ 2,000.00	\$ -
---	Fix Curb Ramp Transition	0	LS	\$ 2,000.00	\$ -
---	Median Nose Modification	0	LS	\$ 5,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Fix Curb Ramp Counter Slope	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

<input checked="" type="checkbox"/> No Design Completed	Subtotal:	\$ 47,670.00
<input type="checkbox"/> Preliminary Design	Engineering: (% +/-)	15% \$ 7,427.14
<input type="checkbox"/> Final Design	Contingency: (% +/-)	20% \$ 9,902.86
	Estimated Project Cost:	\$ 65,000.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	Dangerous	Poor	Poor	Poor	Repave roadway and install crosswalk pavement markings
Path of travel running slope is greater than 5%	NC	NC	NC	NC	
Path of travel cross slope is greater than 5%					
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	Install crosswalk pavement markings
Crosswalk striping condition	None	None	None	None	

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1z	2z	3z	4z	
Curb ramp does not exist and is needed					
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curb side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%					
Curb ramp running slope is greater than 8.33%					
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%					
Cut-thru ramp cross slope is greater than 5%					
Curb ramp width is less than 48"					
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25") in curb ramp/landing/flares					
Temporary obstruction (>0.25") in curb ramp/landing/flares					
No textured surface at base of curb ramp					
No color contrast at base of curb ramp					
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%					
Missing or no pedestrian push buttons	X	X	X	X	Install push button pole and APS push buttons
Pedestrian push button is offset more than 5' from the nearest crosswalk edge					
Pedestrian push button offset more than 10' from curb face					
Pedestrian push button is not parallel to crosswalk					
Pedestrian push button height is greater than 48"					
Pedestrian push button diameter is not 2"					
Pedestrian push button sign does not exist					
Pedestrian push button sign is not MUTCD approved					
Clear floor space does not exist and is needed	X	X	X	X	Install clear floor space
Clear floor space for pedestrian push button is less than 30" x 48" or has a slope greater than 2%					
Missing or no pedestrian signal heads	X	X	X	X	Install countdown pedestrian signal head
Curb ramp transition onto roadway is greater than 0.25"					
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
Ponding occurs at base of curb ramp					

NC = Not Collected



Corner 1 No Ramp (1z)



Corner 2 No Ramp (2z)



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

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Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Client: Oklahoma Department of Transportation Date: 7/28/16
 Program: ADA Self-Evaluation and Transition Plan Prepared By: CMP
 KHA No.: 051279001 Checked By: EPE

Corridor: - GPS ID: 11218
 Project Name: Intersection of US Hwy 59 and US Hwy 62 Division: 1
 City: Westville

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	90	SY	\$ 50.00	\$ 4,500.00
610(I)-4610	Tactile Warning Device - New	80	SF	\$ 25.00	\$ 2,000.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
---	Push Button Pole	8	EA	\$ 1,200.00	\$ 9,600.00
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	562	LF	\$ 6.00	\$ 3,372.00
---	Pedestrian Push Button (APS)	8	EA	\$ 1,200.00	\$ 9,600.00
---	Removal of Pedestrian Push Buttons	0	EA	\$ 50.00	\$ -
---	Relocate Pedestrian Push Button	0	EA	\$ 300.00	\$ -
---	12" LED Countdown Ped Signal Module with Housing	0	EA	\$ 650.00	\$ 5,200.00
---	Pedestrian Push Button Sign	0	EA	\$ 150.00	\$ -
---	Remove Pedestrian Push Button Sign	0	EA	\$ 50.00	\$ -
---	Repave Roadway	1	LS	\$ 5,000.00	\$ 5,000.00
---	Fix Ponding	0	LS	\$ 2,000.00	\$ -
---	Fix Curb Ramp Transition	0	LS	\$ 2,000.00	\$ -
---	Median Nose Modification	2	LS	\$ 5,000.00	\$ 10,000.00
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Fix Curb Ramp Counter Slope	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

<input checked="" type="checkbox"/> No Design Completed	Subtotal:	\$ 49,272.00
<input type="checkbox"/> Preliminary Design	Engineering: (% +/-)	15% \$ 7,597.71
<input type="checkbox"/> Final Design	Contingency: (% +/-)	20% \$ 10,130.29
	Estimated Project Cost:	\$ 67,000.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	Good	Good	Good	Good	
Path of travel running slope is greater than 5%	NC	NC	NC	NC	
Path of travel cross slope is greater than 5%				X	
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	Install crosswalk pavement markings
Crosswalk striping condition	None	None	None	None	

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)						Recommendations
	Sz	Nz	1z	2z	3z	4z	
Curb ramp does not exist and is needed	X	X	X	X	X	X	Install curb ramp; see shapefile for median improvement
Curb ramp does not land in crosswalk							
No 4' x 4' clear space at base of curb ramp							
Curb ramp side is not 90° or has traversable adjacent surface							
Flare cross slope is greater than 10%							
Curb ramp running slope is greater than 8.33%							
Blended transition running slope is greater than 5%							
Cut-thru ramp running slope is greater than 5%							
Curb ramp cross slope is greater than 2%							
Cut-thru ramp cross slope is greater than 5%							
Curb ramp width is less than 48"							
Cut-thru ramp width is less than 60"							
Permanent obstruction (>0.25") in curb ramp/landing/flares							
Temporary obstruction (>0.25") in curb ramp/landing/flares							
No textured surface at base of curb ramp							
No color contrast at base of curb ramp							
Landing area does not exist and is needed							
Landing area is less than 5' x 5' or slopes greater than 2%							
Missing or no pedestrian push buttons		X	X	X	X		Install push button pole and APS push buttons
Pedestrian push button is offset more than 5' from the nearest crosswalk edge							
Pedestrian push button offset more than 10' from curb face							
Pedestrian push button is not parallel to crosswalk							
Pedestrian push button height is greater than 48"							
Pedestrian push button diameter is not 2"							
Pedestrian push button sign does not exist							
Pedestrian push button sign is not MUTCD approved							
Clear floor space does not exist and is needed		X	X	X	X		Install clear floor space
Clear floor space for pedestrian push button is less than 30" x 48" or has a slope greater than 2%							
Missing or no pedestrian signal heads		X	X	X	X		Install countdown pedestrian signal head
Curb ramp transition onto roadway is greater than 0.25"							
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%							
Ponding occurs at base of curb ramp							

NC = Not Collected



South Median No Ramp (Sz)



North Median No Ramp (Nz)



Corner 1 No Ramp (1z)



Corner 2 No Ramp (2z)



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Client: Oklahoma Department of Transportation Date: 7/28/16
 Program: ADA Self-Evaluation and Transition Plan Prepared By: CMP
 KHA No.: 051279001 Checked By: EPE

Corridor: - GPS ID: 90180
 Project Name: Intersection of US Hwy 75B and 6th St Division: 1
 City: Henryetta

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	77	SY	\$ 50.00	\$ 3,850.00
610(I)-4610	Tactile Warning Device - New	70	SF	\$ 25.00	\$ 1,750.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	72	SY	\$ 12.00	\$ 864.00
---	Push Button Pole	4	EA	\$ 1,200.00	\$ 4,800.00
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	526	LF	\$ 6.00	\$ 3,156.00
---	Pedestrian Push Button (APS)	8	EA	\$ 1,200.00	\$ 9,600.00
---	Removal of Pedestrian Push Buttons	8	EA	\$ 50.00	\$ 400.00
---	Relocate Pedestrian Push Button	0	EA	\$ 300.00	\$ -
---	12" LED Countdown Ped Signal Module with Housing	0	EA	\$ 650.00	\$ -
---	Pedestrian Push Button Sign	0	EA	\$ 150.00	\$ -
---	Remove Pedestrian Push Button Sign	0	EA	\$ 50.00	\$ -
---	Repave Roadway	4	LS	\$ 5,000.00	\$ 20,000.00
---	Fix Ponding	0	LS	\$ 2,000.00	\$ -
---	Fix Curb Ramp Transition	0	LS	\$ 2,000.00	\$ -
---	Median Nose Modification	0	LS	\$ 5,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Fix Curb Ramp Counter Slope	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection		Subtotal:	\$ 44,420.00
<input checked="" type="checkbox"/> No Design Completed		Engineering: (% +/-)	15% \$ 6,677.14
<input type="checkbox"/> Preliminary Design		Contingency: (% +/-)	20% \$ 8,902.86
<input type="checkbox"/> Final Design		Estimated Project Cost:	\$ 60,000.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	Dangerous	Dangerous	Dangerous	Dangerous	Repave roadway and install crosswalk pavement markings
Path of travel running slope is greater than 5%	NC	NC	NC	NC	
Path of travel cross slope is greater than 5%					
Crosswalk width is less than 6'	N/A	N/A	N/A		Install crosswalk pavement markings
Crosswalk striping condition	None	None	None	Worn	

Curb Ramp Issues	Curb Ramp ID ('z' or 'i' in ramp label indicates no existing ramp)								Recommendations
	1A	1B	2A	2B	3A	3B	4A	4B	
Curb ramp does not exist and is needed									
Curb ramp does not land in crosswalk									
No 4' x 4' clear space at base of curb ramp									
Curb side is not 90° or has traversable adjacent surface	X								
Flare cross slope is greater than 10%									
Curb ramp running slope is greater than 8.33%			X	X	X	X			
Blended transition running slope is greater than 5%									
Cut-thru ramp running slope is greater than 5%									
Curb ramp cross slope is greater than 2%			X		X		X		
Cut-thru ramp cross slope is greater than 5%									
Curb ramp width is less than 48"									
Cut-thru ramp width is less than 60"									
Permanent obstruction (>0.25") in curb ramp/landing/flares									
Temporary obstruction (>0.25") in curb ramp/landing/flares									
No textured surface at base of curb ramp			X	X	X	X			
No color contrast at base of curb ramp			X	X	X	X			
Landing area does not exist and is needed									
Landing area is less than 5' x 5' or slopes greater than 2%				X	X		X		
Missing or no pedestrian push buttons									
Pedestrian push button is offset more than 5' from the nearest crosswalk edge								X	
Pedestrian push button offset more than 10' from curb face		X		X		X		X	
Pedestrian push button is not parallel to crosswalk									
Pedestrian push button height is greater than 48"									
Pedestrian push button diameter is not 2"	X	X	X	X	X	X	X	X	
Pedestrian push button sign does not exist									
Pedestrian push button sign is not MUTCD approved									
Clear floor space does not exist and is needed	X		X	X	X				
Clear floor space for pedestrian push button is less than 30" x 48" or has a slope greater than 2%		X						X	X
Missing or no pedestrian signal heads									
Curb ramp transition onto roadway is greater than 0.25"									
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%	NC	NC	NC	NC	NC	NC	NC	NC	
Ponding occurs at base of curb ramp									

NC = Not Collected



Ramp 1A



Ramp 1B



Ramp 2A



Ramp 2B



Ramp 3A



Ramp 3B



Ramp 4A



Ramp 4B

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Client: Oklahoma Department of Transportation Date: 7/28/16
 Program: ADA Self-Evaluation and Transition Plan Prepared By: CMP
 KHA No.: 051279001 Checked By: EPE

Corridor: - GPS ID: 90241
 Project Name: Intersection of State Hwy 82 / State Hwy 10 / US Hwy 62 and Southridge Rd Division: 1
 City: Tahlequah

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	68	SY	\$ 50.00	\$ 3,400.00
610(I)-4610	Tactile Warning Device - New	60	SF	\$ 25.00	\$ 1,500.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
---	Push Button Pole	6	EA	\$ 1,200.00	\$ 7,200.00
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	358	LF	\$ 6.00	\$ 2,148.00
---	Pedestrian Push Button (APS)	6	EA	\$ 1,200.00	\$ 7,200.00
---	Removal of Pedestrian Push Buttons	0	EA	\$ 50.00	\$ -
---	Relocate Pedestrian Push Button	0	EA	\$ 300.00	\$ -
---	12" LED Countdown Ped Signal Module with Housing	6	EA	\$ 650.00	\$ 3,900.00
---	Pedestrian Push Button Sign	0	EA	\$ 150.00	\$ -
---	Remove Pedestrian Push Button Sign	0	EA	\$ 50.00	\$ -
---	Repave Roadway	1	LS	\$ 5,000.00	\$ 5,000.00
---	Fix Ponding	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

<input checked="" type="checkbox"/> No Design Completed	Subtotal:	\$ 30,348.00
<input type="checkbox"/> Preliminary Design	Engineering: (% +/-)	15% \$ 4,565.14
<input type="checkbox"/> Final Design	Contingency: (% +/-)	20% \$ 6,086.86
	Estimated Project Cost:	\$ 41,000.00

Project Location

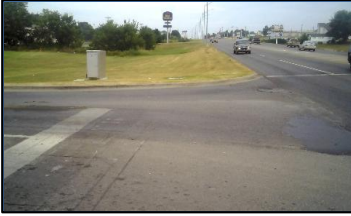


Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	Good	N/A	Good	Dangerous	Repave roadway and install crosswalk pavement markings
Path of travel running slope is greater than 5%	NC	N/A	NC	NC	
Path of travel cross slope is greater than 5%					
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	Install crosswalk pavement markings
Crosswalk striping condition	None	N/A	None	None	

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1z	2z	3z	4z	
Curb ramp does not exist and is needed	X	X	X	X	Install curb ramp; see shapefile for median improvement
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curb ramp side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%					
Curb ramp running slope is greater than 8.33%					
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%					
Cut-thru ramp cross slope is greater than 5%					
Curb ramp width is less than 48"					
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25") in curb ramp/landing/flares					
Temporary obstruction (>0.25") in curb ramp/landing/flares					
No textured surface at base of curb ramp					
No color contrast at base of curb ramp					
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%					
Missing or no pedestrian push buttons	X	X	X	X	Install push button pole and APS push buttons
Pedestrian push button is offset more than 5' from the nearest crosswalk edge					
Pedestrian push button offset more than 10' from curb face					
Pedestrian push button is not parallel to crosswalk					
Pedestrian push button height is greater than 48"					
Pedestrian push button diameter is not 2"					
Pedestrian push button sign does not exist					
Pedestrian push button sign is not MUTCD approved					
Clear floor space does not exist and is needed	X	X	X	X	Install clear floor space
Clear floor space for pedestrian push button is less than 30" x 48" or has a slope greater than 2%					
Missing or no pedestrian signal heads	X	X	X	X	Install countdown pedestrian signal head
Curb ramp transition onto roadway is greater than 0.25"					
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
Ponding occurs at base of curb ramp					

NC = Not Collected



Corner 1 No Ramp (1z)



Corner 2 No Ramp (2z)



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Client: Oklahoma Department of Transportation Date: 7/28/16
 Program: ADA Self-Evaluation and Transition Plan Prepared By: CMP
 KHA No.: 051279001 Checked By: EPE

Corridor: - GPS ID: 90245
 Project Name: Intersection of State Hwy 51 Byp and W 4th St Division: 1
 City: Tahlequah

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	0	SY	\$ 50.00	\$ -
610(I)-4610	Tactile Warning Device - New	0	SF	\$ 25.00	\$ -
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
---	Push Button Pole	0	EA	\$ 1,200.00	\$ -
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	774	LF	\$ 6.00	\$ 4,644.00
---	Pedestrian Push Button (APS)	0	EA	\$ 1,200.00	\$ -
---	Removal of Pedestrian Push Buttons	0	EA	\$ 50.00	\$ -
---	Relocate Pedestrian Push Button	0	EA	\$ 300.00	\$ -
---	12" LED Countdown Ped Signal Module with Housing	0	EA	\$ 650.00	\$ -
---	Pedestrian Push Button Sign	0	EA	\$ 150.00	\$ -
---	Remove Pedestrian Push Button Sign	0	EA	\$ 50.00	\$ -
---	Repave Roadway	0	LS	\$ 5,000.00	\$ -
---	Fix Ponding	0	LS	\$ 2,000.00	\$ -
---	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	Subtotal:	\$ 4,644.00
<input checked="" type="checkbox"/> No Design Completed	Engineering: (% +/-)	15% \$ 1,009.71
<input type="checkbox"/> Preliminary Design	Contingency: (% +/-)	20% \$ 1,346.29
<input type="checkbox"/> Final Design	Estimated Project Cost:	\$ 7,000.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	Good	Good	Good	Good	
Path of travel running slope is greater than 5%	NC	NC	NC	NC	
Path of travel cross slope is greater than 5%					
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' or 'l' in ramp label indicates no existing ramp)		Recommendations
	Existing	Not Existing	
Curb ramp does not exist and is needed			
Curb ramp does not land in crosswalk			
No 4' x 4' clear space at base of curb ramp			
Curb side is not 90° or has traversable adjacent surface			
Flare cross slope is greater than 10%			
Curb ramp running slope is greater than 8.33%			
Blended transition running slope is greater than 5%			
Cut-thru ramp running slope is greater than 5%			
Curb ramp cross slope is greater than 2%			
Cut-thru ramp cross slope is greater than 5%			
Curb ramp width is less than 48"			
Cut-thru ramp width is less than 60"			
Permanent obstruction (>0.25") in curb ramp/landing/flares			
Temporary obstruction (>0.25") in curb ramp/landing/flares			
No textured surface at base of curb ramp			
No color contrast at base of curb ramp			
Landing area does not exist and is needed			
Landing area is less than 5' x 5' or slopes greater than 2%			
Missing or no pedestrian push buttons			
Pedestrian push button is offset more than 5' from the nearest crosswalk edge			
Pedestrian push button offset more than 10' from curb face			
Pedestrian push button is not parallel to crosswalk			
Pedestrian push button height is greater than 48"			
Pedestrian push button diameter is not 2"			
Pedestrian push button sign does not exist			
Pedestrian push button sign is not MUTCD approved			
Clear floor space does not exist and is needed			
Clear floor space for pedestrian push button is less than 30" x 48" or has a slope greater than 2%			
Missing or no pedestrian signal heads			
Curb ramp transition onto roadway is greater than 0.25"			
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%			
Ponding occurs at base of curb ramp			

NC = Not Collected

Kimley-Horn and Associates, Inc.	Intersection of State Hwy 51 Byp and W 4th St
Photographs	GPS ID: 90245

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Project Location Map Sources:

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End of Project Description for Project 90245 Intersection of State Hwy 51 Byp and W 4th St

Client: Oklahoma Department of Transportation Date: 7/28/16
 Program: ADA Self-Evaluation and Transition Plan Prepared By: CMP
 KHA No.: 051279001 Checked By: EPE

Corridor: - GPS ID: 90250
 Project Name: Intersection of State Hwy 52 and State Hwy 72 Division: 1
 City: Coweta

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	50	SY	\$ 50.00	\$ 2,500.00
610(I)-4610	Tactile Warning Device - New	40	SF	\$ 25.00	\$ 1,000.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
---	Push Button Pole	8	EA	\$ 1,200.00	\$ 9,600.00
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	552	LF	\$ 6.00	\$ 3,312.00
---	Pedestrian Push Button (APS)	8	EA	\$ 1,200.00	\$ 9,600.00
---	Removal of Pedestrian Push Buttons	0	EA	\$ 50.00	\$ -
---	Relocate Pedestrian Push Button	0	EA	\$ 300.00	\$ -
---	12" LED Countdown Ped Signal Module with Housing	0	EA	\$ 650.00	\$ 5,200.00
---	Pedestrian Push Button Sign	0	EA	\$ 150.00	\$ -
---	Remove Pedestrian Push Button Sign	0	EA	\$ 50.00	\$ -
---	Repave Roadway	0	LS	\$ 5,000.00	\$ -
---	Fix Ponding	0	LS	\$ 2,000.00	\$ -
---	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

<input checked="" type="checkbox"/> No Design Completed	Subtotal:	\$ 31,212.00
<input type="checkbox"/> Preliminary Design	Engineering: (% +/-)	15% \$ 5,052.00
<input type="checkbox"/> Final Design	Contingency: (% +/-)	20% \$ 6,736.00
	Estimated Project Cost:	\$ 43,000.00

Project Location



Field Observations

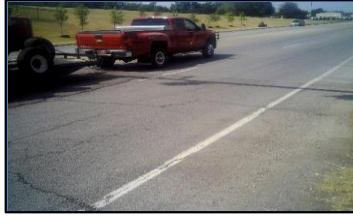
Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	Good	N/A	Good	Good	
Path of travel running slope is greater than 5%	NC	N/A	NC	NC	
Path of travel cross slope is greater than 5%		N/A			
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	
Crosswalk striping condition	None	N/A	None	None	Install crosswalk pavement markings

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1z	2z	3z	4z	
Curb ramp does not exist and is needed	X			X	Install curb ramp; see shapefile for median improvement
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curb side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%					
Curb ramp running slope is greater than 8.33%					
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%					
Cut-thru ramp cross slope is greater than 5%					
Curb ramp width is less than 48"					
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25") in curb ramp/landing/flares					
Temporary obstruction (>0.25") in curb ramp/landing/flares					
No textured surface at base of curb ramp					
No color contrast at base of curb ramp					
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%					
Missing or no pedestrian push buttons	X	X	X	X	Install push button pole and APS push buttons
Pedestrian push button is offset more than 5' from the nearest crosswalk edge					
Pedestrian push button offset more than 10' from curb face					
Pedestrian push button is not parallel to crosswalk					
Pedestrian push button height is greater than 48"					
Pedestrian push button diameter is not 2"					
Pedestrian push button sign does not exist					
Pedestrian push button sign is not MUTCD approved					
Clear floor space does not exist and is needed	X	X	X	X	Install clear floor space
Clear floor space for pedestrian push button is less than 30" x 48" or has a slope greater than 2%					
Missing or no pedestrian signal heads	X	X	X	X	Install countdown pedestrian signal head
Curb ramp transition onto roadway is greater than 0.25"					
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
Ponding occurs at base of curb ramp					

NC = Not Collected



Corner 1 No Ramp (1z)



Corner 2 No Ramp (2z)



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, 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: Oklahoma Department of Transportation Date: 7/28/16
 Program: ADA Self-Evaluation and Transition Plan Prepared By: CMP
 KHA No.: 05127901 Checked By: EPE

Corridor: - GPS ID: 90251
 Project Name: Intersection of State Hwy 51 and E 121st St Division: 1
 City: Coweta

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	9	SY	\$ 50.00	\$ 450.00
610(I)-4610	Tactile Warning Device - New	0	SF	\$ 25.00	\$ -
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
---	Push Button Pole	8	EA	\$ 1,200.00	\$ 9,600.00
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	676	LF	\$ 6.00	\$ 4,056.00
---	Pedestrian Push Button (APS)	8	EA	\$ 1,200.00	\$ 9,600.00
---	Removal of Pedestrian Push Buttons	0	EA	\$ 50.00	\$ -
---	Relocate Pedestrian Push Button	0	EA	\$ 300.00	\$ -
---	12" LED Countdown Ped Signal Module with Housing	8	EA	\$ 650.00	\$ 5,200.00
---	Pedestrian Push Button Sign	0	EA	\$ 150.00	\$ -
---	Remove Pedestrian Push Button Sign	0	EA	\$ 50.00	\$ -
---	Repave Roadway	1	LS	\$ 5,000.00	\$ 5,000.00
---	Fix Ponding	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

<input checked="" type="checkbox"/> No Design Completed	Subtotal:	\$ 33,906.00
<input type="checkbox"/> Preliminary Design	Engineering: (% +/-)	15% \$ 5,183.14
<input type="checkbox"/> Final Design	Contingency: (% +/-)	20% \$ 6,910.86
	Estimated Project Cost:	\$ 46,000.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	Good	Good	Good	Good	
Path of travel running slope is greater than 5%	NC	NC	NC	NC	
Path of travel cross slope is greater than 5%		X			
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	Install crosswalk pavement markings
Crosswalk striping condition	None	None	None	None	

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1z	2z	3z	4z	
Curb ramp does not exist and is needed					
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curbed side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%					
Curb ramp running slope is greater than 8.33%					
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%					
Cut-thru ramp cross slope is greater than 5%					
Curb ramp width is less than 48"					
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25") in curb ramp/landing/flares					
Temporary obstruction (>0.25") in curb ramp/landing/flares					
No textured surface at base of curb ramp					
No color contrast at base of curb ramp					
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%					
Missing or no pedestrian push buttons	X	X	X	X	Install push button pole and APS push buttons
Pedestrian push button is offset more than 5' from the nearest crosswalk edge					
Pedestrian push button offset more than 10' from curb face					
Pedestrian push button is not parallel to crosswalk					
Pedestrian push button height is greater than 48"					
Pedestrian push button diameter is not 2"					
Pedestrian push button sign does not exist					
Pedestrian push button sign is not MUTCD approved					
Clear floor space does not exist and is needed	X	X	X	X	Install clear floor space
Clear floor space for pedestrian push button is less than 30" x 48" or has a slope greater than 2%					
Missing or no pedestrian signal heads	X	X	X	X	Install countdown pedestrian signal head
Curb ramp transition onto roadway is greater than 0.25"					
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
Ponding occurs at base of curb ramp					

NC = Not Collected



Corner 1 No Ramp (1z)



Corner 2 No Ramp (2z)



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

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Client: Oklahoma Department of Transportation Date: 7/28/16
 Program: ADA Self-Evaluation and Transition Plan Prepared By: CMP
 KHA No.: 05127901 Checked By: EPE

Corridor: - GPS ID: 90252
 Project Name: Intersection of State Hwy 51 and S 257th E Ave Division: 1
 City: Broken Arrow

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	9	SY	\$ 50.00	\$ 450.00
610(I)-4610	Tactile Warning Device - New	0	SF	\$ 25.00	\$ -
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
---	Push Button Pole	8	EA	\$ 1,200.00	\$ 9,600.00
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	554	LF	\$ 6.00	\$ 3,324.00
---	Pedestrian Push Button (APS)	8	EA	\$ 1,200.00	\$ 9,600.00
---	Removal of Pedestrian Push Buttons	0	EA	\$ 50.00	\$ -
---	Relocate Pedestrian Push Button	0	EA	\$ 300.00	\$ -
---	12" LED Countdown Ped Signal Module with Housing	8	EA	\$ 650.00	\$ 5,200.00
---	Pedestrian Push Button Sign	0	EA	\$ 150.00	\$ -
---	Remove Pedestrian Push Button Sign	0	EA	\$ 50.00	\$ -
---	Repave Roadway	2	LS	\$ 5,000.00	\$ 10,000.00
---	Fix Ponding	0	LS	\$ 2,000.00	\$ -
---	Fix Curb Ramp Transition	0	LS	\$ 2,000.00	\$ -
---	Median Nose Modification	0	LS	\$ 5,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Fix Curb Ramp Counter Slope	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

<input checked="" type="checkbox"/> No Design Completed	Subtotal:	\$ 38,174.00
<input type="checkbox"/> Preliminary Design	Engineering: (% +/-)	15% \$ 5,925.43
<input type="checkbox"/> Final Design	Contingency: (% +/-)	20% \$ 7,900.57
	Estimated Project Cost:	\$ 52,000.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	Good	Good	Good	Good	
Path of travel running slope is greater than 5%	NC	NC	NC	NC	
Path of travel cross slope is greater than 5%	X		X	NC	
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' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1z	2z	3z	4z	
Curb ramp does not exist and is needed					
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curb side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%					
Curb ramp running slope is greater than 8.33%					
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%					
Cut-thru ramp cross slope is greater than 5%					
Curb ramp width is less than 48"					
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25") in curb ramp/landing/flares					
Temporary obstruction (>0.25") in curb ramp/landing/flares					
No textured surface at base of curb ramp					
No color contrast at base of curb ramp					
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%					
Missing or no pedestrian push buttons	X	X	X	X	Install push button pole and APS push buttons
Pedestrian push button is offset more than 5' from the nearest crosswalk edge					
Pedestrian push button offset more than 10' from curb face					
Pedestrian push button is not parallel to crosswalk					
Pedestrian push button height is greater than 48"					
Pedestrian push button diameter is not 2"					
Pedestrian push button sign does not exist					
Pedestrian push button sign is not MUTCD approved					
Clear floor space does not exist and is needed	X	X	X	X	Install clear floor space
Clear floor space for pedestrian push button is less than 30" x 48" or has a slope greater than 2%					
Missing or no pedestrian signal heads	X	X	X	X	Install countdown pedestrian signal head
Curb ramp transition onto roadway is greater than 0.25"					
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
Ponding occurs at base of curb ramp					

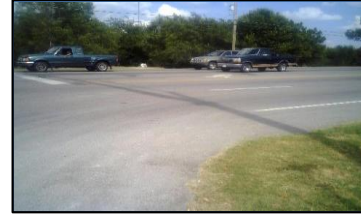
NC = Not Collected



Corner 1 No Ramp (1z)



Corner 2 No Ramp (2z)



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

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Oklahoma Department of Transportation
ADA Self-Evaluation and Transition Plan Update
Division 1 - Sidewalk Cost Projection Summary
7/29/2016

GPS ID	Project Name	Cost Projection
11	US Hwy 75 Alt	\$ 79,000
12	State Hwy 16	\$ 8,000
13	State Hwy 72	\$ -
14	US Hwy 266	\$ 365,000
15	S Broadway St	\$ 90,000
16	State Hwy 72	\$ 2,000
17	US Hwy 266	\$ 2,000
18	State Hwy 9	\$ 45,000
19	US Hwy 69 Bus / State Hwy 9	\$ 125,000
110	State Hwy 80	\$ 171,000
111	US Hwy 62 Bus	\$ 23,000
112	State Hwy 10 / State Hwy 100	\$ 36,000
113	State Hwy 52	\$ 47,000
114	US Hwy 64 / State Hwy 72	\$ 104,000
115	US Hwy 62 / US Hwy 75	\$ 602,000
116	State Hwy 51	\$ 58,000
117	State Hwy 9	\$ 96,000
118	State Hwy 31 / State Hwy 2	\$ 21,000
119	State Hwy 2	\$ 25,000
120	State Hwy 31	\$ 3,000
121	US Hwy 62	\$ 113,000
122	State Hwy 52	\$ 163,000
123	US Hwy 64	\$ 62,000
124	State Hwy 64B	\$ 45,000
125	US Hwy 64 / US Hwy 62 Bus	\$ 654,000
127	US Hwy 69 (North)	\$ 602,000
129	US Hwy 64 / US Hwy 69	\$ 12,000
130	US Hwy 64 Bus	\$ 553,000
131	State Hwy 16 / US Hwy 62	\$ 31,000
132	State Hwy 56 (W 6th St)	\$ 394,000
133	US Hwy 75	\$ 527,000
134	State Hwy 51B	\$ 28,000
135	State Hwy 2	\$ 5,000
136	US Hwy 59	\$ 70,000
137	US Hwy 64 (East)	\$ 336,000
138	State Hwy 9 (Main St)	\$ 265,000
139	State Hwy 82	\$ 23,000
141	US Hwy 59	\$ -
142	State Hwy 51 / US Hwy 62 (East-West Segment)	\$ 20,000
143	US Hwy 64	\$ 35,000
144	State Hwy 82	\$ 15,000
145	State Hwy 51 (East-West Segment)	\$ 452,000
146	US Hwy 69	\$ 2,000
147	US Hwy 62 (East-West Segment)	\$ 29,000
148	US Hwy 59	\$ 21,000

GPS ID	Project Name	Cost Projection
149	State Hwy 51	\$ 20,000
150	State Hwy 72	\$ 443,000
151	State Hwy 80A (North-South Segment)	\$ 153,000
152	State Hwy 80A (East-West Segment)	\$ 26,000
153	State Hwy 56 (N Kern Ave)	\$ 29,000
154	State Hwy 56 (W 4th St)	\$ 3,000
155	State Hwy 51 / US Hwy 62 (North-South Segment)	\$ -
156	State Hwy 51 (North-South Segment)	\$ 65,000
157	US Hwy 62 (North-South Segment)	\$ 16,000
158	I-44 (Division 1 Segment)	\$ -
	TOTAL	\$ 7,114,000

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

Client: Oklahoma Department of Transportation **Date:** 07/29/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor: US Hwy 75 Alt **GPS ID:** 11
City: Beggs **Division:** 1

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost <i>Includes Engineering (15%) and Contingency (20%)</i>
504(F)-6006	Handrailing	0	LF	\$ 130.00	\$ -
610(A)-0602	4" Concrete Sidewalk	318	SY	\$ 50.00	\$ 21,477.02
619(B)-0604	6" Concrete Driveway	338	SY	\$ 60.00	\$ 27,385.79
619(B)-4766	Removal of Concrete Driveway	338	SY	\$ 9.00	\$ 4,107.87
619(B)-4792	Removal of Sidewalk	224	SY	\$ 12.00	\$ 3,628.64
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
--	Concrete Railroad Panel	0	LS	\$ 36,000.00	\$ -
610(G) 4142	Bituminous Driveway	28	SY	\$ 35.50	\$ 1,350.77
--	Welded Steel Grate	0	EA	\$ 1,300.00	\$ -
---	Relocate Fire Hydrant	0	LS	\$ 2,000.00	\$ -
---	Adjust Utility Elevation	0	LS	\$ 1,000.00	\$ -
---	Remove Obstruction	15	LS	\$ 1,000.00	\$ 20,250.00
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Railroad Company Flagger	0	Day(s)	\$ 1,000.00	\$ -
---	Remove Railroad Panel	0	LS	\$ 20,000.00	\$ -
619(B)-4767	Removal of Asphalt Driveways	28	SY	\$ 6.00	\$ 228.30

Basis for Cost Projection

- No Design Completed
- Preliminary Design
- Final Design

Subtotal:	\$	78,428.38
Estimated Project Cost:	\$	79,000.00
Engineering: (% +/-)	15%	\$ 8,714.26
Contingency: (% +/-)	20%	\$ 11,619.02

The Engineer has no control over the cost of labor, materials, equipment, or over the Contractor's methods of determining prices or over competitive bidding or market conditions. Opinions of probable costs provided herein are based on the information known to Engineer at this time and represent only the Engineer's judgment as a design professional familiar with the construction industry. The Engineer cannot and does not guarantee that proposals, bids, or actual construction costs will not vary from its opinions of probable costs.

Sidewalk Summary

Priority	Length (LF)	Cost
High	209	\$ 32,734.15
Medium	340	\$ 22,136.59
Low	345	\$ 23,557.64
Handrail Needed	0	\$ -
Compliant	2,550	
Not Prioritized	0	
Subtotal		\$ 78,428.38
Sidewalk Total	3,443	\$ 79,000.00

Corridor Summary

Facility	Cost
Sidewalk Total	\$ 79,000.00
Unsignalized Intersection Total	\$ 64,000.00
Corridor Total	\$ 143,000.00

End of Project Description for Project 11 US Hwy 75 Alt

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

Client: Oklahoma Department of Transportation **Date:** 07/29/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor: State Hwy 16 **GPS ID:** 12
City: Beggs **Division:** 1

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost <i>Includes Engineering (15%) and Contingency (20%)</i>
504(F)-6006	Handrailing	0	LF	\$ 130.00	\$ -
610(A)-0602	4" Concrete Sidewalk	91	SY	\$ 50.00	\$ 6,127.63
619(B)-0604	6" Concrete Driveway	0	SY	\$ 60.00	\$ -
619(B)-4766	Removal of Concrete Driveway	0	SY	\$ 9.00	\$ -
619(B)-4792	Removal of Sidewalk	29	SY	\$ 12.00	\$ 469.40
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
--	Concrete Railroad Panel	0	LS	\$ 36,000.00	\$ -
610(G) 4142	Bituminous Driveway	0	SY	\$ 35.50	\$ -
--	Welded Steel Grate	0	EA	\$ 1,300.00	\$ -
---	Relocate Fire Hydrant	0	LS	\$ 2,000.00	\$ -
---	Adjust Utility Elevation	0	LS	\$ 1,000.00	\$ -
---	Remove Obstruction	0	LS	\$ 1,000.00	\$ -
---	Remove Temporary Obstruction	1	LS	\$ 500.00	\$ 675.00
---	Railroad Company Flagger	0	Day(s)	\$ 1,000.00	\$ -
---	Remove Railroad Panel	0	LS	\$ 20,000.00	\$ -
619(B)-4767	Removal of Asphalt Driveways	0	SY	\$ 6.00	\$ -

Basis for Cost Projection

- No Design Completed
- Preliminary Design
- Final Design

Subtotal:	\$	7,272.03
Estimated Project Cost:	\$	8,000.00
Engineering: (% +/-)	15%	\$ 808.00
Contingency: (% +/-)	20%	\$ 1,072.00

The Engineer has no control over the cost of labor, materials, equipment, or over the Contractor's methods of determining prices or over competitive bidding or market conditions. Opinions of probable costs provided herein are based on the information known to Engineer at this time and represent only the Engineer's judgment as a design professional familiar with the construction industry. The Engineer cannot and does not guarantee that proposals, bids, or actual construction costs will not vary from its opinions of probable costs.

Sidewalk Summary

Priority	Length (LF)	Cost
High	77	\$ 4,039.30
Medium	0	\$ -
Low	86	\$ 3,232.73
Handrail Needed	0	\$ -
Compliant	186	
Not Prioritized	0	
Subtotal	350	\$ 7,272.03
Sidewalk Total		\$ 8,000.00

Corridor Summary

Facility	Cost
Sidewalk Total	\$ 8,000.00
Unsignalized Intersection Total	\$ 20,000.00
Corridor Total	\$ 28,000.00

End of Project Description for Project 12 State Hwy 16

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

Client: Oklahoma Department of Transportation
Program: ADA Self-Evaluation and Transition Plan
KHA No.: 051279001

Date: 07/29/16
Prepared By: CMP
Checked By: EPE

Corridor: State Hwy 72
City: Boynton

GPS ID: 13
Division: 1

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost <small>Includes Engineering (15%) and Contingency (20%)</small>
504(F)-6006	Handrailing	0	LF	\$ 130.00	\$ -
610(A)-0602	4" Concrete Sidewalk	0	SY	\$ 50.00	\$ -
619(B)-0604	6" Concrete Driveway	0	SY	\$ 60.00	\$ -
619(B)-4766	Removal of Concrete Driveway	0	SY	\$ 9.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
--	Concrete Railroad Panel	0	LS	\$ 36,000.00	\$ -
610(G) 4142	Bituminous Driveway	0	SY	\$ 35.50	\$ -
--	Welded Steel Grate	0	EA	\$ 1,300.00	\$ -
--	Relocate Fire Hydrant	0	LS	\$ 2,000.00	\$ -
--	Adjust Utility Elevation	0	LS	\$ 1,000.00	\$ -
--	Remove Obstruction	0	LS	\$ 1,000.00	\$ -
--	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
--	Railroad Company Flagger	0	Day(s)	\$ 1,000.00	\$ -
--	Remove Railroad Panel	0	LS	\$ 20,000.00	\$ -
619(B)-4767	Removal of Asphalt Driveways	0	SY	\$ 6.00	\$ -

Basis for Cost Projection

- No Design Completed
- Preliminary Design
- Final Design

Subtotal:	\$ -
Estimated Project Cost:	\$ -
Engineering: (% +/-)	15% \$ -
Contingency: (% +/-)	20% \$ -

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Sidewalk Summary

Priority	Length (LF)	Cost
High	0	\$ -
Medium	0	\$ -
Low	30	\$ -
Handrail Needed	0	\$ -
Compliant	3,648	
Not Prioritized	0	
Subtotal		\$ -
Sidewalk Total	3,678	\$ -

Corridor Summary

Facility	Cost
Sidewalk Total	\$ -
Unsignalized Intersection Total	\$ 23,000.00
Corridor Total	\$ 23,000.00

End of Project Description for Project 13 State Hwy 72

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

Client: Oklahoma Department of Transportation
Program: ADA Self-Evaluation and Transition Plan
KHA No.: 051279001

Date: 07/29/16
Prepared By: CMP
Checked By: EPE

Corridor: US Hwy 266
City: Checotah

GPS ID: 14
Division: 1

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost <i>Includes Engineering (15%) and Contingency (20%)</i>
504(F)-6006	Handrailing	0	LF	\$ 130.00	\$ -
610(A)-0602	4" Concrete Sidewalk	2370	SY	\$ 50.00	\$ 159,962.81
619(B)-0604	6" Concrete Driveway	1098	SY	\$ 60.00	\$ 88,912.34
619(B)-4766	Removal of Concrete Driveway	1098	SY	\$ 9.00	\$ 13,336.85
619(B)-4792	Removal of Sidewalk	2106	SY	\$ 12.00	\$ 34,111.93
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
--	Concrete Railroad Panel	0	LS	\$ 36,000.00	\$ -
610(G) 4142	Bituminous Driveway	269	SY	\$ 35.50	\$ 12,874.48
--	Welded Steel Grate	0	EA	\$ 1,300.00	\$ -
---	Relocate Fire Hydrant	0	LS	\$ 2,000.00	\$ -
---	Adjust Utility Elevation	0	LS	\$ 1,000.00	\$ -
---	Remove Obstruction	23	LS	\$ 1,000.00	\$ 31,050.00
---	Remove Temporary Obstruction	32	LS	\$ 500.00	\$ 21,600.00
---	Railroad Company Flagger	0	Day(s)	\$ 1,000.00	\$ -
---	Remove Railroad Panel	0	LS	\$ 20,000.00	\$ -
619(B)-4767	Removal of Asphalt Driveways	269	SY	\$ 6.00	\$ 2,175.97

Basis for Cost Projection

- No Design Completed
- Preliminary Design
- Final Design

Subtotal:	\$	364,024.37
Estimated Project Cost:	\$	365,000.00
Engineering: (% +/-)	15%	\$ 40,447.15
Contingency: (% +/-)	20%	\$ 53,929.54

The Engineer has no control over the cost of labor, materials, equipment, or over the Contractor's methods of determining prices or over competitive bidding or market conditions. Opinions of probable costs provided herein are based on the information known to Engineer at this time and represent only the Engineer's judgment as a design professional familiar with the construction industry. The Engineer cannot and does not guarantee that proposals, bids, or actual construction costs will not vary from its opinions of probable costs.

Sidewalk Summary

Priority	Length (LF)	Cost
High	1,048	\$ 99,541.20
Medium	3,521	\$ 209,164.61
Low	997	\$ 55,318.56
Handrail Needed	0	\$ -
Compliant	4,678	
Not Prioritized	0	
Subtotal		\$ 364,024.37
Sidewalk Total	10,244	\$ 365,000.00

Corridor Summary

Facility	Cost
Sidewalk Total	\$ 365,000.00
Unsignalized Intersection Total	\$ 229,000.00
Corridor Total	\$ 594,000.00

End of Project Description for Project 14 US Hwy 266

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

Client: Oklahoma Department of Transportation
Program: ADA Self-Evaluation and Transition Plan
KHA No.: 051279001

Date: 07/29/16
Prepared By: CMP
Checked By: EPE

Corridor: S Broadway St
City: Checotah

GPS ID: 15
Division: 1

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost <i>Includes Engineering (15%) and Contingency (20%)</i>
504(F)-6006	Handrailing	0	LF	\$ 130.00	\$ -
610(A)-0602	4" Concrete Sidewalk	565	SY	\$ 50.00	\$ 38,134.27
619(B)-0604	6" Concrete Driveway	300	SY	\$ 60.00	\$ 24,299.10
619(B)-4766	Removal of Concrete Driveway	300	SY	\$ 9.00	\$ 3,644.87
619(B)-4792	Removal of Sidewalk	409	SY	\$ 12.00	\$ 6,627.93
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
--	Concrete Railroad Panel	0	LS	\$ 36,000.00	\$ -
610(G) 4142	Bituminous Driveway	42	SY	\$ 35.50	\$ 2,006.48
--	Welded Steel Grate	0	EA	\$ 1,300.00	\$ -
--	Relocate Fire Hydrant	0	LS	\$ 2,000.00	\$ -
--	Adjust Utility Elevation	2	LS	\$ 1,000.00	\$ 2,700.00
--	Remove Obstruction	8	LS	\$ 1,000.00	\$ 10,800.00
--	Remove Temporary Obstruction	1	LS	\$ 500.00	\$ 675.00
--	Railroad Company Flagger	0	Day(s)	\$ 1,000.00	\$ -
--	Remove Railroad Panel	0	LS	\$ 20,000.00	\$ -
619(B)-4767	Removal of Asphalt Driveways	42	SY	\$ 6.00	\$ 339.12

Basis for Cost Projection

- No Design Completed
- Preliminary Design
- Final Design

Subtotal:	\$	89,226.77
Estimated Project Cost:	\$	90,000.00
Engineering: (% +/-)	15%	\$ 9,914.09
Contingency: (% +/-)	20%	\$ 13,218.78

The Engineer has no control over the cost of labor, materials, equipment, or over the Contractor's methods of determining prices or over competitive bidding or market conditions. Opinions of probable costs provided herein are based on the information known to Engineer at this time and represent only the Engineer's judgment as a design professional familiar with the construction industry. The Engineer cannot and does not guarantee that proposals, bids, or actual construction costs will not vary from its opinions of probable costs.

Sidewalk Summary

Priority	Length (LF)	Cost
High	293	\$ 33,931.32
Medium	635	\$ 35,969.05
Low	497	\$ 19,326.40
Handrail Needed	0	\$ -
Compliant	3,628	
Not Prioritized	0	
Subtotal	5,054	\$ 89,226.77
Sidewalk Total		\$ 90,000.00

Corridor Summary

Facility	Cost
Sidewalk Total	\$ 90,000.00
Unsignalized Intersection Total	\$ 104,000.00
Corridor Total	\$ 194,000.00

End of Project Description for Project 15 S Broadway St

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

Client: Oklahoma Department of Transportation
Program: ADA Self-Evaluation and Transition Plan
KHA No.: 051279001

Date: 07/29/16
Prepared By: CMP
Checked By: EPE

Corridor: State Hwy 72
City: Council Hill

GPS ID: 16
Division: 1

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost <i>Includes Engineering (15%) and Contingency (20%)</i>
504(F)-6006	Handrailing	0	LF	\$ 130.00	\$ -
610(A)-0602	4" Concrete Sidewalk	2	SY	\$ 50.00	\$ 149.10
619(B)-0604	6" Concrete Driveway	0	SY	\$ 60.00	\$ -
619(B)-4766	Removal of Concrete Driveway	0	SY	\$ 9.00	\$ -
619(B)-4792	Removal of Sidewalk	2	SY	\$ 12.00	\$ 28.63
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
--	Concrete Railroad Panel	0	LS	\$ 36,000.00	\$ -
610(G) 4142	Bituminous Driveway	0	SY	\$ 35.50	\$ -
--	Welded Steel Grate	0	EA	\$ 1,300.00	\$ -
--	Relocate Fire Hydrant	0	LS	\$ 2,000.00	\$ -
--	Adjust Utility Elevation	0	LS	\$ 1,000.00	\$ -
--	Remove Obstruction	1	LS	\$ 1,000.00	\$ 1,350.00
--	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
--	Railroad Company Flagger	0	Day(s)	\$ 1,000.00	\$ -
--	Remove Railroad Panel	0	LS	\$ 20,000.00	\$ -
619(B)-4767	Removal of Asphalt Driveways	0	SY	\$ 6.00	\$ -

Basis for Cost Projection

- No Design Completed
- Preliminary Design
- Final Design

Subtotal:	\$	1,527.72
Estimated Project Cost:	\$	2,000.00
Engineering: (% +/-)	15%	\$ 169.75
Contingency: (% +/-)	20%	\$ 226.33

The Engineer has no control over the cost of labor, materials, equipment, or over the Contractor's methods of determining prices or over competitive bidding or market conditions. Opinions of probable costs provided herein are based on the information known to Engineer at this time and represent only the Engineer's judgment as a design professional familiar with the construction industry. The Engineer cannot and does not guarantee that proposals, bids, or actual construction costs will not vary from its opinions of probable costs.

Sidewalk Summary

Priority	Length (LF)	Cost
High	4	\$ 1,527.72
Medium	0	\$ -
Low	22	\$ -
Handrail Needed	0	\$ -
Compliant	1,577	
Not Prioritized	0	
Subtotal		\$ 1,527.72
Sidewalk Total	1,603	\$ 2,000.00

Corridor Summary

Facility	Cost
Sidewalk Total	\$ 2,000.00
Unsignalized Intersection Total	\$ 11,000.00
Corridor Total	\$ 13,000.00

End of Project Description for Project 16 State Hwy 72

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

Client: Oklahoma Department of Transportation **Date:** 07/29/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor: US Hwy 266 **GPS ID:** 17
City: Dewar **Division:** 1

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost <i>Includes Engineering (15%) and Contingency (20%)</i>
504(F)-6006	Handrailing	0	LF	\$ 130.00	\$ -
610(A)-0602	4" Concrete Sidewalk	23	SY	\$ 50.00	\$ 1,544.63
619(B)-0604	6" Concrete Driveway	0	SY	\$ 60.00	\$ -
619(B)-4766	Removal of Concrete Driveway	0	SY	\$ 9.00	\$ -
619(B)-4792	Removal of Sidewalk	18	SY	\$ 12.00	\$ 296.57
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
--	Concrete Railroad Panel	0	LS	\$ 36,000.00	\$ -
610(G) 4142	Bituminous Driveway	0	SY	\$ 35.50	\$ -
--	Welded Steel Grate	0	EA	\$ 1,300.00	\$ -
--	Relocate Fire Hydrant	0	LS	\$ 2,000.00	\$ -
--	Adjust Utility Elevation	0	LS	\$ 1,000.00	\$ -
--	Remove Obstruction	0	LS	\$ 1,000.00	\$ -
--	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
--	Railroad Company Flagger	0	Day(s)	\$ 1,000.00	\$ -
--	Remove Railroad Panel	0	LS	\$ 20,000.00	\$ -
619(B)-4767	Removal of Asphalt Driveways	0	SY	\$ 6.00	\$ -

Basis for Cost Projection

- No Design Completed
- Preliminary Design
- Final Design

Subtotal:	\$	1,841.20
Estimated Project Cost:	\$	2,000.00
<i>Engineering: (% +/-)</i>	15%	\$ 204.58
<i>Contingency: (% +/-)</i>	20%	\$ 272.77

The Engineer has no control over the cost of labor, materials, equipment, or over the Contractor's methods of determining prices or over competitive bidding or market conditions. Opinions of probable costs provided herein are based on the information known to Engineer at this time and represent only the Engineer's judgment as a design professional familiar with the construction industry. The Engineer cannot and does not guarantee that proposals, bids, or actual construction costs will not vary from its opinions of probable costs.

Sidewalk Summary

Priority	Length (LF)	Cost
High	0	\$ -
Medium	41	\$ 1,841.20
Low	0	\$ -
Handrail Needed	0	\$ -
Compliant	139	
Not Prioritized	0	
Subtotal	180	\$ 1,841.20
Sidewalk Total	180	\$ 2,000.00

Corridor Summary

Facility	Cost
Sidewalk Total	\$ 2,000.00
Unsignalized Intersection Total	\$ 1,000.00
Corridor Total	\$ 3,000.00

End of Project Description for Project 17 US Hwy 266

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

Client: Oklahoma Department of Transportation
Program: ADA Self-Evaluation and Transition Plan
KHA No.: 051279001

Date: 07/29/16
Prepared By: CMP
Checked By: EPE

Corridor: State Hwy 9
City: Eufaula

GPS ID: 18
Division: 1

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost <i>Includes Engineering (15%) and Contingency (20%)</i>
504(F)-6006	Handrailing	0	LF	\$ 130.00	\$ -
610(A)-0602	4" Concrete Sidewalk	393	SY	\$ 50.00	\$ 26,557.28
619(B)-0604	6" Concrete Driveway	45	SY	\$ 60.00	\$ 3,656.26
619(B)-4766	Removal of Concrete Driveway	45	SY	\$ 9.00	\$ 548.44
619(B)-4792	Removal of Sidewalk	392	SY	\$ 12.00	\$ 6,344.69
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
--	Concrete Railroad Panel	0	LS	\$ 36,000.00	\$ -
610(G) 4142	Bituminous Driveway	20	SY	\$ 35.50	\$ 944.87
--	Welded Steel Grate	0	EA	\$ 1,300.00	\$ -
---	Relocate Fire Hydrant	0	LS	\$ 2,000.00	\$ -
---	Adjust Utility Elevation	1	LS	\$ 1,000.00	\$ 1,350.00
---	Remove Obstruction	4	LS	\$ 1,000.00	\$ 5,400.00
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Railroad Company Flagger	0	Day(s)	\$ 1,000.00	\$ -
---	Remove Railroad Panel	0	LS	\$ 20,000.00	\$ -
619(B)-4767	Removal of Asphalt Driveways	20	SY	\$ 6.00	\$ 159.70

Basis for Cost Projection

- No Design Completed
- Preliminary Design
- Final Design

Subtotal:	\$	44,961.24
Estimated Project Cost:	\$	45,000.00
Engineering: (% +/-)	15%	\$ 4,995.69
Contingency: (% +/-)	20%	\$ 6,660.92

The Engineer has no control over the cost of labor, materials, equipment, or over the Contractor's methods of determining prices or over competitive bidding or market conditions. Opinions of probable costs provided herein are based on the information known to Engineer at this time and represent only the Engineer's judgment as a design professional familiar with the construction industry. The Engineer cannot and does not guarantee that proposals, bids, or actual construction costs will not vary from its opinions of probable costs.

Sidewalk Summary

Priority	Length (LF)	Cost
High	212	\$ 27,381.48
Medium	205	\$ 13,375.06
Low	41	\$ 4,204.70
Handrail Needed	0	\$ -
Compliant	146	
Not Prioritized	0	
Subtotal	603	\$ 44,961.24
Sidewalk Total	603	\$ 45,000.00

Corridor Summary

Facility	Cost
Sidewalk Total	\$ 45,000.00
Unsignalized Intersection Total	\$ 8,000.00
Corridor Total	\$ 53,000.00

End of Project Description for Project 18 State Hwy 9

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

Client: Oklahoma Department of Transportation
Program: ADA Self-Evaluation and Transition Plan
KHA No.: 051279001

Date: 07/29/16
Prepared By: CMP
Checked By: EPE

Corridor: US Hwy 69 Bus / State Hwy 9
City: Eufaula

GPS ID: 19
Division: 1

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost <i>Includes Engineering (15%) and Contingency (20%)</i>
504(F)-6006	Handrailing	0	LF	\$ 130.00	\$ -
610(A)-0602	4" Concrete Sidewalk	1045	SY	\$ 50.00	\$ 70,569.71
619(B)-0604	6" Concrete Driveway	128	SY	\$ 60.00	\$ 10,357.45
619(B)-4766	Removal of Concrete Driveway	128	SY	\$ 9.00	\$ 1,553.62
619(B)-4792	Removal of Sidewalk	870	SY	\$ 12.00	\$ 14,101.54
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
--	Concrete Railroad Panel	0	LS	\$ 36,000.00	\$ -
610(G) 4142	Bituminous Driveway	182	SY	\$ 35.50	\$ 8,709.59
--	Welded Steel Grate	0	EA	\$ 1,300.00	\$ -
---	Relocate Fire Hydrant	0	LS	\$ 2,000.00	\$ -
---	Adjust Utility Elevation	4	LS	\$ 1,000.00	\$ 5,400.00
---	Remove Obstruction	8	LS	\$ 1,000.00	\$ 10,800.00
---	Remove Temporary Obstruction	2	LS	\$ 500.00	\$ 1,350.00
---	Railroad Company Flagger	0	Day(s)	\$ 1,000.00	\$ -
---	Remove Railroad Panel	0	LS	\$ 20,000.00	\$ -
619(B)-4767	Removal of Asphalt Driveways	182	SY	\$ 6.00	\$ 1,472.04

Basis for Cost Projection

- No Design Completed
- Preliminary Design
- Final Design

Subtotal:	\$	124,313.95
Estimated Project Cost:	\$	125,000.00
<i>Engineering: (% +/-)</i>	15%	\$ 13,812.66
<i>Contingency: (% +/-)</i>	20%	\$ 18,416.88

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Sidewalk Summary

Priority	Length (LF)	Cost
High	453	\$ 48,306.48
Medium	699	\$ 56,929.40
Low	490	\$ 19,078.07
Handrail Needed	0	\$ -
Compliant	2,631	
Not Prioritized	0	
Subtotal		\$ 124,313.95
Sidewalk Total	4,273	\$ 125,000.00

Corridor Summary

Facility	Cost
Sidewalk Total	\$ 125,000.00
Unsignalized Intersection Total	\$ 91,000.00
Corridor Total	\$ 216,000.00

End of Project Description for Project 19 US Hwy 69 Bus / State Hwy 9

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

Client: Oklahoma Department of Transportation **Date:** 07/29/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor: State Hwy 80 **GPS ID:** 110
City: Fort Gibson **Division:** 1

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost <i>Includes Engineering (15%) and Contingency (20%)</i>
504(F)-6006	Handrailing	0	LF	\$ 130.00	\$ -
610(A)-0602	4" Concrete Sidewalk	1386	SY	\$ 50.00	\$ 93,549.63
619(B)-0604	6" Concrete Driveway	284	SY	\$ 60.00	\$ 23,022.20
619(B)-4766	Removal of Concrete Driveway	284	SY	\$ 9.00	\$ 3,453.33
619(B)-4792	Removal of Sidewalk	1363	SY	\$ 12.00	\$ 22,081.58
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
--	Concrete Railroad Panel	0	LS	\$ 36,000.00	\$ -
610(G) 4142	Bituminous Driveway	166	SY	\$ 35.50	\$ 7,935.99
--	Welded Steel Grate	0	EA	\$ 1,300.00	\$ -
--	Relocate Fire Hydrant	0	LS	\$ 2,000.00	\$ -
--	Adjust Utility Elevation	3	LS	\$ 1,000.00	\$ 4,050.00
--	Remove Obstruction	10	LS	\$ 1,000.00	\$ 13,500.00
--	Remove Temporary Obstruction	2	LS	\$ 500.00	\$ 1,350.00
--	Railroad Company Flagger	0	Day(s)	\$ 1,000.00	\$ -
--	Remove Railroad Panel	0	LS	\$ 20,000.00	\$ -
619(B)-4767	Removal of Asphalt Driveways	166	SY	\$ 6.00	\$ 1,341.29

Basis for Cost Projection

- No Design Completed
- Preliminary Design
- Final Design

Subtotal:	\$	170,284.03
Estimated Project Cost:	\$	171,000.00
Engineering: (% +/-)	15%	\$ 18,920.45
Contingency: (% +/-)	20%	\$ 25,227.26

The Engineer has no control over the cost of labor, materials, equipment, or over the Contractor's methods of determining prices or over competitive bidding or market conditions. Opinions of probable costs provided herein are based on the information known to Engineer at this time and represent only the Engineer's judgment as a design professional familiar with the construction industry. The Engineer cannot and does not guarantee that proposals, bids, or actual construction costs will not vary from its opinions of probable costs.

Sidewalk Summary

Priority	Length (LF)	Cost
High	351	\$ 36,032.03
Medium	1,919	\$ 113,862.96
Low	329	\$ 20,389.04
Handrail Needed	0	\$ -
Compliant	3,149	
Not Prioritized	0	
Subtotal	5,749	\$ 170,284.03
Sidewalk Total		\$ 171,000.00

Corridor Summary

Facility	Cost
Sidewalk Total	\$ 171,000.00
Unsignalized Intersection Total	\$ 133,000.00
Corridor Total	\$ 304,000.00

End of Project Description for Project 110 State Hwy 80

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

Client: Oklahoma Department of Transportation
Program: ADA Self-Evaluation and Transition Plan
KHA No.: 051279001

Date: 07/29/16
Prepared By: CMP
Checked By: EPE

Corridor: US Hwy 62 Bus
City: Fort Gibson

GPS ID: 111
Division: 1

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost <i>Includes Engineering (15%) and Contingency (20%)</i>
504(F)-6006	Handrailing	0	LF	\$ 130.00	\$ -
610(A)-0602	4" Concrete Sidewalk	159	SY	\$ 50.00	\$ 10,736.79
619(B)-0604	6" Concrete Driveway	41	SY	\$ 60.00	\$ 3,335.57
619(B)-4766	Removal of Concrete Driveway	41	SY	\$ 9.00	\$ 500.34
619(B)-4792	Removal of Sidewalk	83	SY	\$ 12.00	\$ 1,347.25
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
--	Concrete Railroad Panel	0	LS	\$ 36,000.00	\$ -
610(G) 4142	Bituminous Driveway	20	SY	\$ 35.50	\$ 960.52
--	Welded Steel Grate	0	EA	\$ 1,300.00	\$ -
---	Relocate Fire Hydrant	0	LS	\$ 2,000.00	\$ -
---	Adjust Utility Elevation	0	LS	\$ 1,000.00	\$ -
---	Remove Obstruction	4	LS	\$ 1,000.00	\$ 5,400.00
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Railroad Company Flagger	0	Day(s)	\$ 1,000.00	\$ -
---	Remove Railroad Panel	0	LS	\$ 20,000.00	\$ -
619(B)-4767	Removal of Asphalt Driveways	20	SY	\$ 6.00	\$ 162.34

Basis for Cost Projection

- No Design Completed
- Preliminary Design
- Final Design

Subtotal:	\$	22,442.81
Estimated Project Cost:	\$	23,000.00
Engineering: (% +/-)	15%	\$ 2,493.65
Contingency: (% +/-)	20%	\$ 3,324.86

The Engineer has no control over the cost of labor, materials, equipment, or over the Contractor's methods of determining prices or over competitive bidding or market conditions. Opinions of probable costs provided herein are based on the information known to Engineer at this time and represent only the Engineer's judgment as a design professional familiar with the construction industry. The Engineer cannot and does not guarantee that proposals, bids, or actual construction costs will not vary from its opinions of probable costs.

Sidewalk Summary

Priority	Length (LF)	Cost
High	113	\$ 10,468.46
Medium	125	\$ 8,095.78
Low	103	\$ 3,878.58
Handrail Needed	0	\$ -
Compliant	1,031	
Not Prioritized	0	
Subtotal	1,372	\$ 22,442.81
Sidewalk Total		\$ 23,000.00

Corridor Summary

Facility	Cost
Sidewalk Total	\$ 23,000.00
Unsignalized Intersection Total	\$ 10,000.00
Corridor Total	\$ 33,000.00

End of Project Description for Project 111 US Hwy 62 Bus

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

Client: Oklahoma Department of Transportation **Date:** 07/29/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor: State Hwy 10 / State Hwy 100 **GPS ID:** 112
City: Gore **Division:** 1

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost <i>Includes Engineering (15%) and Contingency (20%)</i>
504(F)-6006	Handrailing	0	LF	\$ 130.00	\$ -
610(A)-0602	4" Concrete Sidewalk	202	SY	\$ 50.00	\$ 13,657.14
619(B)-0604	6" Concrete Driveway	162	SY	\$ 60.00	\$ 13,087.26
619(B)-4766	Removal of Concrete Driveway	162	SY	\$ 9.00	\$ 1,963.09
619(B)-4792	Removal of Sidewalk	79	SY	\$ 12.00	\$ 1,286.95
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
--	Concrete Railroad Panel	0	LS	\$ 36,000.00	\$ -
610(G) 4142	Bituminous Driveway	0	SY	\$ 35.50	\$ -
--	Welded Steel Grate	0	EA	\$ 1,300.00	\$ -
--	Relocate Fire Hydrant	0	LS	\$ 2,000.00	\$ -
--	Adjust Utility Elevation	0	LS	\$ 1,000.00	\$ -
--	Remove Obstruction	3	LS	\$ 1,000.00	\$ 4,050.00
--	Remove Temporary Obstruction	2	LS	\$ 500.00	\$ 1,350.00
--	Railroad Company Flagger	0	Day(s)	\$ 1,000.00	\$ -
--	Remove Railroad Panel	0	LS	\$ 20,000.00	\$ -
619(B)-4767	Removal of Asphalt Driveways	0	SY	\$ 6.00	\$ -

Basis for Cost Projection

- No Design Completed
- Preliminary Design
- Final Design

Subtotal:	\$	35,394.43
Estimated Project Cost:	\$	36,000.00
Engineering: (% +/-)	15%	\$ 3,932.71
Contingency: (% +/-)	20%	\$ 5,243.62

The Engineer has no control over the cost of labor, materials, equipment, or over the Contractor's methods of determining prices or over competitive bidding or market conditions. Opinions of probable costs provided herein are based on the information known to Engineer at this time and represent only the Engineer's judgment as a design professional familiar with the construction industry. The Engineer cannot and does not guarantee that proposals, bids, or actual construction costs will not vary from its opinions of probable costs.

Sidewalk Summary

Priority	Length (LF)	Cost
High	35	\$ 5,879.61
Medium	162	\$ 11,468.94
Low	393	\$ 18,045.88
Handrail Needed	0	\$ -
Compliant	1,516	
Not Prioritized	0	
Subtotal		\$ 35,394.43
Sidewalk Total	2,105	\$ 36,000.00

Corridor Summary

Facility	Cost
Sidewalk Total	\$ 36,000.00
Unsignalized Intersection Total	\$ 66,000.00
Corridor Total	\$ 102,000.00

End of Project Description for Project 112 State Hwy 10 / State Hwy 100

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

Client: Oklahoma Department of Transportation
Program: ADA Self-Evaluation and Transition Plan
KHA No.: 051279001

Date: 07/29/16
Prepared By: CMP
Checked By: EPE

Corridor: State Hwy 52
City: Hanna

GPS ID: 113
Division: 1

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost <i>Includes Engineering (15%) and Contingency (20%)</i>
504(F)-6006	Handrailing	0	LF	\$ 130.00	\$ -
610(A)-0602	4" Concrete Sidewalk	391	SY	\$ 50.00	\$ 26,395.47
619(B)-0604	6" Concrete Driveway	150	SY	\$ 60.00	\$ 12,139.01
619(B)-4766	Removal of Concrete Driveway	150	SY	\$ 9.00	\$ 1,820.85
619(B)-4792	Removal of Sidewalk	117	SY	\$ 12.00	\$ 1,892.21
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
--	Concrete Railroad Panel	0	LS	\$ 36,000.00	\$ -
610(G) 4142	Bituminous Driveway	0	SY	\$ 35.50	\$ -
--	Welded Steel Grate	0	EA	\$ 1,300.00	\$ -
---	Relocate Fire Hydrant	0	LS	\$ 2,000.00	\$ -
---	Adjust Utility Elevation	0	LS	\$ 1,000.00	\$ -
---	Remove Obstruction	1	LS	\$ 1,000.00	\$ 1,350.00
---	Remove Temporary Obstruction	5	LS	\$ 500.00	\$ 3,375.00
---	Railroad Company Flagger	0	Day(s)	\$ 1,000.00	\$ -
---	Remove Railroad Panel	0	LS	\$ 20,000.00	\$ -
619(B)-4767	Removal of Asphalt Driveways	0	SY	\$ 6.00	\$ -

Basis for Cost Projection

- No Design Completed
- Preliminary Design
- Final Design

Subtotal:	\$	46,972.54
Estimated Project Cost:	\$	47,000.00
Engineering: (% +/-)	15%	\$ 5,219.17
Contingency: (% +/-)	20%	\$ 6,958.89

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Sidewalk Summary

Priority	Length (LF)	Cost
High	174	\$ 17,599.71
Medium	171	\$ 11,298.63
Low	536	\$ 18,074.20
Handrail Needed	0	\$ -
Compliant	395	
Not Prioritized	0	
Subtotal		\$ 46,972.54
Sidewalk Total	1,276	\$ 47,000.00

Corridor Summary

Facility	Cost
Sidewalk Total	\$ 47,000.00
Unsignalized Intersection Total	\$ 16,000.00
Corridor Total	\$ 63,000.00

End of Project Description for Project 113 State Hwy 52

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

Client: Oklahoma Department of Transportation **Date:** 07/29/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor: US Hwy 64 / State Hwy 72 **GPS ID:** 114
City: Haskell **Division:** 1

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost <i>Includes Engineering (15%) and Contingency (20%)</i>
504(F)-6006	Handrailing	0	LF	\$ 130.00	\$ -
610(A)-0602	4" Concrete Sidewalk	384	SY	\$ 50.00	\$ 25,928.11
619(B)-0604	6" Concrete Driveway	480	SY	\$ 60.00	\$ 38,890.72
619(B)-4766	Removal of Concrete Driveway	480	SY	\$ 9.00	\$ 5,833.61
619(B)-4792	Removal of Sidewalk	367	SY	\$ 12.00	\$ 5,944.94
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
--	Concrete Railroad Panel	0	LS	\$ 36,000.00	\$ -
610(G) 4142	Bituminous Driveway	450	SY	\$ 35.50	\$ 21,544.06
--	Welded Steel Grate	0	EA	\$ 1,300.00	\$ -
--	Relocate Fire Hydrant	0	LS	\$ 2,000.00	\$ -
--	Adjust Utility Elevation	0	LS	\$ 1,000.00	\$ -
--	Remove Obstruction	1	LS	\$ 1,000.00	\$ 1,350.00
--	Remove Temporary Obstruction	1	LS	\$ 500.00	\$ 675.00
--	Railroad Company Flagger	0	Day(s)	\$ 1,000.00	\$ -
--	Remove Railroad Panel	0	LS	\$ 20,000.00	\$ -
619(B)-4767	Removal of Asphalt Driveways	450	SY	\$ 6.00	\$ 3,641.25

Basis for Cost Projection

- No Design Completed
- Preliminary Design
- Final Design

Subtotal:	\$	103,807.69
Estimated Project Cost:	\$	104,000.00
Engineering: (% +/-)	15%	\$ 11,534.19
Contingency: (% +/-)	20%	\$ 15,378.92

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Sidewalk Summary

Priority	Length (LF)	Cost
High	70	\$ 7,672.37
Medium	823	\$ 64,567.06
Low	502	\$ 31,568.26
Handrail Needed	0	\$ -
Compliant	3,503	
Not Prioritized	0	
Subtotal		\$ 103,807.69
Sidewalk Total	4,897	\$ 104,000.00

Corridor Summary

Facility	Cost
Sidewalk Total	\$ 104,000.00
Unsignalized Intersection Total	\$ 148,000.00
Corridor Total	\$ 252,000.00

End of Project Description for Project 114 US Hwy 64 / State Hwy 72

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

Client: Oklahoma Department of Transportation
Program: ADA Self-Evaluation and Transition Plan
KHA No.: 051279001

Date: 07/29/16
Prepared By: CMP
Checked By: EPE

Corridor: US Hwy 62 / US Hwy 75
City: Dewar

GPS ID: 115
Division: 1

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost <i>Includes Engineering (15%) and Contingency (20%)</i>
504(F)-6006	Handrailing	0	LF	\$ 130.00	\$ -
610(A)-0602	4" Concrete Sidewalk	4398	SY	\$ 50.00	\$ 296,835.73
619(B)-0604	6" Concrete Driveway	1692	SY	\$ 60.00	\$ 137,042.80
619(B)-4766	Removal of Concrete Driveway	1692	SY	\$ 9.00	\$ 20,556.42
619(B)-4792	Removal of Sidewalk	3788	SY	\$ 12.00	\$ 61,367.67
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
--	Concrete Railroad Panel	0	LS	\$ 36,000.00	\$ -
610(G) 4142	Bituminous Driveway	296	SY	\$ 35.50	\$ 14,187.68
--	Welded Steel Grate	0	EA	\$ 1,300.00	\$ -
--	Relocate Fire Hydrant	0	LS	\$ 2,000.00	\$ -
--	Adjust Utility Elevation	6	LS	\$ 1,000.00	\$ 8,100.00
--	Remove Obstruction	38	LS	\$ 1,000.00	\$ 51,300.00
--	Remove Temporary Obstruction	14	LS	\$ 500.00	\$ 9,450.00
--	Railroad Company Flagger	0	Day(s)	\$ 1,000.00	\$ -
--	Remove Railroad Panel	0	LS	\$ 20,000.00	\$ -
619(B)-4767	Removal of Asphalt Driveways	296	SY	\$ 6.00	\$ 2,397.92

Basis for Cost Projection

- No Design Completed
- Preliminary Design
- Final Design

Subtotal:	\$	601,238.22
Estimated Project Cost:	\$	602,000.00
Engineering: (% +/-)	15%	\$ 66,804.25
Contingency: (% +/-)	20%	\$ 89,072.33

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Sidewalk Summary

Priority	Length (LF)	Cost
High	1,774	\$ 194,548.49
Medium	3,408	\$ 319,036.59
Low	1,817	\$ 87,653.14
Handrail Needed	0	\$ -
Compliant	4,946	
Not Prioritized	0	
Subtotal		\$ 601,238.22
Sidewalk Total	11,945	\$ 602,000.00

Corridor Summary

Facility	Cost
Sidewalk Total	\$ 602,000.00
Unsignalized Intersection Total	\$ 200,000.00
Corridor Total	\$ 802,000.00

End of Project Description for Project 115 US Hwy 62 / US Hwy 75

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

Client: Oklahoma Department of Transportation
Program: ADA Self-Evaluation and Transition Plan
KHA No.: 051279001

Date: 07/29/16
Prepared By: CMP
Checked By: EPE

Corridor: State Hwy 51
City: Hulbert

GPS ID: 116
Division: 1

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost <i>Includes Engineering (15%) and Contingency (20%)</i>
504(F)-6006	Handrailing	0	LF	\$ 130.00	\$ -
610(A)-0602	4" Concrete Sidewalk	548	SY	\$ 50.00	\$ 36,982.95
619(B)-0604	6" Concrete Driveway	133	SY	\$ 60.00	\$ 10,792.10
619(B)-4766	Removal of Concrete Driveway	133	SY	\$ 9.00	\$ 1,618.82
619(B)-4792	Removal of Sidewalk	497	SY	\$ 12.00	\$ 8,058.98
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
--	Concrete Railroad Panel	0	LS	\$ 36,000.00	\$ -
610(G) 4142	Bituminous Driveway	0	SY	\$ 35.50	\$ -
--	Welded Steel Grate	0	EA	\$ 1,300.00	\$ -
--	Relocate Fire Hydrant	0	LS	\$ 2,000.00	\$ -
--	Adjust Utility Elevation	0	LS	\$ 1,000.00	\$ -
--	Remove Obstruction	0	LS	\$ 1,000.00	\$ -
--	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
--	Railroad Company Flagger	0	Day(s)	\$ 1,000.00	\$ -
--	Remove Railroad Panel	0	LS	\$ 20,000.00	\$ -
619(B)-4767	Removal of Asphalt Driveways	0	SY	\$ 6.00	\$ -

Basis for Cost Projection

- No Design Completed
- Preliminary Design
- Final Design

Subtotal:	\$	57,452.85
Estimated Project Cost:	\$	58,000.00
<i>Engineering: (% +/-)</i>	15%	\$ 6,383.65
<i>Contingency: (% +/-)</i>	20%	\$ 8,511.53

The Engineer has no control over the cost of labor, materials, equipment, or over the Contractor's methods of determining prices or over competitive bidding or market conditions. Opinions of probable costs provided herein are based on the information known to Engineer at this time and represent only the Engineer's judgment as a design professional familiar with the construction industry. The Engineer cannot and does not guarantee that proposals, bids, or actual construction costs will not vary from its opinions of probable costs.

Sidewalk Summary

Priority	Length (LF)	Cost
High	54	\$ 5,589.08
Medium	389	\$ 25,573.78
Low	543	\$ 26,289.99
Handrail Needed	0	\$ -
Compliant	2,154	
Not Prioritized	0	
Subtotal		\$ 57,452.85
Sidewalk Total	3,140	\$ 58,000.00

Corridor Summary

Facility	Cost
Sidewalk Total	\$ 58,000.00
Unsignalized Intersection Total	\$ 54,000.00
Corridor Total	\$ 112,000.00

End of Project Description for Project 116 State Hwy 51

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

Client: Oklahoma Department of Transportation **Date:** 07/29/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor: State Hwy 9 **GPS ID:** 117
City: Keota **Division:** 1

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost <i>Includes Engineering (15%) and Contingency (20%)</i>
504(F)-6006	Handrailing	0	LF	\$ 130.00	\$ -
610(A)-0602	4" Concrete Sidewalk	410	SY	\$ 50.00	\$ 27,705.17
619(B)-0604	6" Concrete Driveway	591	SY	\$ 60.00	\$ 47,895.56
619(B)-4766	Removal of Concrete Driveway	591	SY	\$ 9.00	\$ 7,184.33
619(B)-4792	Removal of Sidewalk	270	SY	\$ 12.00	\$ 4,369.12
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
--	Concrete Railroad Panel	0	LS	\$ 36,000.00	\$ -
610(G) 4142	Bituminous Driveway	71	SY	\$ 35.50	\$ 3,385.45
--	Welded Steel Grate	0	EA	\$ 1,300.00	\$ -
--	Relocate Fire Hydrant	0	LS	\$ 2,000.00	\$ -
--	Adjust Utility Elevation	0	LS	\$ 1,000.00	\$ -
--	Remove Obstruction	2	LS	\$ 1,000.00	\$ 2,700.00
--	Remove Temporary Obstruction	3	LS	\$ 500.00	\$ 2,025.00
--	Railroad Company Flagger	0	Day(s)	\$ 1,000.00	\$ -
--	Remove Railroad Panel	0	LS	\$ 20,000.00	\$ -
619(B)-4767	Removal of Asphalt Driveways	71	SY	\$ 6.00	\$ 572.19

Basis for Cost Projection

- No Design Completed
- Preliminary Design
- Final Design

Subtotal:	\$	95,836.82
Estimated Project Cost:	\$	96,000.00
<i>Engineering: (% +/-)</i>	15%	\$ 10,648.54
<i>Contingency: (% +/-)</i>	20%	\$ 14,198.05

The Engineer has no control over the cost of labor, materials, equipment, or over the Contractor's methods of determining prices or over competitive bidding or market conditions. Opinions of probable costs provided herein are based on the information known to Engineer at this time and represent only the Engineer's judgment as a design professional familiar with the construction industry. The Engineer cannot and does not guarantee that proposals, bids, or actual construction costs will not vary from its opinions of probable costs.

Sidewalk Summary

Priority	Length (LF)	Cost
High	280	\$ 25,214.61
Medium	462	\$ 40,642.87
Low	425	\$ 29,979.34
Handrail Needed	0	\$ -
Compliant	1,584	
Not Prioritized	0	
Subtotal		\$ 95,836.82
Sidewalk Total	2,750	\$ 96,000.00

Corridor Summary

Facility	Cost
Sidewalk Total	\$ 96,000.00
Unsignalized Intersection Total	\$ 58,000.00
Corridor Total	\$ 154,000.00

End of Project Description for Project 117 State Hwy 9

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

Client: Oklahoma Department of Transportation **Date:** 07/29/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor: State Hwy 31 / State Hwy 2 **GPS ID:** 118
City: Kinta **Division:** 1

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost <i>Includes Engineering (15%) and Contingency (20%)</i>
504(F)-6006	Handrailing	0	LF	\$ 130.00	\$ -
610(A)-0602	4" Concrete Sidewalk	130	SY	\$ 50.00	\$ 8,798.47
619(B)-0604	6" Concrete Driveway	86	SY	\$ 60.00	\$ 6,984.20
619(B)-4766	Removal of Concrete Driveway	86	SY	\$ 9.00	\$ 1,047.63
619(B)-4792	Removal of Sidewalk	115	SY	\$ 12.00	\$ 1,858.52
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
--	Concrete Railroad Panel	0	LS	\$ 36,000.00	\$ -
610(G) 4142	Bituminous Driveway	0	SY	\$ 35.50	\$ -
--	Welded Steel Grate	0	EA	\$ 1,300.00	\$ -
---	Relocate Fire Hydrant	0	LS	\$ 2,000.00	\$ -
---	Adjust Utility Elevation	0	LS	\$ 1,000.00	\$ -
---	Remove Obstruction	1	LS	\$ 1,000.00	\$ 1,350.00
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Railroad Company Flagger	0	Day(s)	\$ 1,000.00	\$ -
---	Remove Railroad Panel	0	LS	\$ 20,000.00	\$ -
619(B)-4767	Removal of Asphalt Driveways	0	SY	\$ 6.00	\$ -

Basis for Cost Projection

- No Design Completed
- Preliminary Design
- Final Design

Subtotal:	\$	20,038.82
Estimated Project Cost:	\$	21,000.00
Engineering: (% +/-)	15%	\$ 2,226.54
Contingency: (% +/-)	20%	\$ 2,968.71

The Engineer has no control over the cost of labor, materials, equipment, or over the Contractor's methods of determining prices or over competitive bidding or market conditions. Opinions of probable costs provided herein are based on the information known to Engineer at this time and represent only the Engineer's judgment as a design professional familiar with the construction industry. The Engineer cannot and does not guarantee that proposals, bids, or actual construction costs will not vary from its opinions of probable costs.

Sidewalk Summary

Priority	Length (LF)	Cost
High	14	\$ 1,979.10
Medium	81	\$ 5,423.58
Low	215	\$ 12,636.15
Handrail Needed	0	\$ -
Compliant	886	
Not Prioritized	0	
Subtotal	1,195	\$ 20,038.82
Sidewalk Total		\$ 21,000.00

Corridor Summary

Facility	Cost
Sidewalk Total	\$ 21,000.00
Unsignalized Intersection Total	\$ 39,000.00
Corridor Total	\$ 60,000.00

End of Project Description for Project 118 State Hwy 31 / State Hwy 2

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

Client: Oklahoma Department of Transportation **Date:** 07/29/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor: State Hwy 2 **GPS ID:** 119
City: Kinta **Division:** 1

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost <i>Includes Engineering (15%) and Contingency (20%)</i>
504(F)-6006	Handrailing	44	LF	\$ 130.00	\$ 7,654.16
610(A)-0602	4" Concrete Sidewalk	204	SY	\$ 50.00	\$ 13,783.04
619(B)-0604	6" Concrete Driveway	0	SY	\$ 60.00	\$ -
619(B)-4766	Removal of Concrete Driveway	0	SY	\$ 9.00	\$ -
619(B)-4792	Removal of Sidewalk	187	SY	\$ 12.00	\$ 3,032.08
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
--	Concrete Railroad Panel	0	LS	\$ 36,000.00	\$ -
610(G) 4142	Bituminous Driveway	0	SY	\$ 35.50	\$ -
--	Welded Steel Grate	0	EA	\$ 1,300.00	\$ -
--	Relocate Fire Hydrant	0	LS	\$ 2,000.00	\$ -
--	Adjust Utility Elevation	0	LS	\$ 1,000.00	\$ -
--	Remove Obstruction	0	LS	\$ 1,000.00	\$ -
--	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
--	Railroad Company Flagger	0	Day(s)	\$ 1,000.00	\$ -
--	Remove Railroad Panel	0	LS	\$ 20,000.00	\$ -
619(B)-4767	Removal of Asphalt Driveways	0	SY	\$ 6.00	\$ -

Basis for Cost Projection

- No Design Completed
- Preliminary Design
- Final Design

Subtotal:	\$	24,469.29
Estimated Project Cost:	\$	25,000.00
Engineering: (% +/-)	15%	\$ 2,718.81
Contingency: (% +/-)	20%	\$ 3,625.08

The Engineer has no control over the cost of labor, materials, equipment, or over the Contractor's methods of determining prices or over competitive bidding or market conditions. Opinions of probable costs provided herein are based on the information known to Engineer at this time and represent only the Engineer's judgment as a design professional familiar with the construction industry. The Engineer cannot and does not guarantee that proposals, bids, or actual construction costs will not vary from its opinions of probable costs.

Sidewalk Summary

Priority	Length (LF)	Cost
High	0	\$ -
Medium	368	\$ 16,815.13
Low	22	\$ -
Handrail Needed	44	\$ 7,654.16
Compliant	764	
Not Prioritized	0	
Subtotal		\$ 24,469.29
Sidewalk Total	1,197	\$ 25,000.00

Corridor Summary

Facility	Cost
Sidewalk Total	\$ 25,000.00
Unsignalized Intersection Total	\$ 53,000.00
Corridor Total	\$ 78,000.00

End of Project Description for Project 119 State Hwy 2

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

Client: Oklahoma Department of Transportation **Date:** 07/29/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor: State Hwy 31 **GPS ID:** 120
City: McCurtain **Division:** 1

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost <i>Includes Engineering (15%) and Contingency (20%)</i>
504(F)-6006	Handrailing	0	LF	\$ 130.00	\$ -
610(A)-0602	4" Concrete Sidewalk	5	SY	\$ 50.00	\$ 355.50
619(B)-0604	6" Concrete Driveway	26	SY	\$ 60.00	\$ 2,086.41
619(B)-4766	Removal of Concrete Driveway	26	SY	\$ 9.00	\$ 312.96
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
--	Concrete Railroad Panel	0	LS	\$ 36,000.00	\$ -
610(G) 4142	Bituminous Driveway	0	SY	\$ 35.50	\$ -
--	Welded Steel Grate	0	EA	\$ 1,300.00	\$ -
--	Relocate Fire Hydrant	0	LS	\$ 2,000.00	\$ -
--	Adjust Utility Elevation	0	LS	\$ 1,000.00	\$ -
--	Remove Obstruction	0	LS	\$ 1,000.00	\$ -
--	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
--	Railroad Company Flagger	0	Day(s)	\$ 1,000.00	\$ -
--	Remove Railroad Panel	0	LS	\$ 20,000.00	\$ -
619(B)-4767	Removal of Asphalt Driveways	0	SY	\$ 6.00	\$ -

Basis for Cost Projection

- No Design Completed
- Preliminary Design
- Final Design

Subtotal:	\$	2,754.87
Estimated Project Cost:	\$	3,000.00
Engineering: (% +/-)	15%	\$ 306.10
Contingency: (% +/-)	20%	\$ 408.13

The Engineer has no control over the cost of labor, materials, equipment, or over the Contractor's methods of determining prices or over competitive bidding or market conditions. Opinions of probable costs provided herein are based on the information known to Engineer at this time and represent only the Engineer's judgment as a design professional familiar with the construction industry. The Engineer cannot and does not guarantee that proposals, bids, or actual construction costs will not vary from its opinions of probable costs.

Sidewalk Summary

Priority	Length (LF)	Cost
High	0	\$ -
Medium	0	\$ -
Low	33	\$ 2,754.87
Handrail Needed	0	\$ -
Compliant	267	
Not Prioritized	0	
Subtotal	299	\$ 2,754.87
Sidewalk Total		\$ 3,000.00

Corridor Summary

Facility	Cost
Sidewalk Total	\$ 3,000.00
Unsignalized Intersection Total	\$ 16,000.00
Corridor Total	\$ 19,000.00

End of Project Description for Project 120 State Hwy 31

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

Client: Oklahoma Department of Transportation
Program: ADA Self-Evaluation and Transition Plan
KHA No.: 051279001

Date: 07/29/16
Prepared By: CMP
Checked By: EPE

Corridor: US Hwy 62
City: Morris

GPS ID: 121
Division: 1

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost <i>Includes Engineering (15%) and Contingency (20%)</i>
504(F)-6006	Handrailing	0	LF	\$ 130.00	\$ -
610(A)-0602	4" Concrete Sidewalk	852	SY	\$ 50.00	\$ 57,499.62
619(B)-0604	6" Concrete Driveway	146	SY	\$ 60.00	\$ 11,795.15
619(B)-4766	Removal of Concrete Driveway	146	SY	\$ 9.00	\$ 1,769.27
619(B)-4792	Removal of Sidewalk	511	SY	\$ 12.00	\$ 8,281.34
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
--	Concrete Railroad Panel	0	LS	\$ 36,000.00	\$ -
610(G) 4142	Bituminous Driveway	286	SY	\$ 35.50	\$ 13,719.17
--	Welded Steel Grate	0	EA	\$ 1,300.00	\$ -
--	Relocate Fire Hydrant	0	LS	\$ 2,000.00	\$ -
--	Adjust Utility Elevation	0	LS	\$ 1,000.00	\$ -
--	Remove Obstruction	12	LS	\$ 1,000.00	\$ 16,200.00
--	Remove Temporary Obstruction	1	LS	\$ 500.00	\$ 675.00
--	Railroad Company Flagger	0	Day(s)	\$ 1,000.00	\$ -
--	Remove Railroad Panel	0	LS	\$ 20,000.00	\$ -
619(B)-4767	Removal of Asphalt Driveways	286	SY	\$ 6.00	\$ 2,318.73

Basis for Cost Projection

- No Design Completed
- Preliminary Design
- Final Design

Subtotal:	\$	112,258.29
Estimated Project Cost:	\$	113,000.00
Engineering: (% +/-)	15%	\$ 12,473.14
Contingency: (% +/-)	20%	\$ 16,630.86

The Engineer has no control over the cost of labor, materials, equipment, or over the Contractor's methods of determining prices or over competitive bidding or market conditions. Opinions of probable costs provided herein are based on the information known to Engineer at this time and represent only the Engineer's judgment as a design professional familiar with the construction industry. The Engineer cannot and does not guarantee that proposals, bids, or actual construction costs will not vary from its opinions of probable costs.

Sidewalk Summary

Priority	Length (LF)	Cost
High	320	\$ 30,493.95
Medium	823	\$ 44,560.38
Low	714	\$ 37,203.97
Handrail Needed	0	\$ -
Compliant	2,823	
Not Prioritized	0	
Subtotal		\$ 112,258.29
Sidewalk Total	4,680	\$ 113,000.00

Corridor Summary

Facility	Cost
Sidewalk Total	\$ 113,000.00
Unsignalized Intersection Total	\$ 69,000.00
Corridor Total	\$ 182,000.00

End of Project Description for Project 121 US Hwy 62

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

Client: Oklahoma Department of Transportation
Program: ADA Self-Evaluation and Transition Plan
KHA No.: 051279001

Date: 07/29/16
Prepared By: CMP
Checked By: EPE

Corridor: State Hwy 52
City: Morris

GPS ID: 122
Division: 1

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost <i>Includes Engineering (15%) and Contingency (20%)</i>
504(F)-6006	Handrailing	0	LF	\$ 130.00	\$ -
610(A)-0602	4" Concrete Sidewalk	1210	SY	\$ 50.00	\$ 81,653.78
619(B)-0604	6" Concrete Driveway	417	SY	\$ 60.00	\$ 33,768.03
619(B)-4766	Removal of Concrete Driveway	417	SY	\$ 9.00	\$ 5,065.20
619(B)-4792	Removal of Sidewalk	974	SY	\$ 12.00	\$ 15,773.74
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
--	Concrete Railroad Panel	0	LS	\$ 36,000.00	\$ -
610(G) 4142	Bituminous Driveway	76	SY	\$ 35.50	\$ 3,634.96
--	Welded Steel Grate	0	EA	\$ 1,300.00	\$ -
--	Relocate Fire Hydrant	0	LS	\$ 2,000.00	\$ -
--	Adjust Utility Elevation	0	LS	\$ 1,000.00	\$ -
--	Remove Obstruction	15	LS	\$ 1,000.00	\$ 20,250.00
--	Remove Temporary Obstruction	3	LS	\$ 500.00	\$ 2,025.00
--	Railroad Company Flagger	0	Day(s)	\$ 1,000.00	\$ -
--	Remove Railroad Panel	0	LS	\$ 20,000.00	\$ -
619(B)-4767	Removal of Asphalt Driveways	76	SY	\$ 6.00	\$ 614.36

Basis for Cost Projection

- No Design Completed
- Preliminary Design
- Final Design

Subtotal:	\$	162,785.07
Estimated Project Cost:	\$	163,000.00
Engineering: (% +/-)	15%	\$ 18,087.23
Contingency: (% +/-)	20%	\$ 24,116.31

The Engineer has no control over the cost of labor, materials, equipment, or over the Contractor's methods of determining prices or over competitive bidding or market conditions. Opinions of probable costs provided herein are based on the information known to Engineer at this time and represent only the Engineer's judgment as a design professional familiar with the construction industry. The Engineer cannot and does not guarantee that proposals, bids, or actual construction costs will not vary from its opinions of probable costs.

Sidewalk Summary

Priority	Length (LF)	Cost
High	381	\$ 42,606.89
Medium	972	\$ 89,130.30
Low	673	\$ 31,047.88
Handrail Needed	0	\$ -
Compliant	2,267	
Not Prioritized	0	
Subtotal	4,292	\$ 162,785.07
Sidewalk Total		\$ 163,000.00

Corridor Summary

Facility	Cost
Sidewalk Total	\$ 163,000.00
Unsignalized Intersection Total	\$ 154,000.00
Corridor Total	\$ 317,000.00

End of Project Description for Project 122 State Hwy 52

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

Client: Oklahoma Department of Transportation
Program: ADA Self-Evaluation and Transition Plan
KHA No.: 051279001

Date: 07/29/16
Prepared By: CMP
Checked By: EPE

Corridor: US Hwy 64
City: Muldrow

GPS ID: 123
Division: 1

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost <i>Includes Engineering (15%) and Contingency (20%)</i>
504(F)-6006	Handrailing	0	LF	\$ 130.00	\$ -
610(A)-0602	4" Concrete Sidewalk	275	SY	\$ 50.00	\$ 18,593.46
619(B)-0604	6" Concrete Driveway	380	SY	\$ 60.00	\$ 30,792.02
619(B)-4766	Removal of Concrete Driveway	380	SY	\$ 9.00	\$ 4,618.80
619(B)-4792	Removal of Sidewalk	269	SY	\$ 12.00	\$ 4,356.69
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
--	Concrete Railroad Panel	0	LS	\$ 36,000.00	\$ -
610(G) 4142	Bituminous Driveway	0	SY	\$ 35.50	\$ -
--	Welded Steel Grate	0	EA	\$ 1,300.00	\$ -
--	Relocate Fire Hydrant	0	LS	\$ 2,000.00	\$ -
--	Adjust Utility Elevation	1	LS	\$ 1,000.00	\$ 1,350.00
--	Remove Obstruction	1	LS	\$ 1,000.00	\$ 1,350.00
--	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
--	Railroad Company Flagger	0	Day(s)	\$ 1,000.00	\$ -
--	Remove Railroad Panel	0	LS	\$ 20,000.00	\$ -
619(B)-4767	Removal of Asphalt Driveways	0	SY	\$ 6.00	\$ -

Basis for Cost Projection

- No Design Completed
- Preliminary Design
- Final Design

Subtotal:	\$	61,060.98
Estimated Project Cost:	\$	62,000.00
Engineering: (% +/-)	15%	\$ 6,784.55
Contingency: (% +/-)	20%	\$ 9,046.07

The Engineer has no control over the cost of labor, materials, equipment, or over the Contractor's methods of determining prices or over competitive bidding or market conditions. Opinions of probable costs provided herein are based on the information known to Engineer at this time and represent only the Engineer's judgment as a design professional familiar with the construction industry. The Engineer cannot and does not guarantee that proposals, bids, or actual construction costs will not vary from its opinions of probable costs.

Sidewalk Summary

Priority	Length (LF)	Cost
High	25	\$ 3,831.02
Medium	593	\$ 29,220.90
Low	324	\$ 28,009.06
Handrail Needed	0	\$ -
Compliant	7,338	
Not Prioritized	0	
Subtotal		\$ 61,060.98
Sidewalk Total	8,279	\$ 62,000.00

Corridor Summary

Facility	Cost
Sidewalk Total	\$ 62,000.00
Unsignalized Intersection Total	\$ 139,000.00
Corridor Total	\$ 201,000.00

End of Project Description for Project 123 US Hwy 64

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

Client: Oklahoma Department of Transportation **Date:** 07/29/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor: State Hwy 64B **GPS ID:** 124
City: Muldrow **Division:** 1

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost <i>Includes Engineering (15%) and Contingency (20%)</i>
504(F)-6006	Handrailing	0	LF	\$ 130.00	\$ -
610(A)-0602	4" Concrete Sidewalk	319	SY	\$ 50.00	\$ 21,554.34
619(B)-0604	6" Concrete Driveway	59	SY	\$ 60.00	\$ 4,761.51
619(B)-4766	Removal of Concrete Driveway	59	SY	\$ 9.00	\$ 714.23
619(B)-4792	Removal of Sidewalk	194	SY	\$ 12.00	\$ 3,144.94
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
--	Concrete Railroad Panel	0	LS	\$ 36,000.00	\$ -
610(G) 4142	Bituminous Driveway	46	SY	\$ 35.50	\$ 2,223.26
--	Welded Steel Grate	0	EA	\$ 1,300.00	\$ -
---	Relocate Fire Hydrant	0	LS	\$ 2,000.00	\$ -
---	Adjust Utility Elevation	0	LS	\$ 1,000.00	\$ -
---	Remove Obstruction	8	LS	\$ 1,000.00	\$ 10,800.00
---	Remove Temporary Obstruction	1	LS	\$ 500.00	\$ 675.00
---	Railroad Company Flagger	0	Day(s)	\$ 1,000.00	\$ -
---	Remove Railroad Panel	0	LS	\$ 20,000.00	\$ -
619(B)-4767	Removal of Asphalt Driveways	46	SY	\$ 6.00	\$ 375.76

Basis for Cost Projection

- No Design Completed
- Preliminary Design
- Final Design

Subtotal:	\$	44,249.04
Estimated Project Cost:	\$	45,000.00
Engineering: (% +/-)	15%	\$ 4,916.56
Contingency: (% +/-)	20%	\$ 6,555.41

The Engineer has no control over the cost of labor, materials, equipment, or over the Contractor's methods of determining prices or over competitive bidding or market conditions. Opinions of probable costs provided herein are based on the information known to Engineer at this time and represent only the Engineer's judgment as a design professional familiar with the construction industry. The Engineer cannot and does not guarantee that proposals, bids, or actual construction costs will not vary from its opinions of probable costs.

Sidewalk Summary

Priority	Length (LF)	Cost
High	226	\$ 27,711.48
Medium	84	\$ 6,617.35
Low	290	\$ 9,920.21
Handrail Needed	0	\$ -
Compliant	1,198	
Not Prioritized	0	
Subtotal		\$ 44,249.04
Sidewalk Total	1,798	\$ 45,000.00

Corridor Summary

Facility	Cost
Sidewalk Total	\$ 45,000.00
Unsignalized Intersection Total	\$ 33,000.00
Corridor Total	\$ 78,000.00

End of Project Description for Project 124 State Hwy 64B

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

Client: Oklahoma Department of Transportation **Date:** 07/29/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor: US Hwy 64 / US Hwy 62 Bus **GPS ID:** 125
City: Muskogee **Division:** 1

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost <i>Includes Engineering (15%) and Contingency (20%)</i>
504(F)-6006	Handrailing	0	LF	\$ 130.00	\$ -
610(A)-0602	4" Concrete Sidewalk	5117	SY	\$ 50.00	\$ 345,405.38
619(B)-0604	6" Concrete Driveway	1741	SY	\$ 60.00	\$ 140,990.68
619(B)-4766	Removal of Concrete Driveway	1741	SY	\$ 9.00	\$ 21,148.60
619(B)-4792	Removal of Sidewalk	4337	SY	\$ 12.00	\$ 70,262.22
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
--	Concrete Railroad Panel	0	LS	\$ 36,000.00	\$ -
610(G) 4142	Bituminous Driveway	439	SY	\$ 35.50	\$ 21,020.46
--	Welded Steel Grate	0	EA	\$ 1,300.00	\$ -
---	Relocate Fire Hydrant	0	LS	\$ 2,000.00	\$ -
---	Adjust Utility Elevation	0	LS	\$ 1,000.00	\$ -
---	Remove Obstruction	36	LS	\$ 1,000.00	\$ 48,600.00
---	Remove Temporary Obstruction	3	LS	\$ 500.00	\$ 2,025.00
---	Railroad Company Flagger	0	Day(s)	\$ 1,000.00	\$ -
---	Remove Railroad Panel	0	LS	\$ 20,000.00	\$ -
619(B)-4767	Removal of Asphalt Driveways	439	SY	\$ 6.00	\$ 3,552.75

Basis for Cost Projection

- No Design Completed
- Preliminary Design
- Final Design

Subtotal:	\$	653,005.11
Estimated Project Cost:	\$	654,000.00
Engineering: (% +/-)	15%	\$ 72,556.12
Contingency: (% +/-)	20%	\$ 96,741.50

The Engineer has no control over the cost of labor, materials, equipment, or over the Contractor's methods of determining prices or over competitive bidding or market conditions. Opinions of probable costs provided herein are based on the information known to Engineer at this time and represent only the Engineer's judgment as a design professional familiar with the construction industry. The Engineer cannot and does not guarantee that proposals, bids, or actual construction costs will not vary from its opinions of probable costs.

Sidewalk Summary

Priority	Length (LF)	Cost
High	2,013	\$ 193,122.94
Medium	4,738	\$ 318,246.03
Low	2,738	\$ 141,636.14
Handrail Needed	0	\$ -
Compliant	14,876	
Not Prioritized	0	
Subtotal		\$ 653,005.11
Sidewalk Total	24,366	\$ 654,000.00

Corridor Summary

Facility	Cost
Sidewalk Total	\$ 654,000.00
Unsignalized Intersection Total	\$ 527,000.00
Corridor Total	\$ 1,181,000.00

End of Project Description for Project 125 US Hwy 64 / US Hwy 62 Bus

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

Client: Oklahoma Department of Transportation **Date:** 07/29/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor: US Hwy 69 (North) **GPS ID:** 127
City: Muskogee **Division:** 1

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost <i>Includes Engineering (15%) and Contingency (20%)</i>
504(F)-6006	Handrailing	0	LF	\$ 130.00	\$ -
610(A)-0602	4" Concrete Sidewalk	5419	SY	\$ 50.00	\$ 365,764.01
619(B)-0604	6" Concrete Driveway	586	SY	\$ 60.00	\$ 47,505.75
619(B)-4766	Removal of Concrete Driveway	586	SY	\$ 9.00	\$ 7,125.86
619(B)-4792	Removal of Sidewalk	5402	SY	\$ 12.00	\$ 87,519.68
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
--	Concrete Railroad Panel	0	LS	\$ 36,000.00	\$ -
610(G) 4142	Bituminous Driveway	1645	SY	\$ 35.50	\$ 78,840.70
--	Welded Steel Grate	0	EA	\$ 1,300.00	\$ -
---	Relocate Fire Hydrant	0	LS	\$ 2,000.00	\$ -
---	Adjust Utility Elevation	0	LS	\$ 1,000.00	\$ -
---	Remove Obstruction	1	LS	\$ 1,000.00	\$ 1,350.00
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Railroad Company Flagger	0	Day(s)	\$ 1,000.00	\$ -
---	Remove Railroad Panel	0	LS	\$ 20,000.00	\$ -
619(B)-4767	Removal of Asphalt Driveways	1645	SY	\$ 6.00	\$ 13,325.19

Basis for Cost Projection

- No Design Completed
- Preliminary Design
- Final Design

Subtotal:	\$	601,431.20
Estimated Project Cost:	\$	602,000.00
Engineering: (% +/-)	15%	\$ 66,825.69
Contingency: (% +/-)	20%	\$ 89,100.92

The Engineer has no control over the cost of labor, materials, equipment, or over the Contractor's methods of determining prices or over competitive bidding or market conditions. Opinions of probable costs provided herein are based on the information known to Engineer at this time and represent only the Engineer's judgment as a design professional familiar with the construction industry. The Engineer cannot and does not guarantee that proposals, bids, or actual construction costs will not vary from its opinions of probable costs.

Sidewalk Summary

Priority	Length (LF)	Cost
High	1,207	\$ 83,976.32
Medium	5,781	\$ 415,443.32
Low	1,498	\$ 102,011.56
Handrail Needed	0	\$ -
Compliant	4,794	
Not Prioritized	0	
Subtotal		\$ 601,431.20
Sidewalk Total	13,281	\$ 602,000.00

Corridor Summary

Facility	Cost
Sidewalk Total	\$ 602,000.00
Unsignalized Intersection Total	\$ 77,000.00
Corridor Total	\$ 679,000.00

End of Project Description for Project 127 US Hwy 69 (North)

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

Client: Oklahoma Department of Transportation **Date:** 07/29/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor: US Hwy 64 / US Hwy 69 **GPS ID:** 129
City: Muskogee **Division:** 1

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost <i>Includes Engineering (15%) and Contingency (20%)</i>
504(F)-6006	Handrailing	0	LF	\$ 130.00	\$ -
610(A)-0602	4" Concrete Sidewalk	63	SY	\$ 50.00	\$ 4,263.15
619(B)-0604	6" Concrete Driveway	64	SY	\$ 60.00	\$ 5,146.04
619(B)-4766	Removal of Concrete Driveway	64	SY	\$ 9.00	\$ 771.91
619(B)-4792	Removal of Sidewalk	63	SY	\$ 12.00	\$ 1,023.16
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
--	Concrete Railroad Panel	0	LS	\$ 36,000.00	\$ -
610(G) 4142	Bituminous Driveway	0	SY	\$ 35.50	\$ -
--	Welded Steel Grate	0	EA	\$ 1,300.00	\$ -
--	Relocate Fire Hydrant	0	LS	\$ 2,000.00	\$ -
--	Adjust Utility Elevation	0	LS	\$ 1,000.00	\$ -
--	Remove Obstruction	0	LS	\$ 1,000.00	\$ -
--	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
--	Railroad Company Flagger	0	Day(s)	\$ 1,000.00	\$ -
--	Remove Railroad Panel	0	LS	\$ 20,000.00	\$ -
619(B)-4767	Removal of Asphalt Driveways	0	SY	\$ 6.00	\$ -

Basis for Cost Projection

- No Design Completed
- Preliminary Design
- Final Design

Subtotal:	\$	11,204.26
Estimated Project Cost:	\$	12,000.00
Engineering: (% +/-)	15%	\$ 1,244.92
Contingency: (% +/-)	20%	\$ 1,659.89

The Engineer has no control over the cost of labor, materials, equipment, or over the Contractor's methods of determining prices or over competitive bidding or market conditions. Opinions of probable costs provided herein are based on the information known to Engineer at this time and represent only the Engineer's judgment as a design professional familiar with the construction industry. The Engineer cannot and does not guarantee that proposals, bids, or actual construction costs will not vary from its opinions of probable costs.

Sidewalk Summary

Priority	Length (LF)	Cost
High	17	\$ 835.93
Medium	99	\$ 8,628.05
Low	17	\$ 1,740.27
Handrail Needed	0	\$ -
Compliant	0	\$ -
Not Prioritized	0	\$ -
Subtotal	133	\$ 11,204.26
Sidewalk Total		\$ 12,000.00

Corridor Summary

Facility	Cost
Sidewalk Total	\$ 12,000.00
Unsignalized Intersection Total	\$ -
Corridor Total	\$ 12,000.00

End of Project Description for Project 129 US Hwy 64 / US Hwy 69

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

Client: Oklahoma Department of Transportation
Program: ADA Self-Evaluation and Transition Plan
KHA No.: 051279001

Date: 07/29/16
Prepared By: CMP
Checked By: EPE

Corridor: US Hwy 64 Bus
City: Muskogee

GPS ID: 130
Division: 1

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost <i>Includes Engineering (15%) and Contingency (20%)</i>
504(F)-6006	Handrailing	0	LF	\$ 130.00	\$ -
610(A)-0602	4" Concrete Sidewalk	4072	SY	\$ 50.00	\$ 274,840.27
619(B)-0604	6" Concrete Driveway	1890	SY	\$ 60.00	\$ 153,092.54
619(B)-4766	Removal of Concrete Driveway	1890	SY	\$ 9.00	\$ 22,963.88
619(B)-4792	Removal of Sidewalk	3235	SY	\$ 12.00	\$ 52,403.97
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
--	Concrete Railroad Panel	0	LS	\$ 36,000.00	\$ -
610(G) 4142	Bituminous Driveway	115	SY	\$ 35.50	\$ 5,510.20
--	Welded Steel Grate	0	EA	\$ 1,300.00	\$ -
---	Relocate Fire Hydrant	0	LS	\$ 2,000.00	\$ -
---	Adjust Utility Elevation	1	LS	\$ 1,000.00	\$ 1,350.00
---	Remove Obstruction	17	LS	\$ 1,000.00	\$ 22,950.00
---	Remove Temporary Obstruction	27	LS	\$ 500.00	\$ 18,225.00
---	Railroad Company Flagger	0	Day(s)	\$ 1,000.00	\$ -
---	Remove Railroad Panel	0	LS	\$ 20,000.00	\$ -
619(B)-4767	Removal of Asphalt Driveways	115	SY	\$ 6.00	\$ 931.30

Basis for Cost Projection

- No Design Completed
- Preliminary Design
- Final Design

Subtotal:	\$	552,267.16
Estimated Project Cost:	\$	553,000.00
Engineering: (% +/-)	15%	\$ 61,363.02
Contingency: (% +/-)	20%	\$ 81,817.36

The Engineer has no control over the cost of labor, materials, equipment, or over the Contractor's methods of determining prices or over competitive bidding or market conditions. Opinions of probable costs provided herein are based on the information known to Engineer at this time and represent only the Engineer's judgment as a design professional familiar with the construction industry. The Engineer cannot and does not guarantee that proposals, bids, or actual construction costs will not vary from its opinions of probable costs.

Sidewalk Summary

Priority	Length (LF)	Cost
High	1,562	\$ 151,369.28
Medium	4,831	\$ 321,115.71
Low	1,581	\$ 79,782.17
Handrail Needed	0	\$ -
Compliant	6,697	
Not Prioritized	0	
Subtotal		\$ 552,267.16
Sidewalk Total	14,672	\$ 553,000.00

Corridor Summary

Facility	Cost
Sidewalk Total	\$ 553,000.00
Unsignalized Intersection Total	\$ 153,000.00
Corridor Total	\$ 706,000.00

End of Project Description for Project 130 US Hwy 64 Bus

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

Client: Oklahoma Department of Transportation **Date:** 07/29/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor: State Hwy 16 / US Hwy 62 **GPS ID:** 131
City: Muskogee **Division:** 1

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost <i>Includes Engineering (15%) and Contingency (20%)</i>
504(F)-6006	Handrailing	50	LF	\$ 130.00	\$ 8,759.70
610(A)-0602	4" Concrete Sidewalk	233	SY	\$ 50.00	\$ 15,699.67
619(B)-0604	6" Concrete Driveway	0	SY	\$ 60.00	\$ -
619(B)-4766	Removal of Concrete Driveway	0	SY	\$ 9.00	\$ -
619(B)-4792	Removal of Sidewalk	197	SY	\$ 12.00	\$ 3,199.20
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
--	Concrete Railroad Panel	0	LS	\$ 36,000.00	\$ -
610(G) 4142	Bituminous Driveway	0	SY	\$ 35.50	\$ -
--	Welded Steel Grate	0	EA	\$ 1,300.00	\$ -
---	Relocate Fire Hydrant	0	LS	\$ 2,000.00	\$ -
---	Adjust Utility Elevation	0	LS	\$ 1,000.00	\$ -
---	Remove Obstruction	1	LS	\$ 1,000.00	\$ 1,350.00
---	Remove Temporary Obstruction	2	LS	\$ 500.00	\$ 1,350.00
---	Railroad Company Flagger	0	Day(s)	\$ 1,000.00	\$ -
---	Remove Railroad Panel	0	LS	\$ 20,000.00	\$ -
619(B)-4767	Removal of Asphalt Driveways	0	SY	\$ 6.00	\$ -

Basis for Cost Projection

- No Design Completed
- Preliminary Design
- Final Design

Subtotal:	\$	30,358.56
Estimated Project Cost:	\$	31,000.00
Engineering: (% +/-)	15%	\$ 3,373.17
Contingency: (% +/-)	20%	\$ 4,497.56

The Engineer has no control over the cost of labor, materials, equipment, or over the Contractor's methods of determining prices or over competitive bidding or market conditions. Opinions of probable costs provided herein are based on the information known to Engineer at this time and represent only the Engineer's judgment as a design professional familiar with the construction industry. The Engineer cannot and does not guarantee that proposals, bids, or actual construction costs will not vary from its opinions of probable costs.

Sidewalk Summary

Priority	Length (LF)	Cost
High	73	\$ 4,392.32
Medium	142	\$ 17,206.55
Low	0	\$ -
Handrail Needed	50	\$ 8,759.69
Compliant	46	\$ -
Not Prioritized	0	\$ -
Subtotal	310	\$ 30,358.56
Sidewalk Total		\$ 31,000.00

Corridor Summary

Facility	Cost
Sidewalk Total	\$ 31,000.00
Unsignalized Intersection Total	\$ -
Corridor Total	\$ 31,000.00

End of Project Description for Project 131 State Hwy 16 / US Hwy 62

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

Client: Oklahoma Department of Transportation **Date:** 07/29/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor: State Hwy 56 (W 6th St) **GPS ID:** 132
City: Okmulgee **Division:** 1

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost <i>Includes Engineering (15%) and Contingency (20%)</i>
504(F)-6006	Handrailing	0	LF	\$ 130.00	\$ -
610(A)-0602	4" Concrete Sidewalk	2081	SY	\$ 50.00	\$ 140,483.69
619(B)-0604	6" Concrete Driveway	792	SY	\$ 60.00	\$ 64,144.77
619(B)-4766	Removal of Concrete Driveway	792	SY	\$ 9.00	\$ 9,621.72
619(B)-4792	Removal of Sidewalk	1750	SY	\$ 12.00	\$ 28,354.78
610(I)-4615	Tactile Warning Device - Retrofit	20	SF	\$ 60.00	\$ 1,620.00
--	Concrete Railroad Panel	1	LS	\$ 36,000.00	\$ 48,600.00
610(G) 4142	Bituminous Driveway	360	SY	\$ 35.50	\$ 17,249.40
--	Welded Steel Grate	0	EA	\$ 1,300.00	\$ -
---	Relocate Fire Hydrant	0	LS	\$ 2,000.00	\$ -
---	Adjust Utility Elevation	1	LS	\$ 1,000.00	\$ 1,350.00
---	Remove Obstruction	21	LS	\$ 1,000.00	\$ 28,350.00
---	Remove Temporary Obstruction	21	LS	\$ 500.00	\$ 14,175.00
---	Railroad Company Flagger	7	Day(s)	\$ 1,000.00	\$ 9,450.00
---	Remove Railroad Panel	1	LS	\$ 20,000.00	\$ 27,000.00
619(B)-4767	Removal of Asphalt Driveways	360	SY	\$ 6.00	\$ 2,915.39

Basis for Cost Projection

- No Design Completed
- Preliminary Design
- Final Design

Subtotal:	\$	393,314.74
Estimated Project Cost:	\$	394,000.00
Engineering: (% +/-)	15%	\$ 43,701.64
Contingency: (% +/-)	20%	\$ 58,268.85

The Engineer has no control over the cost of labor, materials, equipment, or over the Contractor's methods of determining prices or over competitive bidding or market conditions. Opinions of probable costs provided herein are based on the information known to Engineer at this time and represent only the Engineer's judgment as a design professional familiar with the construction industry. The Engineer cannot and does not guarantee that proposals, bids, or actual construction costs will not vary from its opinions of probable costs.

Sidewalk Summary

Priority	Length (LF)	Cost
High	1,008	\$ 182,437.71
Medium	1,908	\$ 146,706.16
Low	1,067	\$ 64,170.88
Handrail Needed	0	\$ -
Compliant	10,249	
Not Prioritized	0	
Subtotal		\$ 393,314.74
Sidewalk Total	14,232	\$ 394,000.00

Corridor Summary

Facility	Cost
Sidewalk Total	\$ 394,000.00
Unsignalized Intersection Total	\$ 262,000.00
Corridor Total	\$ 656,000.00

End of Project Description for Project 132 State Hwy 56 (W 6th St)

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

Client: Oklahoma Department of Transportation
Program: ADA Self-Evaluation and Transition Plan
KHA No.: 051279001

Date: 07/29/16
Prepared By: CMP
Checked By: EPE

Corridor: US Hwy 75
City: Okmulgee

GPS ID: 133
Division: 1

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost <i>Includes Engineering (15%) and Contingency (20%)</i>
504(F)-6006	Handrailing	0	LF	\$ 130.00	\$ -
610(A)-0602	4" Concrete Sidewalk	4798	SY	\$ 50.00	\$ 323,877.06
619(B)-0604	6" Concrete Driveway	1441	SY	\$ 60.00	\$ 116,739.27
619(B)-4766	Removal of Concrete Driveway	1441	SY	\$ 9.00	\$ 17,510.89
619(B)-4792	Removal of Sidewalk	2990	SY	\$ 12.00	\$ 48,431.89
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
--	Concrete Railroad Panel	0	LS	\$ 36,000.00	\$ -
610(G) 4142	Bituminous Driveway	103	SY	\$ 35.50	\$ 4,942.04
--	Welded Steel Grate	1	EA	\$ 1,300.00	\$ 1,755.00
---	Relocate Fire Hydrant	0	LS	\$ 2,000.00	\$ -
---	Adjust Utility Elevation	0	LS	\$ 1,000.00	\$ -
---	Remove Obstruction	5	LS	\$ 1,000.00	\$ 6,750.00
---	Remove Temporary Obstruction	9	LS	\$ 500.00	\$ 6,075.00
---	Railroad Company Flagger	0	Day(s)	\$ 1,000.00	\$ -
---	Remove Railroad Panel	0	LS	\$ 20,000.00	\$ -
619(B)-4767	Removal of Asphalt Driveways	103	SY	\$ 6.00	\$ 835.27

Basis for Cost Projection

- No Design Completed
- Preliminary Design
- Final Design

Subtotal:	\$	526,916.42
Estimated Project Cost:	\$	527,000.00
Engineering: (% +/-)	15%	\$ 58,546.27
Contingency: (% +/-)	20%	\$ 78,061.69

The Engineer has no control over the cost of labor, materials, equipment, or over the Contractor's methods of determining prices or over competitive bidding or market conditions. Opinions of probable costs provided herein are based on the information known to Engineer at this time and represent only the Engineer's judgment as a design professional familiar with the construction industry. The Engineer cannot and does not guarantee that proposals, bids, or actual construction costs will not vary from its opinions of probable costs.

Sidewalk Summary

Priority	Length (LF)	Cost
High	6,788	\$ 311,167.95
Medium	2,099	\$ 125,637.13
Low	1,570	\$ 90,111.35
Handrail Needed	0	\$ -
Compliant	3,348	
Not Prioritized	0	
Subtotal		\$ 526,916.42
Sidewalk Total	13,806	\$ 527,000.00

Corridor Summary

Facility	Cost
Sidewalk Total	\$ 527,000.00
Unsignalized Intersection Total	\$ 344,000.00
Corridor Total	\$ 871,000.00

End of Project Description for Project 133 US Hwy 75

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

Client: Oklahoma Department of Transportation **Date:** 07/29/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor: State Hwy 51B **GPS ID:** 134
City: Porter **Division:** 1

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost <small>Includes Engineering (15%) and Contingency (20%)</small>
504(F)-6006	Handrailing	0	LF	\$ 130.00	\$ -
610(A)-0602	4" Concrete Sidewalk	154	SY	\$ 50.00	\$ 10,406.14
619(B)-0604	6" Concrete Driveway	158	SY	\$ 60.00	\$ 12,819.56
619(B)-4766	Removal of Concrete Driveway	158	SY	\$ 9.00	\$ 1,922.93
619(B)-4792	Removal of Sidewalk	151	SY	\$ 12.00	\$ 2,447.58
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
--	Concrete Railroad Panel	0	LS	\$ 36,000.00	\$ -
610(G) 4142	Bituminous Driveway	0	SY	\$ 35.50	\$ -
--	Welded Steel Grate	0	EA	\$ 1,300.00	\$ -
--	Relocate Fire Hydrant	0	LS	\$ 2,000.00	\$ -
--	Adjust Utility Elevation	0	LS	\$ 1,000.00	\$ -
--	Remove Obstruction	0	LS	\$ 1,000.00	\$ -
--	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
--	Railroad Company Flagger	0	Day(s)	\$ 1,000.00	\$ -
--	Remove Railroad Panel	0	LS	\$ 20,000.00	\$ -
619(B)-4767	Removal of Asphalt Driveways	0	SY	\$ 6.00	\$ -

Basis for Cost Projection

- No Design Completed
- Preliminary Design
- Final Design

Subtotal:	\$	27,596.22
Estimated Project Cost:	\$	28,000.00
Engineering: (% +/-)	15%	\$ 3,066.25
Contingency: (% +/-)	20%	\$ 4,088.33

The Engineer has no control over the cost of labor, materials, equipment, or over the Contractor's methods of determining prices or over competitive bidding or market conditions. Opinions of probable costs provided herein are based on the information known to Engineer at this time and represent only the Engineer's judgment as a design professional familiar with the construction industry. The Engineer cannot and does not guarantee that proposals, bids, or actual construction costs will not vary from its opinions of probable costs.

Sidewalk Summary

Priority	Length (LF)	Cost
High	0	\$ -
Medium	197	\$ 17,273.80
Low	100	\$ 10,322.42
Handrail Needed	0	\$ -
Compliant	3,890	
Not Prioritized	0	
Subtotal		\$ 27,596.22
Sidewalk Total	4,187	\$ 28,000.00

Corridor Summary

Facility	Cost
Sidewalk Total	\$ 28,000.00
Unsignalized Intersection Total	\$ 38,000.00
Corridor Total	\$ 66,000.00

End of Project Description for Project 134 State Hwy 51B

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

Client: Oklahoma Department of Transportation **Date:** 07/29/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor: State Hwy 2 **GPS ID:** 135
City: Porum **Division:** 1

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost <i>Includes Engineering (15%) and Contingency (20%)</i>
504(F)-6006	Handrailing	0	LF	\$ 130.00	\$ -
610(A)-0602	4" Concrete Sidewalk	55	SY	\$ 50.00	\$ 3,708.51
619(B)-0604	6" Concrete Driveway	0	SY	\$ 60.00	\$ -
619(B)-4766	Removal of Concrete Driveway	0	SY	\$ 9.00	\$ -
619(B)-4792	Removal of Sidewalk	43	SY	\$ 12.00	\$ 693.89
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
--	Concrete Railroad Panel	0	LS	\$ 36,000.00	\$ -
610(G) 4142	Bituminous Driveway	0	SY	\$ 35.50	\$ -
--	Welded Steel Grate	0	EA	\$ 1,300.00	\$ -
--	Relocate Fire Hydrant	0	LS	\$ 2,000.00	\$ -
--	Adjust Utility Elevation	0	LS	\$ 1,000.00	\$ -
--	Remove Obstruction	0	LS	\$ 1,000.00	\$ -
--	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
--	Railroad Company Flagger	0	Day(s)	\$ 1,000.00	\$ -
--	Remove Railroad Panel	0	LS	\$ 20,000.00	\$ -
619(B)-4767	Removal of Asphalt Driveways	0	SY	\$ 6.00	\$ -

Basis for Cost Projection

- No Design Completed
- Preliminary Design
- Final Design

Subtotal:	\$	4,402.40
Estimated Project Cost:	\$	5,000.00
<i>Engineering: (% +/-)</i>	15%	\$ 489.16
<i>Contingency: (% +/-)</i>	20%	\$ 652.21

The Engineer has no control over the cost of labor, materials, equipment, or over the Contractor's methods of determining prices or over competitive bidding or market conditions. Opinions of probable costs provided herein are based on the information known to Engineer at this time and represent only the Engineer's judgment as a design professional familiar with the construction industry. The Engineer cannot and does not guarantee that proposals, bids, or actual construction costs will not vary from its opinions of probable costs.

Sidewalk Summary

Priority	Length (LF)	Cost
High	35	\$ 1,485.95
Medium	33	\$ 1,492.76
Low	113	\$ 1,423.69
Handrail Needed	0	\$ -
Compliant	3,391	
Not Prioritized	0	
Subtotal		\$ 4,402.40
Sidewalk Total	3,573	\$ 5,000.00

Corridor Summary

Facility	Cost
Sidewalk Total	\$ 5,000.00
Unsignalized Intersection Total	\$ 120,000.00
Corridor Total	\$ 125,000.00

End of Project Description for Project 135 State Hwy 2

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

Client: Oklahoma Department of Transportation **Date:** 07/29/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor: US Hwy 59 **GPS ID:** 136
City: Sallisaw **Division:** 1

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost <i>Includes Engineering (15%) and Contingency (20%)</i>
504(F)-6006	Handrailing	0	LF	\$ 130.00	\$ -
610(A)-0602	4" Concrete Sidewalk	498	SY	\$ 50.00	\$ 33,632.15
619(B)-0604	6" Concrete Driveway	249	SY	\$ 60.00	\$ 20,191.89
619(B)-4766	Removal of Concrete Driveway	249	SY	\$ 9.00	\$ 3,028.78
619(B)-4792	Removal of Sidewalk	416	SY	\$ 12.00	\$ 6,742.58
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
--	Concrete Railroad Panel	0	LS	\$ 36,000.00	\$ -
610(G) 4142	Bituminous Driveway	0	SY	\$ 35.50	\$ -
--	Welded Steel Grate	0	EA	\$ 1,300.00	\$ -
--	Relocate Fire Hydrant	0	LS	\$ 2,000.00	\$ -
--	Adjust Utility Elevation	1	LS	\$ 1,000.00	\$ 1,350.00
--	Remove Obstruction	2	LS	\$ 1,000.00	\$ 2,700.00
--	Remove Temporary Obstruction	3	LS	\$ 500.00	\$ 2,025.00
--	Railroad Company Flagger	0	Day(s)	\$ 1,000.00	\$ -
--	Remove Railroad Panel	0	LS	\$ 20,000.00	\$ -
619(B)-4767	Removal of Asphalt Driveways	0	SY	\$ 6.00	\$ -

Basis for Cost Projection

- No Design Completed
- Preliminary Design
- Final Design

Subtotal:	\$	69,670.40
Estimated Project Cost:	\$	70,000.00
Engineering: (% +/-)	15%	\$ 7,741.16
Contingency: (% +/-)	20%	\$ 10,321.54

The Engineer has no control over the cost of labor, materials, equipment, or over the Contractor's methods of determining prices or over competitive bidding or market conditions. Opinions of probable costs provided herein are based on the information known to Engineer at this time and represent only the Engineer's judgment as a design professional familiar with the construction industry. The Engineer cannot and does not guarantee that proposals, bids, or actual construction costs will not vary from its opinions of probable costs.

Sidewalk Summary

Priority	Length (LF)	Cost
High	92	\$ 8,277.61
Medium	633	\$ 43,572.32
Low	331	\$ 17,820.48
Handrail Needed	0	\$ -
Compliant	423	
Not Prioritized	0	
Subtotal	1,480	\$ 69,670.40
Sidewalk Total		\$ 70,000.00

Corridor Summary

Facility	Cost
Sidewalk Total	\$ 70,000.00
Unsignalized Intersection Total	\$ 34,000.00
Corridor Total	\$ 104,000.00

End of Project Description for Project 136 US Hwy 59

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

Client: Oklahoma Department of Transportation
Program: ADA Self-Evaluation and Transition Plan
KHA No.: 051279001

Date: 07/29/16
Prepared By: CMP
Checked By: EPE

Corridor: US Hwy 64 (East)
City: Sallisaw

GPS ID: 137
Division: 1

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost <i>Includes Engineering (15%) and Contingency (20%)</i>
504(F)-6006	Handrailing	0	LF	\$ 130.00	\$ -
610(A)-0602	4" Concrete Sidewalk	2572	SY	\$ 50.00	\$ 173,603.31
619(B)-0604	6" Concrete Driveway	1182	SY	\$ 60.00	\$ 95,735.20
619(B)-4766	Removal of Concrete Driveway	1182	SY	\$ 9.00	\$ 14,360.28
619(B)-4792	Removal of Sidewalk	2008	SY	\$ 12.00	\$ 32,523.21
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
--	Concrete Railroad Panel	0	LS	\$ 36,000.00	\$ -
610(G) 4142	Bituminous Driveway	35	SY	\$ 35.50	\$ 1,654.08
--	Welded Steel Grate	0	EA	\$ 1,300.00	\$ -
---	Relocate Fire Hydrant	0	LS	\$ 2,000.00	\$ -
---	Adjust Utility Elevation	1	LS	\$ 1,000.00	\$ 1,350.00
---	Remove Obstruction	11	LS	\$ 1,000.00	\$ 14,850.00
---	Remove Temporary Obstruction	1	LS	\$ 500.00	\$ 675.00
---	Railroad Company Flagger	0	Day(s)	\$ 1,000.00	\$ -
---	Remove Railroad Panel	0	LS	\$ 20,000.00	\$ -
619(B)-4767	Removal of Asphalt Driveways	35	SY	\$ 6.00	\$ 279.56

Basis for Cost Projection

- No Design Completed
- Preliminary Design
- Final Design

Subtotal:	\$	335,030.64
Estimated Project Cost:	\$	336,000.00
Engineering: (% +/-)	15%	\$ 37,225.63
Contingency: (% +/-)	20%	\$ 49,634.17

The Engineer has no control over the cost of labor, materials, equipment, or over the Contractor's methods of determining prices or over competitive bidding or market conditions. Opinions of probable costs provided herein are based on the information known to Engineer at this time and represent only the Engineer's judgment as a design professional familiar with the construction industry. The Engineer cannot and does not guarantee that proposals, bids, or actual construction costs will not vary from its opinions of probable costs.

Sidewalk Summary

Priority	Length (LF)	Cost
High	1,061	\$ 103,245.09
Medium	1,556	\$ 142,725.94
Low	1,538	\$ 89,059.61
Handrail Needed	0	\$ -
Compliant	4,051	
Not Prioritized	0	
Subtotal		\$ 335,030.64
Sidewalk Total	8,207	\$ 336,000.00

Corridor Summary

Facility	Cost
Sidewalk Total	\$ 336,000.00
Unsignalized Intersection Total	\$ 191,000.00
Corridor Total	\$ 527,000.00

End of Project Description for Project 137 US Hwy 64 (East)

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

Client: Oklahoma Department of Transportation
Program: ADA Self-Evaluation and Transition Plan
KHA No.: 051279001

Date: 07/29/16
Prepared By: CMP
Checked By: EPE

Corridor: State Hwy 9 (Main St)
City: Stigler

GPS ID: 138
Division: 1

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost <i>Includes Engineering (15%) and Contingency (20%)</i>
504(F)-6006	Handrailing	0	LF	\$ 130.00	\$ -
610(A)-0602	4" Concrete Sidewalk	1895	SY	\$ 50.00	\$ 127,893.26
619(B)-0604	6" Concrete Driveway	683	SY	\$ 60.00	\$ 55,297.73
619(B)-4766	Removal of Concrete Driveway	683	SY	\$ 9.00	\$ 8,294.66
619(B)-4792	Removal of Sidewalk	1516	SY	\$ 12.00	\$ 24,557.75
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
--	Concrete Railroad Panel	0	LS	\$ 36,000.00	\$ -
610(G) 4142	Bituminous Driveway	168	SY	\$ 35.50	\$ 8,063.36
--	Welded Steel Grate	0	EA	\$ 1,300.00	\$ -
---	Relocate Fire Hydrant	0	LS	\$ 2,000.00	\$ -
---	Adjust Utility Elevation	1	LS	\$ 1,000.00	\$ 1,350.00
---	Remove Obstruction	23	LS	\$ 1,000.00	\$ 31,050.00
---	Remove Temporary Obstruction	10	LS	\$ 500.00	\$ 6,750.00
---	Railroad Company Flagger	0	Day(s)	\$ 1,000.00	\$ -
---	Remove Railroad Panel	0	LS	\$ 20,000.00	\$ -
619(B)-4767	Removal of Asphalt Driveways	168	SY	\$ 6.00	\$ 1,362.82

Basis for Cost Projection

- No Design Completed
- Preliminary Design
- Final Design

Subtotal:	\$	264,619.57
Estimated Project Cost:	\$	265,000.00
Engineering: (% +/-)	15%	\$ 29,402.17
Contingency: (% +/-)	20%	\$ 39,202.90

The Engineer has no control over the cost of labor, materials, equipment, or over the Contractor's methods of determining prices or over competitive bidding or market conditions. Opinions of probable costs provided herein are based on the information known to Engineer at this time and represent only the Engineer's judgment as a design professional familiar with the construction industry. The Engineer cannot and does not guarantee that proposals, bids, or actual construction costs will not vary from its opinions of probable costs.

Sidewalk Summary

Priority	Length (LF)	Cost
High	1,049	\$ 102,762.48
Medium	1,104	\$ 106,942.05
Low	1,075	\$ 54,915.04
Handrail Needed	0	\$ -
Compliant	3,308	
Not Prioritized	0	
Subtotal		\$ 264,619.57
Sidewalk Total	6,536	\$ 265,000.00

Corridor Summary

Facility	Cost
Sidewalk Total	\$ 265,000.00
Unsignalized Intersection Total	\$ 80,000.00
Corridor Total	\$ 345,000.00

End of Project Description for Project 138 State Hwy 9 (Main St)

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

Client: Oklahoma Department of Transportation **Date:** 07/29/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor: State Hwy 82 **GPS ID:** 139
City: Stigler **Division:** 1

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost <i>Includes Engineering (15%) and Contingency (20%)</i>
504(F)-6006	Handrailing	0	LF	\$ 130.00	\$ -
610(A)-0602	4" Concrete Sidewalk	290	SY	\$ 50.00	\$ 19,551.60
619(B)-0604	6" Concrete Driveway	0	SY	\$ 60.00	\$ -
619(B)-4766	Removal of Concrete Driveway	0	SY	\$ 9.00	\$ -
619(B)-4792	Removal of Sidewalk	20	SY	\$ 12.00	\$ 316.73
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
--	Concrete Railroad Panel	0	LS	\$ 36,000.00	\$ -
610(G) 4142	Bituminous Driveway	0	SY	\$ 35.50	\$ -
--	Welded Steel Grate	0	EA	\$ 1,300.00	\$ -
--	Relocate Fire Hydrant	0	LS	\$ 2,000.00	\$ -
--	Adjust Utility Elevation	0	LS	\$ 1,000.00	\$ -
--	Remove Obstruction	2	LS	\$ 1,000.00	\$ 2,700.00
--	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
--	Railroad Company Flagger	0	Day(s)	\$ 1,000.00	\$ -
--	Remove Railroad Panel	0	LS	\$ 20,000.00	\$ -
619(B)-4767	Removal of Asphalt Driveways	0	SY	\$ 6.00	\$ -

Basis for Cost Projection

- No Design Completed
- Preliminary Design
- Final Design

Subtotal:	\$	22,568.33
Estimated Project Cost:	\$	23,000.00
Engineering: (% +/-)	15%	\$ 2,507.59
Contingency: (% +/-)	20%	\$ 3,343.46

The Engineer has no control over the cost of labor, materials, equipment, or over the Contractor's methods of determining prices or over competitive bidding or market conditions. Opinions of probable costs provided herein are based on the information known to Engineer at this time and represent only the Engineer's judgment as a design professional familiar with the construction industry. The Engineer cannot and does not guarantee that proposals, bids, or actual construction costs will not vary from its opinions of probable costs.

Sidewalk Summary

Priority	Length (LF)	Cost
High	18	\$ 2,941.37
Medium	55	\$ 1,725.02
Low	477	\$ 17,901.94
Handrail Needed	0	\$ -
Compliant	390	
Not Prioritized	0	
Subtotal	941	\$ 22,568.33
Sidewalk Total		\$ 23,000.00

Corridor Summary

Facility	Cost
Sidewalk Total	\$ 23,000.00
Unsignalized Intersection Total	\$ 10,000.00
Corridor Total	\$ 33,000.00

End of Project Description for Project 139 State Hwy 82

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

Client: Oklahoma Department of Transportation **Date:** 07/29/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor: US Hwy 59 **GPS ID:** 141
City: Westville **Division:** 1

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost <i>Includes Engineering (15%) and Contingency (20%)</i>
504(F)-6006	Handrailing	0	LF	\$ 130.00	\$ -
610(A)-0602	4" Concrete Sidewalk	0	SY	\$ 50.00	\$ -
619(B)-0604	6" Concrete Driveway	0	SY	\$ 60.00	\$ -
619(B)-4766	Removal of Concrete Driveway	0	SY	\$ 9.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
--	Concrete Railroad Panel	0	LS	\$ 36,000.00	\$ -
610(G) 4142	Bituminous Driveway	0	SY	\$ 35.50	\$ -
--	Welded Steel Grate	0	EA	\$ 1,300.00	\$ -
--	Relocate Fire Hydrant	0	LS	\$ 2,000.00	\$ -
--	Adjust Utility Elevation	0	LS	\$ 1,000.00	\$ -
--	Remove Obstruction	0	LS	\$ 1,000.00	\$ -
--	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
--	Railroad Company Flagger	0	Day(s)	\$ 1,000.00	\$ -
--	Remove Railroad Panel	0	LS	\$ 20,000.00	\$ -
619(B)-4767	Removal of Asphalt Driveways	0	SY	\$ 6.00	\$ -

Basis for Cost Projection

- No Design Completed
- Preliminary Design
- Final Design

Subtotal:	\$ -
Estimated Project Cost:	\$ -
Engineering: (% +/-)	15% \$ -
Contingency: (% +/-)	20% \$ -

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Sidewalk Summary

Priority	Length (LF)	Cost
High	0	\$ -
Medium	0	\$ -
Low	0	\$ -
Handrail Needed	0	\$ -
Compliant	156	\$ -
Not Prioritized	0	\$ -
Subtotal	156	\$ -
Sidewalk Total	156	\$ -

Corridor Summary

Facility	Cost
Sidewalk Total	\$ -
Unsignalized Intersection Total	\$ -
Corridor Total	\$ -

End of Project Description for Project 141 US Hwy 59

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

Client: Oklahoma Department of Transportation **Date:** 07/29/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor: State Hwy 51 / US Hwy 62 (East-West Segment) **GPS ID:** 142
City: Tahlequah **Division:** 1

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost <i>Includes Engineering (15%) and Contingency (20%)</i>
504(F)-6006	Handrailing	0	LF	\$ 130.00	\$ -
610(A)-0602	4" Concrete Sidewalk	222	SY	\$ 50.00	\$ 14,965.38
619(B)-0604	6" Concrete Driveway	33	SY	\$ 60.00	\$ 2,639.44
619(B)-4766	Removal of Concrete Driveway	33	SY	\$ 9.00	\$ 395.92
619(B)-4792	Removal of Sidewalk	109	SY	\$ 12.00	\$ 1,760.11
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
--	Concrete Railroad Panel	0	LS	\$ 36,000.00	\$ -
610(G) 4142	Bituminous Driveway	0	SY	\$ 35.50	\$ -
--	Welded Steel Grate	0	EA	\$ 1,300.00	\$ -
--	Relocate Fire Hydrant	0	LS	\$ 2,000.00	\$ -
--	Adjust Utility Elevation	0	LS	\$ 1,000.00	\$ -
--	Remove Obstruction	0	LS	\$ 1,000.00	\$ -
--	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
--	Railroad Company Flagger	0	Day(s)	\$ 1,000.00	\$ -
--	Remove Railroad Panel	0	LS	\$ 20,000.00	\$ -
619(B)-4767	Removal of Asphalt Driveways	0	SY	\$ 6.00	\$ -

Basis for Cost Projection

- No Design Completed
- Preliminary Design
- Final Design

Subtotal:	\$	19,760.85
Estimated Project Cost:	\$	20,000.00
Engineering: (% +/-)	15%	\$ 2,195.65
Contingency: (% +/-)	20%	\$ 2,927.53

The Engineer has no control over the cost of labor, materials, equipment, or over the Contractor's methods of determining prices or over competitive bidding or market conditions. Opinions of probable costs provided herein are based on the information known to Engineer at this time and represent only the Engineer's judgment as a design professional familiar with the construction industry. The Engineer cannot and does not guarantee that proposals, bids, or actual construction costs will not vary from its opinions of probable costs.

Sidewalk Summary

Priority	Length (LF)	Cost
High	0	\$ -
Medium	143	\$ 12,129.26
Low	233	\$ 7,631.59
Handrail Needed	0	\$ -
Compliant	461	
Not Prioritized	0	
Subtotal	837	\$ 19,760.85
Sidewalk Total		\$ 20,000.00

Corridor Summary

Facility	Cost
Sidewalk Total	\$ 20,000.00
Unsignalized Intersection Total	\$ 19,000.00
Corridor Total	\$ 39,000.00

End of Project Description for Project 142 State Hwy 51 / US Hwy 62 (East-West Segment)

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

Client: Oklahoma Department of Transportation **Date:** 07/29/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor: US Hwy 64 **GPS ID:** 143
City: Vian **Division:** 1

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost <i>Includes Engineering (15%) and Contingency (20%)</i>
504(F)-6006	Handrailing	0	LF	\$ 130.00	\$ -
610(A)-0602	4" Concrete Sidewalk	154	SY	\$ 50.00	\$ 10,370.58
619(B)-0604	6" Concrete Driveway	221	SY	\$ 60.00	\$ 17,875.34
619(B)-4766	Removal of Concrete Driveway	221	SY	\$ 9.00	\$ 2,681.30
619(B)-4792	Removal of Sidewalk	154	SY	\$ 12.00	\$ 2,488.94
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
--	Concrete Railroad Panel	0	LS	\$ 36,000.00	\$ -
610(G) 4142	Bituminous Driveway	0	SY	\$ 35.50	\$ -
--	Welded Steel Grate	0	EA	\$ 1,300.00	\$ -
---	Relocate Fire Hydrant	0	LS	\$ 2,000.00	\$ -
---	Adjust Utility Elevation	0	LS	\$ 1,000.00	\$ -
---	Remove Obstruction	1	LS	\$ 1,000.00	\$ 1,350.00
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Railroad Company Flagger	0	Day(s)	\$ 1,000.00	\$ -
---	Remove Railroad Panel	0	LS	\$ 20,000.00	\$ -
619(B)-4767	Removal of Asphalt Driveways	0	SY	\$ 6.00	\$ -

Basis for Cost Projection

- No Design Completed
- Preliminary Design
- Final Design

Subtotal:	\$	34,766.16
Estimated Project Cost:	\$	35,000.00
<i>Engineering: (% +/-)</i>	15%	\$ 3,862.91
<i>Contingency: (% +/-)</i>	20%	\$ 5,150.54

The Engineer has no control over the cost of labor, materials, equipment, or over the Contractor's methods of determining prices or over competitive bidding or market conditions. Opinions of probable costs provided herein are based on the information known to Engineer at this time and represent only the Engineer's judgment as a design professional familiar with the construction industry. The Engineer cannot and does not guarantee that proposals, bids, or actual construction costs will not vary from its opinions of probable costs.

Sidewalk Summary

Priority	Length (LF)	Cost
High	5	\$ 1,604.88
Medium	229	\$ 14,316.37
Low	182	\$ 18,844.91
Handrail Needed	0	\$ -
Compliant	4,221	
Not Prioritized	0	
Subtotal		\$ 34,766.16
Sidewalk Total	4,636	\$ 35,000.00

Corridor Summary

Facility	Cost
Sidewalk Total	\$ 35,000.00
Unsignalized Intersection Total	\$ 100,000.00
Corridor Total	\$ 135,000.00

End of Project Description for Project 143 US Hwy 64

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

Client: Oklahoma Department of Transportation **Date:** 07/29/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor: State Hwy 82 **GPS ID:** 144
City: Vian **Division:** 1

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost <i>Includes Engineering (15%) and Contingency (20%)</i>
504(F)-6006	Handrailing	0	LF	\$ 130.00	\$ -
610(A)-0602	4" Concrete Sidewalk	142	SY	\$ 50.00	\$ 9,579.30
619(B)-0604	6" Concrete Driveway	34	SY	\$ 60.00	\$ 2,793.22
619(B)-4766	Removal of Concrete Driveway	34	SY	\$ 9.00	\$ 418.98
619(B)-4792	Removal of Sidewalk	117	SY	\$ 12.00	\$ 1,903.38
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
--	Concrete Railroad Panel	0	LS	\$ 36,000.00	\$ -
610(G) 4142	Bituminous Driveway	0	SY	\$ 35.50	\$ -
--	Welded Steel Grate	0	EA	\$ 1,300.00	\$ -
--	Relocate Fire Hydrant	0	LS	\$ 2,000.00	\$ -
--	Adjust Utility Elevation	0	LS	\$ 1,000.00	\$ -
--	Remove Obstruction	0	LS	\$ 1,000.00	\$ -
--	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
--	Railroad Company Flagger	0	Day(s)	\$ 1,000.00	\$ -
--	Remove Railroad Panel	0	LS	\$ 20,000.00	\$ -
619(B)-4767	Removal of Asphalt Driveways	0	SY	\$ 6.00	\$ -

Basis for Cost Projection

- No Design Completed
- Preliminary Design
- Final Design

Subtotal:	\$	14,694.88
Estimated Project Cost:	\$	15,000.00
<i>Engineering: (% +/-)</i>	15%	\$ 1,632.76
<i>Contingency: (% +/-)</i>	20%	\$ 2,177.02

The Engineer has no control over the cost of labor, materials, equipment, or over the Contractor's methods of determining prices or over competitive bidding or market conditions. Opinions of probable costs provided herein are based on the information known to Engineer at this time and represent only the Engineer's judgment as a design professional familiar with the construction industry. The Engineer cannot and does not guarantee that proposals, bids, or actual construction costs will not vary from its opinions of probable costs.

Sidewalk Summary

Priority	Length (LF)	Cost
High	0	\$ -
Medium	207	\$ 10,904.71
Low	46	\$ 3,790.17
Handrail Needed	0	\$ -
Compliant	1,839	
Not Prioritized	0	
Subtotal	2,093	\$ 14,694.88
Sidewalk Total		\$ 15,000.00

Corridor Summary

Facility	Cost
Sidewalk Total	\$ 15,000.00
Unsignalized Intersection Total	\$ 34,000.00
Corridor Total	\$ 49,000.00

End of Project Description for Project 144 State Hwy 82

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

Client: Oklahoma Department of Transportation **Date:** 07/29/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor: State Hwy 51 (East-West Segment) **GPS ID:** 145
City: Wagoner **Division:** 1

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost <i>Includes Engineering (15%) and Contingency (20%)</i>
504(F)-6006	Handrailing	0	LF	\$ 130.00	\$ -
610(A)-0602	4" Concrete Sidewalk	2136	SY	\$ 50.00	\$ 144,175.13
619(B)-0604	6" Concrete Driveway	1372	SY	\$ 60.00	\$ 111,145.14
619(B)-4766	Removal of Concrete Driveway	1372	SY	\$ 9.00	\$ 16,671.77
619(B)-4792	Removal of Sidewalk	1829	SY	\$ 12.00	\$ 29,632.42
610(I)-4615	Tactile Warning Device - Retrofit	80	SF	\$ 60.00	\$ 6,480.00
--	Concrete Railroad Panel	1	LS	\$ 36,000.00	\$ 48,600.00
610(G) 4142	Bituminous Driveway	398	SY	\$ 35.50	\$ 19,079.31
--	Welded Steel Grate	0	EA	\$ 1,300.00	\$ -
---	Relocate Fire Hydrant	0	LS	\$ 2,000.00	\$ -
---	Adjust Utility Elevation	0	LS	\$ 1,000.00	\$ -
---	Remove Obstruction	15	LS	\$ 1,000.00	\$ 20,250.00
---	Remove Temporary Obstruction	6	LS	\$ 500.00	\$ 4,050.00
---	Railroad Company Flagger	16	Day(s)	\$ 1,000.00	\$ 21,600.00
---	Remove Railroad Panel	1	LS	\$ 20,000.00	\$ 27,000.00
619(B)-4767	Removal of Asphalt Driveways	398	SY	\$ 6.00	\$ 3,224.67

Basis for Cost Projection

- No Design Completed
- Preliminary Design
- Final Design

Subtotal:	\$	451,908.43
Estimated Project Cost:	\$	452,000.00
Engineering: (% +/-)	15%	\$ 50,212.05
Contingency: (% +/-)	20%	\$ 66,949.40

The Engineer has no control over the cost of labor, materials, equipment, or over the Contractor's methods of determining prices or over competitive bidding or market conditions. Opinions of probable costs provided herein are based on the information known to Engineer at this time and represent only the Engineer's judgment as a design professional familiar with the construction industry. The Engineer cannot and does not guarantee that proposals, bids, or actual construction costs will not vary from its opinions of probable costs.

Sidewalk Summary

Priority	Length (LF)	Cost
High	1,585	\$ 246,866.56
Medium	2,042	\$ 148,359.15
Low	1,109	\$ 56,682.72
Handrail Needed	0	\$ -
Compliant	8,012	
Not Prioritized	0	
Subtotal		\$ 451,908.43
Sidewalk Total	12,748	\$ 452,000.00

Corridor Summary

Facility	Cost
Sidewalk Total	\$ 452,000.00
Unsignalized Intersection Total	\$ 194,000.00
Corridor Total	\$ 646,000.00

End of Project Description for Project 145 State Hwy 51 (East-West Segment)

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

Client: Oklahoma Department of Transportation **Date:** 07/29/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor: US Hwy 69 **GPS ID:** 146
City: Wagoner **Division:** 1

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost <i>Includes Engineering (15%) and Contingency (20%)</i>
504(F)-6006	Handrailing	0	LF	\$ 130.00	\$ -
610(A)-0602	4" Concrete Sidewalk	24	SY	\$ 50.00	\$ 1,610.50
619(B)-0604	6" Concrete Driveway	0	SY	\$ 60.00	\$ -
619(B)-4766	Removal of Concrete Driveway	0	SY	\$ 9.00	\$ -
619(B)-4792	Removal of Sidewalk	24	SY	\$ 12.00	\$ 386.52
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
--	Concrete Railroad Panel	0	LS	\$ 36,000.00	\$ -
610(G) 4142	Bituminous Driveway	0	SY	\$ 35.50	\$ -
--	Welded Steel Grate	0	EA	\$ 1,300.00	\$ -
--	Relocate Fire Hydrant	0	LS	\$ 2,000.00	\$ -
--	Adjust Utility Elevation	0	LS	\$ 1,000.00	\$ -
--	Remove Obstruction	0	LS	\$ 1,000.00	\$ -
--	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
--	Railroad Company Flagger	0	Day(s)	\$ 1,000.00	\$ -
--	Remove Railroad Panel	0	LS	\$ 20,000.00	\$ -
619(B)-4767	Removal of Asphalt Driveways	0	SY	\$ 6.00	\$ -

Basis for Cost Projection

- No Design Completed
- Preliminary Design
- Final Design

Subtotal:	\$	1,997.03
Estimated Project Cost:	\$	2,000.00
Engineering: (% +/-)	15%	\$ 221.89
Contingency: (% +/-)	20%	\$ 295.86

The Engineer has no control over the cost of labor, materials, equipment, or over the Contractor's methods of determining prices or over competitive bidding or market conditions. Opinions of probable costs provided herein are based on the information known to Engineer at this time and represent only the Engineer's judgment as a design professional familiar with the construction industry. The Engineer cannot and does not guarantee that proposals, bids, or actual construction costs will not vary from its opinions of probable costs.

Sidewalk Summary

Priority	Length (LF)	Cost
High	0	\$ -
Medium	43	\$ 1,997.03
Low	0	\$ -
Handrail Needed	0	\$ -
Compliant	121	
Not Prioritized	0	
Subtotal	164	\$ 1,997.03
Sidewalk Total		\$ 2,000.00

Corridor Summary

Facility	Cost
Sidewalk Total	\$ 2,000.00
Unsignalized Intersection Total	\$ -
Corridor Total	\$ 2,000.00

End of Project Description for Project 146 US Hwy 69

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

Client: Oklahoma Department of Transportation **Date:** 07/29/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor: US Hwy 62 (East-West Segment) **GPS ID:** 147
City: Westville **Division:** 1

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost <i>Includes Engineering (15%) and Contingency (20%)</i>
504(F)-6006	Handrailing	0	LF	\$ 130.00	\$ -
610(A)-0602	4" Concrete Sidewalk	181	SY	\$ 50.00	\$ 12,247.28
619(B)-0604	6" Concrete Driveway	58	SY	\$ 60.00	\$ 4,659.87
619(B)-4766	Removal of Concrete Driveway	58	SY	\$ 9.00	\$ 698.98
619(B)-4792	Removal of Sidewalk	124	SY	\$ 12.00	\$ 2,010.86
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
--	Concrete Railroad Panel	0	LS	\$ 36,000.00	\$ -
610(G) 4142	Bituminous Driveway	0	SY	\$ 35.50	\$ -
--	Welded Steel Grate	0	EA	\$ 1,300.00	\$ -
--	Relocate Fire Hydrant	0	LS	\$ 2,000.00	\$ -
--	Adjust Utility Elevation	0	LS	\$ 1,000.00	\$ -
--	Remove Obstruction	6	LS	\$ 1,000.00	\$ 8,100.00
--	Remove Temporary Obstruction	1	LS	\$ 500.00	\$ 675.00
--	Railroad Company Flagger	0	Day(s)	\$ 1,000.00	\$ -
--	Remove Railroad Panel	0	LS	\$ 20,000.00	\$ -
619(B)-4767	Removal of Asphalt Driveways	0	SY	\$ 6.00	\$ -

Basis for Cost Projection

- No Design Completed
- Preliminary Design
- Final Design

Subtotal:	\$	28,391.99
Estimated Project Cost:	\$	29,000.00
Engineering: (% +/-)	15%	\$ 3,154.67
Contingency: (% +/-)	20%	\$ 4,206.22

The Engineer has no control over the cost of labor, materials, equipment, or over the Contractor's methods of determining prices or over competitive bidding or market conditions. Opinions of probable costs provided herein are based on the information known to Engineer at this time and represent only the Engineer's judgment as a design professional familiar with the construction industry. The Engineer cannot and does not guarantee that proposals, bids, or actual construction costs will not vary from its opinions of probable costs.

Sidewalk Summary

Priority	Length (LF)	Cost
High	255	\$ 20,691.02
Medium	42	\$ 3,509.47
Low	50	\$ 4,191.49
Handrail Needed	0	\$ -
Compliant	109	
Not Prioritized	0	
Subtotal		\$ 28,391.99
Sidewalk Total	455	\$ 29,000.00

Corridor Summary

Facility	Cost
Sidewalk Total	\$ 29,000.00
Unsignalized Intersection Total	\$ 8,000.00
Corridor Total	\$ 37,000.00

End of Project Description for Project 147 US Hwy 62 (East-West Segment)

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

Client: Oklahoma Department of Transportation **Date:** 07/29/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor: US Hwy 59 **GPS ID:** 148
City: Westville **Division:** 1

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost <i>Includes Engineering (15%) and Contingency (20%)</i>
504(F)-6006	Handrailing	0	LF	\$ 130.00	\$ -
610(A)-0602	4" Concrete Sidewalk	183	SY	\$ 50.00	\$ 12,342.51
619(B)-0604	6" Concrete Driveway	0	SY	\$ 60.00	\$ -
619(B)-4766	Removal of Concrete Driveway	0	SY	\$ 9.00	\$ -
619(B)-4792	Removal of Sidewalk	183	SY	\$ 12.00	\$ 2,962.20
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
--	Concrete Railroad Panel	0	LS	\$ 36,000.00	\$ -
610(G) 4142	Bituminous Driveway	0	SY	\$ 35.50	\$ -
--	Welded Steel Grate	0	EA	\$ 1,300.00	\$ -
--	Relocate Fire Hydrant	0	LS	\$ 2,000.00	\$ -
--	Adjust Utility Elevation	0	LS	\$ 1,000.00	\$ -
--	Remove Obstruction	4	LS	\$ 1,000.00	\$ 5,400.00
--	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
--	Railroad Company Flagger	0	Day(s)	\$ 1,000.00	\$ -
--	Remove Railroad Panel	0	LS	\$ 20,000.00	\$ -
619(B)-4767	Removal of Asphalt Driveways	0	SY	\$ 6.00	\$ -

Basis for Cost Projection

- No Design Completed
- Preliminary Design
- Final Design

Subtotal:	\$	20,704.71
Estimated Project Cost:	\$	21,000.00
Engineering: (% +/-)	15%	\$ 2,300.52
Contingency: (% +/-)	20%	\$ 3,067.36

The Engineer has no control over the cost of labor, materials, equipment, or over the Contractor's methods of determining prices or over competitive bidding or market conditions. Opinions of probable costs provided herein are based on the information known to Engineer at this time and represent only the Engineer's judgment as a design professional familiar with the construction industry. The Engineer cannot and does not guarantee that proposals, bids, or actual construction costs will not vary from its opinions of probable costs.

Sidewalk Summary

Priority	Length (LF)	Cost
High	64	\$ 10,619.69
Medium	81	\$ 10,085.02
Low	0	\$ -
Handrail Needed	0	\$ -
Compliant	4	
Not Prioritized	0	
Subtotal	149	\$ 20,704.71
Sidewalk Total		\$ 21,000.00

Corridor Summary

Facility	Cost
Sidewalk Total	\$ 21,000.00
Unsignalized Intersection Total	\$ -
Corridor Total	\$ 21,000.00

End of Project Description for Project 148 US Hwy 59

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

Client: Oklahoma Department of Transportation **Date:** 07/29/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor: State Hwy 51 **GPS ID:** 149
City: Broken Arrow **Division:** 1

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost <i>Includes Engineering (15%) and Contingency (20%)</i>
504(F)-6006	Handrailing	24	LF	\$ 130.00	\$ 4,185.35
610(A)-0602	4" Concrete Sidewalk	199	SY	\$ 50.00	\$ 13,433.03
619(B)-0604	6" Concrete Driveway	0	SY	\$ 60.00	\$ -
619(B)-4766	Removal of Concrete Driveway	0	SY	\$ 9.00	\$ -
619(B)-4792	Removal of Sidewalk	142	SY	\$ 12.00	\$ 2,294.99
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
--	Concrete Railroad Panel	0	LS	\$ 36,000.00	\$ -
610(G) 4142	Bituminous Driveway	0	SY	\$ 35.50	\$ -
--	Welded Steel Grate	0	EA	\$ 1,300.00	\$ -
--	Relocate Fire Hydrant	0	LS	\$ 2,000.00	\$ -
--	Adjust Utility Elevation	0	LS	\$ 1,000.00	\$ -
--	Remove Obstruction	0	LS	\$ 1,000.00	\$ -
--	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
--	Railroad Company Flagger	0	Day(s)	\$ 1,000.00	\$ -
--	Remove Railroad Panel	0	LS	\$ 20,000.00	\$ -
619(B)-4767	Removal of Asphalt Driveways	0	SY	\$ 6.00	\$ -

Basis for Cost Projection

- No Design Completed
- Preliminary Design
- Final Design

Subtotal:	\$	19,913.37
Estimated Project Cost:	\$	20,000.00
Engineering: (% +/-)	15%	\$ 2,212.60
Contingency: (% +/-)	20%	\$ 2,950.13

The Engineer has no control over the cost of labor, materials, equipment, or over the Contractor's methods of determining prices or over competitive bidding or market conditions. Opinions of probable costs provided herein are based on the information known to Engineer at this time and represent only the Engineer's judgment as a design professional familiar with the construction industry. The Engineer cannot and does not guarantee that proposals, bids, or actual construction costs will not vary from its opinions of probable costs.

Sidewalk Summary

Priority	Length (LF)	Cost
High	35	\$ 1,581.25
Medium	323	\$ 14,146.76
Low	0	\$ -
Handrail Needed	24	\$ 4,185.35
Compliant	894	
Not Prioritized	0	
Subtotal	1,276	\$ 19,913.37
Sidewalk Total		\$ 20,000.00

Corridor Summary

Facility	Cost
Sidewalk Total	\$ 20,000.00
Unsignalized Intersection Total	\$ 7,000.00
Corridor Total	\$ 27,000.00

End of Project Description for Project 149 State Hwy 51

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

Client: Oklahoma Department of Transportation **Date:** 07/29/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor: State Hwy 72 **GPS ID:** 150
City: Coweta **Division:** 1

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost <i>Includes Engineering (15%) and Contingency (20%)</i>
504(F)-6006	Handrailing	18	LF	\$ 130.00	\$ 3,104.66
610(A)-0602	4" Concrete Sidewalk	3758	SY	\$ 50.00	\$ 253,668.59
619(B)-0604	6" Concrete Driveway	842	SY	\$ 60.00	\$ 68,197.10
619(B)-4766	Removal of Concrete Driveway	842	SY	\$ 9.00	\$ 10,229.56
619(B)-4792	Removal of Sidewalk	3719	SY	\$ 12.00	\$ 60,248.83
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
--	Concrete Railroad Panel	0	LS	\$ 36,000.00	\$ -
610(G) 4142	Bituminous Driveway	400	SY	\$ 35.50	\$ 19,149.95
--	Welded Steel Grate	0	EA	\$ 1,300.00	\$ -
--	Relocate Fire Hydrant	0	LS	\$ 2,000.00	\$ -
--	Adjust Utility Elevation	3	LS	\$ 1,000.00	\$ 4,050.00
--	Remove Obstruction	7	LS	\$ 1,000.00	\$ 9,450.00
--	Remove Temporary Obstruction	17	LS	\$ 500.00	\$ 11,475.00
--	Railroad Company Flagger	0	Day(s)	\$ 1,000.00	\$ -
--	Remove Railroad Panel	0	LS	\$ 20,000.00	\$ -
619(B)-4767	Removal of Asphalt Driveways	400	SY	\$ 6.00	\$ 3,236.61

Basis for Cost Projection

- No Design Completed
- Preliminary Design
- Final Design

Subtotal:	\$	442,810.30
Estimated Project Cost:	\$	443,000.00
Engineering: (% +/-)	15%	\$ 49,201.14
Contingency: (% +/-)	20%	\$ 65,601.53

The Engineer has no control over the cost of labor, materials, equipment, or over the Contractor's methods of determining prices or over competitive bidding or market conditions. Opinions of probable costs provided herein are based on the information known to Engineer at this time and represent only the Engineer's judgment as a design professional familiar with the construction industry. The Engineer cannot and does not guarantee that proposals, bids, or actual construction costs will not vary from its opinions of probable costs.

Sidewalk Summary

Priority	Length (LF)	Cost
High	2,262	\$ 162,477.05
Medium	4,272	\$ 241,443.82
Low	788	\$ 35,784.77
Handrail Needed	18	\$ 3,104.66
Compliant	10,087	
Not Prioritized	29	
Subtotal		\$ 442,810.30
Sidewalk Total	17,455	\$ 443,000.00

Corridor Summary

Facility	Cost
Sidewalk Total	\$ 443,000.00
Unsignalized Intersection Total	\$ 279,000.00
Corridor Total	\$ 722,000.00

End of Project Description for Project 150 State Hwy 72

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

Client: Oklahoma Department of Transportation
Program: ADA Self-Evaluation and Transition Plan
KHA No.: 051279001

Date: 07/29/16
Prepared By: CMP
Checked By: EPE

Corridor: State Hwy 80A (North-South Segment)
City: Fort Gibson

GPS ID: 151
Division: 1

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost <i>Includes Engineering (15%) and Contingency (20%)</i>
504(F)-6006	Handrailing	0	LF	\$ 130.00	\$ -
610(A)-0602	4" Concrete Sidewalk	1662	SY	\$ 50.00	\$ 112,157.70
619(B)-0604	6" Concrete Driveway	0	SY	\$ 60.00	\$ -
619(B)-4766	Removal of Concrete Driveway	0	SY	\$ 9.00	\$ -
619(B)-4792	Removal of Sidewalk	927	SY	\$ 12.00	\$ 15,017.99
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
--	Concrete Railroad Panel	0	LS	\$ 36,000.00	\$ -
610(G) 4142	Bituminous Driveway	121	SY	\$ 35.50	\$ 5,803.18
--	Welded Steel Grate	0	EA	\$ 1,300.00	\$ -
---	Relocate Fire Hydrant	0	LS	\$ 2,000.00	\$ -
---	Adjust Utility Elevation	0	LS	\$ 1,000.00	\$ -
---	Remove Obstruction	8	LS	\$ 1,000.00	\$ 10,800.00
---	Remove Temporary Obstruction	11	LS	\$ 500.00	\$ 7,425.00
---	Railroad Company Flagger	0	Day(s)	\$ 1,000.00	\$ -
---	Remove Railroad Panel	0	LS	\$ 20,000.00	\$ -
619(B)-4767	Removal of Asphalt Driveways	121	SY	\$ 6.00	\$ 980.82

Basis for Cost Projection

- No Design Completed
- Preliminary Design
- Final Design

Subtotal:	\$	152,184.69
Estimated Project Cost:	\$	153,000.00
<i>Engineering: (% +/-)</i>	15%	\$ 16,909.41
<i>Contingency: (% +/-)</i>	20%	\$ 22,545.88

The Engineer has no control over the cost of labor, materials, equipment, or over the Contractor's methods of determining prices or over competitive bidding or market conditions. Opinions of probable costs provided herein are based on the information known to Engineer at this time and represent only the Engineer's judgment as a design professional familiar with the construction industry. The Engineer cannot and does not guarantee that proposals, bids, or actual construction costs will not vary from its opinions of probable costs.

Sidewalk Summary

Priority	Length (LF)	Cost
High	548	\$ 37,062.27
Medium	1,895	\$ 90,490.93
Low	657	\$ 24,631.49
Handrail Needed	0	\$ -
Compliant	677	
Not Prioritized	0	
Subtotal	3,776	\$ 152,184.69
Sidewalk Total		\$ 153,000.00

Corridor Summary

Facility	Cost
Sidewalk Total	\$ 153,000.00
Unsignalized Intersection Total	\$ 31,000.00
Corridor Total	\$ 184,000.00

End of Project Description for Project 151 State Hwy 80A (North-South Segment)

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

Client: Oklahoma Department of Transportation **Date:** 07/29/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor: State Hwy 80A (East-West Segment) **GPS ID:** 152
City: Fort Gibson **Division:** 1

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost <i>Includes Engineering (15%) and Contingency (20%)</i>
504(F)-6006	Handrailing	0	LF	\$ 130.00	\$ -
610(A)-0602	4" Concrete Sidewalk	244	SY	\$ 50.00	\$ 16,461.70
619(B)-0604	6" Concrete Driveway	0	SY	\$ 60.00	\$ -
619(B)-4766	Removal of Concrete Driveway	0	SY	\$ 9.00	\$ -
619(B)-4792	Removal of Sidewalk	107	SY	\$ 12.00	\$ 1,728.97
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
--	Concrete Railroad Panel	0	LS	\$ 36,000.00	\$ -
610(G) 4142	Bituminous Driveway	52	SY	\$ 35.50	\$ 2,492.38
--	Welded Steel Grate	0	EA	\$ 1,300.00	\$ -
---	Relocate Fire Hydrant	0	LS	\$ 2,000.00	\$ -
---	Adjust Utility Elevation	0	LS	\$ 1,000.00	\$ -
---	Remove Obstruction	2	LS	\$ 1,000.00	\$ 2,700.00
---	Remove Temporary Obstruction	2	LS	\$ 500.00	\$ 1,350.00
---	Railroad Company Flagger	0	Day(s)	\$ 1,000.00	\$ -
---	Remove Railroad Panel	0	LS	\$ 20,000.00	\$ -
619(B)-4767	Removal of Asphalt Driveways	52	SY	\$ 6.00	\$ 421.25

Basis for Cost Projection

- No Design Completed
- Preliminary Design
- Final Design

Subtotal:	\$	25,154.30
Estimated Project Cost:	\$	26,000.00
Engineering: (% +/-)	15%	\$ 2,794.92
Contingency: (% +/-)	20%	\$ 3,726.56

The Engineer has no control over the cost of labor, materials, equipment, or over the Contractor's methods of determining prices or over competitive bidding or market conditions. Opinions of probable costs provided herein are based on the information known to Engineer at this time and represent only the Engineer's judgment as a design professional familiar with the construction industry. The Engineer cannot and does not guarantee that proposals, bids, or actual construction costs will not vary from its opinions of probable costs.

Sidewalk Summary

Priority	Length (LF)	Cost
High	142	\$ 10,415.68
Medium	124	\$ 5,995.63
Low	220	\$ 8,742.99
Handrail Needed	0	\$ -
Compliant	343	
Not Prioritized	0	
Subtotal	829	\$ 25,154.30
Sidewalk Total		\$ 26,000.00

Corridor Summary

Facility	Cost
Sidewalk Total	\$ 26,000.00
Unsignalized Intersection Total	\$ 16,000.00
Corridor Total	\$ 42,000.00

End of Project Description for Project 152 State Hwy 80A (East-West Segment)

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

Client: Oklahoma Department of Transportation
Program: ADA Self-Evaluation and Transition Plan
KHA No.: 051279001

Date: 07/29/16
Prepared By: CMP
Checked By: EPE

Corridor: State Hwy 56 (N Kern Ave)
City: Okmulgee

GPS ID: 153
Division: 1

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost <i>Includes Engineering (15%) and Contingency (20%)</i>
504(F)-6006	Handrailing	0	LF	\$ 130.00	\$ -
610(A)-0602	4" Concrete Sidewalk	278	SY	\$ 50.00	\$ 18,768.06
619(B)-0604	6" Concrete Driveway	23	SY	\$ 60.00	\$ 1,857.11
619(B)-4766	Removal of Concrete Driveway	23	SY	\$ 9.00	\$ 278.57
619(B)-4792	Removal of Sidewalk	219	SY	\$ 12.00	\$ 3,544.17
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
--	Concrete Railroad Panel	0	LS	\$ 36,000.00	\$ -
610(G) 4142	Bituminous Driveway	18	SY	\$ 35.50	\$ 842.36
--	Welded Steel Grate	0	EA	\$ 1,300.00	\$ -
---	Relocate Fire Hydrant	0	LS	\$ 2,000.00	\$ -
---	Adjust Utility Elevation	0	LS	\$ 1,000.00	\$ -
---	Remove Obstruction	1	LS	\$ 1,000.00	\$ 1,350.00
---	Remove Temporary Obstruction	2	LS	\$ 500.00	\$ 1,350.00
---	Railroad Company Flagger	0	Day(s)	\$ 1,000.00	\$ -
---	Remove Railroad Panel	0	LS	\$ 20,000.00	\$ -
619(B)-4767	Removal of Asphalt Driveways	18	SY	\$ 6.00	\$ 142.37

Basis for Cost Projection

- No Design Completed
- Preliminary Design
- Final Design

Subtotal:	\$	28,132.64
Estimated Project Cost:	\$	29,000.00
Engineering: (% +/-)	15%	\$ 3,125.85
Contingency: (% +/-)	20%	\$ 4,167.80

The Engineer has no control over the cost of labor, materials, equipment, or over the Contractor's methods of determining prices or over competitive bidding or market conditions. Opinions of probable costs provided herein are based on the information known to Engineer at this time and represent only the Engineer's judgment as a design professional familiar with the construction industry. The Engineer cannot and does not guarantee that proposals, bids, or actual construction costs will not vary from its opinions of probable costs.

Sidewalk Summary

Priority	Length (LF)	Cost
High	87	\$ 6,595.78
Medium	321	\$ 14,693.62
Low	129	\$ 6,843.24
Handrail Needed	0	\$ -
Compliant	271	
Not Prioritized	0	
Subtotal	808	\$ 28,132.64
Sidewalk Total		\$ 29,000.00

Corridor Summary

Facility	Cost
Sidewalk Total	\$ 29,000.00
Unsignalized Intersection Total	\$ 16,000.00
Corridor Total	\$ 45,000.00

End of Project Description for Project 153 State Hwy 56 (N Kern Ave)

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

Client: Oklahoma Department of Transportation **Date:** 07/29/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor: State Hwy 56 (W 4th St) **GPS ID:** 154
City: Okmulgee **Division:** 1

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost <i>Includes Engineering (15%) and Contingency (20%)</i>
504(F)-6006	Handrailing	0	LF	\$ 130.00	\$ -
610(A)-0602	4" Concrete Sidewalk	33	SY	\$ 50.00	\$ 2,242.39
619(B)-0604	6" Concrete Driveway	0	SY	\$ 60.00	\$ -
619(B)-4766	Removal of Concrete Driveway	0	SY	\$ 9.00	\$ -
619(B)-4792	Removal of Sidewalk	24	SY	\$ 12.00	\$ 385.15
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
--	Concrete Railroad Panel	0	LS	\$ 36,000.00	\$ -
610(G) 4142	Bituminous Driveway	0	SY	\$ 35.50	\$ -
--	Welded Steel Grate	0	EA	\$ 1,300.00	\$ -
--	Relocate Fire Hydrant	0	LS	\$ 2,000.00	\$ -
--	Adjust Utility Elevation	0	LS	\$ 1,000.00	\$ -
--	Remove Obstruction	0	LS	\$ 1,000.00	\$ -
--	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
--	Railroad Company Flagger	0	Day(s)	\$ 1,000.00	\$ -
--	Remove Railroad Panel	0	LS	\$ 20,000.00	\$ -
619(B)-4767	Removal of Asphalt Driveways	0	SY	\$ 6.00	\$ -

Basis for Cost Projection

- No Design Completed
- Preliminary Design
- Final Design

Subtotal:	\$	2,627.54
Estimated Project Cost:	\$	3,000.00
Engineering: (% +/-)	15%	\$ 291.95
Contingency: (% +/-)	20%	\$ 389.27

The Engineer has no control over the cost of labor, materials, equipment, or over the Contractor's methods of determining prices or over competitive bidding or market conditions. Opinions of probable costs provided herein are based on the information known to Engineer at this time and represent only the Engineer's judgment as a design professional familiar with the construction industry. The Engineer cannot and does not guarantee that proposals, bids, or actual construction costs will not vary from its opinions of probable costs.

Sidewalk Summary

Priority	Length (LF)	Cost
High	0	\$ -
Medium	49	\$ 2,236.82
Low	10	\$ 390.72
Handrail Needed	0	\$ -
Compliant	59	
Not Prioritized	0	
Subtotal	119	\$ 2,627.54
Sidewalk Total		\$ 3,000.00

Corridor Summary

Facility	Cost
Sidewalk Total	\$ 3,000.00
Unsignalized Intersection Total	\$ -
Corridor Total	\$ 3,000.00

End of Project Description for Project 154 State Hwy 56 (W 4th St)

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

Client: Oklahoma Department of Transportation **Date:** 07/29/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor: State Hwy 51 / US Hwy 62 (North-South Segment) **GPS ID:** 155
City: Tahlequah **Division:** 1

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost <i>Includes Engineering (15%) and Contingency (20%)</i>
504(F)-6006	Handrailing	0	LF	\$ 130.00	\$ -
610(A)-0602	4" Concrete Sidewalk	0	SY	\$ 50.00	\$ -
619(B)-0604	6" Concrete Driveway	0	SY	\$ 60.00	\$ -
619(B)-4766	Removal of Concrete Driveway	0	SY	\$ 9.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
--	Concrete Railroad Panel	0	LS	\$ 36,000.00	\$ -
610(G) 4142	Bituminous Driveway	0	SY	\$ 35.50	\$ -
--	Welded Steel Grate	0	EA	\$ 1,300.00	\$ -
--	Relocate Fire Hydrant	0	LS	\$ 2,000.00	\$ -
--	Adjust Utility Elevation	0	LS	\$ 1,000.00	\$ -
--	Remove Obstruction	0	LS	\$ 1,000.00	\$ -
--	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
--	Railroad Company Flagger	0	Day(s)	\$ 1,000.00	\$ -
--	Remove Railroad Panel	0	LS	\$ 20,000.00	\$ -
619(B)-4767	Removal of Asphalt Driveways	0	SY	\$ 6.00	\$ -

Basis for Cost Projection

- No Design Completed
- Preliminary Design
- Final Design

Subtotal:	\$ -
Estimated Project Cost:	\$ -
Engineering: (% +/-)	15% \$ -
Contingency: (% +/-)	20% \$ -

The Engineer has no control over the cost of labor, materials, equipment, or over the Contractor's methods of determining prices or over competitive bidding or market conditions. Opinions of probable costs provided herein are based on the information known to Engineer at this time and represent only the Engineer's judgment as a design professional familiar with the construction industry. The Engineer cannot and does not guarantee that proposals, bids, or actual construction costs will not vary from its opinions of probable costs.

Sidewalk Summary

Priority	Length (LF)	Cost
High	0	\$ -
Medium	0	\$ -
Low	0	\$ -
Handrail Needed	0	\$ -
Compliant	251	
Not Prioritized	0	
Subtotal		\$ -
Sidewalk Total	251	\$ -

Corridor Summary

Facility	Cost
Sidewalk Total	\$ -
Unsignalized Intersection Total	\$ -
Corridor Total	\$ -

End of Project Description for Project 155 State Hwy 51 / US Hwy 62 (North-South Segment)

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

Client: Oklahoma Department of Transportation **Date:** 07/29/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor: State Hwy 51 (North-South Segment) **GPS ID:** 156
City: Wagoner **Division:** 1

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost <i>Includes Engineering (15%) and Contingency (20%)</i>
504(F)-6006	Handrailing	0	LF	\$ 130.00	\$ -
610(A)-0602	4" Concrete Sidewalk	499	SY	\$ 50.00	\$ 33,685.37
619(B)-0604	6" Concrete Driveway	171	SY	\$ 60.00	\$ 13,855.18
619(B)-4766	Removal of Concrete Driveway	171	SY	\$ 9.00	\$ 2,078.28
619(B)-4792	Removal of Sidewalk	284	SY	\$ 12.00	\$ 4,599.46
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
--	Concrete Railroad Panel	0	LS	\$ 36,000.00	\$ -
610(G) 4142	Bituminous Driveway	79	SY	\$ 35.50	\$ 3,772.53
--	Welded Steel Grate	0	EA	\$ 1,300.00	\$ -
---	Relocate Fire Hydrant	0	LS	\$ 2,000.00	\$ -
---	Adjust Utility Elevation	0	LS	\$ 1,000.00	\$ -
---	Remove Obstruction	4	LS	\$ 1,000.00	\$ 5,400.00
---	Remove Temporary Obstruction	1	LS	\$ 500.00	\$ 675.00
---	Railroad Company Flagger	0	Day(s)	\$ 1,000.00	\$ -
---	Remove Railroad Panel	0	LS	\$ 20,000.00	\$ -
619(B)-4767	Removal of Asphalt Driveways	79	SY	\$ 6.00	\$ 637.61

Basis for Cost Projection

- No Design Completed
- Preliminary Design
- Final Design

Subtotal:	\$	64,703.43
Estimated Project Cost:	\$	65,000.00
Engineering: (% +/-)	15%	\$ 7,189.27
Contingency: (% +/-)	20%	\$ 9,585.69

The Engineer has no control over the cost of labor, materials, equipment, or over the Contractor's methods of determining prices or over competitive bidding or market conditions. Opinions of probable costs provided herein are based on the information known to Engineer at this time and represent only the Engineer's judgment as a design professional familiar with the construction industry. The Engineer cannot and does not guarantee that proposals, bids, or actual construction costs will not vary from its opinions of probable costs.

Sidewalk Summary

Priority	Length (LF)	Cost
High	175	\$ 15,471.01
Medium	707	\$ 34,892.12
Low	456	\$ 14,340.31
Handrail Needed	0	\$ -
Compliant	3,984	
Not Prioritized	0	
Subtotal		\$ 64,703.43
Sidewalk Total	5,321	\$ 65,000.00

Corridor Summary

Facility	Cost
Sidewalk Total	\$ 65,000.00
Unsignalized Intersection Total	\$ 142,000.00
Corridor Total	\$ 207,000.00

End of Project Description for Project 156 State Hwy 51 (North-South Segment)

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

Client: Oklahoma Department of Transportation **Date:** 07/29/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor: US Hwy 62 (North-South Segment) **GPS ID:** 157
City: Westville **Division:** 1

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost <i>Includes Engineering (15%) and Contingency (20%)</i>
504(F)-6006	Handrailing	0	LF	\$ 130.00	\$ -
610(A)-0602	4" Concrete Sidewalk	101	SY	\$ 50.00	\$ 6,835.14
619(B)-0604	6" Concrete Driveway	0	SY	\$ 60.00	\$ -
619(B)-4766	Removal of Concrete Driveway	0	SY	\$ 9.00	\$ -
619(B)-4792	Removal of Sidewalk	71	SY	\$ 12.00	\$ 1,144.41
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
--	Concrete Railroad Panel	0	LS	\$ 36,000.00	\$ -
610(G) 4142	Bituminous Driveway	30	SY	\$ 35.50	\$ 1,445.42
--	Welded Steel Grate	0	EA	\$ 1,300.00	\$ -
--	Relocate Fire Hydrant	0	LS	\$ 2,000.00	\$ -
--	Adjust Utility Elevation	0	LS	\$ 1,000.00	\$ -
--	Remove Obstruction	2	LS	\$ 1,000.00	\$ 2,700.00
--	Remove Temporary Obstruction	4	LS	\$ 500.00	\$ 2,700.00
--	Railroad Company Flagger	0	Day(s)	\$ 1,000.00	\$ -
--	Remove Railroad Panel	0	LS	\$ 20,000.00	\$ -
619(B)-4767	Removal of Asphalt Driveways	30	SY	\$ 6.00	\$ 244.30

Basis for Cost Projection

- No Design Completed
- Preliminary Design
- Final Design

Subtotal:	\$	15,069.27
Estimated Project Cost:	\$	16,000.00
<i>Engineering: (% +/-)</i>	15%	\$ 1,674.36
<i>Contingency: (% +/-)</i>	20%	\$ 2,324.48

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Sidewalk Summary

Priority	Length (LF)	Cost
High	58	\$ 5,412.60
Medium	107	\$ 7,996.43
Low	44	\$ 1,660.24
Handrail Needed	0	\$ -
Compliant	206	
Not Prioritized	0	
Subtotal	416	\$ 15,069.27
Sidewalk Total	416	\$ 16,000.00

Corridor Summary

Facility	Cost
Sidewalk Total	\$ 16,000.00
Unsignalized Intersection Total	\$ 8,000.00
Corridor Total	\$ 24,000.00

End of Project Description for Project 157 US Hwy 62 (North-South Segment)

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

Client: Oklahoma Department of Transportation **Date:** 07/29/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor: I-44 (Division 1 Segment) **GPS ID:** 158
City: Catoosa **Division:** 1

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost <small>Includes Engineering (15%) and Contingency (20%)</small>
504(F)-6006	Handrailing	0	LF	\$ 130.00	\$ -
610(A)-0602	4" Concrete Sidewalk	0	SY	\$ 50.00	\$ -
619(B)-0604	6" Concrete Driveway	0	SY	\$ 60.00	\$ -
619(B)-4766	Removal of Concrete Driveway	0	SY	\$ 9.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
--	Concrete Railroad Panel	0	LS	\$ 36,000.00	\$ -
610(G) 4142	Bituminous Driveway	0	SY	\$ 35.50	\$ -
--	Welded Steel Grate	0	EA	\$ 1,300.00	\$ -
--	Relocate Fire Hydrant	0	LS	\$ 2,000.00	\$ -
--	Adjust Utility Elevation	0	LS	\$ 1,000.00	\$ -
--	Remove Obstruction	0	LS	\$ 1,000.00	\$ -
--	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
--	Railroad Company Flagger	0	Day(s)	\$ 1,000.00	\$ -
--	Remove Railroad Panel	0	LS	\$ 20,000.00	\$ -
619(B)-4767	Removal of Asphalt Driveways	0	SY	\$ 6.00	\$ -

Basis for Cost Projection

- No Design Completed
- Preliminary Design
- Final Design

Subtotal:	\$ -
Estimated Project Cost:	\$ -
Engineering: (% +/-)	15% \$ -
Contingency: (% +/-)	20% \$ -

The Engineer has no control over the cost of labor, materials, equipment, or over the Contractor's methods of determining prices or over competitive bidding or market conditions. Opinions of probable costs provided herein are based on the information known to Engineer at this time and represent only the Engineer's judgment as a design professional familiar with the construction industry. The Engineer cannot and does not guarantee that proposals, bids, or actual construction costs will not vary from its opinions of probable costs.

Sidewalk Summary

Priority	Length (LF)	Cost
High	0	\$ -
Medium	0	\$ -
Low	0	\$ -
Handrail Needed	0	\$ -
Compliant	137	\$ -
Not Prioritized	0	\$ -
Subtotal	137	\$ -
Sidewalk Total	137	\$ -

Corridor Summary

Facility	Cost
Sidewalk Total	\$ -
Unsignalized Intersection Total	\$ -
Corridor Total	\$ -

End of Project Description for Project 158 I-44 (Division 1 Segment)

Oklahoma Department of Transportation
ADA Self-Evaluation and Transition Plan Update
Division 1 - Unsignalized Intersection Cost Projection Summary
7/28/2016

GPS ID	Project Name	Cost Projection	Priority
14	Intersection of State Hwy 16 and S Creek Ave	\$ 8,000	13
15	Intersection of State Hwy 16 and S Osage Ave	\$ 8,000	13
16	Intersection of State Hwy 16 and Broadway Ave	\$ 4,000	3
135	Intersection of US Hwy 75 Alt and 6th St	\$ 16,000	3
136	Intersection of US Hwy 75 Alt and 5th St	\$ 6,000	3
137	Intersection of US Hwy 75 Alt and Main St	\$ 26,000	2
140	Intersection of State Hwy 72 and E Kenefick	\$ 13,000	2
141	Intersection of State Hwy 72 and Porter	\$ 8,000	13
142	Intersection of State Hwy 72 and Buckner	\$ 1,000	13
143	Intersection of State Hwy 72 and Lucile	\$ 1,000	13
172	Intersection of US Hwy 266 and SW 6th St	\$ -	Compliant
173	Intersection of US Hwy 266 and NW 6th St	\$ 9,000	3
174	Intersection of US Hwy 266 and SW 5th St	\$ 10,000	3
175	Intersection of US Hwy 266 and NW 5th St	\$ 19,000	3
176	Intersection of US Hwy 266 and SW 4th St	\$ 21,000	3
177	Intersection of US Hwy 266 and SW 3rd St	\$ 19,000	3
178	Intersection of US Hwy 266 and NW 2nd St	\$ 22,000	7
179	Intersection of US Hwy 266 and NW 1st St	\$ 13,000	2
181	Intersection of US Hwy 266 and SW Main St	\$ 8,000	3
183	Intersection of US Hwy 266 and NE Main St	\$ 6,000	3
184	Intersection of US Hwy 266 and NE 2nd St	\$ 19,000	2
185	Intersection of US Hwy 266 and NE 3rd St	\$ 12,000	3
186	Intersection of US Hwy 266 and NE 4th St	\$ 12,000	3
187	Intersection of US Hwy 266 and SE 5th St	\$ 12,000	3
188	Intersection of US Hwy 266 and NE 6th St	\$ 6,000	3
189	Intersection of US Hwy 266 and NE 7th St	\$ 12,000	6
193	Intersection of State Hwy 72 and 8th St	\$ -	Compliant
194	Intersection of State Hwy 72 and 7th St	\$ 1,000	13
195	Intersection of State Hwy 72 and Main	\$ 8,000	13
196	Intersection of State Hwy 72 and 5th	\$ 1,000	13
197	Intersection of State Hwy 72 and 4th	\$ 1,000	13
1143	Intersection of State Hwy 72 and W Birch St	\$ 29,000	5
1144	Intersection of State Hwy 72 and N Broadway St	\$ 25,000	8
1145	Intersection of State Hwy 72 and W Pine St	\$ 9,000	13
1147	Intersection of State Hwy 72 and W Sycamore St	\$ 36,000	5
1148	Intersection of State Hwy 72 and W Cypress St	\$ 35,000	5
1149	Intersection of State Hwy 72 and Cl Box	\$ 28,000	2
1150	Intersection of State Hwy 72 and W Ash St	\$ 8,000	5
1151	Intersection of State Hwy 72 and W Walnut St	\$ 17,000	5
1152	Intersection of State Hwy 72 and E Hickory St	\$ 10,000	5
1153	Intersection of State Hwy 72 and State Hwy 51B	\$ 29,000	5
1154	Intersection of State Hwy 72 and E 154th St S	\$ 30,000	2
1156	Intersection of State Hwy 72 and S 289th E Ave	\$ 7,000	2
1174	Intersection of US Hwy 266 and N Broadway St	\$ 1,000	13
1201	Intersection of State Hwy 9 and 1st St	\$ 8,000	13
1204	Intersection of US Hwy 69 Bus / State Hwy 9 and Broadway Ave	\$ 7,000	13
1205	Intersection of US Hwy 69 Bus / State Hwy 9 and Memorial Dr	\$ 3,000	3
1206	Intersection of US Hwy 69 Bus / State Hwy 9 and Pine Ave	\$ 25,000	2
1209	Intersection of US Hwy 69 Bus / State Hwy 9 and High St	\$ 10,000	3
1210	Intersection of US Hwy 69 Bus / State Hwy 9 and J C Watts Jr Ave	\$ 4,000	2
1211	Intersection of US Hwy 69 Bus / State Hwy 9 and Cedar Ave	\$ 10,000	3
1212	Intersection of US Hwy 69 Bus / State Hwy 9 and Wendel Ave	\$ 1,000	13

GPS ID	Project Name	Cost Projection	Priority
1213	Intersection of US Hwy 69 Bus / State Hwy 9 and Oak Ave	\$ 3,000	3
1214	Intersection of US Hwy 69 Bus / State Hwy 9 and Forest Ave	\$ 4,000	3
1236	Intersection of State Hwy 80 and Cavalry	\$ 1,000	13
1237	Intersection of State Hwy 80 and Coppinger / Garrison Ave	\$ 15,000	13
1238	Intersection of State Hwy 80 and Hazen	\$ 1,000	13
1239	Intersection of State Hwy 80 and State Hwy 80a	\$ 1,000	13
1242	Intersection of State Hwy 80 (Ash) and Beauregard	\$ 15,000	13
1247	Intersection of State Hwy 80 and Cottonwood St	\$ 1,000	13
1248	Intersection of State Hwy 80 and Black Jack	\$ 15,000	13
1249	Intersection of State Hwy 80 and E Hickory Ave	\$ 8,000	3
1250	Intersection of State Hwy 80a and Armory	\$ 1,000	13
1251	Intersection of State Hwy 80a and E Battery Rd	\$ 1,000	13
1252	Intersection of State Hwy 80a and E Artillery	\$ 1,000	13
1253	Intersection of State Hwy 80a and Jefferson Davis Blvd (North)	\$ 1,000	13
1254	Intersection of State Hwy 80a and Jefferson Davis Blvd (South)	\$ 1,000	13
1255	Intersection of State Hwy 80a and Garrison Ave	\$ 9,000	13
1257	Intersection of US Hwy 62 Bus (Poplar St) and N Jackson St	\$ 5,000	3
1258	Intersection of US Hwy 62 Bus (Poplar St) and Beauregard St	\$ 3,000	3
1286	Intersection of State Hwy 10 and State Hwy 100	\$ 4,000	3
1287	Intersection of State Hwy 10 / State Hwy 100 and 1st St	\$ -	Compliant
1288	Intersection of State Hwy 10 / State Hwy 100 and 2nd St	\$ 9,000	3
1289	Intersection of State Hwy 10 / State Hwy 100 and 3rd St	\$ 6,000	2
1290	Intersection of State Hwy 10 / State Hwy 100 and 4th St	\$ 17,000	3
1291	Intersection of State Hwy 10 / State Hwy 100 and 5th St	\$ 14,000	3
1302	Intersection of US Hwy 64 / State Hwy 10 and State Hwy 100	\$ 11,000	3
1322	Intersection of State Hwy 52 and 1st St	\$ 1,000	13
1344	Intersection of US Hwy 64 / State Hwy 72 and State Hwy 104	\$ 8,000	13
1345	Intersection of US Hwy 64 / State Hwy 72 and Main	\$ 57,000	2
1346	Intersection of US Hwy 64 / State Hwy 72 and Commercial	\$ 27,000	2
1347	Intersection of US Hwy 64 / State Hwy 72 and E Spruce St	\$ 3,000	3
1348	Intersection of US Hwy 64 / State Hwy 72 and Cottonwood	\$ 16,000	2
1349	Intersection of US Hwy 64 / State Hwy 72 and W Hickory St	\$ 21,000	3
1350	Intersection of US Hwy 64 / State Hwy 72 and E Holly St	\$ 8,000	13
1363	Intersection of US Hwy 75B and State Hwy 124 (S 10th St)	\$ 10,000	3
1370	Intersection of State Hwy 51 and Rider Ln	\$ 17,000	2
1371	Intersection of State Hwy 51 and S Broadway St (North)	\$ 9,000	9
1372	Intersection of State Hwy 51 and N Elm St	\$ 1,000	13
1373	Intersection of State Hwy 51 and N Birch St	\$ 12,000	9
1390	Intersection of State Hwy 9 and 5th St	\$ 16,000	3
1391	Intersection of State Hwy 9 and Broadway	\$ 16,000	3
1392	Intersection of State Hwy 9 and 6th St	\$ 2,000	13
1393	Intersection of State Hwy 9 and 7th St	\$ 11,000	3
1394	Intersection of State Hwy 9 and S 8th St	\$ 1,000	13
1395	Intersection of State Hwy 9 and S 9th St	\$ 2,000	13
1404	Intersection of State Hwy 2 and 4th St	\$ 23,000	2
1405	Intersection of State Hwy 2 and 3rd St	\$ 18,000	2
1406	Intersection of State Hwy 2 and 2nd St	\$ 9,000	3
1407	Intersection of State Hwy 31 / State Hwy 2 and S Cr 4370	\$ 17,000	2
1408	Intersection of State Hwy 31 / State Hwy 2 and Hoyt St	\$ 20,000	9
1409	Intersection of State Hwy 31 / State Hwy 2 and Whitefield St	\$ 1,000	13
1410	Intersection of State Hwy 31 and State Hwy 2	\$ 1,000	13
1425	Intersection of State Hwy 31 and Howell Ave	\$ 8,000	13
1426	Intersection of State Hwy 31 and Jefford Ave	\$ 8,000	13
1491	Intersection of State Hwy 64B and SE 1st St	\$ 2,000	13
1492	Intersection of State Hwy 64B and 2nd St SE	\$ 15,000	13
1493	Intersection of State Hwy 64B and Church St	\$ 1,000	13
1494	Intersection of State Hwy 64B and 4th St	\$ 9,000	13
1553	Intersection of US Hwy 62 Bus and Iola St	\$ 10,000	3

GPS ID	Project Name	Cost Projection	Priority
1554	Intersection of US Hwy 62 Bus and Howard St	\$ 5,000	3
1555	Intersection of US Hwy 62 Bus and Girard St	\$ 21,000	3
1585	Intersection of US Hwy 64 / US Hwy 62 / State Hwy 16 and S 54th St	\$ 11,000	3
1586	Intersection of US Hwy 64 / US Hwy 62 / State Hwy 16 and N 53rd St	\$ 4,000	3
1590	Intersection of US Hwy 64 / US Hwy 62 / State Hwy 16 and N 49th St	\$ 5,000	3
1591	Intersection of US Hwy 64 / US Hwy 62 / State Hwy 16 and S 48th St	\$ 11,000	3
1592	Intersection of US Hwy 64 / US Hwy 62 / State Hwy 16 and N 46th St	\$ 5,000	3
1593	Intersection of US Hwy 64 / US Hwy 62 / State Hwy 16 and N 44th St	\$ 5,000	3
1594	Intersection of US Hwy 64 / US Hwy 62 / State Hwy 16 and Boston Ave	\$ 5,000	3
1595	Intersection of US Hwy 64 / US Hwy 62 / State Hwy 16 and Honor Heights Dr	\$ 4,000	3
1597	Intersection of US Hwy 64 / US Hwy 62 / State Hwy 16 and S 38th St	\$ 9,000	13
1598	Intersection of US Hwy 64 / US Hwy 62 / State Hwy 16 and N 37th St	\$ 11,000	3
1599	Intersection of US Hwy 64 / US Hwy 62 / State Hwy 16 and S 36th St	\$ 2,000	13
1600	Intersection of US Hwy 64 / US Hwy 62 / State Hwy 16 and N 35th St	\$ 11,000	3
1601	Intersection of US Hwy 64 / US Hwy 62 / State Hwy 16 and N 34th St	\$ 5,000	3
1602	Intersection of US Hwy 64 / US Hwy 62 / State Hwy 16 and S 33rd St	\$ 16,000	13
1604	Intersection of US Hwy 62 (E Shawnee Ave) and State Hwy 16 (North)	\$ -	Compliant
1610	Intersection of US Hwy 64 / US Hwy 62 Bus and S 30th St	\$ 2,000	13
1611	Intersection of US Hwy 64 / US Hwy 62 Bus and N 29th St	\$ 28,000	2
1612	Intersection of US Hwy 64 / US Hwy 62 Bus and N 28th St	\$ 17,000	2
1613	Intersection of US Hwy 64 / US Hwy 62 Bus and N 27th St	\$ 11,000	2
1614	Intersection of US Hwy 64 / US Hwy 62 Bus and S 26th St	\$ 28,000	2
1616	Intersection of US Hwy 64 / US Hwy 62 Bus and S 23rd St	\$ 8,000	2
1617	Intersection of US Hwy 64 / US Hwy 62 Bus and N 21st St	\$ 26,000	2
1618	Intersection of US Hwy 64 / US Hwy 62 Bus and N Junction St	\$ 19,000	2
1619	Intersection of US Hwy 64 / US Hwy 62 Bus and N 17th St	\$ 16,000	2
1620	Intersection of US Hwy 64 / US Hwy 62 Bus and S 16th St	\$ 7,000	3
1621	Intersection of US Hwy 64 / US Hwy 62 Bus and S 15th St	\$ 17,000	2
1622	Intersection of US Hwy 64 / US Hwy 62 Bus and S 14th St	\$ 17,000	2
1623	Intersection of US Hwy 64 / US Hwy 62 Bus and N 13th St	\$ 20,000	3
1625	Intersection of US Hwy 64 / US Hwy 62 Bus and N 11th St	\$ 21,000	3
1626	Intersection of US Hwy 64 / US Hwy 62 Bus and N 10th St	\$ 23,000	2
1627	Intersection of US Hwy 64 / US Hwy 62 Bus and S 9th St	\$ 7,000	3
1628	Intersection of US Hwy 64 / US Hwy 62 Bus and S 8th St	\$ 5,000	3
1630	Intersection of US Hwy 64 / US Hwy 62 Bus and S 6th St W	\$ 7,000	3
1631	Intersection of US Hwy 64 / US Hwy 62 Bus and Owen St	\$ 25,000	3
1632	Intersection of US Hwy 64 / US Hwy 62 Bus and N 5th St	\$ 39,000	2
1633	Intersection of US Hwy 64 / US Hwy 62 Bus and S 5th St	\$ 5,000	2
1637	Intersection of US Hwy 64 / US Hwy 62 Bus and S 2nd St	\$ 44,000	2
1651	Intersection of US Hwy 64 Bus and W Cincinnati Ave	\$ 11,000	3
1652	Intersection of US Hwy 64 Bus and Elgin St	\$ 6,000	3
1653	Intersection of US Hwy 64 Bus and S Katy St	\$ 21,000	3
1654	Intersection of US Hwy 64 Bus and Fremont Ave	\$ 21,000	6
1656	Intersection of US Hwy 64 Bus and Weleeka St	\$ 12,000	3
1657	Intersection of US Hwy 64 Bus and E Kalamazoo Ave	\$ 11,000	3
1666	Intersection of US Hwy 69 (North) and Lee St	\$ 12,000	3
1674	Intersection of US Hwy 69 / US Hwy 62 / State Hwy 16 and Ransom St	\$ 18,000	2
1675	Intersection of US Hwy 69 / US Hwy 62 / State Hwy 16 and Denison St	\$ 10,000	2
1676	Intersection of US Hwy 69 / US Hwy 62 / State Hwy 16 and Court St (North)	\$ 11,000	2
1677	Intersection of US Hwy 69 / US Hwy 62 / State Hwy 16 and Court St (South)	\$ 11,000	2
1678	Intersection of US Hwy 69 / US Hwy 62 / State Hwy 16 and Oklahoma Ave	\$ 10,000	9
1706	Intersection of State Hwy 56 and N Kern Ave	\$ 11,000	3
1707	Intersection of State Hwy 56 and W 5th St	\$ 5,000	3
1708	Intersection of State Hwy 56 and W 6th St	\$ 8,000	3
1709	Intersection of State Hwy 56 and N Sherman Ave	\$ 14,000	3
1710	Intersection of State Hwy 56 and S Taft Ave	\$ 9,000	3
1711	Intersection of State Hwy 56 and N Bryan Ave	\$ 7,000	2
1712	Intersection of State Hwy 56 and S Oklahoma Ave	\$ 6,000	3

GPS ID	Project Name	Cost Projection	Priority
1713	Intersection of State Hwy 56 and N Alabama Ave	\$ 46,000	2
1715	Intersection of State Hwy 56 and N Seminole Ave	\$ 41,000	2
1716	Intersection of State Hwy 56 and N Morton Ave	\$ 20,000	2
1718	Intersection of State Hwy 56 and N Central Ave	\$ 16,000	2
1719	Intersection of State Hwy 56 and S Porter Ave	\$ 22,000	2
1721	Intersection of State Hwy 56 and S Delaware Ave	\$ 27,000	2
1722	Intersection of State Hwy 56 and S Severs Ave	\$ 31,000	2
1723	Intersection of State Hwy 56 and N Comanche Ave	\$ 1,000	13
1724	Intersection of State Hwy 56 and S Choctaw Ave	\$ 14,000	3
1750	Intersection of US Hwy 75 and E Chicago St	\$ 34,000	2
1751	Intersection of US Hwy 75 and E Lafayette St (North)	\$ 8,000	2
1752	Intersection of US Hwy 75 and E Lafayette St (South)	\$ 9,000	2
1753	Intersection of US Hwy 75 and E Kennedy St	\$ 26,000	2
1755	Intersection of US Hwy 75 and E Smith St	\$ 18,000	2
1756	Intersection of US Hwy 75 and N Chickasaw Ave	\$ 23,000	2
1757	Intersection of US Hwy 75 and E Randolph St	\$ 29,000	2
1758	Intersection of US Hwy 75 and E 1st St	\$ 29,000	2
1759	Intersection of US Hwy 75 and E 2nd St	\$ 23,000	2
1760	Intersection of US Hwy 75 and E 3rd St	\$ 38,000	2
1761	Intersection of US Hwy 75 and E 4th St	\$ 22,000	2
1763	Intersection of US Hwy 75 and E 7th St	\$ 14,000	7
1765	Intersection of US Hwy 75 and E 9th St	\$ 18,000	2
1768	Intersection of US Hwy 75 and E Hickory St	\$ 3,000	9
1769	Intersection of US Hwy 75 and E 15th St	\$ 4,000	2
1770	Intersection of US Hwy 75 and E Walnut St	\$ 1,000	9
1771	Intersection of US Hwy 75 and Emerson Dr	\$ 2,000	9
1775	Intersection of US Hwy 75 / US Hwy 62 and E 22nd St	\$ 10,000	6
1809	Intersection of State Hwy 51B and Glohaven Ave	\$ 8,000	2
1810	Intersection of State Hwy 51B and Finalle Ave	\$ 2,000	2
1811	Intersection of State Hwy 51B and Elberta Ave	\$ 1,000	13
1812	Intersection of State Hwy 51B and Dixieland Ave	\$ 1,000	13
1813	Intersection of State Hwy 51B and Cresthaven Ave	\$ 8,000	2
1814	Intersection of State Hwy 51B and Main St (South)	\$ 12,000	2
1823	Intersection of State Hwy 2 and Osage	\$ 28,000	2
1824	Intersection of State Hwy 2 and Delaware	\$ 24,000	2
1825	Intersection of State Hwy 2 and Seminole	\$ 12,000	9
1827	Intersection of State Hwy 2 and Muskogee Ave	\$ 14,000	9
1828	Intersection of State Hwy 2 and Cherokee St (South)	\$ 14,000	2
1829	Intersection of State Hwy 2 and Choctaw	\$ 3,000	3
1830	Intersection of State Hwy 2 and Chicasaw	\$ 3,000	3
1869	Intersection of US Hwy 59 and N Walnut St	\$ 28,000	2
1870	Intersection of US Hwy 59 and N Main St	\$ 3,000	3
1871	Intersection of US Hwy 59 and N Cedar St	\$ -	Compliant
1872	Intersection of US Hwy 59 and N Maple St (East)	\$ -	Compliant
1876	Intersection of US Hwy 59 and N Hickory St (West)	\$ 10,000	3
1877	Intersection of US Hwy 59 and N Washington St	\$ 6,000	3
1878	Intersection of US Hwy 59 and N Adams St (East)	\$ 8,000	13
1879	Intersection of US Hwy 59 and N Adams St (West)	\$ 2,000	3
1880	Intersection of US Hwy 59 and N Jefferson St	\$ -	Compliant
1881	Intersection of US Hwy 59 and N No Name St	\$ 8,000	13
1904	Intersection of US Hwy 64 (East) and N Mulberry St	\$ 10,000	3
1905	Intersection of US Hwy 64 (East) and N Holly St	\$ 10,000	3
1906	Intersection of US Hwy 64 (East) and N Cherry St	\$ 3,000	3
1907	Intersection of US Hwy 64 (East) and N Pecan St	\$ 3,000	6
1912	Intersection of US Hwy 64 (East) and Doris Dr	\$ -	Compliant
1920	Intersection of State Hwy 82 and SE A St	\$ 2,000	3
1921	Intersection of State Hwy 82 and Allie Way	\$ 7,000	13
1922	Intersection of State Hwy 82 and SE B St	\$ 1,000	13

GPS ID	Project Name	Cost Projection	Priority
1931	Intersection of State Hwy 9 (Main St) and NW 7th St	\$ 9,000	6
1932	Intersection of State Hwy 9 (Main St) and SW 6th St	\$ 13,000	6
1933	Intersection of State Hwy 9 (Main St) and SW 5th St	\$ 2,000	3
1934	Intersection of State Hwy 9 (Main St) and NW 4th St	\$ 4,000	3
1935	Intersection of State Hwy 9 (Main St) and 3rd St	\$ 15,000	2
1936	Intersection of State Hwy 9 (Main St) and SW 2nd St	\$ 3,000	3
1938	Intersection of State Hwy 9 (Main St) and NE 2nd St	\$ 12,000	2
1940	Intersection of State Hwy 9 (Main St) and NE 4th St	\$ 5,000	2
1941	Intersection of State Hwy 9 (Main St) and NE 5th St	\$ 8,000	13
1942	Intersection of State Hwy 9 (Main St) and SE 6th St	\$ 1,000	13
1985	Intersection of US Hwy 59 and W Division St	\$ -	Compliant
11016	Intersection of State Hwy 51 / US Hwy 62 and Wood Haven	\$ 3,000	3
11017	Intersection of State Hwy 51 / US Hwy 62 and E Ward St	\$ -	Compliant
11018	Intersection of State Hwy 51 / US Hwy 62 and Plaza Dr	\$ -	Compliant
11019	Intersection of State Hwy 51 / US Hwy 62 and Harris Cir	\$ 8,000	13
11060	Intersection of State Hwy 82 and Lee St	\$ 9,000	2
11061	Intersection of State Hwy 82 and Sequoyah St	\$ 13,000	2
11062	Intersection of State Hwy 82 and Main St	\$ 8,000	13
11076	Intersection of US Hwy 64 and Blackstone St	\$ 25,000	3
11077	Intersection of US Hwy 64 and Thornton St	\$ 22,000	2
11078	Intersection of US Hwy 64 and McConnell St	\$ 19,000	2
11079	Intersection of US Hwy 64 and Wart St	\$ 13,000	2
11080	Intersection of US Hwy 64 and Mittie Martin St	\$ 1,000	13
11081	Intersection of US Hwy 64 and Kennedy St	\$ 8,000	13
11104	Intersection of State Hwy 51 and N Pierce Ave	\$ 1,000	13
11105	Intersection of State Hwy 51 and S Taylor Ave	\$ 8,000	13
11106	Intersection of State Hwy 51 and S Filmore Ave	\$ 11,000	3
11107	Intersection of State Hwy 51 and N Moss Ave	\$ 10,000	3
11108	Intersection of State Hwy 51 and S Polk Ave	\$ 25,000	2
11109	Intersection of State Hwy 51 and S Tyler Ave	\$ 2,000	6
11110	Intersection of State Hwy 51 and N Prairie Ave	\$ 13,000	2
11111	Intersection of State Hwy 51 and N Smith Ave	\$ 8,000	13
11112	Intersection of State Hwy 51 and S Inola Ave	\$ 1,000	13
11113	Intersection of State Hwy 51 and Railroad Blvd	\$ 8,000	13
11116	Intersection of State Hwy 51 and Lee Ave	\$ 8,000	2
11117	Intersection of State Hwy 51 and State St	\$ 10,000	3
11118	Intersection of State Hwy 51 and N Jefferson Ave	\$ 7,000	3
11119	Intersection of State Hwy 51 and S Gertrude Ave	\$ 14,000	3
11120	Intersection of State Hwy 51 and N Harrill Ave	\$ 23,000	3
11121	Intersection of State Hwy 51 and S Graham Ave	\$ 14,000	2
11123	Intersection of State Hwy 51 and SE 1st St	\$ 16,000	2
11124	Intersection of State Hwy 51 and E Church St	\$ 22,000	2
11125	Intersection of State Hwy 51 and SE 3rd St	\$ 16,000	3
11126	Intersection of State Hwy 51 and SE 4th St	\$ 20,000	3
11127	Intersection of State Hwy 51 and SE 5th St	\$ 31,000	2
11128	Intersection of State Hwy 51 and SE 6th St	\$ 12,000	2
11129	Intersection of State Hwy 51 and SE 7th St	\$ 6,000	2
11130	Intersection of State Hwy 51 and SE 8th St	\$ 4,000	3
11131	Intersection of State Hwy 51 and SE 9th St	\$ 15,000	2
11230	Intersection of US Hwy 62 and Clark St	\$ -	Compliant
11231	Intersection of US Hwy 62 and College Ave	\$ 8,000	13
11233	Intersection of US Hwy 62 and Williams Ave	\$ 8,000	13
90345	Intersection of State Hwy 72 and driveway (Lat. 35.9544; Long. -95.6506)	\$ 2,000	2
90352	Intersection of State Hwy 72 and driveway (Lat. 35.9441; Long. -95.6503)	\$ 5,000	5
90361	Intersection of State Hwy 51 and driveway (Lat. 36.0456; Long. -95.7509)	\$ 3,000	2
90363	Intersection of State Hwy 51 and driveway (Lat. 36.0451; Long. -95.7505)	\$ 4,000	2
90376	Intersection of State Hwy 72 and driveway (Lat. 35.9421; Long. -95.65)	\$ 6,000	2
90862	Intersection of US Hwy 69 and alley (Lat. 35.7768; Long. -95.4025)	\$ 5,000	6

GPS ID	Project Name	Cost Projection	Priority
90866	Intersection of US Hwy 64 / US Hwy 62 Bus and Honor Heights Dr	\$ 11,000	3
90867	Intersection of US Hwy 64 / US Hwy 62 Bus and driveway (Lat. 35.753; Long. -95.3835)	\$ 2,000	9
90868	Intersection of US Hwy 64 / US Hwy 62 Bus and driveway (Lat. 35.7526; Long. -95.3826)	\$ 3,000	2
90869	Intersection of US Hwy 64 / US Hwy 62 Bus and driveway (Lat. 35.7521; Long. -95.3811)	\$ 2,000	2
90870	Intersection of US Hwy 64 / US Hwy 62 Bus and driveway (Lat. 35.752; Long. -95.3808)	\$ 2,000	2
90871	Intersection of US Hwy 64 / US Hwy 62 Bus and driveway (Lat. 35.7509; Long. -95.3777)	\$ 3,000	3
90872	Intersection of US Hwy 64 / US Hwy 62 Bus and driveway (Lat. 35.75; Long. -95.375)	\$ 2,000	2
90873	Intersection of US Hwy 64 / US Hwy 62 Bus and driveway (Lat. 35.753; Long. -95.3836)	\$ 3,000	3
90875	Intersection of US Hwy 64 / US Hwy 62 Bus and driveway (Lat. 35.7483; Long. -95.3707)	\$ 3,000	2
90876	Intersection of US Hwy 64 Bus and driveway (Lat. 35.7526; Long. -95.3668)	\$ 8,000	2
90877	Intersection of US Hwy 64 Bus and driveway (Lat. 35.755; Long. -95.3654)	\$ 3,000	3
90878	Intersection of US Hwy 64 Bus and driveway (Lat. 35.7564; Long. -95.3646)	\$ 3,000	3
90882	Intersection of US Hwy 64 Bus and driveway (Lat. 35.747; Long. -95.3699)	\$ 3,000	3
90884	Intersection of US Hwy 64 Bus and driveway (Lat. 35.7444; Long. -95.3714)	\$ 3,000	3
90924	Intersection of US Hwy 64 Bus and driveway (Lat. 35.7493; Long. -95.3686)	\$ 5,000	2
90925	Intersection of US Hwy 64 Bus and driveway (Lat. 35.7441; Long. -95.3716)	\$ 2,000	3
90930	Intersection of US Hwy 64 Bus and driveway (Lat. 35.7406; Long. -95.3735)	\$ 5,000	2
90931	Intersection of US Hwy 64 Bus and driveway (Lat. 35.7404; Long. -95.3736)	\$ 3,000	3
90938	Intersection of State Hwy 72 and driveway (Lat. 35.936; Long. -95.6513)	\$ 3,000	3
90945	Intersection of State Hwy 51 and driveway (Lat. 35.9596; Long. -95.3739)	\$ 3,000	2
90946	Midblock crossing 245' east of N Casaver Ave on State Hwy 51	\$ 4,000	13
90969	Intersection of State Hwy 51 and Wagoner Ave	\$ 15,000	5
90970	Intersection of State Hwy 51 and driveway (Lat. 35.96; Long. -95.3883)	\$ 2,000	2
90971	Intersection of State Hwy 51 and driveway (Lat. 35.9599; Long. -95.3878)	\$ 3,000	2
90975	Intersection of State Hwy 51B and driveway (Lat. 35.8653; Long. -95.5225)	\$ 4,000	2
90994	Intersection of State Hwy 51B and driveway (Lat. 35.869; Long. -95.5225)	\$ 2,000	2
91005	Intersection of State Hwy 72 and driveway (Lat. 35.6484; Long. -95.6561)	\$ -	Compliant
91016	Intersection of US Hwy 64 / State Hwy 72 and driveway (Lat. 35.8187; Long. -95.675)	\$ 8,000	2
91133	Intersection of US Hwy 62 Bus (Poplar St) and driveway (Lat. 35.7983; Long. -95.2485)	\$ 2,000	3
91151	Intersection of State Hwy 80 and driveway (Lat. 35.7965; Long. -95.2496)	\$ 4,000	2
91153	Intersection of State Hwy 80 and E Maple Ave	\$ 17,000	2
91154	Intersection of State Hwy 80 and driveway (Lat. 35.7963; Long. -95.2495)	\$ 5,000	2
91162	Intersection of State Hwy 80 and Walnut St	\$ 30,000	2
91164	Intersection of State Hwy 80 and Pine St	\$ 20,000	2
91166	Intersection of State Hwy 80 and Cedar St	\$ 20,000	2
91172	Intersection of State Hwy 80 and South Ave	\$ 13,000	2
91222	Midblock crossing 160' east of S Broadway St on State Hwy 51	\$ 6,000	9
91225	Intersection of State Hwy 51 and driveway (Lat. 35.9328; Long. -95.1406)	\$ 2,000	2
91226	Midblock crossing 290' east of N Birch St on State Hwy 51	\$ 4,000	2
91229	Intersection of State Hwy 51 and driveway (Lat. 35.9328; Long. -95.1401)	\$ 2,000	2
91232	Intersection of State Hwy 51 and driveway (Lat. 35.9328; Long. -95.1435)	\$ 1,000	9
91234	Intersection of US Hwy 75 Alt and driveway (Lat. 35.7436; Long. -96.07)	\$ 3,000	3
91235	Intersection of US Hwy 75 Alt and driveway (Lat. 35.7434; Long. -96.07)	\$ 3,000	3
91236	Intersection of US Hwy 75 Alt and driveway (Lat. 35.7433; Long. -96.07)	\$ 3,000	3
91237	Intersection of US Hwy 75 Alt and driveway (Lat. 35.7422; Long. -96.07)	\$ 3,000	3
91238	Intersection of US Hwy 75 Alt and driveway (Lat. 35.7417; Long. -96.07)	\$ 4,000	3
91241	Intersection of State Hwy 52 and driveway (Lat. 35.6071; Long. -95.8602)	\$ 2,000	3
91258	Intersection of US Hwy 62 and driveway (Lat. 35.6077; Long. -95.8609)	\$ 3,000	3

GPS ID	Project Name	Cost Projection	Priority
91267	Intersection of State Hwy 52 and driveway (Lat. 35.608; Long. -95.8602)	\$ 2,000	3
91268	Intersection of State Hwy 52 and E Young St	\$ 32,000	2
91274	Intersection of State Hwy 52 and W Peoria Ave	\$ 27,000	2
91389	Intersection of State Hwy 52 and E Pekin Ave	\$ 24,000	2
91396	Intersection of State Hwy 52 and W Elmwood Ave	\$ 40,000	2
91403	Intersection of US Hwy 62 and State Hwy 52	\$ 35,000	2
91405	Intersection of US Hwy 62 and S 3rd St	\$ 4,000	3
91406	Intersection of US Hwy 62 and S 4th St	\$ 5,000	3
91409	Intersection of US Hwy 62 and S 5th St	\$ 4,000	3
91411	Intersection of US Hwy 62 and S 6th St	\$ 8,000	13
91413	Intersection of State Hwy 52 and W Okmulgee St	\$ 27,000	2
91417	Intersection of US Hwy 62 and S 2nd St	\$ 5,000	3
91420	Intersection of US Hwy 62 and S 1st St	\$ 5,000	3
91430	Intersection of US Hwy 75 and driveway (Lat. 35.6243; Long. -95.9604)	\$ 5,000	2
91431	Intersection of US Hwy 75 and driveway (Lat. 35.624; Long. -95.9604)	\$ 1,000	2
91432	Intersection of US Hwy 75 and driveway (Lat. 35.6238; Long. -95.9604)	\$ 3,000	3
91433	Intersection of US Hwy 75 and driveway (Lat. 35.6236; Long. -95.9604)	\$ 3,000	3
91456	Intersection of US Hwy 75 and driveway (Lat. 35.6207; Long. -95.9604)	\$ 3,000	6
91472	Intersection of US Hwy 75 and driveway (Lat. 35.6198; Long. -95.9604)	\$ 2,000	6
91473	Intersection of US Hwy 75 and E 10th St	\$ 10,000	5
91489	Intersection of US Hwy 75 and driveway (Lat. 35.6095; Long. -95.9617)	\$ 6,000	2
91503	Intersection of US Hwy 266 and driveway (Lat. 35.4705; Long. -95.5248)	\$ 3,000	3
91504	Intersection of US Hwy 266 and driveway (Lat. 35.4705; Long. -95.5246)	\$ 3,000	3
91505	Intersection of US Hwy 266 and driveway (Lat. 35.4705; Long. -95.5245)	\$ 3,000	3
91506	Intersection of US Hwy 266 and driveway (Lat. 35.4704; Long. -95.5243)	\$ 3,000	3
91507	Intersection of US Hwy 266 and driveway (Lat. 35.4703; Long. -95.5236)	\$ 2,000	3
91508	Intersection of US Hwy 266 and driveway (Lat. 35.47; Long. -95.5225)	\$ 3,000	3
91509	Intersection of US Hwy 266 and driveway (Lat. 35.4711; Long. -95.5272)	\$ 12,000	2
91510	Intersection of Broadway and NW Elm Ave	\$ 1,000	13
91511	Intersection of Broadway and W Indianola Ave	\$ 1,000	13
91512	Intersection of Broadway and Creek St	\$ 1,000	13
91513	Intersection of Broadway and W Race Ave	\$ 10,000	3
91514	Intersection of Broadway and NW Park Ave	\$ 2,000	3
91515	Intersection of Broadway and NW Knisley Ave	\$ 3,000	3
91516	Intersection of Broadway and NW Okmulgee Ave	\$ 15,000	3
91517	Intersection of Broadway and driveway (Lat. 35.472; Long. -95.5224)	\$ 3,000	3
91518	Intersection of Broadway and NW Spaulding Ave	\$ 28,000	2
91519	Intersection of Broadway and Lafayette Ave	\$ 22,000	2
91520	Intersection of Broadway and W Jefferson Ave	\$ 18,000	3
91521	Intersection of State Hwy 2 and driveway (Lat. 35.3574; Long. -95.2652)	\$ 9,000	13
91522	Intersection of State Hwy 2 and driveway (Lat. 35.3584; Long. -95.2652)	\$ 5,000	9
91524	Intersection of State Hwy 2 and driveway (Lat. 35.3585; Long. -95.2653)	\$ 2,000	13
91525	Intersection of State Hwy 2 and driveway (Lat. 35.358; Long. -95.2653)	\$ 3,000	13
91526	Intersection of State Hwy 2 and driveway (Lat. 35.3567; Long. -95.2652)	\$ 3,000	13
91527	Intersection of US Hwy 69 Bus / State Hwy 9 and driveway (Lat. 35.2836; Long. -95.5827)	\$ 3,000	3
91528	Intersection of US Hwy 69 Bus / State Hwy 9 and driveway (Lat. 35.2838; Long. -95.5826)	\$ 3,000	3
91529	Intersection of US Hwy 69 Bus / State Hwy 9 and driveway (Lat. 35.284; Long. -95.5826)	\$ 3,000	3
91530	Intersection of US Hwy 69 Bus / State Hwy 9 and driveway (Lat. 35.2891; Long. -95.5824)	\$ 2,000	3
91531	Intersection of US Hwy 69 Bus / State Hwy 9 and alley (Lat. 35.286; Long. -95.5825)	\$ 5,000	2
91532	Intersection of US Hwy 69 Bus / State Hwy 9 and driveway (Lat. 35.2879; Long. -95.5824)	\$ 8,000	2
91533	Intersection of State Hwy 52 and Countryside Rd	\$ 15,000	13
91534	Intersection of US Hwy 62 / US Hwy 75 Bus and 11th St	\$ 14,000	3

GPS ID	Project Name	Cost Projection	Priority
91535	Intersection of US Hwy 62 / US Hwy 75 Bus and 12th St	\$ 9,000	3
91536	Intersection of US Hwy 62 / US Hwy 75 Bus and 13th St	\$ 2,000	3
91537	Intersection of US Hwy 62 / US Hwy 75 Bus and S 14th St	\$ 1,000	13
91538	Intersection of US Hwy 62 / US Hwy 75 Bus and driveway (Lat. 35.4398; Long. -95.9926)	\$ 2,000	2
91539	Intersection of US Hwy 62 / US Hwy 75 Bus and driveway (Lat. 35.4398; Long. -95.9924)	\$ 4,000	2
91540	Intersection of US Hwy 62 / US Hwy 75 Bus and 9th St	\$ 10,000	2
91541	Intersection of US Hwy 62 / US Hwy 75 Bus and 8th St	\$ 9,000	3
91542	Intersection of US Hwy 62 / US Hwy 75 Bus and 7th St	\$ 20,000	2
91543	Intersection of US Hwy 62 / US Hwy 75 Bus and driveway (Lat. 35.4398; Long. -95.9877)	\$ 5,000	2
91544	Intersection of US Hwy 62 / US Hwy 75 Bus and 3rd St	\$ 31,000	2
91545	Intersection of US Hwy 62 / US Hwy 75 Bus and 2nd St	\$ 17,000	3
91546	Intersection of US Hwy 62 / US Hwy 75 Bus and 1st St	\$ 3,000	6
91547	Intersection of US Hwy 62 / US Hwy 75 Bus and A St	\$ 3,000	3
91548	Intersection of US Hwy 62 / US Hwy 75 Bus and Jack Gibson Dr	\$ 15,000	2
91549	Intersection of US Hwy 62 / US Hwy 75 Bus and C St	\$ 10,000	3
91550	Intersection of US Hwy 62 / US Hwy 75 Bus and driveway (Lat. 35.4399; Long. -95.9776)	\$ 3,000	3
91551	Intersection of US Hwy 62 / US Hwy 75 Bus and driveway (Lat. 35.4399; Long. -95.9771)	\$ 2,000	3
91552	Intersection of US Hwy 62 / US Hwy 75 Bus and driveway (Lat. 35.4399; Long. -95.977)	\$ 3,000	3
91553	Intersection of US Hwy 62 / US Hwy 75 Bus and D St	\$ 10,000	3
91554	Intersection of US Hwy 62 / US Hwy 75 Bus and E St	\$ 12,000	3
91555	Intersection of US Hwy 62 / US Hwy 75 Bus and driveway (Lat. 35.4398; Long. -95.9809)	\$ 2,000	3
91556	Intersection of US Hwy 62 / US Hwy 75 Bus and driveway (Lat. 35.4398; Long. -95.9811)	\$ 3,000	3
91557	Midblock crossing 125' south of 3rd St on State Hwy 2	\$ 3,000	2
91558	Intersection of State Hwy 9 (Main St) and driveway (Lat. 35.2535; Long. -95.1231)	\$ 8,000	2
91559	Intersection of State Hwy 9 and driveway (Lat. 35.2561; Long. -94.9209)	\$ 3,000	3
91560	Intersection of State Hwy 9 and driveway (Lat. 35.2552; Long. -94.9222)	\$ 2,000	3
91561	Intersection of State Hwy 9 and driveway (Lat. 35.2554; Long. -94.9219)	\$ 3,000	3
91562	Intersection of State Hwy 9 and driveway (Lat. 35.2555; Long. -94.9218)	\$ 2,000	3
91563	Intersection of State Hwy 10 / State Hwy 100 and driveway (Lat. 35.5328; Long. -95.1141)	\$ 3,000	3
91564	Intersection of State Hwy 10 / State Hwy 100 and driveway (Lat. 35.532; Long. -95.1148)	\$ 2,000	2
91565	Intersection of State Hwy 82 and driveway (Lat. 35.4978; Long. -94.9697)	\$ 4,000	2
91566	Intersection of US Hwy 64 and driveway (Lat. 35.4984; Long. -94.9691)	\$ 2,000	2
91567	Intersection of US Hwy 64 and driveway (Lat. 35.4983; Long. -94.9688)	\$ 5,000	2
91568	Intersection of US Hwy 64 and driveway (Lat. 35.4983; Long. -94.9685)	\$ 5,000	2
91569	Intersection of US Hwy 64 (East) and driveway (Lat. 35.4608; Long. -94.7844)	\$ 3,000	3
91570	Intersection of US Hwy 64 (East) and driveway (Lat. 35.4608; Long. -94.7846)	\$ 3,000	3
91571	Intersection of US Hwy 64 (East) and driveway (Lat. 35.4608; Long. -94.7854)	\$ 3,000	3
91572	Intersection of US Hwy 64 (East) and driveway (Lat. 35.4608; Long. -94.7856)	\$ 3,000	3
91573	Intersection of US Hwy 64 (East) and driveway (Lat. 35.4608; Long. -94.7858)	\$ 3,000	3
91574	Intersection of US Hwy 64 (East) and driveway (Lat. 35.4607; Long. -94.7864)	\$ 3,000	3

GPS ID	Project Name	Cost Projection	Priority
91575	Intersection of US Hwy 64 (East) and driveway (Lat. 35.4607; Long. -94.7867)	\$ 3,000	3
91576	Intersection of US Hwy 64 (East) and driveway (Lat. 35.4607; Long. -94.7869)	\$ 3,000	3
91577	Intersection of US Hwy 64 (East) and driveway (Lat. 35.4606; Long. -94.7875)	\$ 2,000	3
91578	Intersection of US Hwy 64 (East) and driveway (Lat. 35.4604; Long. -94.7921)	\$ 3,000	3
91579	Intersection of US Hwy 64 (East) and driveway (Lat. 35.4602; Long. -94.7958)	\$ 4,000	2
91580	Intersection of US Hwy 64 (East) and driveway (Lat. 35.4608; Long. -94.7866)	\$ 2,000	3
91581	Intersection of US Hwy 64 (East) and driveway (Lat. 35.4608; Long. -94.7842)	\$ 3,000	3
91582	Intersection of US Hwy 64 (East) and driveway (Lat. 35.4609; Long. -94.7835)	\$ 3,000	3
91583	Intersection of US Hwy 64 (East) and driveway (Lat. 35.461; Long. -94.7823)	\$ 3,000	3
91584	Intersection of US Hwy 64 (East) and driveway (Lat. 35.461; Long. -94.782)	\$ 3,000	3
91585	Intersection of US Hwy 64 (East) and driveway (Lat. 35.461; Long. -94.7818)	\$ 3,000	3
91586	Intersection of US Hwy 64 (East) and driveway (Lat. 35.461; Long. -94.7811)	\$ 3,000	6
91587	Intersection of US Hwy 64 (East) and driveway (Lat. 35.461; Long. -94.7808)	\$ 3,000	6
91588	Intersection of US Hwy 64 (East) and driveway (Lat. 35.461; Long. -94.7806)	\$ 3,000	6
91589	Intersection of US Hwy 64 (East) and driveway (Lat. 35.4611; Long. -94.7802)	\$ 3,000	3
91590	Intersection of US Hwy 64 (East) and driveway (Lat. 35.4611; Long. -94.7799)	\$ 3,000	3
91591	Intersection of US Hwy 64 (East) and driveway (Lat. 35.4611; Long. -94.7796)	\$ 3,000	3
91592	Intersection of US Hwy 64 (East) and driveway (Lat. 35.4611; Long. -94.7793)	\$ 3,000	3
91593	Intersection of US Hwy 64 (East) and driveway (Lat. 35.4611; Long. -94.779)	\$ 3,000	3
91594	Intersection of US Hwy 64 (East) and driveway (Lat. 35.4612; Long. -94.7779)	\$ 3,000	3
91595	Intersection of US Hwy 64 (East) and driveway (Lat. 35.4612; Long. -94.7775)	\$ 3,000	3
91596	Intersection of US Hwy 64 (East) and driveway (Lat. 35.4612; Long. -94.7771)	\$ 3,000	3
91597	Intersection of US Hwy 64 (East) and driveway (Lat. 35.4612; Long. -94.7769)	\$ 5,000	3
91598	Intersection of US Hwy 64 (East) and driveway (Lat. 35.4612; Long. -94.7766)	\$ 3,000	3
91599	Intersection of US Hwy 64 (East) and driveway (Lat. 35.4612; Long. -94.7763)	\$ 5,000	3
91600	Intersection of US Hwy 64 (East) and driveway (Lat. 35.4611; Long. -94.7759)	\$ 3,000	3
91601	Intersection of US Hwy 64 (East) and driveway (Lat. 35.4611; Long. -94.7756)	\$ 3,000	3
91602	Intersection of US Hwy 64 (East) and driveway (Lat. 35.461; Long. -94.7752)	\$ 5,000	3
91603	Intersection of US Hwy 64 (East) and driveway (Lat. 35.461; Long. -94.775)	\$ 5,000	3
91604	Intersection of US Hwy 64 (East) and driveway (Lat. 35.4609; Long. -94.7745)	\$ 4,000	3
91605	Intersection of US Hwy 64 (East) and driveway (Lat. 35.4609; Long. -94.7747)	\$ 3,000	3
91606	Intersection of US Hwy 64 (East) and driveway (Lat. 35.4611; Long. -94.7757)	\$ 3,000	3
91607	Intersection of US Hwy 64 (East) and driveway (Lat. 35.4612; Long. -94.7761)	\$ 3,000	3

GPS ID	Project Name	Cost Projection	Priority
91608	Intersection of US Hwy 64 (East) and driveway (Lat. 35.4612; Long. -94.7767)	\$ 3,000	3
91609	Intersection of US Hwy 64 (East) and driveway (Lat. 35.4538; Long. -94.7629)	\$ 3,000	3
91610	Intersection of US Hwy 64 (East) and driveway (Lat. 35.4535; Long. -94.7624)	\$ 3,000	3
91611	Midblock crossing 135' south of 2nd St SE on State Hwy 64B	\$ -	Compliant
91612	Intersection of State Hwy 64B and driveway (Lat. 35.4077; Long. -94.599)	\$ 3,000	3
91613	Intersection of State Hwy 64B and driveway (Lat. 35.4073; Long. -94.5989)	\$ 3,000	3
91614	Intersection of State Hwy 51 and Harris Circle West	\$ 8,000	13
91615	Intersection of US Hwy 64 and Hugo St	\$ 3,000	2
91616	Intersection of US Hwy 64 and driveway (Lat. 35.3995; Long. -94.6093)	\$ 3,000	2
91617	Intersection of US Hwy 64 and driveway (Lat. 35.3994; Long. -94.6099)	\$ 11,000	2
91618	Intersection of US Hwy 64 and driveway (Lat. 35.399; Long. -94.6114)	\$ 2,000	2
91619	Intersection of US Hwy 64 and Inola Dr	\$ 8,000	2
91620	Intersection of US Hwy 64 and driveway (Lat. 35.3994; Long. -94.6096)	\$ 2,000	2
91621	Intersection of US Hwy 64 and driveway (Lat. 35.3997; Long. -94.6084)	\$ 5,000	2
91622	Intersection of US Hwy 64 and driveway (Lat. 35.3998; Long. -94.6082)	\$ 8,000	2
91623	Intersection of US Hwy 64 and Fargo St	\$ 20,000	2
91624	Intersection of US Hwy 64 and driveway (Lat. 35.4004; Long. -94.606)	\$ 2,000	3
91625	Intersection of US Hwy 64 and driveway (Lat. 35.4005; Long. -94.6055)	\$ 2,000	3
91626	Intersection of US Hwy 64 and Enid St	\$ 9,000	2
91627	Intersection of US Hwy 64 and Cherry St	\$ 3,000	2
91628	Intersection of US Hwy 64 and Caddo St	\$ 20,000	2
91629	Intersection of US Hwy 64 and Ada Ave	\$ 3,000	2
91630	Intersection of US Hwy 64 and Birch St	\$ 16,000	2
91631	Intersection of US Hwy 64 and Dogwood St	\$ 13,000	2
91632	Intersection of US Hwy 64 and Fir St	\$ 1,000	13
91633	Midblock crossing 175' east of Fir St on US Hwy 64	\$ 8,000	2
93216	Intersection of Dewey Ave and wheelchair ramp (Lat. 35.9591; Long. -95.3947)	\$ -	Compliant
93217	Intersection of State Hwy 51 and driveway (Lat. 35.959; Long. -95.3979)	\$ 4,000	5
	TOTAL	\$ 4,429,000	

Kimley-Horn and Associates, Inc. Priority: 13
Project Description for Unsignalized Intersection

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : State Hwy 16 **GPS ID:** 14
Project Name: Intersection of State Hwy 16 and S Creek Ave **Division:** 1
City: Beggs

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	0	SY	\$ 50.00	\$ -
610(I)-4610	Tactile Warning Device - New	0	SF	\$ 25.00	\$ -
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	108	LF	\$ 6.00	\$ 648.00
---	Repave Roadway	1	LS	\$ 5,000.00	\$ 5,000.00
---	Fix Ponding	0	LS	\$ 2,000.00	\$ -
---	Fix Curb Ramp Transition	0	LS	\$ 2,000.00	\$ -
---	Median Nose Modification	0	LS	\$ 5,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Fix Curb Ramp Counter Slope	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

- No Design Completed
- Preliminary Design
- Final Design

Subtotal:	\$	5,648.00
Engineering: (% +/-)	15%	\$ 1,008.00
Contingency: (% +/-)	20%	\$ 1,344.00
Estimated Project Cost:	\$	8,000.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	Good	N/A	Good	N/A	
Path of travel running slope is greater than 5%		N/A		N/A	
Path of travel cross slope is greater than 2% for stop control approaches		N/A	X	N/A	Repave roadway and install crosswalk pavement markings
Path of travel cross slope is greater than 5% for free-flow approaches	N/A	N/A	N/A	N/A	
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	Install crosswalk pavement markings
Crosswalk striping condition	None	N/A	None	N/A	

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1z	2z	3z	4z	
Curb ramp does not exist and is needed					
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curb side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%					
Curb ramp running slope is greater than 8.33%					
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%					
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"					
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25') in curb ramp/landing/flares					
Temporary obstruction (>0.25') in curb ramp/landing/flares					
No textured surface at base of curb ramp					
No color contrast at base of curb ramp					
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%					
Curb ramp transition onto roadway is greater than 0.25"					
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
Ponding occurs at base of curb ramp					



Corner 1 No Ramp (1z)



Corner 2 No Ramp (2z)



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Kimley-Horn and Associates, Inc. Priority: 13
Project Description for Unsignalized Intersection

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : State Hwy 16 **GPS ID:** 15
Project Name: Intersection of State Hwy 16 and S Osage Ave **Division:** 1
City: Beggs

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	0	SY	\$ 50.00	\$ -
610(I)-4610	Tactile Warning Device - New	0	SF	\$ 25.00	\$ -
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	43	LF	\$ 6.00	\$ 258.00
---	Repave Roadway	1	LS	\$ 5,000.00	\$ 5,000.00
---	Fix Ponding	0	LS	\$ 2,000.00	\$ -
---	Fix Curb Ramp Transition	0	LS	\$ 2,000.00	\$ -
---	Median Nose Modification	0	LS	\$ 5,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Fix Curb Ramp Counter Slope	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

- No Design Completed
- Preliminary Design
- Final Design

Subtotal:	\$	5,258.00
Engineering: (% +/-)	15%	\$ 1,175.14
Contingency: (% +/-)	20%	\$ 1,566.86
Estimated Project Cost:	\$	8,000.00

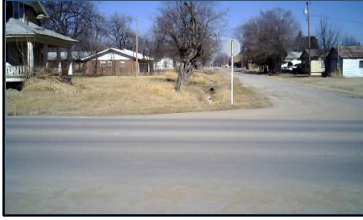
Project Location



Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	N/A	N/A	Good	N/A	
Path of travel running slope is greater than 5%	N/A	N/A		N/A	
Path of travel cross slope is greater than 2% for stop control approaches		N/A	X	N/A	Repave roadway and install crosswalk pavement markings
Path of travel cross slope is greater than 5% for free-flow approaches	N/A	N/A	N/A	N/A	
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	Install crosswalk pavement markings
Crosswalk striping condition	N/A	N/A	None	N/A	

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1z	2z	3z	4z	
Curb ramp does not exist and is needed					
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curb side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%					
Curb ramp running slope is greater than 8.33%					
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%					
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"					
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25') in curb ramp/landing/flares					
Temporary obstruction (>0.25') in curb ramp/landing/flares					
No textured surface at base of curb ramp					
No color contrast at base of curb ramp					
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%					
Curb ramp transition onto roadway is greater than 0.25"					
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
Ponding occurs at base of curb ramp					



Corner 1 No Ramp (1z)



Corner 2 No Ramp (2z)



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

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

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : State Hwy 16 **GPS ID:** 16
Project Name: Intersection of State Hwy 16 and Broadway Ave **Division:** 1
City: Beggs

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	31	SY	\$ 50.00	\$ 1,550.00
610(I)-4610	Tactile Warning Device - New	30	SF	\$ 25.00	\$ 750.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	41	LF	\$ 6.00	\$ 246.00
---	Repave Roadway	0	LS	\$ 5,000.00	\$ -
---	Fix Ponding	0	LS	\$ 2,000.00	\$ -
---	Fix Curb Ramp Transition	0	LS	\$ 2,000.00	\$ -
---	Median Nose Modification	0	LS	\$ 5,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Fix Curb Ramp Counter Slope	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

- No Design Completed
- Preliminary Design
- Final Design

Subtotal:	\$	2,546.00
Engineering: (% +/-)	15%	\$ 623.14
Contingency: (% +/-)	20%	\$ 830.86
Estimated Project Cost:	\$	4,000.00

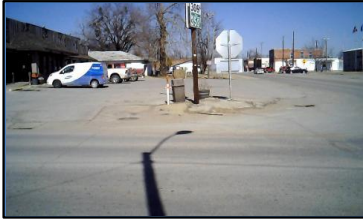
Project Location



Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	N/A	N/A	Good	N/A	
Path of travel running slope is greater than 5%	N/A				
Path of travel cross slope is greater than 2% for stop control approaches		N/A		N/A	
Path of travel cross slope is greater than 5% for free-flow approaches	N/A		N/A		
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	Install crosswalk pavement markings
Crosswalk striping condition	N/A	N/A	None	N/A	

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1z	2z	3z	4z	
Curb ramp does not exist and is needed		X	X		Install curb ramp; see shapefile for median improvement
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curb side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%					
Curb ramp running slope is greater than 8.33%					
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%					
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"					
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25') in curb ramp/landing/flares					
Temporary obstruction (>0.25') in curb ramp/landing/flares					
No textured surface at base of curb ramp					
No color contrast at base of curb ramp					
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%					
Curb ramp transition onto roadway is greater than 0.25°					
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
Ponding occurs at base of curb ramp					



Corner 1 No Ramp (1z)



Corner 2 No Ramp (2z)



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

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

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : US Hwy 75 Alt **GPS ID:** 135
Project Name: Intersection of US Hwy 75 Alt and 6th St **Division:** 1
City: Beggs

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	81	SY	\$ 50.00	\$ 4,050.00
610(I)-4610	Tactile Warning Device - New	80	SF	\$ 25.00	\$ 2,000.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	114	LF	\$ 6.00	\$ 684.00
---	Repave Roadway	1	LS	\$ 5,000.00	\$ 5,000.00
---	Fix Ponding	0	LS	\$ 2,000.00	\$ -
---	Fix Curb Ramp Transition	0	LS	\$ 2,000.00	\$ -
---	Median Nose Modification	0	LS	\$ 5,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Fix Curb Ramp Counter Slope	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

- No Design Completed
- Preliminary Design
- Final Design

Subtotal:	\$	11,734.00
Engineering: (% +/-)	15%	\$ 1,828.29
Contingency: (% +/-)	20%	\$ 2,437.71
Estimated Project Cost:	\$	16,000.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	Good	Good	N/A	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	X	Repave roadway and install crosswalk pavement markings
Path of travel cross slope is greater than 5% for free-flow approaches		N/A		N/A	
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	Install crosswalk pavement markings
Crosswalk striping condition	None	None	N/A	None	

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1z	2z	3z	4z	
Curb ramp does not exist and is needed	X	X	X	X	Install curb ramp; see shapefile for median improvement
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curb side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%					
Curb ramp running slope is greater than 8.33%					
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%					
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"					
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25') in curb ramp/landing/flares					
Temporary obstruction (>0.25') in curb ramp/landing/flares					
No textured surface at base of curb ramp					
No color contrast at base of curb ramp					
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%					
Curb ramp transition onto roadway is greater than 0.25"					
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
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.



Corner 1 No Ramp (1z)



Corner 2 No Ramp (2z)



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

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

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : US Hwy 75 Alt **GPS ID:** 136
Project Name: Intersection of US Hwy 75 Alt and 5th St **Division:** 1
City: Beggs

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	51	SY	\$ 50.00	\$ 2,550.00
610(I)-4610	Tactile Warning Device - New	50	SF	\$ 25.00	\$ 1,250.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	96	LF	\$ 6.00	\$ 576.00
---	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

<input checked="" type="checkbox"/> No Design Completed	Subtotal: \$	4,376.00
<input type="checkbox"/> Preliminary Design	Engineering: (% +/-)	15% \$ 696.00
<input type="checkbox"/> Final Design	Contingency: (% +/-)	20% \$ 928.00
	Estimated Project Cost: \$	6,000.00

Project Location



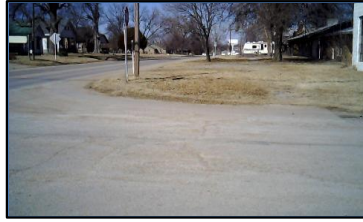
Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	N/A	Good	N/A	Good	
Path of travel running slope is greater than 5%	N/A				
Path of travel cross slope is greater than 2% for stop control approaches	N/A		N/A		
Path of travel cross slope is greater than 5% for free-flow approaches	N/A	N/A		N/A	
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	Install crosswalk pavement markings
Crosswalk striping condition	N/A	None	N/A	None	

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1z	2z	3z	4z	
Curb ramp does not exist and is needed	X		X	X	Install curb ramp; see shapefile for median improvement
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curb side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%					
Curb ramp running slope is greater than 8.33%					
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%					
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"					
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25') in curb ramp/landing/flares					
Temporary obstruction (>0.25') in curb ramp/landing/flares					
No textured surface at base of curb ramp					
No color contrast at base of curb ramp					
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%					
Curb ramp transition onto roadway is greater than 0.25°					
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
Ponding occurs at base of curb ramp					



Corner 1 No Ramp (1z)



Corner 2 No Ramp (2z)



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Kimley-Horn and Associates, Inc. Priority: 2
Project Description for Unsignalized Intersection

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : US Hwy 75 Alt **GPS ID:** 137
Project Name: Intersection of US Hwy 75 Alt and Main St **Division:** 1
City: Beggs

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	26	SY	\$ 50.00	\$ 1,300.00
610(I)-4610	Tactile Warning Device - New	20	SF	\$ 25.00	\$ 500.00
610(I)-4615	Tactile Warning Device - Retrofit	60	SF	\$ 60.00	\$ 3,600.00
619(B)-4792	Removal of Sidewalk	26	SY	\$ 12.00	\$ 312.00
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	264	LF	\$ 6.00	\$ 1,584.00
---	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	1	LS	\$ 500.00	\$ 500.00
---	Fix Curb Ramp Counter Slope	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

- No Design Completed
- Preliminary Design
- Final Design

Subtotal:	\$	18,796.00
Engineering: (% +/-)	15%	\$ 3,087.43
Contingency: (% +/-)	20%	\$ 4,116.57
Estimated Project Cost:	\$	26,000.00

Project Location

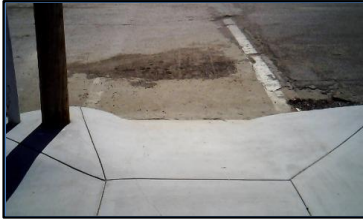


Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	Good	Good	Good	Good	
Path of travel running slope is greater than 5%		X			Repave roadway and install crosswalk pavement markings
Path of travel cross slope is greater than 2% for stop control approaches	N/A		N/A		
Path of travel cross slope is greater than 5% for free-flow approaches		N/A		N/A	
Crosswalk width is less than 6'					
Crosswalk striping condition	Worn	Worn	Worn	Worn	Remove and replace crosswalk pavement markings

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)								Recommendations
	1A	1B	2A	2B	3A	3B	4A	4B	
Curb ramp does not exist and is needed									
Curb ramp does not land in crosswalk									
No 4' x 4' clear space at base of curb ramp									
Curb side is not 90° or has traversable adjacent surface									
Flare cross slope is greater than 10%				X					
Curb ramp running slope is greater than 8.33%	X								
Blended transition running slope is greater than 5%									
Cut-thru ramp running slope is greater than 5%									
Curb ramp cross slope is greater than 2%									
Cut-thru ramp cross slope is greater than 2%									
Curb ramp width is less than 48"									
Cut-thru ramp width is less than 60"									
Permanent obstruction (>0.25') in curb ramp/landing/flares		X							
Temporary obstruction (>0.25') in curb ramp/landing/flares	X	X	X	X	X	X	X	X	
No textured surface at base of curb ramp	X	X	X	X	X	X	X	X	
No color contrast at base of curb ramp	X	X	X	X	X	X	X	X	
Landing area does not exist and is needed									
Landing area is less than 5' x 5' or slopes greater than 2%	X	X					X	X	
Curb ramp transition onto roadway is greater than 0.25"									
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%									
Ponding occurs at base of curb ramp	X		X	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 1B



Ramp 2A



Ramp 2B



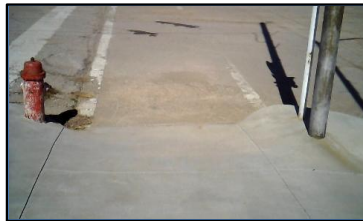
Ramp 3A



Ramp 3B



Ramp 4A



Ramp 4B

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

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Kimley-Horn and Associates, Inc. Priority: 2
Project Description for Unsignalized Intersection

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : State Hwy 72 **GPS ID:** 140
Project Name: Intersection of State Hwy 72 and E Kenefick **Division:** 1
City: Boynton

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	0	SY	\$ 50.00	\$ -
610(I)-4610	Tactile Warning Device - New	0	SF	\$ 25.00	\$ -
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	92	LF	\$ 6.00	\$ 552.00
---	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	2	LS	\$ 500.00	\$ 1,000.00
---	Fix Curb Ramp Counter Slope	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

- No Design Completed
- Preliminary Design
- Final Design

Subtotal:	\$	9,552.00
Engineering: (% +/-)	15%	\$ 1,477.71
Contingency: (% +/-)	20%	\$ 1,970.29
Estimated Project Cost:	\$	13,000.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	N/A	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	
Crosswalk striping condition	N/A	None	Good	None	Install crosswalk pavement markings

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1z	2z	3A	4A	
Curb ramp does not exist and is needed					
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curb side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%					
Curb ramp running slope is greater than 8.33%					
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%					
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"					
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25') in curb ramp/landing/flares					
Temporary obstruction (>0.25') in curb ramp/landing/flares	X	X			Remove temporary obstruction
No textured surface at base of curb ramp					
No color contrast at base of curb ramp					
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%					
Curb ramp transition onto roadway is greater than 0.25"		X	X		Fix curb ramp transition
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
Ponding occurs at base of curb ramp		X	X		Fix ponding

Comment: Existing sidewalk, curb ramp, and/or striping configurations permit pedestrians to cross the major street. An Engineering study is needed to confirm crossing should be accommodated at this location and the current crossing treatment is appropriate.



Corner 1 No Ramp (1z)



Corner 2 No Ramp (2z)



Ramp 3A



Ramp 4A

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

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Kimley-Horn and Associates, Inc. Priority: 13
Project Description for Unsignalized Intersection

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : State Hwy 72 **GPS ID:** 141
Project Name: Intersection of State Hwy 72 and Porter **Division:** 1
City: Boynton

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	0	SY	\$ 50.00	\$ -
610(I)-4610	Tactile Warning Device - New	0	SF	\$ 25.00	\$ -
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	100	LF	\$ 6.00	\$ 600.00
---	Repave Roadway	1	LS	\$ 5,000.00	\$ 5,000.00
---	Fix Ponding	0	LS	\$ 2,000.00	\$ -
---	Fix Curb Ramp Transition	0	LS	\$ 2,000.00	\$ -
---	Median Nose Modification	0	LS	\$ 5,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Fix Curb Ramp Counter Slope	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

- No Design Completed
- Preliminary Design
- Final Design

Subtotal:	\$	5,600.00
Engineering: (% +/-)	15%	1,028.57
Contingency: (% +/-)	20%	1,371.43
Estimated Project Cost:	\$	8,000.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	N/A	Good	N/A	Good	
Path of travel running slope is greater than 5%					
Path of travel cross slope is greater than 2% for stop control approaches	N/A	X	N/A		Repave roadway and install crosswalk pavement markings
Path of travel cross slope is greater than 5% for free-flow approaches		N/A		N/A	
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	Install crosswalk pavement markings
Crosswalk striping condition	N/A	None	N/A	None	

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1z	2z	3z	4z	
Curb ramp does not exist and is needed					
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curb side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%					
Curb ramp running slope is greater than 8.33%					
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%					
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"					
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25') in curb ramp/landing/flares					
Temporary obstruction (>0.25') in curb ramp/landing/flares					
No textured surface at base of curb ramp					
No color contrast at base of curb ramp					
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%					
Curb ramp transition onto roadway is greater than 0.25"					
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
Ponding occurs at base of curb ramp					



Corner 1 No Ramp (1z)



Corner 2 No Ramp (2z)



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Kimley-Horn and Associates, Inc. Priority: 13
Project Description for Unsignalized Intersection

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : State Hwy 72 **GPS ID:** 142
Project Name: Intersection of State Hwy 72 and Buckner **Division:** 1
City: Boynton

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	0	SY	\$ 50.00	\$ -
610(I)-4610	Tactile Warning Device - New	0	SF	\$ 25.00	\$ -
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	84	LF	\$ 6.00	\$ 504.00
---	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:	\$	504.00
Engineering: (% +/-)	15%	\$ 212.57
Contingency: (% +/-)	20%	\$ 283.43
Estimated Project Cost:	\$	1,000.00

Project Location



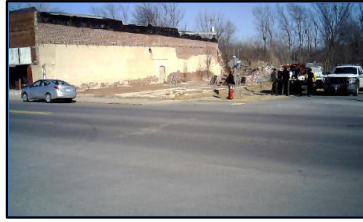
Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	N/A	Good	N/A	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	N/A	None	N/A	None	

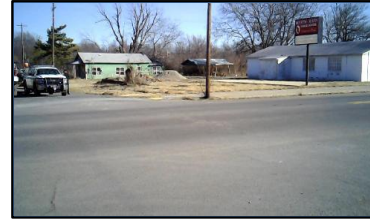
Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1z	2z	3z	4z	
Curb ramp does not exist and is needed					
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curb side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%					
Curb ramp running slope is greater than 8.33%					
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%					
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"					
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25') in curb ramp/landing/flares					
Temporary obstruction (>0.25') in curb ramp/landing/flares					
No textured surface at base of curb ramp					
No color contrast at base of curb ramp					
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%					
Curb ramp transition onto roadway is greater than 0.25"					
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
Ponding occurs at base of curb ramp					



Corner 1 No Ramp (1z)



Corner 2 No Ramp (2z)



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

Opinion of Probable Construction Cost Disclaimer:

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Kimley-Horn and Associates, Inc. Priority: 13
Project Description for Unsignalized Intersection

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : State Hwy 72 **GPS ID:** 143
Project Name: Intersection of State Hwy 72 and Lucile **Division:** 1
City: Boynton

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	0	SY	\$ 50.00	\$ -
610(I)-4610	Tactile Warning Device - New	0	SF	\$ 25.00	\$ -
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	88	LF	\$ 6.00	\$ 528.00
---	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:	\$	528.00
Engineering: (% +/-)	15%	\$ 202.29
Contingency: (% +/-)	20%	\$ 269.71
Estimated Project Cost:	\$	1,000.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	N/A	Good	N/A	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	
Crosswalk striping condition	N/A	None	N/A	None	Install crosswalk pavement markings

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1z	2z	3z	4z	
Curb ramp does not exist and is needed					
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curb side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%					
Curb ramp running slope is greater than 8.33%					
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%					
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"					
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25') in curb ramp/landing/flares					
Temporary obstruction (>0.25') in curb ramp/landing/flares					
No textured surface at base of curb ramp					
No color contrast at base of curb ramp					
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%					
Curb ramp transition onto roadway is greater than 0.25"					
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
Ponding occurs at base of curb ramp					



Corner 1 No Ramp (1z)



Corner 2 No Ramp (2z)



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

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Client: Oklahoma Department of Transportation Date: 7/28/16
 Program: ADA Self-Evaluation and Transition Plan Prepared By: CMP
 KHA No.: 051279001 Checked By: EPE

Corridor : US Hwy 266 GPS ID: 172
 Project Name: Intersection of US Hwy 266 and SW 6th St Division: 1
 City: Checotah

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	0	SY	\$ 50.00	\$ -
610(I)-4610	Tactile Warning Device - New	0	SF	\$ 25.00	\$ -
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	0	LF	\$ 6.00	\$ -
---	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:	\$	-
Engineering: (% +/-)	15%	\$ -
Contingency: (% +/-)	20%	\$ -
Estimated Project Cost:	\$	-

Project Location



Field Observations

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

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1z	2z	3z	4z	
Curb ramp does not exist and is needed					
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curb side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%					
Curb ramp running slope is greater than 8.33%					
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%					
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"					
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25') in curb ramp/landing/flare					
Temporary obstruction (>0.25') in curb ramp/landing/flare					
No textured surface at base of curb ramp					
No color contrast at base of curb ramp					
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%					
Curb ramp transition onto roadway is greater than 0.25°					
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
Ponding occurs at base of curb ramp					



Corner 1 No Ramp (1z)



Corner 2 No Ramp (2z)



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

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

Client: Oklahoma Department of Transportation Date: 7/28/16
 Program: ADA Self-Evaluation and Transition Plan Prepared By: CMP
 KHA No.: 051279001 Checked By: EPE

Corridor : US Hwy 266 GPS ID: 173
 Project Name: Intersection of US Hwy 266 and NW 6th St Division: 1
 City: Checotah

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	11	SY	\$ 50.00	\$ 550.00
610(I)-4610	Tactile Warning Device - New	10	SF	\$ 25.00	\$ 250.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	44	LF	\$ 6.00	\$ 264.00
---	Repave Roadway	1	LS	\$ 5,000.00	\$ 5,000.00
---	Fix Ponding	0	LS	\$ 2,000.00	\$ -
---	Fix Curb Ramp Transition	0	LS	\$ 2,000.00	\$ -
---	Median Nose Modification	0	LS	\$ 5,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Fix Curb Ramp Counter Slope	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

- No Design Completed
- Preliminary Design
- Final Design

Subtotal:	\$	6,064.00
Engineering: (% +/-)	15%	\$ 1,258.29
Contingency: (% +/-)	20%	\$ 1,677.71
Estimated Project Cost:	\$	9,000.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	Good	N/A	N/A	N/A	
Path of travel running slope is greater than 5%		N/A	N/A	N/A	
Path of travel cross slope is greater than 2% for stop control approaches	X	N/A		N/A	Repave roadway and install crosswalk pavement markings
Path of travel cross slope is greater than 5% for free-flow approaches	N/A	N/A	N/A	N/A	
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	Install crosswalk pavement markings
Crosswalk striping condition	None	N/A	N/A	N/A	

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1z	2z	3z	4z	
Curb ramp does not exist and is needed	X				Install curb ramp; see shapefile for median improvement
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curb side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%					
Curb ramp running slope is greater than 8.33%					
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%					
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"					
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25') in curb ramp/landing/flares					
Temporary obstruction (>0.25') in curb ramp/landing/flares					
No textured surface at base of curb ramp					
No color contrast at base of curb ramp					
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%					
Curb ramp transition onto roadway is greater than 0.25°					
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
Ponding occurs at base of curb ramp					



Corner 1 No Ramp (1z)



Corner 2 No Ramp (2z)



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

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

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : US Hwy 266 **GPS ID:** 174
Project Name: Intersection of US Hwy 266 and SW 5th St **Division:** 1
City: Checotah

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	21	SY	\$ 50.00	\$ 1,050.00
610(I)-4610	Tactile Warning Device - New	20	SF	\$ 25.00	\$ 500.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	62	LF	\$ 6.00	\$ 372.00
---	Repave Roadway	1	LS	\$ 5,000.00	\$ 5,000.00
---	Fix Ponding	0	LS	\$ 2,000.00	\$ -
---	Fix Curb Ramp Transition	0	LS	\$ 2,000.00	\$ -
---	Median Nose Modification	0	LS	\$ 5,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Fix Curb Ramp Counter Slope	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

- No Design Completed
- Preliminary Design
- Final Design

Subtotal:	\$	6,922.00
Engineering: (% +/-)	15%	\$ 1,319.14
Contingency: (% +/-)	20%	\$ 1,758.86
Estimated Project Cost:	\$	10,000.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	N/A	N/A	Good	N/A	
Path of travel running slope is greater than 5%	N/A	N/A		N/A	
Path of travel cross slope is greater than 2% for stop control approaches		N/A	X	N/A	Repave roadway and install crosswalk pavement markings
Path of travel cross slope is greater than 5% for free-flow approaches	N/A	N/A	N/A	N/A	
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	Install crosswalk pavement markings
Crosswalk striping condition	N/A	N/A	None	N/A	

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1z	2z	3z	4z	
Curb ramp does not exist and is needed			X	X	Install curb ramp; see shapefile for median improvement
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curb side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%					
Curb ramp running slope is greater than 8.33%					
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%					
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"					
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25') in curb ramp/landing/flares					
Temporary obstruction (>0.25') in curb ramp/landing/flares					
No textured surface at base of curb ramp					
No color contrast at base of curb ramp					
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%					
Curb ramp transition onto roadway is greater than 0.25°					
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
Ponding occurs at base of curb ramp					



Corner 1 No Ramp (1z)



Corner 2 No Ramp (2z)



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

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

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : US Hwy 266 **GPS ID:** 175
Project Name: Intersection of US Hwy 266 and NW 5th St **Division:** 1
City: Checotah

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	41	SY	\$ 50.00	\$ 2,050.00
610(I)-4610	Tactile Warning Device - New	40	SF	\$ 25.00	\$ 1,000.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	72	LF	\$ 6.00	\$ 432.00
---	Repave Roadway	2	LS	\$ 5,000.00	\$ 10,000.00
---	Fix Ponding	0	LS	\$ 2,000.00	\$ -
---	Fix Curb Ramp Transition	0	LS	\$ 2,000.00	\$ -
---	Median Nose Modification	0	LS	\$ 5,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Fix Curb Ramp Counter Slope	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

- No Design Completed
- Preliminary Design
- Final Design

Subtotal:	\$	13,482.00
Engineering: (% +/-)	15%	2,364.86
Contingency: (% +/-)	20%	3,153.14
Estimated Project Cost:	\$	19,000.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	Good	N/A	Good	N/A	
Path of travel running slope is greater than 5%		N/A		N/A	
Path of travel cross slope is greater than 2% for stop control approaches	X	N/A	X	N/A	Repave roadway and install crosswalk pavement markings
Path of travel cross slope is greater than 5% for free-flow approaches	N/A	N/A	N/A	N/A	
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	Install crosswalk pavement markings
Crosswalk striping condition	None	N/A	None	N/A	

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1z	2z	3z	4z	
Curb ramp does not exist and is needed	X	X	X	X	Install curb ramp; see shapefile for median improvement
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curb side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%					
Curb ramp running slope is greater than 8.33%					
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%					
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"					
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25') in curb ramp/landing/flares					
Temporary obstruction (>0.25') in curb ramp/landing/flares					
No textured surface at base of curb ramp					
No color contrast at base of curb ramp					
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%					
Curb ramp transition onto roadway is greater than 0.25"					
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
Ponding occurs at base of curb ramp					



Corner 1 No Ramp (1z)



Corner 2 No Ramp (2z)



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

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

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : US Hwy 266 **GPS ID:** 176
Project Name: Intersection of US Hwy 266 and SW 4th St **Division:** 1
City: Checotah

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	61	SY	\$ 50.00	\$ 3,050.00
610(I)-4610	Tactile Warning Device - New	60	SF	\$ 25.00	\$ 1,500.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	158	LF	\$ 6.00	\$ 948.00
---	Repave Roadway	2	LS	\$ 5,000.00	\$ 10,000.00
---	Fix Ponding	0	LS	\$ 2,000.00	\$ -
---	Fix Curb Ramp Transition	0	LS	\$ 2,000.00	\$ -
---	Median Nose Modification	0	LS	\$ 5,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Fix Curb Ramp Counter Slope	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

- No Design Completed
- Preliminary Design
- Final Design

Subtotal:	\$	15,498.00
Engineering: (% +/-)	15%	\$ 2,358.00
Contingency: (% +/-)	20%	\$ 3,144.00
Estimated Project Cost:	\$	21,000.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Recommendations
	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	X	N/A	X	N/A	Repave roadway and install crosswalk pavement markings
Path of travel cross slope is greater than 5% for free-flow approaches	N/A		N/A	N/A	
Crosswalk width is less than 6'	N/A		N/A	N/A	Remove and replace crosswalk pavement markings
Crosswalk striping condition	None	Worn	None	N/A	

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1z	2z	3z	4z	
Curb ramp does not exist and is needed	X	X	X	X	Install curb ramp; see shapefile for median improvement
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curb side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%					
Curb ramp running slope is greater than 8.33%					
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%					
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"					
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25') in curb ramp/landing/flares					
Temporary obstruction (>0.25') in curb ramp/landing/flares					
No textured surface at base of curb ramp					
No color contrast at base of curb ramp					
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%					
Curb ramp transition onto roadway is greater than 0.25°					
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
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.



Corner 1 No Ramp (1z)



Corner 2 No Ramp (2z)



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

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

Client: Oklahoma Department of Transportation Date: 7/28/16
 Program: ADA Self-Evaluation and Transition Plan Prepared By: CMP
 KHA No.: 051279001 Checked By: EPE

Corridor : US Hwy 266 GPS ID: 177
 Project Name: Intersection of US Hwy 266 and SW 3rd St Division: 1
 City: Checotah

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	41	SY	\$ 50.00	\$ 2,050.00
610(I)-4610	Tactile Warning Device - New	40	SF	\$ 25.00	\$ 1,000.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	80	LF	\$ 6.00	\$ 480.00
---	Repave Roadway	2	LS	\$ 5,000.00	\$ 10,000.00
---	Fix Ponding	0	LS	\$ 2,000.00	\$ -
---	Fix Curb Ramp Transition	0	LS	\$ 2,000.00	\$ -
---	Median Nose Modification	0	LS	\$ 5,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Fix Curb Ramp Counter Slope	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

- No Design Completed
- Preliminary Design
- Final Design

Subtotal:	\$	13,530.00
Engineering: (% +/-)	15%	2,344.29
Contingency: (% +/-)	20%	3,125.71
Estimated Project Cost:	\$	19,000.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	Good	N/A	Good	N/A	
Path of travel running slope is greater than 5%		N/A		N/A	
Path of travel cross slope is greater than 2% for stop control approaches	X	N/A	X	N/A	Repave roadway and install crosswalk pavement markings
Path of travel cross slope is greater than 5% for free-flow approaches	N/A	N/A	N/A	N/A	
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	Install crosswalk pavement markings
Crosswalk striping condition	None	N/A	None	N/A	

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1z	2z	3z	4z	
Curb ramp does not exist and is needed	X	X	X	X	Install curb ramp; see shapefile for median improvement
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curb side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%					
Curb ramp running slope is greater than 8.33%					
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%					
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"					
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25') in curb ramp/landing/flares					
Temporary obstruction (>0.25') in curb ramp/landing/flares					
No textured surface at base of curb ramp					
No color contrast at base of curb ramp					
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%					
Curb ramp transition onto roadway is greater than 0.25°					
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
Ponding occurs at base of curb ramp					



Corner 1 No Ramp (1z)



Corner 2 No Ramp (2z)



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Kimley-Horn and Associates, Inc. Priority: 7
 Project Description for Unsignalized Intersection

Client: Oklahoma Department of Transportation Date: 7/28/16
 Program: ADA Self-Evaluation and Transition Plan Prepared By: CMP
 KHA No.: 051279001 Checked By: EPE

Corridor : US Hwy 266 GPS ID: 178
 Project Name: Intersection of US Hwy 266 and NW 2nd St Division: 1
 City: Checotah

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	21	SY	\$ 50.00	\$ 1,050.00
610(I)-4610	Tactile Warning Device - New	20	SF	\$ 25.00	\$ 500.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	98	LF	\$ 6.00	\$ 588.00
---	Repave Roadway	2	LS	\$ 5,000.00	\$ 10,000.00
---	Fix Ponding	1	LS	\$ 2,000.00	\$ 2,000.00
---	Fix Curb Ramp Transition	0	LS	\$ 2,000.00	\$ -
---	Median Nose Modification	0	LS	\$ 5,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Fix Curb Ramp Counter Slope	1	LS	\$ 2,000.00	\$ 2,000.00

Basis for Cost Projection

- No Design Completed
- Preliminary Design
- Final Design

Subtotal:	\$	16,138.00
Engineering: (% +/-)	15%	2,512.29
Contingency: (% +/-)	20%	3,349.71
Estimated Project Cost:	\$	22,000.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	Good	Good	Good	N/A	
Path of travel running slope is greater than 5%					
Path of travel cross slope is greater than 2% for stop control approaches	X	N/A	X	N/A	Repave roadway and install crosswalk pavement markings
Path of travel cross slope is greater than 5% for free-flow approaches	N/A		N/A		
Crosswalk width is less than 6'	N/A		N/A	N/A	Install crosswalk pavement markings
Crosswalk striping condition	None	Good	None	N/A	

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1z	2A	3A	4z	
Curb ramp does not exist and is needed					
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curb side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%					
Curb ramp running slope is greater than 8.33%					
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%					
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"					
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25') in curb ramp/landing/flares					
Temporary obstruction (>0.25') in curb ramp/landing/flares					
No textured surface at base of curb ramp					
No color contrast at base of curb ramp					
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%					
Curb ramp transition onto roadway is greater than 0.25"					
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%			X		Fix curb ramp counter slope
Ponding occurs at base of curb ramp			X		Fix ponding

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)

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Kimley-Horn and Associates, Inc. Priority: 2
Project Description for Unsignalized Intersection

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : US Hwy 266 **GPS ID:** 179
Project Name: Intersection of US Hwy 266 and NW 1st St **Division:** 1
City: Checotah

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	76	SY	\$ 50.00	\$ 3,800.00
610(I)-4610	Tactile Warning Device - New	80	SF	\$ 25.00	\$ 2,000.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	20	SY	\$ 12.00	\$ 240.00
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	212	LF	\$ 6.00	\$ 1,272.00
---	Repave Roadway	0	LS	\$ 5,000.00	\$ -
---	Fix Ponding	0	LS	\$ 2,000.00	\$ -
---	Fix Curb Ramp Transition	1	LS	\$ 2,000.00	\$ 2,000.00
---	Median Nose Modification	0	LS	\$ 5,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Fix Curb Ramp Counter Slope	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

- No Design Completed
- Preliminary Design
- Final Design

Subtotal: \$ 9,312.00
 Engineering: (% +/-) 15% \$ 1,580.57
 Contingency: (% +/-) 20% \$ 2,107.43
Estimated Project Cost: \$ 13,000.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	Good	Good	Good	N/A	
Path of travel running slope is greater than 5%					
Path of travel cross slope is greater than 2% for stop control approaches		N/A		N/A	
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	
Crosswalk striping condition	None	Worn	None	N/A	Remove and replace crosswalk pavement markings

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1z	2A	3A	4z	
Curb ramp does not exist and is needed	X			X	Install curb ramp; see shapefile for median improvement
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curb side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%					
Curb ramp running slope is greater than 8.33%	X	X			Remove and replace curb ramp
Blended transition running slope is greater than 5%	X	X			
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%					
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"					
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25') in curb ramp/landing/flares			X		
Temporary obstruction (>0.25') in curb ramp/landing/flares					
No textured surface at base of curb ramp	X	X			For intersection ramps and commercial driveway ramps, install color truncated domes
No color contrast at base of curb ramp	X	X			
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%					
Curb ramp transition onto roadway is greater than 0.25"			X		Fix curb ramp transition
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
Ponding occurs at base of curb ramp					

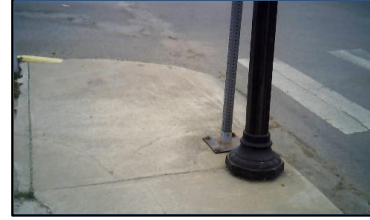
Comment: Existing sidewalk, curb ramp, and/or striping configurations permit pedestrians to cross the major street. An Engineering study is needed to confirm crossing should be accommodated at this location and the current crossing treatment is appropriate.



Corner 1 No Ramp (1z)



Ramp 2A



Ramp 3A



Corner 4 No Ramp (4z)

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

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

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : US Hwy 266 **GPS ID:** 181
Project Name: Intersection of US Hwy 266 and SW Main St **Division:** 1
City: Checotah

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	61	SY	\$ 50.00	\$ 3,050.00
610(I)-4610	Tactile Warning Device - New	60	SF	\$ 25.00	\$ 1,500.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	194	LF	\$ 6.00	\$ 1,164.00
---	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:	\$	5,714.00
Engineering: (% +/-)	15%	\$ 979.71
Contingency: (% +/-)	20%	\$ 1,306.29
Estimated Project Cost:	\$	8,000.00

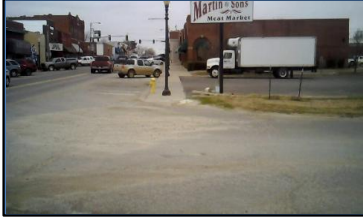
Project Location



Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	Good	N/A	Good	N/A	
Path of travel running slope is greater than 5%		N/A			
Path of travel cross slope is greater than 2% for stop control approaches		N/A		N/A	
Path of travel cross slope is greater than 5% for free-flow approaches	N/A	N/A	N/A		
Crosswalk width is less than 6'	N/A	N/A	N/A		
Crosswalk striping condition	None	N/A	None	N/A	Install crosswalk pavement markings

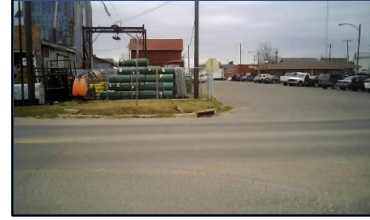
Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1z	2z	3z	4z	
Curb ramp does not exist and is needed	X	X	X	X	Install curb ramp; see shapefile for median improvement
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curb side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%					
Curb ramp running slope is greater than 8.33%					
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%					
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"					
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25') in curb ramp/landing/flares					
Temporary obstruction (>0.25') in curb ramp/landing/flares					
No textured surface at base of curb ramp					
No color contrast at base of curb ramp					
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%					
Curb ramp transition onto roadway is greater than 0.25"					
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
Ponding occurs at base of curb ramp					



Corner 1 No Ramp (1z)



Corner 2 No Ramp (2z)



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

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

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : US Hwy 266 **GPS ID:** 183
Project Name: Intersection of US Hwy 266 and NE Main St **Division:** 1
City: Checotah

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	41	SY	\$ 50.00	\$ 2,050.00
610(I)-4610	Tactile Warning Device - New	40	SF	\$ 25.00	\$ 1,000.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	114	LF	\$ 6.00	\$ 684.00
---	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:	\$	3,734.00
Engineering: (% +/-)	15%	\$ 971.14
Contingency: (% +/-)	20%	\$ 1,294.86
Estimated Project Cost:	\$	6,000.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	Good	N/A	Good	N/A	
Path of travel running slope is greater than 5%		N/A		N/A	
Path of travel cross slope is greater than 2% for stop control approaches		N/A		N/A	
Path of travel cross slope is greater than 5% for free-flow approaches	N/A	N/A	N/A	N/A	
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	Install crosswalk pavement markings
Crosswalk striping condition	None	N/A	None	N/A	

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1z	2z	3z	4z	
Curb ramp does not exist and is needed	X	X	X	X	Install curb ramp; see shapefile for median improvement
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curb side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%					
Curb ramp running slope is greater than 8.33%					
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%					
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"					
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25') in curb ramp/landing/flares					
Temporary obstruction (>0.25') in curb ramp/landing/flares					
No textured surface at base of curb ramp					
No color contrast at base of curb ramp					
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%					
Curb ramp transition onto roadway is greater than 0.25°					
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
Ponding occurs at base of curb ramp					



Corner 1 No Ramp (1z)



Corner 2 No Ramp (2z)



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

Opinion of Probable Construction Cost Disclaimer:

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Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Kimley-Horn and Associates, Inc. Priority: 2
Project Description for Unsignalized Intersection

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : US Hwy 266 **GPS ID:** 184
Project Name: Intersection of US Hwy 266 and NE 2nd St **Division:** 1
City: Checotah

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	46	SY	\$ 50.00	\$ 2,300.00
610(I)-4610	Tactile Warning Device - New	40	SF	\$ 25.00	\$ 1,000.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	6	SY	\$ 12.00	\$ 72.00
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	198	LF	\$ 6.00	\$ 1,188.00
---	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	2	LS	\$ 500.00	\$ 1,000.00
---	Fix Curb Ramp Counter Slope	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

- No Design Completed
- Preliminary Design
- Final Design

Subtotal:	\$	13,560.00
Engineering: (% +/-)	15%	\$ 2,331.43
Contingency: (% +/-)	20%	\$ 3,108.57
Estimated Project Cost:	\$	19,000.00

Project Location

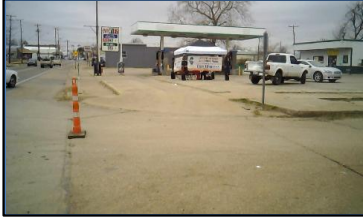


Field Observations

Intersection Issues	Crosswalk				Recommendations
	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	
Path of travel cross slope is greater than 5% for free-flow approaches	N/A		N/A	N/A	
Crosswalk width is less than 6'	N/A		N/A	N/A	
Crosswalk striping condition	None	Worn	None	N/A	Remove and replace crosswalk pavement markings

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1z	2A	3A	4z	
Curb ramp does not exist and is needed	X			X	Install curb ramp; see shapefile for median improvement
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curb side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%					
Curb ramp running slope is greater than 8.33%					
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%					
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"					
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25') in curb ramp/landing/flares					
Temporary obstruction (>0.25') in curb ramp/landing/flares	X	X			Remove temporary obstruction
No textured surface at base of curb ramp					
No color contrast at base of curb ramp					
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%	X	X			Remove and replace landing area
Curb ramp transition onto roadway is greater than 0.25"	X	X			Fix curb ramp transition
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
Ponding occurs at base of curb ramp	X	X			Fix ponding

Comment: Existing sidewalk, curb ramp, and/or striping configurations permit pedestrians to cross the major street. An Engineering study is needed to confirm crossing should be 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)

Opinion of Probable Construction Cost Disclaimer:

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Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

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

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : US Hwy 266 **GPS ID:** 185
Project Name: Intersection of US Hwy 266 and NE 3rd St **Division:** 1
City: Checotah

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	41	SY	\$ 50.00	\$ 2,050.00
610(I)-4610	Tactile Warning Device - New	40	SF	\$ 25.00	\$ 1,000.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	86	LF	\$ 6.00	\$ 516.00
---	Repave Roadway	1	LS	\$ 5,000.00	\$ 5,000.00
---	Fix Ponding	0	LS	\$ 2,000.00	\$ -
---	Fix Curb Ramp Transition	0	LS	\$ 2,000.00	\$ -
---	Median Nose Modification	0	LS	\$ 5,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Fix Curb Ramp Counter Slope	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

- No Design Completed
- Preliminary Design
- Final Design

Subtotal:	\$	8,566.00
Engineering: (% +/-)	15%	\$ 1,471.71
Contingency: (% +/-)	20%	\$ 1,962.29
Estimated Project Cost:	\$	12,000.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	Good	N/A	Poor	N/A	Repave roadway and install crosswalk pavement markings
Path of travel running slope is greater than 5%		N/A		N/A	
Path of travel cross slope is greater than 2% for stop control approaches		N/A		N/A	
Path of travel cross slope is greater than 5% for free-flow approaches	N/A	N/A	N/A	N/A	
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	Install crosswalk pavement markings
Crosswalk striping condition	None	N/A	None	N/A	

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1z	2z	3z	4z	
Curb ramp does not exist and is needed	X	X	X	X	Install curb ramp; see shapefile for median improvement
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curb side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%					
Curb ramp running slope is greater than 8.33%					
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%					
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"					
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25') in curb ramp/landing/flares					
Temporary obstruction (>0.25') in curb ramp/landing/flares					
No textured surface at base of curb ramp					
No color contrast at base of curb ramp					
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%					
Curb ramp transition onto roadway is greater than 0.25°					
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
Ponding occurs at base of curb ramp					



Corner 1 No Ramp (1z)



Corner 2 No Ramp (2z)



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

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

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : US Hwy 266 **GPS ID:** 186
Project Name: Intersection of US Hwy 266 and NE 4th St **Division:** 1
City: Checotah

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	41	SY	\$ 50.00	\$ 2,050.00
610(I)-4610	Tactile Warning Device - New	40	SF	\$ 25.00	\$ 1,000.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	94	LF	\$ 6.00	\$ 564.00
---	Repave Roadway	1	LS	\$ 5,000.00	\$ 5,000.00
---	Fix Ponding	0	LS	\$ 2,000.00	\$ -
---	Fix Curb Ramp Transition	0	LS	\$ 2,000.00	\$ -
---	Median Nose Modification	0	LS	\$ 5,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Fix Curb Ramp Counter Slope	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

- No Design Completed
- Preliminary Design
- Final Design

Subtotal:	\$	8,614.00
Engineering: (% +/-)	15%	1,451.14
Contingency: (% +/-)	20%	1,934.86
Estimated Project Cost:	\$	12,000.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	Good	N/A	Good	N/A	
Path of travel running slope is greater than 5%		N/A		N/A	
Path of travel cross slope is greater than 2% for stop control approaches		N/A	X	N/A	Repave roadway and install crosswalk pavement markings
Path of travel cross slope is greater than 5% for free-flow approaches	N/A	N/A	N/A	N/A	
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	Install crosswalk pavement markings
Crosswalk striping condition	None	N/A	None	N/A	

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1z	2z	3z	4z	
Curb ramp does not exist and is needed	X	X	X	X	Install curb ramp; see shapefile for median improvement
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curb side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%					
Curb ramp running slope is greater than 8.33%					
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%					
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"					
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25') in curb ramp/landing/flares					
Temporary obstruction (>0.25') in curb ramp/landing/flares					
No textured surface at base of curb ramp					
No color contrast at base of curb ramp					
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%					
Curb ramp transition onto roadway is greater than 0.25°					
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
Ponding occurs at base of curb ramp					



Corner 1 No Ramp (1z)



Corner 2 No Ramp (2z)



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

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

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : US Hwy 266 **GPS ID:** 187
Project Name: Intersection of US Hwy 266 and SE 5th St **Division:** 1
City: Checotah

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	41	SY	\$ 50.00	\$ 2,050.00
610(I)-4610	Tactile Warning Device - New	40	SF	\$ 25.00	\$ 1,000.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	122	LF	\$ 6.00	\$ 732.00
---	Repave Roadway	1	LS	\$ 5,000.00	\$ 5,000.00
---	Fix Ponding	0	LS	\$ 2,000.00	\$ -
---	Fix Curb Ramp Transition	0	LS	\$ 2,000.00	\$ -
---	Median Nose Modification	0	LS	\$ 5,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Fix Curb Ramp Counter Slope	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

- No Design Completed
- Preliminary Design
- Final Design

Subtotal:	\$	8,782.00
Engineering: (% +/-)	15%	\$ 1,379.14
Contingency: (% +/-)	20%	\$ 1,838.86
Estimated Project Cost:	\$	12,000.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	Poor	N/A	Good	N/A	Repave roadway and install crosswalk pavement markings
Path of travel running slope is greater than 5%		N/A		N/A	
Path of travel cross slope is greater than 2% for stop control approaches		N/A		N/A	
Path of travel cross slope is greater than 5% for free-flow approaches	N/A	N/A	N/A	N/A	
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	Install crosswalk pavement markings
Crosswalk striping condition	None	N/A	None	N/A	

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1z	2z	3z	4z	
Curb ramp does not exist and is needed	X	X	X	X	Install curb ramp; see shapefile for median improvement
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curb side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%					
Curb ramp running slope is greater than 8.33%					
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%					
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"					
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25') in curb ramp/landing/flares					
Temporary obstruction (>0.25') in curb ramp/landing/flares					
No textured surface at base of curb ramp					
No color contrast at base of curb ramp					
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%					
Curb ramp transition onto roadway is greater than 0.25°					
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
Ponding occurs at base of curb ramp					



Corner 1 No Ramp (1z)



Corner 2 No Ramp (2z)



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

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

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : US Hwy 266 **GPS ID:** 188
Project Name: Intersection of US Hwy 266 and NE 6th St **Division:** 1
City: Checotah

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	41	SY	\$ 50.00	\$ 2,050.00
610(I)-4610	Tactile Warning Device - New	40	SF	\$ 25.00	\$ 1,000.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	120	LF	\$ 6.00	\$ 720.00
---	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:	\$	3,770.00
Engineering: (% +/-)	15%	\$ 955.71
Contingency: (% +/-)	20%	\$ 1,274.29
Estimated Project Cost:	\$	6,000.00

Project Location



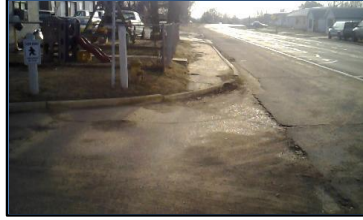
Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	Good	N/A	Good	N/A	
Path of travel running slope is greater than 5%		N/A		N/A	
Path of travel cross slope is greater than 2% for stop control approaches		N/A		N/A	
Path of travel cross slope is greater than 5% for free-flow approaches	N/A	N/A	N/A	N/A	
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	Install crosswalk pavement markings
Crosswalk striping condition	None	N/A	None	N/A	

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1z	2z	3z	4z	
Curb ramp does not exist and is needed	X	X	X	X	Install curb ramp; see shapefile for median improvement
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curb side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%					
Curb ramp running slope is greater than 8.33%					
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%					
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"					
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25') in curb ramp/landing/flares					
Temporary obstruction (>0.25') in curb ramp/landing/flares					
No textured surface at base of curb ramp					
No color contrast at base of curb ramp					
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%					
Curb ramp transition onto roadway is greater than 0.25°					
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
Ponding occurs at base of curb ramp					



Corner 1 No Ramp (1z)



Corner 2 No Ramp (2z)



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Kimley-Horn and Associates, Inc. Priority: 6
Project Description for Unsignalized Intersection

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : US Hwy 266 **GPS ID:** 189
Project Name: Intersection of US Hwy 266 and NE 7th St **Division:** 1
City: Checotah

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	41	SY	\$ 50.00	\$ 2,050.00
610(I)-4610	Tactile Warning Device - New	40	SF	\$ 25.00	\$ 1,000.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	118	LF	\$ 6.00	\$ 708.00
---	Repave Roadway	1	LS	\$ 5,000.00	\$ 5,000.00
---	Fix Ponding	0	LS	\$ 2,000.00	\$ -
---	Fix Curb Ramp Transition	0	LS	\$ 2,000.00	\$ -
---	Median Nose Modification	0	LS	\$ 5,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Fix Curb Ramp Counter Slope	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

- No Design Completed
- Preliminary Design
- Final Design

Subtotal:	\$	8,758.00
Engineering: (% +/-)	15%	\$ 1,389.43
Contingency: (% +/-)	20%	\$ 1,852.57
Estimated Project Cost:	\$	12,000.00

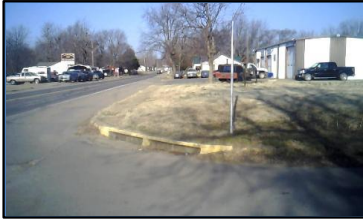
Project Location



Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	Good	N/A	Good	N/A	
Path of travel running slope is greater than 5%		N/A		N/A	
Path of travel cross slope is greater than 2% for stop control approaches	X	N/A		N/A	Repave roadway and install crosswalk pavement markings
Path of travel cross slope is greater than 5% for free-flow approaches	N/A	N/A	N/A	N/A	
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	Install crosswalk pavement markings
Crosswalk striping condition	None	N/A	None	N/A	

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1z	2z	3z	4z	
Curb ramp does not exist and is needed	X	X	X	X	Install curb ramp; see shapefile for median improvement
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curb side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%					
Curb ramp running slope is greater than 8.33%					
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%					
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"					
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25') in curb ramp/landing/flares					
Temporary obstruction (>0.25') in curb ramp/landing/flares					
No textured surface at base of curb ramp					
No color contrast at base of curb ramp					
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%					
Curb ramp transition onto roadway is greater than 0.25°					
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
Ponding occurs at base of curb ramp					



Corner 1 No Ramp (1z)



Corner 2 No Ramp (2z)



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Client: Oklahoma Department of Transportation Date: 7/28/16
 Program: ADA Self-Evaluation and Transition Plan Prepared By: CMP
 KHA No.: 051279001 Checked By: EPE

Corridor: State Hwy 72 GPS ID: 193
 Project Name: Intersection of State Hwy 72 and 8th St Division: 1
 City: Council Hill

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	0	SY	\$ 50.00	\$ -
610(I)-4610	Tactile Warning Device - New	0	SF	\$ 25.00	\$ -
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	0	LF	\$ 6.00	\$ -
---	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:	\$	-
Engineering: (% +/-)	15%	\$ -
Contingency: (% +/-)	20%	\$ -
Estimated Project Cost:	\$	-

Project Location



Field Observations

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

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1z	2z	3z	4z	
Curb ramp does not exist and is needed					
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curb side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%					
Curb ramp running slope is greater than 8.33%					
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%					
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"					
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25') in curb ramp/landing/flares					
Temporary obstruction (>0.25') in curb ramp/landing/flares					
No textured surface at base of curb ramp					
No color contrast at base of curb ramp					
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%					
Curb ramp transition onto roadway is greater than 0.25"					
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
Ponding occurs at base of curb ramp					



Corner 1 No Ramp (1z)



Corner 2 No Ramp (2z)



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Kimley-Horn and Associates, Inc. Priority: 13
 Project Description for Unsignalized Intersection

Client: Oklahoma Department of Transportation Date: 7/28/16
 Program: ADA Self-Evaluation and Transition Plan Prepared By: CMP
 KHA No.: 051279001 Checked By: EPE

Corridor: State Hwy 72 GPS ID: 194
 Project Name: Intersection of State Hwy 72 and 7th St Division: 1
 City: Council Hill

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	0	SY	\$ 50.00	\$ -
610(I)-4610	Tactile Warning Device - New	0	SF	\$ 25.00	\$ -
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	28	LF	\$ 6.00	\$ 168.00
---	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:	\$	168.00
Engineering: (% +/-)	15%	\$ 356.57
Contingency: (% +/-)	20%	\$ 475.43
Estimated Project Cost:	\$	1,000.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	N/A	N/A	N/A	Good	
Path of travel running slope is greater than 5%	N/A	N/A	N/A		
Path of travel cross slope is greater than 2% for stop control approaches	N/A		N/A		
Path of travel cross slope is greater than 5% for free-flow approaches	N/A	N/A	N/A	N/A	
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	Install crosswalk pavement markings
Crosswalk striping condition	N/A	N/A	N/A	None	

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1z	2z	3z	4z	
Curb ramp does not exist and is needed					
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curb side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%					
Curb ramp running slope is greater than 8.33%					
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%					
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"					
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25') in curb ramp/landing/flares					
Temporary obstruction (>0.25') in curb ramp/landing/flares					
No textured surface at base of curb ramp					
No color contrast at base of curb ramp					
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%					
Curb ramp transition onto roadway is greater than 0.25"					
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
Ponding occurs at base of curb ramp					



Corner 1 No Ramp (1z)



Corner 2 No Ramp (2z)



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Kimley-Horn and Associates, Inc. Priority: 13
Project Description for Unsignalized Intersection

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : State Hwy 72 **GPS ID:** 195
Project Name: Intersection of State Hwy 72 and Main **Division:** 1
City: Council Hill

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	0	SY	\$ 50.00	\$ -
610(I)-4610	Tactile Warning Device - New	0	SF	\$ 25.00	\$ -
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	32	LF	\$ 6.00	\$ 192.00
---	Repave Roadway	1	LS	\$ 5,000.00	\$ 5,000.00
---	Fix Ponding	0	LS	\$ 2,000.00	\$ -
---	Fix Curb Ramp Transition	0	LS	\$ 2,000.00	\$ -
---	Median Nose Modification	0	LS	\$ 5,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Fix Curb Ramp Counter Slope	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

- No Design Completed
- Preliminary Design
- Final Design

Subtotal:	\$	5,192.00
Engineering: (% +/-)	15%	1,203.43
Contingency: (% +/-)	20%	1,604.57
Estimated Project Cost:	\$	8,000.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	N/A	N/A	N/A	Good	
Path of travel running slope is greater than 5%	N/A	N/A	N/A		
Path of travel cross slope is greater than 2% for stop control approaches	N/A		N/A	X	Repave roadway and install crosswalk pavement markings
Path of travel cross slope is greater than 5% for free-flow approaches	N/A	N/A	N/A	N/A	
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	Install crosswalk pavement markings
Crosswalk striping condition	N/A	N/A	N/A	None	

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1z	2z	3z	4z	
Curb ramp does not exist and is needed					
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curb side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%					
Curb ramp running slope is greater than 8.33%					
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%					
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"					
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25') in curb ramp/landing/flares					
Temporary obstruction (>0.25') in curb ramp/landing/flares					
No textured surface at base of curb ramp					
No color contrast at base of curb ramp					
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%					
Curb ramp transition onto roadway is greater than 0.25"					
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
Ponding occurs at base of curb ramp					



Corner 1 No Ramp (1z)



Corner 2 No Ramp (2z)



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Kimley-Horn and Associates, Inc. Priority: 13
Project Description for Unsignalized Intersection

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : State Hwy 72 **GPS ID:** 196
Project Name: Intersection of State Hwy 72 and 5th **Division:** 1
City: Council Hill

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	0	SY	\$ 50.00	\$ -
610(I)-4610	Tactile Warning Device - New	0	SF	\$ 25.00	\$ -
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	30	LF	\$ 6.00	\$ 180.00
---	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:	\$	180.00
Engineering: (% +/-)	15%	\$ 351.43
Contingency: (% +/-)	20%	\$ 468.57
Estimated Project Cost:	\$	1,000.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	N/A	N/A	N/A	Good	
Path of travel running slope is greater than 5%	N/A	N/A	N/A		
Path of travel cross slope is greater than 2% for stop control approaches	N/A		N/A		
Path of travel cross slope is greater than 5% for free-flow approaches	N/A	N/A		N/A	
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	Install crosswalk pavement markings
Crosswalk striping condition	N/A	N/A	N/A	None	

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1z	2z	3z	4z	
Curb ramp does not exist and is needed					
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curb side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%					
Curb ramp running slope is greater than 8.33%					
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%					
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"					
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25') in curb ramp/landing/flares					
Temporary obstruction (>0.25') in curb ramp/landing/flares					
No textured surface at base of curb ramp					
No color contrast at base of curb ramp					
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%					
Curb ramp transition onto roadway is greater than 0.25°					
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
Ponding occurs at base of curb ramp					



Corner 1 No Ramp (1z)



Corner 2 No Ramp (2z)



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Kimley-Horn and Associates, Inc. Priority: 13
Project Description for Unsignalized Intersection

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : State Hwy 72 **GPS ID:** 197
Project Name: Intersection of State Hwy 72 and 4th **Division:** 1
City: Council Hill

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	0	SY	\$ 50.00	\$ -
610(I)-4610	Tactile Warning Device - New	0	SF	\$ 25.00	\$ -
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	34	LF	\$ 6.00	\$ 204.00
---	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:	\$	204.00
Engineering: (% +/-)	15%	\$ 31.14
Contingency: (% +/-)	20%	\$ 45.86
Estimated Project Cost:	\$	1,000.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	N/A	N/A	N/A	Good	
Path of travel running slope is greater than 5%	N/A	N/A	N/A		
Path of travel cross slope is greater than 2% for stop control approaches	N/A		N/A		
Path of travel cross slope is greater than 5% for free-flow approaches	N/A	N/A		N/A	
Crosswalk width is less than 6'	N/A	N/A		N/A	
Crosswalk striping condition	N/A	N/A	N/A	None	Install crosswalk pavement markings

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1z	2z	3z	4z	
Curb ramp does not exist and is needed					
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curb side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%					
Curb ramp running slope is greater than 8.33%					
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%					
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"					
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25') in curb ramp/landing/flares					
Temporary obstruction (>0.25') in curb ramp/landing/flares					
No textured surface at base of curb ramp					
No color contrast at base of curb ramp					
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%					
Curb ramp transition onto roadway is greater than 0.25"					
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
Ponding occurs at base of curb ramp					



Corner 1 No Ramp (1z)



Corner 2 No Ramp (2z)



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

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

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : State Hwy 72 **GPS ID:** 1143
Project Name: Intersection of State Hwy 72 and W Birch St **Division:** 1
City: Coweta

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	41	SY	\$ 50.00	\$ 2,050.00
610(I)-4610	Tactile Warning Device - New	40	SF	\$ 25.00	\$ 1,000.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	41	SY	\$ 12.00	\$ 492.00
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	212	LF	\$ 6.00	\$ 1,272.00
---	Repave Roadway	2	LS	\$ 5,000.00	\$ 10,000.00
---	Fix Ponding	2	LS	\$ 2,000.00	\$ 4,000.00
---	Fix Curb Ramp Transition	1	LS	\$ 2,000.00	\$ 2,000.00
---	Median Nose Modification	0	LS	\$ 5,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Fix Curb Ramp Counter Slope	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

- No Design Completed
- Preliminary Design
- Final Design

Subtotal:	\$	20,814.00
Engineering: (% +/-)	15%	3,508.29
Contingency: (% +/-)	20%	4,677.71
Estimated Project Cost:	\$	29,000.00

Project Location

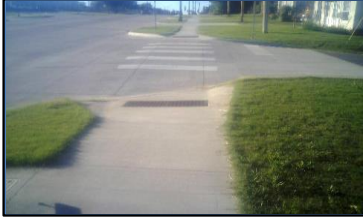


Field Observations

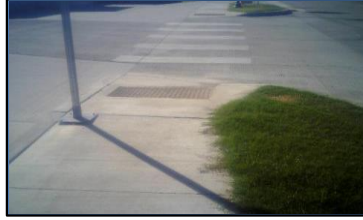
Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	N/A	Good	N/A	Good	
Path of travel running slope is greater than 5%	N/A	NC	N/A	NC	
Path of travel cross slope is greater than 2% for stop control approaches	N/A		N/A	X	Repave roadway and install crosswalk pavement markings
Path of travel cross slope is greater than 5% for free-flow approaches	X	N/A		N/A	
Crosswalk width is less than 6'	N/A		N/A		
Crosswalk striping condition	N/A	Good	N/A	Good	

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1A	2A	3A	4A	
Curb ramp does not exist and is needed					
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curb side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%	X	X	X	X	
Curb ramp running slope is greater than 8.33%					
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%	X				Remove and replace curb ramp
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"					
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25') in curb ramp/landing/flares					
Temporary obstruction (>0.25') in curb ramp/landing/flares					
No textured surface at base of curb ramp					
No color contrast at base of curb ramp					
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%	X	X	X	X	Remove and replace landing area
Curb ramp transition onto roadway is greater than 0.25"	X				Fix curb ramp transition
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%	NC	NC	NC	NC	
Ponding occurs at base of curb ramp	X	X			Fix ponding

NC = Not Collected



Ramp 1A



Ramp 2A



Ramp 3A



Ramp 4A

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Kimley-Horn and Associates, Inc. Priority: 8
Project Description for Unsignalized Intersection

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : State Hwy 72 **GPS ID:** 1144
Project Name: Intersection of State Hwy 72 and N Broadway St **Division:** 1
City: Coweta

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	18	SY	\$ 50.00	\$ 900.00
610(I)-4610	Tactile Warning Device - New	20	SF	\$ 25.00	\$ 500.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	18	SY	\$ 12.00	\$ 216.00
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	214	LF	\$ 6.00	\$ 1,284.00
---	Repave Roadway	3	LS	\$ 5,000.00	\$ 15,000.00
---	Fix Ponding	0	LS	\$ 2,000.00	\$ -
---	Fix Curb Ramp Transition	0	LS	\$ 2,000.00	\$ -
---	Median Nose Modification	0	LS	\$ 5,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Fix Curb Ramp Counter Slope	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

- No Design Completed
- Preliminary Design
- Final Design

Subtotal:	\$	17,900.00
Engineering: (% +/-)	15%	\$ 3,042.86
Contingency: (% +/-)	20%	\$ 4,057.14
Estimated Project Cost:	\$	25,000.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	N/A	Good	Dangerous	Good	Repave roadway and install crosswalk pavement markings
Path of travel running slope is greater than 5%	N/A	NC	NC	NC	
Path of travel cross slope is greater than 2% for stop control approaches	N/A	X	N/A	X	
Path of travel cross slope is greater than 5% for free-flow approaches	N/A	N/A	N/A	N/A	Install crosswalk pavement markings
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	
Crosswalk striping condition	N/A	None	None	None	

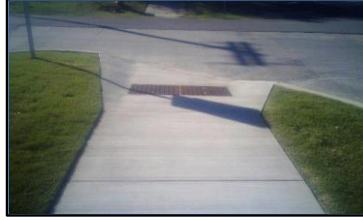
Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1A	2A	3z	4z	
Curb ramp does not exist and is needed					Remove and replace curb ramp
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curb side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%	X	X			
Curb ramp running slope is greater than 8.33%					
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%		X			
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"					
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25') in curb ramp/landing/flares					
Temporary obstruction (>0.25') in curb ramp/landing/flares					
No textured surface at base of curb ramp					
No color contrast at base of curb ramp					
Landing area does not exist and is needed					Remove and replace landing area
Landing area is less than 5' x 5' or slopes greater than 2%		X			
Curb ramp transition onto roadway is greater than 0.25"					
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%	NC	NC			
Ponding occurs at base of curb ramp					

NC = Not Collected

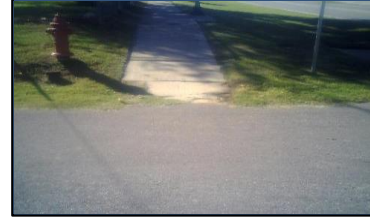
Comment: Existing sidewalk, curb ramp, and/or striping configurations permit pedestrians to cross the major street. An Engineering study is needed to confirm crossing should be accommodated at this location and the current crossing treatment is appropriate.



Ramp 1A



Ramp 2A



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Kimley-Horn and Associates, Inc. Priority: 13
Project Description for Unsignalized Intersection

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : State Hwy 72 **GPS ID:** 1145
Project Name: Intersection of State Hwy 72 and W Pine St **Division:** 1
City: Coweta

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	0	SY	\$ 50.00	\$ -
610(I)-4610	Tactile Warning Device - New	0	SF	\$ 25.00	\$ -
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	164	LF	\$ 6.00	\$ 984.00
---	Repave Roadway	1	LS	\$ 5,000.00	\$ 5,000.00
---	Fix Ponding	0	LS	\$ 2,000.00	\$ -
---	Fix Curb Ramp Transition	0	LS	\$ 2,000.00	\$ -
---	Median Nose Modification	0	LS	\$ 5,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Fix Curb Ramp Counter Slope	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

- No Design Completed
- Preliminary Design
- Final Design

Subtotal: \$ 5,984.00
 Engineering: (% +/-) 15% \$ 1,292.57
 Contingency: (% +/-) 20% \$ 1,723.43
Estimated Project Cost: \$ 9,000.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	Good	N/A	Good	Good	
Path of travel running slope is greater than 5%	NC	N/A	NC	NC	
Path of travel cross slope is greater than 2% for stop control approaches	N/A		N/A	X	Repave roadway and install crosswalk pavement markings
Path of travel cross slope is greater than 5% for free-flow approaches		N/A		N/A	
Crosswalk width is less than 6'	N/A	N/A		N/A	Install crosswalk pavement markings
Crosswalk striping condition	None	N/A	Good	None	

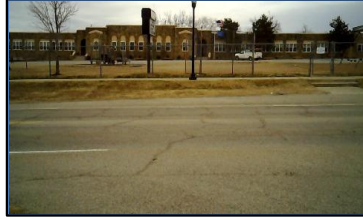
Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1z	2z	3z	4z	
Curb ramp does not exist and is needed					
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curb side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%					
Curb ramp running slope is greater than 8.33%					
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%					
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"					
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25') in curb ramp/landing/flares					
Temporary obstruction (>0.25') in curb ramp/landing/flares					
No textured surface at base of curb ramp					
No color contrast at base of curb ramp					
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%					
Curb ramp transition onto roadway is greater than 0.25"					
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
Ponding occurs at base of curb ramp					

NC = Not Collected

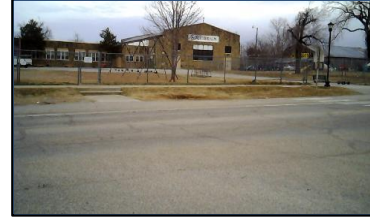
Comment: Existing sidewalk, curb ramp, and/or striping configurations permit pedestrians to cross the major street. An Engineering study is needed to confirm crossing should be accommodated at this location and the current crossing treatment is appropriate.



Corner 1 No Ramp (1z)



Corner 2 No Ramp (2z)



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

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

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : State Hwy 72 **GPS ID:** 1147
Project Name: Intersection of State Hwy 72 and W Sycamore St **Division:** 1
City: Coweta

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	64	SY	\$ 50.00	\$ 3,200.00
610(I)-4610	Tactile Warning Device - New	60	SF	\$ 25.00	\$ 1,500.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	16	SY	\$ 12.00	\$ 192.00
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	442	LF	\$ 6.00	\$ 2,652.00
---	Repave Roadway	3	LS	\$ 5,000.00	\$ 15,000.00
---	Fix Ponding	1	LS	\$ 2,000.00	\$ 2,000.00
---	Fix Curb Ramp Transition	1	LS	\$ 2,000.00	\$ 2,000.00
---	Median Nose Modification	0	LS	\$ 5,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Fix Curb Ramp Counter Slope	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

- No Design Completed
- Preliminary Design
- Final Design

Subtotal:	\$	26,544.00
Engineering: (% +/-)	15%	\$ 4,052.57
Contingency: (% +/-)	20%	\$ 5,403.43
Estimated Project Cost:	\$	36,000.00

Project Location



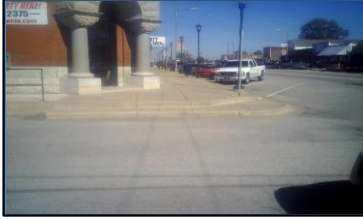
Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	Poor	Dangerous	Dangerous	Good	Repave roadway and install crosswalk pavement markings
Path of travel running slope is greater than 5%	NC	NC	NC	NC	
Path of travel cross slope is greater than 2% for stop control approaches	N/A		N/A		
Path of travel cross slope is greater than 5% for free-flow approaches		N/A		N/A	
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	Install crosswalk pavement markings
Crosswalk striping condition	None	None	None	None	

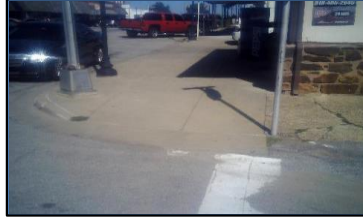
Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1z	2z	3z	4A	
Curb ramp does not exist and is needed	X	X	X		Install curb ramp; see shapefile for median improvement
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curb side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%			X		
Curb ramp running slope is greater than 8.33%					
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%					
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"			X		
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25') in curb ramp/landing/flares					
Temporary obstruction (>0.25') in curb ramp/landing/flares					
No textured surface at base of curb ramp			X		
No color contrast at base of curb ramp			X		
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%					
Curb ramp transition onto roadway is greater than 0.25"			X		
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%			NC		
Ponding occurs at base of curb ramp			X		

NC = Not Collected

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)



Corner 2 No Ramp (2z)



Corner 3 No Ramp (3z)



Ramp 4A

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

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

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : State Hwy 72 **GPS ID:** 1148
Project Name: Intersection of State Hwy 72 and W Cypress St **Division:** 1
City: Coweta

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	73	SY	\$ 50.00	\$ 3,650.00
610(I)-4610	Tactile Warning Device - New	70	SF	\$ 25.00	\$ 1,750.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	15	SY	\$ 12.00	\$ 180.00
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	524	LF	\$ 6.00	\$ 3,144.00
---	Repave Roadway	3	LS	\$ 5,000.00	\$ 15,000.00
---	Fix Ponding	1	LS	\$ 2,000.00	\$ 2,000.00
---	Fix Curb Ramp Transition	0	LS	\$ 2,000.00	\$ -
---	Median Nose Modification	0	LS	\$ 5,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Fix Curb Ramp Counter Slope	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

- No Design Completed
- Preliminary Design
- Final Design

Subtotal:	\$	25,724.00
Engineering: (% +/-)	15%	\$ 3,975.43
Contingency: (% +/-)	20%	\$ 5,300.57
Estimated Project Cost:	\$	35,000.00

Project Location



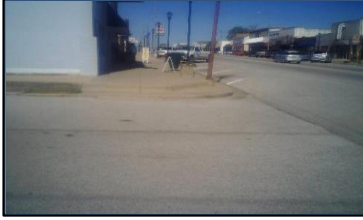
Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	Dangerous	Good	Dangerous	Dangerous	Repave roadway and install crosswalk pavement markings
Path of travel running slope is greater than 5%	NC	NC	NC	NC	
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' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1z	2z	3A	4z	
Curb ramp does not exist and is needed	X	X		X	Install curb ramp; see shapefile for median improvement
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					Remove and replace curb ramp
Curb side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%		X			
Curb ramp running slope is greater than 8.33%		X			
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%					
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"			X		
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25') in curb ramp/landing/flares					For intersection ramps and commercial driveway ramps, install color truncated domes
Temporary obstruction (>0.25') in curb ramp/landing/flares					
No textured surface at base of curb ramp		X			
No color contrast at base of curb ramp		X			
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%					
Curb ramp transition onto roadway is greater than 0.25"					
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%			NC		Fix ponding
Ponding occurs at base of curb ramp			X		

NC = Not Collected

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)



Corner 2 No Ramp (2z)



Ramp 3A



Corner 4 No Ramp (4z)

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Kimley-Horn and Associates, Inc. Priority: 2
Project Description for Unsignalized Intersection

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : State Hwy 72 **GPS ID:** 1149
Project Name: Intersection of State Hwy 72 and CI Box **Division:** 1
City: Coweta

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	44	SY	\$ 50.00	\$ 2,200.00
610(I)-4610	Tactile Warning Device - New	40	SF	\$ 25.00	\$ 1,000.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	33	SY	\$ 12.00	\$ 396.00
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	238	LF	\$ 6.00	\$ 1,428.00
---	Repave Roadway	3	LS	\$ 5,000.00	\$ 15,000.00
---	Fix Ponding	0	LS	\$ 2,000.00	\$ -
---	Fix Curb Ramp Transition	0	LS	\$ 2,000.00	\$ -
---	Median Nose Modification	0	LS	\$ 5,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Fix Curb Ramp Counter Slope	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

- No Design Completed
- Preliminary Design
- Final Design

Subtotal:	\$	20,024.00
Engineering: (% +/-)	15%	\$ 3,418.29
Contingency: (% +/-)	20%	\$ 4,557.71
Estimated Project Cost:	\$	28,000.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	N/A	Poor	Dangerous	Poor	Repave roadway and install crosswalk pavement markings
Path of travel running slope is greater than 5%	N/A	NC	NC	NC	
Path of travel cross slope is greater than 2% for stop control approaches	N/A	X	N/A	X	
Path of travel cross slope is greater than 5% for free-flow approaches	N/A	N/A	N/A	N/A	Install crosswalk pavement markings
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	
Crosswalk striping condition	N/A	None	None	None	

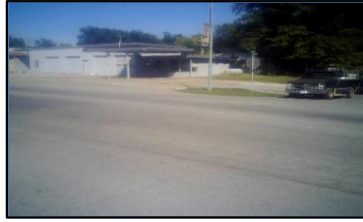
Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)					Recommendations
	1z	2z	3A	4A	4B	
Curb ramp does not exist and is needed						Remove and replace curb ramp
Curb ramp does not land in crosswalk						
No 4' x 4' clear space at base of curb ramp						
Curb side is not 90° or has traversable adjacent surface						
Flare cross slope is greater than 10%	X	X	X			
Curb ramp running slope is greater than 8.33%	X	X	X			
Blended transition running slope is greater than 5%						
Cut-thru ramp running slope is greater than 5%						
Curb ramp cross slope is greater than 2%	X	X	X			
Cut-thru ramp cross slope is greater than 2%						
Curb ramp width is less than 48"				X		
Cut-thru ramp width is less than 60"						
Permanent obstruction (>0.25') in curb ramp/landing/flares						
Temporary obstruction (>0.25') in curb ramp/landing/flares						
No textured surface at base of curb ramp	X	X	X			
No color contrast at base of curb ramp	X	X	X			
Landing area does not exist and is needed						
Landing area is less than 5' x 5' or slopes greater than 2%	X	X	X			
Curb ramp transition onto roadway is greater than 0.25"						
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%	NC	NC	NC			
Ponding occurs at base of curb ramp						

NC = Not Collected

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)



Corner 2 No Ramp (2z)



Ramp 3A



Ramp 4A



Ramp 4B

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

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

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : State Hwy 72 **GPS ID:** 1150
Project Name: Intersection of State Hwy 72 and W Ash St **Division:** 1
City: Coweta

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	31	SY	\$ 50.00	\$ 1,550.00
610(I)-4610	Tactile Warning Device - New	30	SF	\$ 25.00	\$ 750.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	29	SY	\$ 12.00	\$ 348.00
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	198	LF	\$ 6.00	\$ 1,188.00
---	Repave Roadway	0	LS	\$ 5,000.00	\$ -
---	Fix Ponding	1	LS	\$ 2,000.00	\$ 2,000.00
---	Fix Curb Ramp Transition	0	LS	\$ 2,000.00	\$ -
---	Median Nose Modification	0	LS	\$ 5,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Fix Curb Ramp Counter Slope	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

- No Design Completed
- Preliminary Design
- Final Design

Subtotal: \$ 5,836.00
 Engineering: (% +/-) 15% \$ 927.43
 Contingency: (% +/-) 20% \$ 1,236.57
Estimated Project Cost: \$ 8,000.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	N/A	N/A	Good	Good	
Path of travel running slope is greater than 5%	N/A	N/A	NC	NC	
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	N/A	N/A	None	None	Install crosswalk pavement markings

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1A	2A	3z	4A	
Curb ramp does not exist and is needed					
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curb side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%					
Curb ramp running slope is greater than 8.33%		X		X	Remove and replace curb ramp
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%					
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"		X			
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25') in curb ramp/landing/flares	X				For intersection ramps and commercial driveway ramps, install color truncated domes
Temporary obstruction (>0.25') in curb ramp/landing/flares	X	X		X	
No textured surface at base of curb ramp	X	X		X	Remove and replace landing area
No color contrast at base of curb ramp	X	X		X	
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%	X	X		X	
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%	NC	NC		NC	
Ponding occurs at base of curb ramp				X	Fix ponding

NC = Not Collected

Comment: Existing sidewalk, curb ramp, and/or striping configurations permit pedestrians to cross the major street. An Engineering study is needed to confirm crossing should be accommodated at this location and the current crossing treatment is appropriate.



Ramp 1A



Ramp 2A



Corner 3 No Ramp (3z)



Ramp 4A

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

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

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : State Hwy 72 **GPS ID:** 1151
Project Name: Intersection of State Hwy 72 and W Walnut St **Division:** 1
City: Coweta

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	41	SY	\$ 50.00	\$ 2,050.00
610(I)-4610	Tactile Warning Device - New	40	SF	\$ 25.00	\$ 1,000.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	37	SY	\$ 12.00	\$ 444.00
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	166	LF	\$ 6.00	\$ 996.00
---	Repave Roadway	1	LS	\$ 5,000.00	\$ 5,000.00
---	Fix Ponding	1	LS	\$ 2,000.00	\$ 2,000.00
---	Fix Curb Ramp Transition	0	LS	\$ 2,000.00	\$ -
---	Median Nose Modification	0	LS	\$ 5,000.00	\$ -
---	Remove Temporary Obstruction	1	LS	\$ 500.00	\$ 500.00
---	Fix Curb Ramp Counter Slope	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

- No Design Completed
- Preliminary Design
- Final Design

Subtotal:	\$	11,990.00
Engineering: (% +/-)	15%	\$ 2,147.14
Contingency: (% +/-)	20%	\$ 2,862.86
Estimated Project Cost:	\$	17,000.00

Project Location



Field Observations

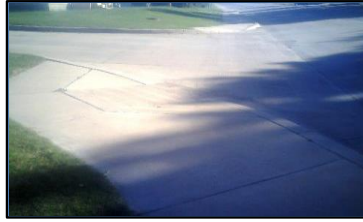
Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	N/A	Good	N/A	Good	
Path of travel running slope is greater than 5%	N/A	NC	N/A	NC	
Path of travel cross slope is greater than 2% for stop control approaches	N/A	X	N/A		Repave roadway and install crosswalk pavement markings
Path of travel cross slope is greater than 5% for free-flow approaches	N/A	N/A	N/A	N/A	
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	Install crosswalk pavement markings
Crosswalk striping condition	N/A	None	N/A	None	

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1A	2A	3A	4A	
Curb ramp does not exist and is needed					
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curb side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%	X	X	X	X	
Curb ramp running slope is greater than 8.33%	X	X	X		
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%		X	X		
Curb ramp cross slope is greater than 2%					
Cut-thru ramp cross slope is greater than 2%		X	X		
Curb ramp width is less than 48"	X	X			
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25') in curb ramp/landing/flares	X				
Temporary obstruction (>0.25') in curb ramp/landing/flares	X				Remove temporary obstruction
No textured surface at base of curb ramp	X	X	X	X	
No color contrast at base of curb ramp	X	X	X	X	For intersection ramps and commercial driveway ramps, install color truncated domes
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%	X	X	X	X	Remove and replace landing area
Curb ramp transition onto roadway is greater than 0.25"					
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%	NC	NC	NC	NC	
Ponding occurs at base of curb ramp	X				Fix ponding

NC = Not Collected



Ramp 1A



Ramp 2A



Ramp 3A



Ramp 4A

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

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

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : State Hwy 72 **GPS ID:** 1152
Project Name: Intersection of State Hwy 72 and E Hickory St **Division:** 1
City: Coweta

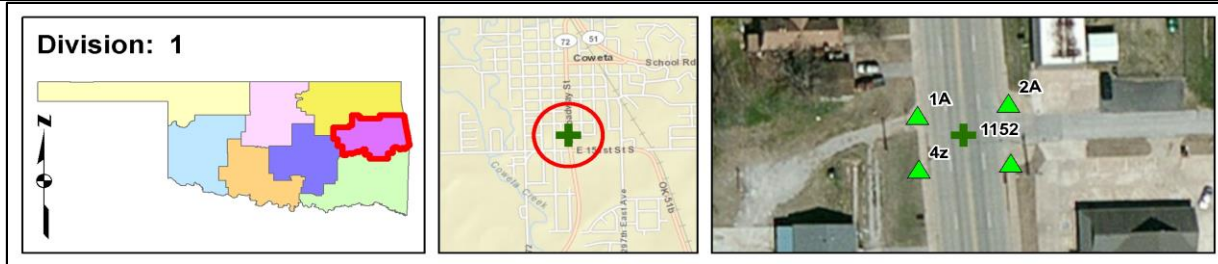
Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	16	SY	\$ 50.00	\$ 800.00
610(I)-4610	Tactile Warning Device - New	10	SF	\$ 25.00	\$ 250.00
610(I)-4615	Tactile Warning Device - Retrofit	10	SF	\$ 60.00	\$ 600.00
619(B)-4792	Removal of Sidewalk	22	SY	\$ 12.00	\$ 264.00
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	172	LF	\$ 6.00	\$ 1,032.00
---	Repave Roadway	0	LS	\$ 5,000.00	\$ -
---	Fix Ponding	1	LS	\$ 2,000.00	\$ 2,000.00
---	Fix Curb Ramp Transition	1	LS	\$ 2,000.00	\$ 2,000.00
---	Median Nose Modification	0	LS	\$ 5,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Fix Curb Ramp Counter Slope	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

- No Design Completed
- Preliminary Design
- Final Design

Subtotal: \$ 6,946.00
 Engineering: (% +/-) 15% \$ 1,308.86
 Contingency: (% +/-) 20% \$ 1,745.14
Estimated Project Cost: \$ 10,000.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	N/A	Good	Good	N/A	
Path of travel running slope is greater than 5%	N/A	NC	NC	N/A	
Path of travel cross slope is greater than 2% for stop control approaches	N/A		N/A		
Path of travel cross slope is greater than 5% for free-flow approaches	N/A	N/A		N/A	
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	
Crosswalk striping condition	N/A	None	None	N/A	Install crosswalk pavement markings

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1A	2A	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					
Curb side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%			X		
Curb ramp running slope is greater than 8.33%			X		
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%					
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"					
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25') in curb ramp/landing/flares	X				
Temporary obstruction (>0.25') in curb ramp/landing/flares	X				
No textured surface at base of curb ramp	X	X	X		
No color contrast at base of curb ramp	X	X	X		
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%	X	X	X		
Curb ramp transition onto roadway is greater than 0.25"	X				
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%	NC	NC	NC		
Ponding occurs at base of curb ramp	X				

NC = Not Collected

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



Corner 4 No Ramp (4z)

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

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

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : State Hwy 72 **GPS ID:** 1153
Project Name: Intersection of State Hwy 72 and State Hwy 51B **Division:** 1
City: Coweta

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	34	SY	\$ 50.00	\$ 1,700.00
610(I)-4610	Tactile Warning Device - New	30	SF	\$ 25.00	\$ 750.00
610(I)-4615	Tactile Warning Device - Retrofit	10	SF	\$ 60.00	\$ 600.00
619(B)-4792	Removal of Sidewalk	31	SY	\$ 12.00	\$ 372.00
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	228	LF	\$ 6.00	\$ 1,368.00
---	Repave Roadway	2	LS	\$ 5,000.00	\$ 10,000.00
---	Fix Ponding	1	LS	\$ 2,000.00	\$ 2,000.00
---	Fix Curb Ramp Transition	2	LS	\$ 2,000.00	\$ 4,000.00
---	Median Nose Modification	0	LS	\$ 5,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Fix Curb Ramp Counter Slope	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

- No Design Completed
- Preliminary Design
- Final Design

Subtotal:	\$	20,790.00
Engineering: (% +/-)	15%	3,518.57
Contingency: (% +/-)	20%	4,691.43
Estimated Project Cost:	\$	29,000.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	N/A	Good	N/A	Dangerous	Repave roadway and install crosswalk pavement markings
Path of travel running slope is greater than 5%	N/A	NC	N/A	NC	
Path of travel cross slope is greater than 2% for stop control approaches	N/A	X	N/A	X	
Path of travel cross slope is greater than 5% for free-flow approaches	N/A	N/A	N/A	N/A	Install crosswalk pavement markings
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	
Crosswalk striping condition	N/A	None	N/A	None	

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1A	2A	3A	4A	
Curb ramp does not exist and is needed					Remove and replace curb ramp
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curb side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%	X		X	X	
Curb ramp running slope is greater than 8.33%					
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%	X		X		
Cut-thru ramp cross slope is greater than 2%				X	
Curb ramp width is less than 48"				X	
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25') in curb ramp/landing/flares					
Temporary obstruction (>0.25') in curb ramp/landing/flares					
No textured surface at base of curb ramp	X	X	X	X	For intersection ramps and commercial driveway ramps, install color truncated domes
No color contrast at base of curb ramp	X	X	X	X	
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%	X	X	X	X	Remove and replace landing area
Curb ramp transition onto roadway is greater than 0.25"	X		X		Fix curb ramp transition
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%	NC	NC	NC	NC	
Ponding occurs at base of curb ramp		X			Fix ponding

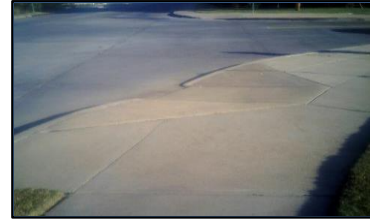
NC = Not Collected



Ramp 1A



Ramp 2A



Ramp 3A



Ramp 4A

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Kimley-Horn and Associates, Inc. Priority: 2
Project Description for Unsignalized Intersection

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : State Hwy 72 **GPS ID:** 1154
Project Name: Intersection of State Hwy 72 and E 154th St S **Division:** 1
City: Coweta

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	21	SY	\$ 50.00	\$ 1,050.00
610(I)-4610	Tactile Warning Device - New	20	SF	\$ 25.00	\$ 500.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	20	SY	\$ 12.00	\$ 240.00
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	398	LF	\$ 6.00	\$ 2,388.00
---	Repave Roadway	3	LS	\$ 5,000.00	\$ 15,000.00
---	Fix Ponding	1	LS	\$ 2,000.00	\$ 2,000.00
---	Fix Curb Ramp Transition	0	LS	\$ 2,000.00	\$ -
---	Median Nose Modification	0	LS	\$ 5,000.00	\$ -
---	Remove Temporary Obstruction	1	LS	\$ 500.00	\$ 500.00
---	Fix Curb Ramp Counter Slope	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

- No Design Completed
- Preliminary Design
- Final Design

Subtotal:	\$	21,678.00
Engineering: (% +/-)	15%	\$ 3,566.57
Contingency: (% +/-)	20%	\$ 4,755.43
Estimated Project Cost:	\$	30,000.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	Dangerous	Good	Good	Good	Repave roadway and install crosswalk pavement markings
Path of travel running slope is greater than 5%	NC	NC	NC	NC	
Path of travel cross slope is greater than 2% for stop control approaches	N/A	X	N/A	X	
Path of travel cross slope is greater than 5% for free-flow approaches	N/A	N/A	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' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1A	2z	3z	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					
Curb side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%	X		X		
Curb ramp running slope is greater than 8.33%	X		X		
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%				X	
Curb ramp cross slope is greater than 2%				X	
Cut-thru ramp cross slope is greater than 2%	X			X	
Curb ramp width is less than 48"					Remove temporary obstruction
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25') in curb ramp/landing/flares				X	For intersection ramps and commercial driveway ramps, install color truncated domes
Temporary obstruction (>0.25') in curb ramp/landing/flares	X			X	
No textured surface at base of curb ramp	X			X	Remove and replace landing area
No color contrast at base of curb ramp	X			X	
Landing area does not exist and is needed					Remove and replace landing area
Landing area is less than 5' x 5' or slopes greater than 2%	X			X	
Curb ramp transition onto roadway is greater than 0.25"					Fix ponding
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%	NC			NC	
Ponding occurs at base of curb ramp				X	

NC = Not Collected

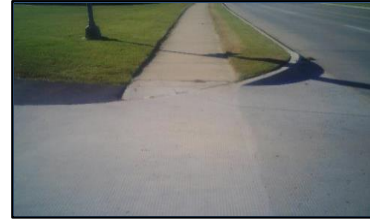
Comment: Existing sidewalk, curb ramp, and/or striping configurations permit pedestrians to cross the major street. An Engineering study is needed to confirm crossing should be accommodated at this location and the current crossing treatment is appropriate.



Ramp 1A



Corner 2 No Ramp (2z)



Corner 3 No Ramp (3z)



Ramp 4A

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Kimley-Horn and Associates, Inc. Priority: 2
 Project Description for Unsignalized Intersection

Client: Oklahoma Department of Transportation Date: 7/28/16
 Program: ADA Self-Evaluation and Transition Plan Prepared By: CMP
 KHA No.: 051279001 Checked By: EPE

Corridor: State Hwy 72 GPS ID: 1156
 Project Name: Intersection of State Hwy 72 and S 289th E Ave Division: 1
 City: Coweta

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	28	SY	\$ 50.00	\$ 1,400.00
610(I)-4610	Tactile Warning Device - New	30	SF	\$ 25.00	\$ 750.00
610(I)-4615	Tactile Warning Device - Retrofit	10	SF	\$ 60.00	\$ 600.00
619(B)-4792	Removal of Sidewalk	8	SY	\$ 12.00	\$ 96.00
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	52	LF	\$ 6.00	\$ 312.00
---	Repave Roadway	0	LS	\$ 5,000.00	\$ -
---	Fix Ponding	1	LS	\$ 2,000.00	\$ 2,000.00
---	Fix Curb Ramp Transition	0	LS	\$ 2,000.00	\$ -
---	Median Nose Modification	0	LS	\$ 5,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Fix Curb Ramp Counter Slope	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

- No Design Completed
- Preliminary Design
- Final Design

Subtotal:	\$	5,158.00
Engineering: (% +/-)	15%	\$ 789.43
Contingency: (% +/-)	20%	\$ 1,052.57
Estimated Project Cost:	\$	7,000.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	N/A	N/A	N/A	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	N/A	N/A	N/A	None	Install crosswalk pavement markings

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1A	2A	3z	4z	
Curb ramp does not exist and is needed			X	X	Install curb ramp; see shapefile for median improvement
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					Remove and replace curb ramp
Curb side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%					
Curb ramp running slope is greater than 8.33%					
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%					
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"	X				
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25') in curb ramp/landing/flares					For intersection ramps and commercial driveway ramps, install color truncated domes
Temporary obstruction (>0.25') in curb ramp/landing/flares	X	X			
No textured surface at base of curb ramp	X	X			
No color contrast at base of curb ramp	X	X			
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%					
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%	NC	NC			Fix ponding
Ponding occurs at base of curb ramp		X			

NC = Not Collected



Ramp 1A



Ramp 2A



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Kimley-Horn and Associates, Inc. Priority: 13
Project Description for Unsignalized Intersection

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : US Hwy 266 **GPS ID:** 1174
Project Name: Intersection of US Hwy 266 and N Broadway St **Division:** 1
City: Dewar

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	0	SY	\$ 50.00	\$ -
610(I)-4610	Tactile Warning Device - New	0	SF	\$ 25.00	\$ -
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	56	LF	\$ 6.00	\$ 336.00
---	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:	\$	336.00
Engineering: (% +/-)	15%	\$ 284.57
Contingency: (% +/-)	20%	\$ 379.43
Estimated Project Cost:	\$	1,000.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	Good	N/A	N/A	N/A	
Path of travel running slope is greater than 5%			N/A	N/A	
Path of travel cross slope is greater than 2% for stop control approaches		N/A		N/A	
Path of travel cross slope is greater than 5% for free-flow approaches	N/A		N/A	N/A	
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	Install crosswalk pavement markings
Crosswalk striping condition	None	N/A	N/A	N/A	

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1z	2z	3z	4z	
Curb ramp does not exist and is needed					
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curb side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%					
Curb ramp running slope is greater than 8.33%					
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%					
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"					
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25') in curb ramp/landing/flares					
Temporary obstruction (>0.25') in curb ramp/landing/flares					
No textured surface at base of curb ramp					
No color contrast at base of curb ramp					
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%					
Curb ramp transition onto roadway is greater than 0.25"					
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
Ponding occurs at base of curb ramp					



Corner 1 No Ramp (1z)



Corner 2 No Ramp (2z)



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Kimley-Horn and Associates, Inc. Priority: 13
Project Description for Unsignalized Intersection

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : State Hwy 9 **GPS ID:** 1201
Project Name: Intersection of State Hwy 9 and 1st St **Division:** 1
City: Eufaula

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	0	SY	\$ 50.00	\$ -
610(I)-4610	Tactile Warning Device - New	0	SF	\$ 25.00	\$ -
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	126	LF	\$ 6.00	\$ 756.00
---	Repave Roadway	1	LS	\$ 5,000.00	\$ 5,000.00
---	Fix Ponding	0	LS	\$ 2,000.00	\$ -
---	Fix Curb Ramp Transition	0	LS	\$ 2,000.00	\$ -
---	Median Nose Modification	0	LS	\$ 5,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Fix Curb Ramp Counter Slope	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

- No Design Completed
- Preliminary Design
- Final Design

Subtotal:	\$	5,756.00
Engineering: (% +/-)	15%	\$ 961.71
Contingency: (% +/-)	20%	\$ 1,282.29
Estimated Project Cost:	\$	8,000.00

Project Location



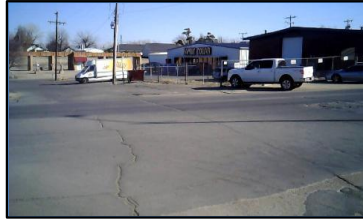
Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	Good	N/A	Poor	N/A	Repave roadway and install crosswalk pavement markings
Path of travel running slope is greater than 5%		N/A		N/A	
Path of travel cross slope is greater than 2% for stop control approaches		N/A		N/A	
Path of travel cross slope is greater than 5% for free-flow approaches	N/A	N/A	N/A	N/A	
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	Install crosswalk pavement markings
Crosswalk striping condition	None	N/A	None	N/A	

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1z	2z	3z	4z	
Curb ramp does not exist and is needed					
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curb side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%					
Curb ramp running slope is greater than 8.33%					
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%					
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"					
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25') in curb ramp/landing/flares					
Temporary obstruction (>0.25') in curb ramp/landing/flares					
No textured surface at base of curb ramp					
No color contrast at base of curb ramp					
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%					
Curb ramp transition onto roadway is greater than 0.25"					
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
Ponding occurs at base of curb ramp					



Corner 1 No Ramp (1z)



Corner 2 No Ramp (2z)



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Kimley-Horn and Associates, Inc. Priority: 13
Project Description for Unsignalized Intersection

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : US Hwy 69 Bus / State Hwy 9 **GPS ID:** 1204
Project Name: Intersection of US Hwy 69 Bus / State Hwy 9 and Broadway Ave **Division:** 1
City: Eufaula

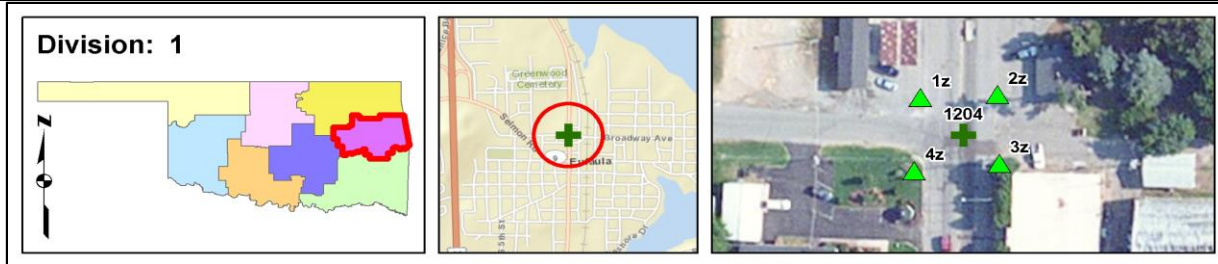
Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	0	SY	\$ 50.00	\$ -
610(I)-4610	Tactile Warning Device - New	0	SF	\$ 25.00	\$ -
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	30	LF	\$ 6.00	\$ 180.00
---	Repave Roadway	1	LS	\$ 5,000.00	\$ 5,000.00
---	Fix Ponding	0	LS	\$ 2,000.00	\$ -
---	Fix Curb Ramp Transition	0	LS	\$ 2,000.00	\$ -
---	Median Nose Modification	0	LS	\$ 5,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Fix Curb Ramp Counter Slope	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

- No Design Completed
- Preliminary Design
- Final Design

Subtotal:	\$	5,180.00
Engineering: (% +/-)	15%	780.00
Contingency: (% +/-)	20%	1,040.00
Estimated Project Cost:	\$	7,000.00

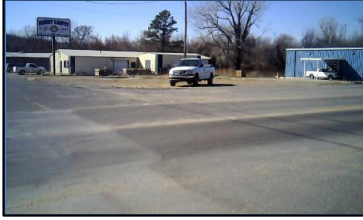
Project Location



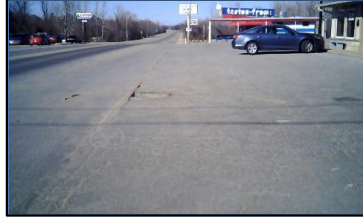
Field Observations

Intersection Issues	Crosswalk				Recommendations
	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	X	N/A		Repave roadway and install crosswalk pavement markings
Path of travel cross slope is greater than 5% for free-flow approaches	N/A	N/A	N/A	N/A	
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	Install crosswalk pavement markings
Crosswalk striping condition	N/A	None	N/A	N/A	

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1z	2z	3z	4z	
Curb ramp does not exist and is needed					
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curb side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%					
Curb ramp running slope is greater than 8.33%					
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%					
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"					
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25') in curb ramp/landing/flares					
Temporary obstruction (>0.25') in curb ramp/landing/flares					
No textured surface at base of curb ramp					
No color contrast at base of curb ramp					
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%					
Curb ramp transition onto roadway is greater than 0.25"					
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
Ponding occurs at base of curb ramp					



Corner 1 No Ramp (1z)



Corner 2 No Ramp (2z)



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

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

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : US Hwy 69 Bus / State Hwy 9 **GPS ID:** 1205
Project Name: Intersection of US Hwy 69 Bus / State Hwy 9 and Memorial Dr **Division:** 1
City: Eufaula

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	21	SY	\$ 50.00	\$ 1,050.00
610(I)-4610	Tactile Warning Device - New	20	SF	\$ 25.00	\$ 500.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	56	LF	\$ 6.00	\$ 336.00
---	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:	\$	1,886.00
Engineering: (% +/-)	15%	\$ 477.43
Contingency: (% +/-)	20%	\$ 636.57
Estimated Project Cost:	\$	3,000.00

Project Location



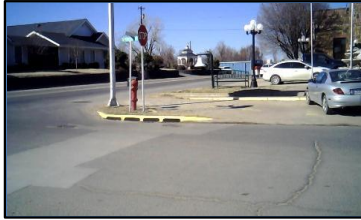
Field Observations

Intersection Issues	Crosswalk				Recommendations
	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		
Path of travel cross slope is greater than 5% for free-flow approaches	N/A	N/A	N/A	N/A	
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	Install crosswalk pavement markings
Crosswalk striping condition	N/A	None	N/A	N/A	

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1z	2z	3z	4z	
Curb ramp does not exist and is needed		X	X		Install curb ramp; see shapefile for median improvement
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curb side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%					
Curb ramp running slope is greater than 8.33%					
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%					
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"					
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25') in curb ramp/landing/flares					
Temporary obstruction (>0.25') in curb ramp/landing/flares					
No textured surface at base of curb ramp					
No color contrast at base of curb ramp					
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%					
Curb ramp transition onto roadway is greater than 0.25"					
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
Ponding occurs at base of curb ramp					



Corner 1 No Ramp (1z)



Corner 2 No Ramp (2z)



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

Opinion of Probable Construction Cost Disclaimer:

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Kimley-Horn and Associates, Inc. Priority: 2
Project Description for Unsignalized Intersection

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : US Hwy 69 Bus / State Hwy 9 **GPS ID:** 1206
Project Name: Intersection of US Hwy 69 Bus / State Hwy 9 and Pine Ave **Division:** 1
City: Eufaula

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	56	SY	\$ 50.00	\$ 2,800.00
610(I)-4610	Tactile Warning Device - New	60	SF	\$ 25.00	\$ 1,500.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	21	SY	\$ 12.00	\$ 252.00
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	310	LF	\$ 6.00	\$ 1,860.00
---	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:	\$	18,412.00
Engineering: (% +/-)	15%	\$ 2,823.43
Contingency: (% +/-)	20%	\$ 3,764.57
Estimated Project Cost:	\$	25,000.00

Project Location

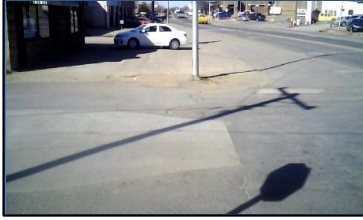


Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	Good	Good	Good	Poor	Repave roadway and install crosswalk pavement markings
Path of travel running slope is greater than 5%					
Path of travel cross slope is greater than 2% for stop control approaches	N/A	X	N/A	X	
Path of travel cross slope is greater than 5% for free-flow approaches		N/A		N/A	Install crosswalk pavement markings
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	
Crosswalk striping condition	None	None	None	None	

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1z	2z	3A	4A	
Curb ramp does not exist and is needed	X				Install curb ramp; see shapefile for median improvement
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%		X	X		
Curb ramp running slope is greater than 8.33%					
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%		X	X		
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"					
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25') in curb ramp/landing/flares		X			For intersection ramps and commercial driveway ramps, install color truncated domes
Temporary obstruction (>0.25') in curb ramp/landing/flares		X	X		
No textured surface at base of curb ramp		X	X		Remove and replace landing area
No color contrast at base of curb ramp		X	X		
Landing area does not exist and is needed		X	X		
Landing area is less than 5' x 5' or slopes greater than 2%		X	X		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.



Corner 1 No Ramp (1z)



Corner 2 No Ramp (2z)



Ramp 3A



Ramp 4A

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

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

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : US Hwy 69 Bus / State Hwy 9 **GPS ID:** 1209
Project Name: Intersection of US Hwy 69 Bus / State Hwy 9 and High St **Division:** 1
City: Eufaula

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	11	SY	\$ 50.00	\$ 550.00
610(I)-4610	Tactile Warning Device - New	10	SF	\$ 25.00	\$ 250.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	196	LF	\$ 6.00	\$ 1,176.00
---	Repave Roadway	1	LS	\$ 5,000.00	\$ 5,000.00
---	Fix Ponding	0	LS	\$ 2,000.00	\$ -
---	Fix Curb Ramp Transition	0	LS	\$ 2,000.00	\$ -
---	Median Nose Modification	0	LS	\$ 5,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Fix Curb Ramp Counter Slope	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

- No Design Completed
- Preliminary Design
- Final Design

Subtotal:	\$	6,976.00
Engineering: (% +/-)	15%	\$ 1,296.00
Contingency: (% +/-)	20%	\$ 1,728.00
Estimated Project Cost:	\$	10,000.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	Good	N/A	N/A	Poor	Repave roadway and install crosswalk pavement markings
Path of travel running slope is greater than 5%		N/A			
Path of travel cross slope is greater than 2% for stop control approaches	N/A		N/A		
Path of travel cross slope is greater than 5% for free-flow approaches		N/A		N/A	
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	Install crosswalk pavement markings
Crosswalk striping condition	None	N/A	N/A	None	

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1z	2z	3z	4z	
Curb ramp does not exist and is needed		X			Install curb ramp; see shapefile for median improvement
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curb side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%					
Curb ramp running slope is greater than 8.33%					
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%					
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"					
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25') in curb ramp/landing/flares					
Temporary obstruction (>0.25') in curb ramp/landing/flares					
No textured surface at base of curb ramp					
No color contrast at base of curb ramp					
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%					
Curb ramp transition onto roadway is greater than 0.25"					
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
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.



Corner 1 No Ramp (1z)



Corner 2 No Ramp (2z)



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Kimley-Horn and Associates, Inc. Priority: 2
Project Description for Unsignalized Intersection

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : US Hwy 69 Bus / State Hwy 9 **GPS ID:** 1210
Project Name: Intersection of US Hwy 69 Bus / State Hwy 9 and J C Watts Jr Ave **Division:** 1
City: Eufaula

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	11	SY	\$ 50.00	\$ 550.00
610(I)-4610	Tactile Warning Device - New	10	SF	\$ 25.00	\$ 250.00
610(I)-4615	Tactile Warning Device - Retrofit	10	SF	\$ 60.00	\$ 600.00
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	184	LF	\$ 6.00	\$ 1,104.00
---	Repave Roadway	0	LS	\$ 5,000.00	\$ -
---	Fix Ponding	0	LS	\$ 2,000.00	\$ -
---	Fix Curb Ramp Transition	0	LS	\$ 2,000.00	\$ -
---	Median Nose Modification	0	LS	\$ 5,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Fix Curb Ramp Counter Slope	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

- No Design Completed
- Preliminary Design
- Final Design

Subtotal:	\$	2,504.00
Engineering: (% +/-)	15%	\$ 641.14
Contingency: (% +/-)	20%	\$ 854.86
Estimated Project Cost:	\$	4,000.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Recommendations
	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		
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	
Crosswalk striping condition	None	None	N/A	N/A	Install crosswalk pavement markings

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1z	2A	3z	4z	
Curb ramp does not exist and is needed					
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curb side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%					
Curb ramp running slope is greater than 8.33%					
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%					
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"					
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25') in curb ramp/landing/flares					
Temporary obstruction (>0.25') in curb ramp/landing/flares					
No textured surface at base of curb ramp		X			For intersection ramps and commercial driveway ramps, install color truncated domes
No color contrast at base of curb ramp		X			
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%					
Curb ramp transition onto roadway is greater than 0.25"					
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
Ponding occurs at base of curb ramp					

Comment: Existing sidewalk, curb ramp, and/or striping configurations permit pedestrians to cross the major street. An Engineering study is needed to confirm crossing should be accommodated at this location and the current crossing treatment is appropriate.



Corner 1 No Ramp (1z)



Ramp 2A



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

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

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : US Hwy 69 Bus / State Hwy 9 **GPS ID:** 1211
Project Name: Intersection of US Hwy 69 Bus / State Hwy 9 and Cedar Ave **Division:** 1
City: Eufaula

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	21	SY	\$ 50.00	\$ 1,050.00
610(I)-4610	Tactile Warning Device - New	20	SF	\$ 25.00	\$ 500.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	108	LF	\$ 6.00	\$ 648.00
---	Repave Roadway	1	LS	\$ 5,000.00	\$ 5,000.00
---	Fix Ponding	0	LS	\$ 2,000.00	\$ -
---	Fix Curb Ramp Transition	0	LS	\$ 2,000.00	\$ -
---	Median Nose Modification	0	LS	\$ 5,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Fix Curb Ramp Counter Slope	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

- No Design Completed
- Preliminary Design
- Final Design

Subtotal:	\$	7,198.00
Engineering: (% +/-)	15%	\$ 1,200.86
Contingency: (% +/-)	20%	\$ 1,601.14
Estimated Project Cost:	\$	10,000.00

Project Location



Field Observations

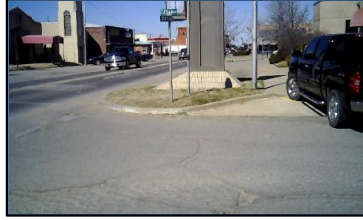
Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	Good	Poor	N/A	N/A	Repave roadway and install crosswalk pavement markings
Path of travel running slope is greater than 5%			N/A	N/A	
Path of travel cross slope is greater than 2% for stop control approaches	N/A		N/A		
Path of travel cross slope is greater than 5% for free-flow approaches		N/A	N/A	N/A	
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	Install crosswalk pavement markings
Crosswalk striping condition	None	None	N/A	N/A	

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1z	2z	3z	4z	
Curb ramp does not exist and is needed		X			Install curb ramp; see shapefile for median improvement
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curb side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%					
Curb ramp running slope is greater than 8.33%					
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%					
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"					
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25') in curb ramp/landing/flares					
Temporary obstruction (>0.25') in curb ramp/landing/flares					
No textured surface at base of curb ramp					
No color contrast at base of curb ramp					
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%					
Curb ramp transition onto roadway is greater than 0.25"					
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
Ponding occurs at base of curb ramp					

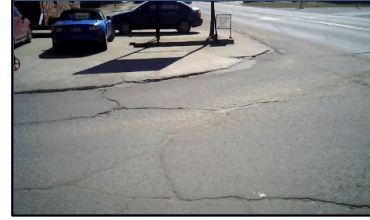
Comment: Existing sidewalk, curb ramp, and/or striping configurations permit pedestrians to cross the major street. An Engineering study is needed to confirm crossing should be accommodated at this location and the current crossing treatment is appropriate.



Corner 1 No Ramp (1z)



Corner 2 No Ramp (2z)



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Kimley-Horn and Associates, Inc. Priority: 13
Project Description for Unsignalized Intersection

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : US Hwy 69 Bus / State Hwy 9 **GPS ID:** 1212
Project Name: Intersection of US Hwy 69 Bus / State Hwy 9 and Wendel Ave **Division:** 1
City: Eufaula

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	0	SY	\$ 50.00	\$ -
610(I)-4610	Tactile Warning Device - New	0	SF	\$ 25.00	\$ -
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	62	LF	\$ 6.00	\$ 372.00
---	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:	\$	372.00
Engineering: (% +/-)	15%	\$ 269.14
Contingency: (% +/-)	20%	\$ 358.86
Estimated Project Cost:	\$	1,000.00

Project Location



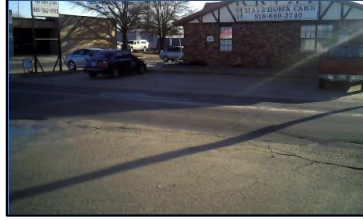
Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	N/A	N/A	N/A	Good	
Path of travel running slope is greater than 5%	N/A	N/A	N/A		
Path of travel cross slope is greater than 2% for stop control approaches	N/A		N/A		
Path of travel cross slope is greater than 5% for free-flow approaches	N/A	N/A	N/A	N/A	
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	Install crosswalk pavement markings
Crosswalk striping condition	N/A	N/A	N/A	None	

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1z	2z	3z	4z	
Curb ramp does not exist and is needed					
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curb side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%					
Curb ramp running slope is greater than 8.33%					
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%					
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"					
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25') in curb ramp/landing/flares					
Temporary obstruction (>0.25') in curb ramp/landing/flares					
No textured surface at base of curb ramp					
No color contrast at base of curb ramp					
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%					
Curb ramp transition onto roadway is greater than 0.25"					
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
Ponding occurs at base of curb ramp					



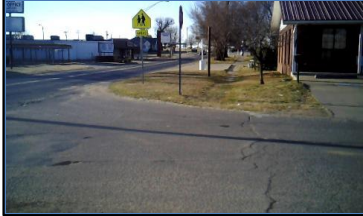
Corner 1 No Ramp (1z)



Corner 2 No Ramp (2z)



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

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

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : US Hwy 69 Bus / State Hwy 9 **GPS ID:** 1213
Project Name: Intersection of US Hwy 69 Bus / State Hwy 9 and Oak Ave **Division:** 1
City: Eufaula

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	11	SY	\$ 50.00	\$ 550.00
610(I)-4610	Tactile Warning Device - New	10	SF	\$ 25.00	\$ 250.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	118	LF	\$ 6.00	\$ 708.00
---	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:	\$	1,508.00
Engineering: (% +/-)	15%	\$ 639.43
Contingency: (% +/-)	20%	\$ 852.57
Estimated Project Cost:	\$	3,000.00

Project Location



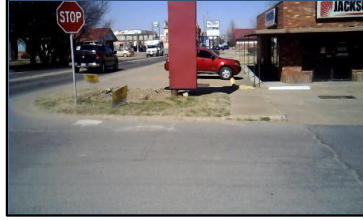
Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	N/A	Good	N/A	Good	
Path of travel running slope is greater than 5%	N/A		N/A		
Path of travel cross slope is greater than 2% for stop control approaches	N/A		N/A		
Path of travel cross slope is greater than 5% for free-flow approaches	N/A	N/A	N/A	N/A	
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	Install crosswalk pavement markings
Crosswalk striping condition	N/A	None	N/A	None	

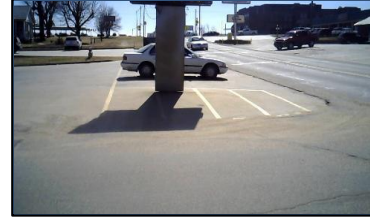
Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1z	2z	3z	4z	
Curb ramp does not exist and is needed		X			Install curb ramp; see shapefile for median improvement
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curb side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%					
Curb ramp running slope is greater than 8.33%					
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%					
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"					
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25') in curb ramp/landing/flares					
Temporary obstruction (>0.25') in curb ramp/landing/flares					
No textured surface at base of curb ramp					
No color contrast at base of curb ramp					
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%					
Curb ramp transition onto roadway is greater than 0.25"					
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
Ponding occurs at base of curb ramp					



Corner 1 No Ramp (1z)



Corner 2 No Ramp (2z)



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

Opinion of Probable Construction Cost Disclaimer:

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

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : US Hwy 69 Bus / State Hwy 9 **GPS ID:** 1214
Project Name: Intersection of US Hwy 69 Bus / State Hwy 9 and Forest Ave **Division:** 1
City: Eufaula

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	31	SY	\$ 50.00	\$ 1,550.00
610(I)-4610	Tactile Warning Device - New	30	SF	\$ 25.00	\$ 750.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	48	LF	\$ 6.00	\$ 288.00
---	Repave Roadway	0	LS	\$ 5,000.00	\$ -
---	Fix Ponding	0	LS	\$ 2,000.00	\$ -
---	Fix Curb Ramp Transition	0	LS	\$ 2,000.00	\$ -
---	Median Nose Modification	0	LS	\$ 5,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Fix Curb Ramp Counter Slope	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

- No Design Completed
- Preliminary Design
- Final Design

Subtotal:	\$	2,588.00
Engineering: (% +/-)	15%	\$ 605.14
Contingency: (% +/-)	20%	\$ 806.86
Estimated Project Cost:	\$	4,000.00

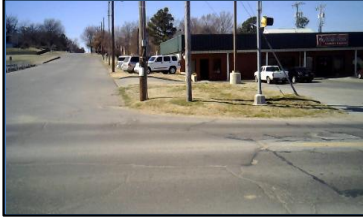
Project Location



Field Observations

Intersection Issues	Crosswalk				Recommendations
	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	
Path of travel cross slope is greater than 2% for stop control approaches	N/A		N/A		
Path of travel cross slope is greater than 5% for free-flow approaches	N/A	N/A		N/A	
Crosswalk width is less than 6'	N/A	N/A		N/A	Install crosswalk pavement markings
Crosswalk striping condition	N/A	None	N/A	N/A	

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1z	2z	3z	4z	
Curb ramp does not exist and is needed			X	X	Install curb ramp; see shapefile for median improvement
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curb side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%					
Curb ramp running slope is greater than 8.33%					
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%					
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"					
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25') in curb ramp/landing/flares					
Temporary obstruction (>0.25') in curb ramp/landing/flares					
No textured surface at base of curb ramp					
No color contrast at base of curb ramp					
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%					
Curb ramp transition onto roadway is greater than 0.25°					
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
Ponding occurs at base of curb ramp					



Corner 1 No Ramp (1z)



Corner 2 No Ramp (2z)



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Kimley-Horn and Associates, Inc. Priority: 13
Project Description for Unsignalized Intersection

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : State Hwy 80A (East-West Segment) **GPS ID:** 1236
Project Name: Intersection of State Hwy 80 and Cavalry **Division:** 1
City: Fort Gibson

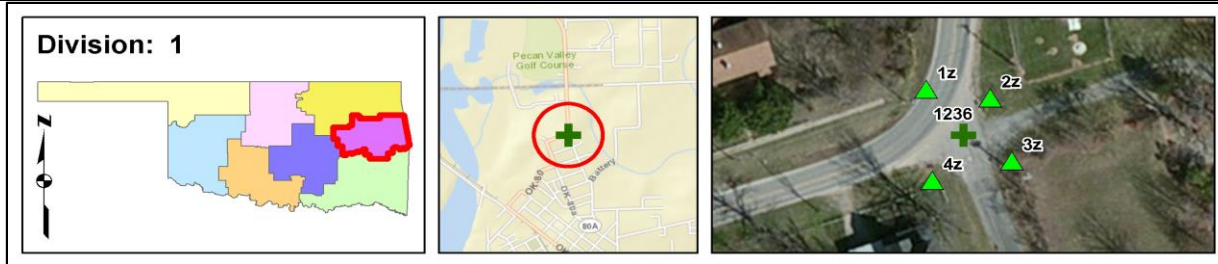
Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	0	SY	\$ 50.00	\$ -
610(I)-4610	Tactile Warning Device - New	0	SF	\$ 25.00	\$ -
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	60	LF	\$ 6.00	\$ 360.00
---	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:	\$	360.00
Engineering: (% +/-)	15%	\$ 274.29
Contingency: (% +/-)	20%	\$ 365.71
Estimated Project Cost:	\$	1,000.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	Good	N/A	N/A	N/A	
Path of travel running slope is greater than 5%		N/A	N/A	N/A	
Path of travel cross slope is greater than 2% for stop control approaches		N/A		N/A	
Path of travel cross slope is greater than 5% for free-flow approaches	N/A	N/A	N/A	N/A	
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	Install crosswalk pavement markings
Crosswalk striping condition	None	N/A	N/A	N/A	

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1z	2z	3z	4z	
Curb ramp does not exist and is needed					
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curb side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%					
Curb ramp running slope is greater than 8.33%					
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%					
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"					
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25') in curb ramp/landing/flares					
Temporary obstruction (>0.25') in curb ramp/landing/flares					
No textured surface at base of curb ramp					
No color contrast at base of curb ramp					
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%					
Curb ramp transition onto roadway is greater than 0.25°					
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
Ponding occurs at base of curb ramp					



Corner 1 No Ramp (1z)



Corner 2 No Ramp (2z)



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Kimley-Horn and Associates, Inc. Priority: 13
Project Description for Unsignalized Intersection

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : State Hwy 80A (East-West Segment) **GPS ID:** 1237
Project Name: Intersection of State Hwy 80 and Coppinger / Garrison Ave **Division:** 1
City: Fort Gibson

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	0	SY	\$ 50.00	\$ -
610(I)-4610	Tactile Warning Device - New	0	SF	\$ 25.00	\$ -
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	142	LF	\$ 6.00	\$ 852.00
---	Repave Roadway	2	LS	\$ 5,000.00	\$ 10,000.00
---	Fix Ponding	0	LS	\$ 2,000.00	\$ -
---	Fix Curb Ramp Transition	0	LS	\$ 2,000.00	\$ -
---	Median Nose Modification	0	LS	\$ 5,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Fix Curb Ramp Counter Slope	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

- No Design Completed
- Preliminary Design
- Final Design

Subtotal:	\$	10,852.00
Engineering: (% +/-)	15%	\$ 1,777.71
Contingency: (% +/-)	20%	\$ 2,370.29
Estimated Project Cost:	\$	15,000.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	Poor	Good	Good	N/A	Repave roadway and install crosswalk pavement markings
Path of travel running slope is greater than 5%				N/A	
Path of travel cross slope is greater than 2% for stop control approaches	X	N/A	X	N/A	
Path of travel cross slope is greater than 5% for free-flow approaches	N/A		N/A	N/A	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' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1z	2z	3z	4z	
Curb ramp does not exist and is needed					
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curb side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%					
Curb ramp running slope is greater than 8.33%					
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%					
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"					
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25') in curb ramp/landing/flares					
Temporary obstruction (>0.25') in curb ramp/landing/flares					
No textured surface at base of curb ramp					
No color contrast at base of curb ramp					
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%					
Curb ramp transition onto roadway is greater than 0.25"					
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
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.



Corner 1 No Ramp (1z)



Corner 2 No Ramp (2z)



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Kimley-Horn and Associates, Inc. Priority: 13
 Project Description for Unsignalized Intersection

Client: Oklahoma Department of Transportation Date: 7/28/16
 Program: ADA Self-Evaluation and Transition Plan Prepared By: CMP
 KHA No.: 051279001 Checked By: EPE

Corridor: State Hwy 80A (North-South Segment) GPS ID: 1238
 Project Name: Intersection of State Hwy 80 and Hazen Division: 1
 City: Fort Gibson

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	0	SY	\$ 50.00	\$ -
610(I)-4610	Tactile Warning Device - New	0	SF	\$ 25.00	\$ -
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	40	LF	\$ 6.00	\$ 240.00
---	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:	\$	240.00
Engineering: (% +/-)	15%	\$ 325.71
Contingency: (% +/-)	20%	\$ 434.29
Estimated Project Cost:	\$	1,000.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Recommendations
	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		
Path of travel cross slope is greater than 5% for free-flow approaches	N/A	N/A	N/A	N/A	
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	Install crosswalk pavement markings
Crosswalk striping condition	N/A	None	N/A	N/A	

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1z	2z	3z	4z	
Curb ramp does not exist and is needed					
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curb side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%					
Curb ramp running slope is greater than 8.33%					
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%					
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"					
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25') in curb ramp/landing/flares					
Temporary obstruction (>0.25') in curb ramp/landing/flares					
No textured surface at base of curb ramp					
No color contrast at base of curb ramp					
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%					
Curb ramp transition onto roadway is greater than 0.25"					
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
Ponding occurs at base of curb ramp					



Corner 1 No Ramp (1z)



Corner 2 No Ramp (2z)



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Kimley-Horn and Associates, Inc. Priority: 13
Project Description for Unsignalized Intersection

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : State Hwy 80A (North-South Segment) **GPS ID:** 1239
Project Name: Intersection of State Hwy 80 and State Hwy 80A **Division:** 1
City: Fort Gibson

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	0	SY	\$ 50.00	\$ -
610(I)-4610	Tactile Warning Device - New	0	SF	\$ 25.00	\$ -
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	107	LF	\$ 6.00	\$ 642.00
---	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:	\$	642.00
Engineering: (% +/-)	15%	\$ 153.43
Contingency: (% +/-)	20%	\$ 204.57
Estimated Project Cost:	\$	1,000.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	N/A	Good	N/A	Good	
Path of travel running slope is greater than 5%	N/A		N/A		
Path of travel cross slope is greater than 2% for stop control approaches	N/A		N/A		
Path of travel cross slope is greater than 5% for free-flow approaches	N/A	N/A	N/A	N/A	
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	Install crosswalk pavement markings
Crosswalk striping condition	N/A	None	N/A	None	

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1z	2z	3z	4z	
Curb ramp does not exist and is needed					
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curb side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%					
Curb ramp running slope is greater than 8.33%					
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%					
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"					
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25') in curb ramp/landing/flares					
Temporary obstruction (>0.25') in curb ramp/landing/flares					
No textured surface at base of curb ramp					
No color contrast at base of curb ramp					
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%					
Curb ramp transition onto roadway is greater than 0.25°					
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
Ponding occurs at base of curb ramp					



Corner 1 No Ramp (1z)



Corner 2 No Ramp (2z)



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Kimley-Horn and Associates, Inc. Priority: 13
Project Description for Unsignalized Intersection

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : State Hwy 80A (North-South Segment) **GPS ID:** 1242
Project Name: Intersection of State Hwy 80 (Ash) and Beauregard **Division:** 1
City: Fort Gibson

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	0	SY	\$ 50.00	\$ -
610(I)-4610	Tactile Warning Device - New	0	SF	\$ 25.00	\$ -
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	142	LF	\$ 6.00	\$ 852.00
---	Repave Roadway	2	LS	\$ 5,000.00	\$ 10,000.00
---	Fix Ponding	0	LS	\$ 2,000.00	\$ -
---	Fix Curb Ramp Transition	0	LS	\$ 2,000.00	\$ -
---	Median Nose Modification	0	LS	\$ 5,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Fix Curb Ramp Counter Slope	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

- No Design Completed
- Preliminary Design
- Final Design

Subtotal:	\$	10,852.00
Engineering: (% +/-)	15%	\$ 1,777.71
Contingency: (% +/-)	20%	\$ 2,370.29
Estimated Project Cost:	\$	15,000.00

Project Location



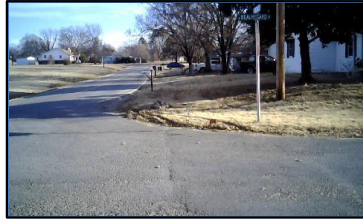
Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	N/A	Good	N/A	Good	
Path of travel running slope is greater than 5%	X		N/A		Repave roadway and install crosswalk pavement markings
Path of travel cross slope is greater than 2% for stop control approaches	N/A	X	N/A		
Path of travel cross slope is greater than 5% for free-flow approaches		N/A	N/A	N/A	
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	Install crosswalk pavement markings
Crosswalk striping condition	N/A	None	N/A	None	

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1z	2z	3z	4z	
Curb ramp does not exist and is needed					
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curb side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%					
Curb ramp running slope is greater than 8.33%					
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%					
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"					
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25') in curb ramp/landing/flares					
Temporary obstruction (>0.25') in curb ramp/landing/flares					
No textured surface at base of curb ramp					
No color contrast at base of curb ramp					
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%					
Curb ramp transition onto roadway is greater than 0.25"					
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
Ponding occurs at base of curb ramp					



Corner 1 No Ramp (1z)



Corner 2 No Ramp (2z)



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Kimley-Horn and Associates, Inc. Priority: 13
Project Description for Unsignalized Intersection

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : State Hwy 80 **GPS ID:** 1247
Project Name: Intersection of State Hwy 80 and Cottonwood St **Division:** 1
City: Fort Gibson

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	0	SY	\$ 50.00	\$ -
610(I)-4610	Tactile Warning Device - New	0	SF	\$ 25.00	\$ -
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	46	LF	\$ 6.00	\$ 276.00
---	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:	\$	276.00
Engineering: (% +/-)	15%	\$ 310.29
Contingency: (% +/-)	20%	\$ 413.71
Estimated Project Cost:	\$	1,000.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Recommendations
	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		
Path of travel cross slope is greater than 5% for free-flow approaches	N/A	N/A	N/A	N/A	
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	Install crosswalk pavement markings
Crosswalk striping condition	N/A	None	N/A	N/A	

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1z	2z	3z	4z	
Curb ramp does not exist and is needed					
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curb side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%					
Curb ramp running slope is greater than 8.33%					
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%					
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"					
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25') in curb ramp/landing/flares					
Temporary obstruction (>0.25') in curb ramp/landing/flares					
No textured surface at base of curb ramp					
No color contrast at base of curb ramp					
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%					
Curb ramp transition onto roadway is greater than 0.25"					
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
Ponding occurs at base of curb ramp					



Corner 1 No Ramp (1z)



Corner 2 No Ramp (2z)



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Kimley-Horn and Associates, Inc. Priority: 13
Project Description for Unsignalized Intersection

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : State Hwy 80 **GPS ID:** 1248
Project Name: Intersection of State Hwy 80 and Black Jack **Division:** 1
City: Fort Gibson

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	0	SY	\$ 50.00	\$ -
610(I)-4610	Tactile Warning Device - New	0	SF	\$ 25.00	\$ -
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	83	LF	\$ 6.00	\$ 498.00
---	Repave Roadway	2	LS	\$ 5,000.00	\$ 10,000.00
---	Fix Ponding	0	LS	\$ 2,000.00	\$ -
---	Fix Curb Ramp Transition	0	LS	\$ 2,000.00	\$ -
---	Median Nose Modification	0	LS	\$ 5,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Fix Curb Ramp Counter Slope	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

- No Design Completed
- Preliminary Design
- Final Design

Subtotal:	\$	10,498.00
Engineering: (% +/-)	15%	\$ 1,929.43
Contingency: (% +/-)	20%	\$ 2,572.57
Estimated Project Cost:	\$	15,000.00

Project Location



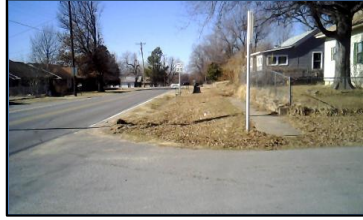
Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	N/A	Good	N/A	Good	
Path of travel running slope is greater than 5%					
Path of travel cross slope is greater than 2% for stop control approaches	N/A	X	N/A	X	Repave roadway and install crosswalk pavement markings
Path of travel cross slope is greater than 5% for free-flow approaches		N/A		N/A	
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	Install crosswalk pavement markings
Crosswalk striping condition	N/A	None	N/A	None	

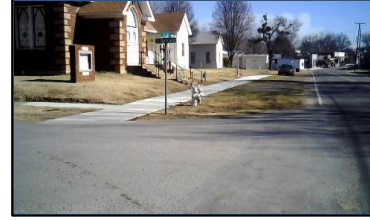
Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1z	2z	3z	4z	
Curb ramp does not exist and is needed					
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curb side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%					
Curb ramp running slope is greater than 8.33%					
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%					
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"					
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25') in curb ramp/landing/flares					
Temporary obstruction (>0.25') in curb ramp/landing/flares					
No textured surface at base of curb ramp					
No color contrast at base of curb ramp					
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%					
Curb ramp transition onto roadway is greater than 0.25"					
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
Ponding occurs at base of curb ramp					



Corner 1 No Ramp (1z)



Corner 2 No Ramp (2z)



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

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

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : State Hwy 80 **GPS ID:** 1249
Project Name: Intersection of State Hwy 80 and E Hickory Ave **Division:** 1
City: Fort Gibson

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	34	SY	\$ 50.00	\$ 1,700.00
610(I)-4610	Tactile Warning Device - New	30	SF	\$ 25.00	\$ 750.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	3	SY	\$ 12.00	\$ 36.00
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	145	LF	\$ 6.00	\$ 870.00
---	Repave Roadway	0	LS	\$ 5,000.00	\$ -
---	Fix Ponding	1	LS	\$ 2,000.00	\$ 2,000.00
---	Fix Curb Ramp Transition	0	LS	\$ 2,000.00	\$ -
---	Median Nose Modification	0	LS	\$ 5,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Fix Curb Ramp Counter Slope	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

- No Design Completed
- Preliminary Design
- Final Design

Subtotal:	\$	5,356.00
Engineering: (% +/-)	15%	\$ 1,133.14
Contingency: (% +/-)	20%	\$ 1,510.86
Estimated Project Cost:	\$	8,000.00

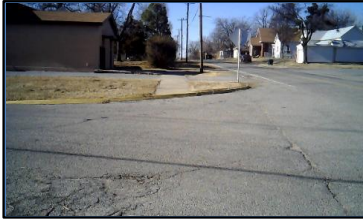
Project Location



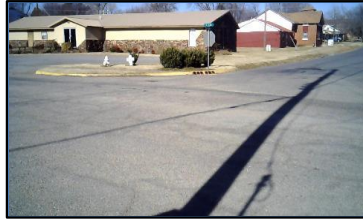
Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	N/A	Good	N/A	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	N/A	None	N/A	None	Install crosswalk pavement markings

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1z	2z	3A	4A	
Curb ramp does not exist and is needed	X	X			Install curb ramp; see shapefile for median improvement
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curb side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%					
Curb ramp running slope is greater than 8.33%					
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%					
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"					
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25') in curb ramp/landing/flares					
Temporary obstruction (>0.25') in curb ramp/landing/flares					
No textured surface at base of curb ramp					
No color contrast at base of curb ramp					
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%			X		Remove and replace landing area
Curb ramp transition onto roadway is greater than 0.25"					
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
Ponding occurs at base of curb ramp				X	Fix ponding



Corner 1 No Ramp (1z)



Corner 2 No Ramp (2z)



Ramp 3A



Ramp 4A

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Kimley-Horn and Associates, Inc. Priority: 13
Project Description for Unsignalized Intersection

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : State Hwy 80A (North-South Segment) **GPS ID:** 1250
Project Name: Intersection of State Hwy 80a and Armory **Division:** 1
City: Fort Gibson

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	0	SY	\$ 50.00	\$ -
610(I)-4610	Tactile Warning Device - New	0	SF	\$ 25.00	\$ -
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	100	LF	\$ 6.00	\$ 600.00
---	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:	\$	600.00
Engineering: (% +/-)	15%	\$ 171.43
Contingency: (% +/-)	20%	\$ 228.57
Estimated Project Cost:	\$	1,000.00

Project Location



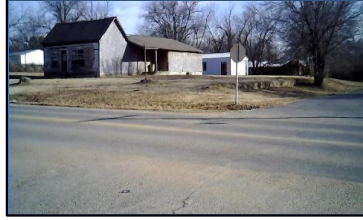
Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	N/A	Good	N/A	Good	
Path of travel running slope is greater than 5%	N/A		N/A		
Path of travel cross slope is greater than 2% for stop control approaches	N/A		N/A		
Path of travel cross slope is greater than 5% for free-flow approaches	N/A	N/A	N/A	N/A	
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	Install crosswalk pavement markings
Crosswalk striping condition	N/A	None	N/A	None	

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1z	2z	3z	4z	
Curb ramp does not exist and is needed					
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curb side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%					
Curb ramp running slope is greater than 8.33%					
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%					
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"					
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25') in curb ramp/landing/flares					
Temporary obstruction (>0.25') in curb ramp/landing/flares					
No textured surface at base of curb ramp					
No color contrast at base of curb ramp					
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%					
Curb ramp transition onto roadway is greater than 0.25"					
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
Ponding occurs at base of curb ramp					



Corner 1 No Ramp (1z)



Corner 2 No Ramp (2z)



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

Opinion of Probable Construction Cost Disclaimer:

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Kimley-Horn and Associates, Inc. Priority: 13
Project Description for Unsignalized Intersection

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : State Hwy 80A (North-South Segment) **GPS ID:** 1251
Project Name: Intersection of State Hwy 80a and E Battery Rd **Division:** 1
City: Fort Gibson

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	0	SY	\$ 50.00	\$ -
610(I)-4610	Tactile Warning Device - New	0	SF	\$ 25.00	\$ -
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	92	LF	\$ 6.00	\$ 552.00
---	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:	\$	552.00
Engineering: (% +/-)	15%	\$ 192.00
Contingency: (% +/-)	20%	\$ 256.00
Estimated Project Cost:	\$	1,000.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	N/A	Good	N/A	Good	
Path of travel running slope is greater than 5%	N/A		N/A		
Path of travel cross slope is greater than 2% for stop control approaches	N/A		N/A		
Path of travel cross slope is greater than 5% for free-flow approaches	N/A	N/A	N/A	N/A	
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	Install crosswalk pavement markings
Crosswalk striping condition	N/A	None	N/A	None	

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1z	2z	3z	4z	
Curb ramp does not exist and is needed					
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curb side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%					
Curb ramp running slope is greater than 8.33%					
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%					
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"					
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25') in curb ramp/landing/flares					
Temporary obstruction (>0.25') in curb ramp/landing/flares					
No textured surface at base of curb ramp					
No color contrast at base of curb ramp					
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%					
Curb ramp transition onto roadway is greater than 0.25"					
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
Ponding occurs at base of curb ramp					



Corner 1 No Ramp (1z)



Corner 2 No Ramp (2z)



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

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Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : State Hwy 80A (North-South Segment) **GPS ID:** 1252
Project Name: Intersection of State Hwy 80a and E Artillery **Division:** 1
City: Fort Gibson

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	0	SY	\$ 50.00	\$ -
610(I)-4610	Tactile Warning Device - New	0	SF	\$ 25.00	\$ -
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	34	LF	\$ 6.00	\$ 204.00
---	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:	\$	204.00
Engineering: (% +/-)	15%	\$ 341.14
Contingency: (% +/-)	20%	\$ 454.86
Estimated Project Cost:	\$	1,000.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Recommendations
	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		
Path of travel cross slope is greater than 5% for free-flow approaches	N/A	N/A	N/A	N/A	
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	Install crosswalk pavement markings
Crosswalk striping condition	N/A	None	N/A	N/A	

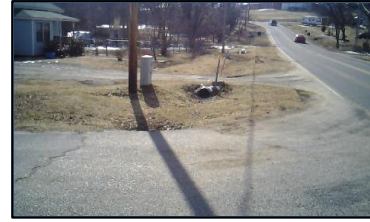
Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1z	2z	3z	4z	
Curb ramp does not exist and is needed					
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curb side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%					
Curb ramp running slope is greater than 8.33%					
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%					
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"					
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25') in curb ramp/landing/flares					
Temporary obstruction (>0.25') in curb ramp/landing/flares					
No textured surface at base of curb ramp					
No color contrast at base of curb ramp					
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%					
Curb ramp transition onto roadway is greater than 0.25"					
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
Ponding occurs at base of curb ramp					



Corner 1 No Ramp (1z)



Corner 2 No Ramp (2z)



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Kimley-Horn and Associates, Inc. Priority: 13
Project Description for Unsignalized Intersection

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : State Hwy 80A (North-South Segment) **GPS ID:** 1253
Project Name: Intersection of State Hwy 80a and Jefferson Davis Blvd (North) **Division:** 1
City: Fort Gibson

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	0	SY	\$ 50.00	\$ -
610(I)-4610	Tactile Warning Device - New	0	SF	\$ 25.00	\$ -
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	38	LF	\$ 6.00	\$ 228.00
---	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:	\$	228.00
Engineering: (% +/-)	15%	\$ 330.86
Contingency: (% +/-)	20%	\$ 441.14
Estimated Project Cost:	\$	1,000.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	N/A	N/A	N/A	Good	
Path of travel running slope is greater than 5%	N/A	N/A	N/A		
Path of travel cross slope is greater than 2% for stop control approaches	N/A		N/A		
Path of travel cross slope is greater than 5% for free-flow approaches	N/A	N/A	N/A	N/A	
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	
Crosswalk striping condition	N/A	N/A	N/A	None	Install crosswalk pavement markings

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1z	2z	3z	4z	
Curb ramp does not exist and is needed					
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curb side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%					
Curb ramp running slope is greater than 8.33%					
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%					
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"					
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25') in curb ramp/landing/flares					
Temporary obstruction (>0.25') in curb ramp/landing/flares					
No textured surface at base of curb ramp					
No color contrast at base of curb ramp					
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%					
Curb ramp transition onto roadway is greater than 0.25"					
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
Ponding occurs at base of curb ramp					



Corner 1 No Ramp (1z)



Corner 2 No Ramp (2z)



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Kimley-Horn and Associates, Inc. Priority: 13
Project Description for Unsignalized Intersection

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : State Hwy 80A (North-South Segment) **GPS ID:** 1254
Project Name: Intersection of State Hwy 80a and Jefferson Davis Blvd (South) **Division:** 1
City: Fort Gibson

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	0	SY	\$ 50.00	\$ -
610(I)-4610	Tactile Warning Device - New	0	SF	\$ 25.00	\$ -
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	18	LF	\$ 6.00	\$ 108.00
---	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:	\$	108.00
Engineering: (% +/-)	15%	\$ 382.29
Contingency: (% +/-)	20%	\$ 509.71
Estimated Project Cost:	\$	1,000.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Recommendations
	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		
Path of travel cross slope is greater than 5% for free-flow approaches	N/A	N/A	N/A	N/A	
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	Install crosswalk pavement markings
Crosswalk striping condition	N/A	None	N/A	N/A	

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1z	2z	3z	4z	
Curb ramp does not exist and is needed					
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curb side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%					
Curb ramp running slope is greater than 8.33%					
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%					
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"					
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25') in curb ramp/landing/flares					
Temporary obstruction (>0.25') in curb ramp/landing/flares					
No textured surface at base of curb ramp					
No color contrast at base of curb ramp					
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%					
Curb ramp transition onto roadway is greater than 0.25°					
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
Ponding occurs at base of curb ramp					



Corner 1 No Ramp (1z)



Corner 2 No Ramp (2z)



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Kimley-Horn and Associates, Inc. Priority: 13
Project Description for Unsignalized Intersection

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : State Hwy 80A (North-South Segment) **GPS ID:** 1255
Project Name: Intersection of State Hwy 80a and Garrison Ave **Division:** 1
City: Fort Gibson

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	0	SY	\$ 50.00	\$ -
610(I)-4610	Tactile Warning Device - New	0	SF	\$ 25.00	\$ -
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	171	LF	\$ 6.00	\$ 1,026.00
---	Repave Roadway	1	LS	\$ 5,000.00	\$ 5,000.00
---	Fix Ponding	0	LS	\$ 2,000.00	\$ -
---	Fix Curb Ramp Transition	0	LS	\$ 2,000.00	\$ -
---	Median Nose Modification	0	LS	\$ 5,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Fix Curb Ramp Counter Slope	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

- No Design Completed
- Preliminary Design
- Final Design

Subtotal:	\$	6,026.00
Engineering: (% +/-)	15%	\$ 1,274.57
Contingency: (% +/-)	20%	\$ 1,699.43
Estimated Project Cost:	\$	9,000.00

Project Location



Field Observations

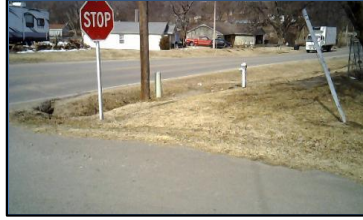
Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	Good	Good	N/A	Good	
Path of travel running slope is greater than 5%			N/A		
Path of travel cross slope is greater than 2% for stop control approaches	N/A		N/A	X	Repave roadway and install crosswalk pavement markings
Path of travel cross slope is greater than 5% for free-flow approaches		N/A	N/A	N/A	
Crosswalk width is less than 6'		N/A	N/A	N/A	Install crosswalk pavement markings
Crosswalk striping condition	None	None	N/A	None	

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1z	2z	3z	4z	
Curb ramp does not exist and is needed					
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curbed side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%					
Curb ramp running slope is greater than 8.33%					
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%					
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"					
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25') in curb ramp/landing/flares					
Temporary obstruction (>0.25') in curb ramp/landing/flares					
No textured surface at base of curb ramp					
No color contrast at base of curb ramp					
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%					
Curb ramp transition onto roadway is greater than 0.25"					
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
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.



Corner 1 No Ramp (1z)



Corner 2 No Ramp (2z)



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

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

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : US Hwy 62 Bus **GPS ID:** 1257
Project Name: Intersection of US Hwy 62 Bus (Poplar St) and N Jackson St **Division:** 1
City: Fort Gibson

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	31	SY	\$ 50.00	\$ 1,550.00
610(I)-4610	Tactile Warning Device - New	30	SF	\$ 25.00	\$ 750.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	10	SY	\$ 12.00	\$ 120.00
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	92	LF	\$ 6.00	\$ 552.00
---	Repave Roadway	0	LS	\$ 5,000.00	\$ -
---	Fix Ponding	0	LS	\$ 2,000.00	\$ -
---	Fix Curb Ramp Transition	0	LS	\$ 2,000.00	\$ -
---	Median Nose Modification	0	LS	\$ 5,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Fix Curb Ramp Counter Slope	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

- No Design Completed
- Preliminary Design
- Final Design

Subtotal:	\$	2,972.00
Engineering: (% +/-)	15%	\$ 869.14
Contingency: (% +/-)	20%	\$ 1,158.86
Estimated Project Cost:	\$	5,000.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	Good	N/A	Good	N/A	
Path of travel running slope is greater than 5%					
Path of travel cross slope is greater than 2% for stop control approaches		N/A		N/A	
Path of travel cross slope is greater than 5% for free-flow approaches	N/A		N/A		
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	Install crosswalk pavement markings
Crosswalk striping condition	None	N/A	None	N/A	

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)				Recommendations	
	1A	2z	3z	4A		
Curb ramp does not exist and is needed		X	X		Install curb ramp; see shapefile for median improvement	
Curb ramp does not land in crosswalk						
No 4' x 4' clear space at base of curb ramp						
Curb side is not 90° or has traversable adjacent surface						
Flare cross slope is greater than 10%						
Curb ramp running slope is greater than 8.33%						
Blended transition running slope is greater than 5%						
Cut-thru ramp running slope is greater than 5%						
Curb ramp cross slope is greater than 2%	X					Remove and replace curb ramp
Cut-thru ramp cross slope is greater than 2%						
Curb ramp width is less than 48"						
Cut-thru ramp width is less than 60"						
Permanent obstruction (>0.25') in curb ramp/landing/flares						
Temporary obstruction (>0.25') in curb ramp/landing/flares						
No textured surface at base of curb ramp						
No color contrast at base of curb ramp						
Landing area does not exist and is needed						
Landing area is less than 5' x 5' or slopes greater than 2%			X		Remove and replace landing area	
Curb ramp transition onto roadway is greater than 0.25"						
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%						
Ponding occurs at base of curb ramp						



Ramp 1A



Corner 2 No Ramp (2z)



Corner 3 No Ramp (3z)



Ramp 4A

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

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

Client: Oklahoma Department of Transportation Date: 7/28/16
 Program: ADA Self-Evaluation and Transition Plan Prepared By: CMP
 KHA No.: 051279001 Checked By: EPE

Corridor : US Hwy 62 Bus GPS ID: 1258
 Project Name: Intersection of US Hwy 62 Bus (Poplar St) and Beauregard St Division: 1
 City: Fort Gibson

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	21	SY	\$ 50.00	\$ 1,050.00
610(I)-4610	Tactile Warning Device - New	20	SF	\$ 25.00	\$ 500.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	70	LF	\$ 6.00	\$ 420.00
---	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:	\$	1,970.00
Engineering: (% +/-)	15%	\$ 441.43
Contingency: (% +/-)	20%	\$ 588.57
Estimated Project Cost:	\$	3,000.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	Good	N/A	N/A	N/A	
Path of travel running slope is greater than 5%					
Path of travel cross slope is greater than 2% for stop control approaches		N/A		N/A	
Path of travel cross slope is greater than 5% for free-flow approaches	N/A		N/A		
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	Install crosswalk pavement markings
Crosswalk striping condition	None	N/A	N/A	N/A	

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1z	2z	3z	4z	
Curb ramp does not exist and is needed	X	X			Install curb ramp; see shapefile for median improvement
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curb side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%					
Curb ramp running slope is greater than 8.33%					
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%					
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"					
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25') in curb ramp/landing/flares					
Temporary obstruction (>0.25') in curb ramp/landing/flares					
No textured surface at base of curb ramp					
No color contrast at base of curb ramp					
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%					
Curb ramp transition onto roadway is greater than 0.25"					
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
Ponding occurs at base of curb ramp					



Corner 1 No Ramp (1z)



Corner 2 No Ramp (2z)



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

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

Client: Oklahoma Department of Transportation Date: 7/28/16
 Program: ADA Self-Evaluation and Transition Plan Prepared By: CMP
 KHA No.: 051279001 Checked By: EPE

Corridor: State Hwy 10 / State Hwy 100 GPS ID: 1286
 Project Name: Intersection of State Hwy 10 and State Hwy 100 Division: 1
 City: Gore

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	2	CY	\$ 5.50	\$ 11.00
609(A)-0300	Concrete Curb (6" Barrier-Integral)	12	LF	\$ 7.00	\$ 84.00
610(A)-0602	4" Concrete Sidewalk	24	SY	\$ 50.00	\$ 1,200.00
610(I)-4610	Tactile Warning Device - New	40	SF	\$ 25.00	\$ 1,000.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	98	LF	\$ 6.00	\$ 588.00
---	Repave Roadway	0	LS	\$ 5,000.00	\$ -
---	Fix Ponding	0	LS	\$ 2,000.00	\$ -
---	Fix Curb Ramp Transition	0	LS	\$ 2,000.00	\$ -
---	Median Nose Modification	0	LS	\$ 5,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Fix Curb Ramp Counter Slope	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

- No Design Completed
- Preliminary Design
- Final Design

Subtotal:	\$	2,883.00
Engineering: (% +/-)	15%	\$ 478.71
Contingency: (% +/-)	20%	\$ 638.29
Estimated Project Cost:	\$	4,000.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	N/A	N/A	Good	N/A	N/A
Path of travel running slope is greater than 5%	N/A	N/A		N/A	N/A
Path of travel cross slope is greater than 2% for stop control approaches		N/A		N/A	
Path of travel cross slope is greater than 5% for free-flow approaches	N/A	N/A	N/A	N/A	
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	Install crosswalk pavement markings
Crosswalk striping condition	N/A	N/A	None	N/A	

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)					Recommendations
	Nz	1z	2z	3z	4z	
Curb ramp does not exist and is needed	X			X	X	Install curb ramp; see shapefile for median improvement
Curb ramp does not land in crosswalk						
No 4' x 4' clear space at base of curb ramp						
Curb side is not 90° or has traversable adjacent surface						
Flare cross slope is greater than 10%						
Curb ramp running slope is greater than 8.33%						
Blended transition running slope is greater than 5%						
Cut-thru ramp running slope is greater than 5%						
Curb ramp cross slope is greater than 2%						
Cut-thru ramp cross slope is greater than 2%						
Curb ramp width is less than 48"						
Cut-thru ramp width is less than 60"						
Permanent obstruction (>0.25') in curb ramp/landing/flares						
Temporary obstruction (>0.25') in curb ramp/landing/flares						
No textured surface at base of curb ramp						
No color contrast at base of curb ramp						
Landing area does not exist and is needed						
Landing area is less than 5' x 5' or slopes greater than 2%						
Curb ramp transition onto roadway is greater than 0.25°						
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%						
Ponding occurs at base of curb ramp						



North Median No Ramp (Nz)



Corner 1 No Ramp (1z)



Corner 2 No Ramp (2z)



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : State Hwy 10 / State Hwy 100 **GPS ID:** 1287
Project Name: Intersection of State Hwy 10 / State Hwy 100 and 1st St **Division:** 1
City: Gore

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	0	SY	\$ 50.00	\$ -
610(I)-4610	Tactile Warning Device - New	0	SF	\$ 25.00	\$ -
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	0	LF	\$ 6.00	\$ -
---	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:	\$	-
Engineering: (% +/-)	15%	\$ -
Contingency: (% +/-)	20%	\$ -
Estimated Project Cost:	\$	-

Project Location



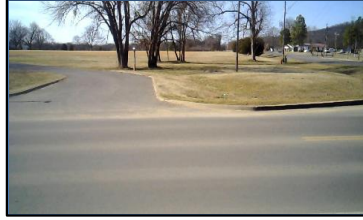
Field Observations

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

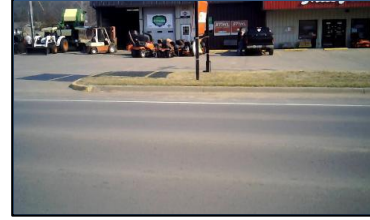
Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1z	2z	3z	4z	
Curb ramp does not exist and is needed					
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curb side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%					
Curb ramp running slope is greater than 8.33%					
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%					
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"					
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25') in curb ramp/landing/flares					
Temporary obstruction (>0.25') in curb ramp/landing/flares					
No textured surface at base of curb ramp					
No color contrast at base of curb ramp					
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%					
Curb ramp transition onto roadway is greater than 0.25°					
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
Ponding occurs at base of curb ramp					



Corner 1 No Ramp (1z)



Corner 2 No Ramp (2z)



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

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

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : State Hwy 10 / State Hwy 100 **GPS ID:** 1288
Project Name: Intersection of State Hwy 10 / State Hwy 100 and 2nd St **Division:** 1
City: Gore

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	11	SY	\$ 50.00	\$ 550.00
610(I)-4610	Tactile Warning Device - New	10	SF	\$ 25.00	\$ 250.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	50	LF	\$ 6.00	\$ 300.00
---	Repave Roadway	1	LS	\$ 5,000.00	\$ 5,000.00
---	Fix Ponding	0	LS	\$ 2,000.00	\$ -
---	Fix Curb Ramp Transition	0	LS	\$ 2,000.00	\$ -
---	Median Nose Modification	0	LS	\$ 5,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Fix Curb Ramp Counter Slope	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

- No Design Completed
- Preliminary Design
- Final Design

Subtotal:	\$	6,100.00
Engineering: (% +/-)	15%	\$ 1,242.86
Contingency: (% +/-)	20%	\$ 1,657.14
Estimated Project Cost:	\$	9,000.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	Good	N/A	N/A	N/A	
Path of travel running slope is greater than 5%		N/A	N/A	N/A	
Path of travel cross slope is greater than 2% for stop control approaches	X	N/A		N/A	Repave roadway and install crosswalk pavement markings
Path of travel cross slope is greater than 5% for free-flow approaches	N/A	N/A	N/A	N/A	
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	Install crosswalk pavement markings
Crosswalk striping condition	None	N/A	N/A	N/A	

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1z	2z	3z	4z	
Curb ramp does not exist and is needed		X			Install curb ramp; see shapefile for median improvement
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curb side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%					
Curb ramp running slope is greater than 8.33%					
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%					
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"					
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25') in curb ramp/landing/flares					
Temporary obstruction (>0.25') in curb ramp/landing/flares					
No textured surface at base of curb ramp					
No color contrast at base of curb ramp					
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%					
Curb ramp transition onto roadway is greater than 0.25°					
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
Ponding occurs at base of curb ramp					



Corner 1 No Ramp (1z)



Corner 2 No Ramp (2z)



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Kimley-Horn and Associates, Inc. Priority: 2
Project Description for Unsignalized Intersection

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : State Hwy 10 / State Hwy 100 **GPS ID:** 1289
Project Name: Intersection of State Hwy 10 / State Hwy 100 and 3rd St **Division:** 1
City: Gore

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	18	SY	\$ 50.00	\$ 900.00
610(I)-4610	Tactile Warning Device - New	20	SF	\$ 25.00	\$ 500.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	8	SY	\$ 12.00	\$ 96.00
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	48	LF	\$ 6.00	\$ 288.00
---	Repave Roadway	0	LS	\$ 5,000.00	\$ -
---	Fix Ponding	0	LS	\$ 2,000.00	\$ -
---	Fix Curb Ramp Transition	1	LS	\$ 2,000.00	\$ 2,000.00
---	Median Nose Modification	0	LS	\$ 5,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Fix Curb Ramp Counter Slope	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

- No Design Completed
- Preliminary Design
- Final Design

Subtotal:	\$	3,784.00
Engineering: (% +/-)	15%	\$ 949.71
Contingency: (% +/-)	20%	\$ 1,266.29
Estimated Project Cost:	\$	6,000.00

Project Location



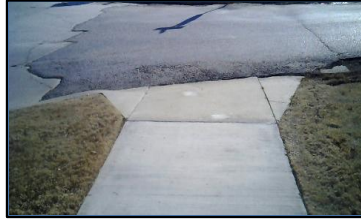
Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	Good	N/A	N/A	N/A	
Path of travel running slope is greater than 5%		N/A	N/A	N/A	
Path of travel cross slope is greater than 2% for stop control approaches		N/A		N/A	
Path of travel cross slope is greater than 5% for free-flow approaches	N/A	N/A	N/A	N/A	
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	Install crosswalk pavement markings
Crosswalk striping condition	None	N/A	N/A	N/A	

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1z	2A	3z	4z	
Curb ramp does not exist and is needed	X				Install curb ramp; see shapefile for median improvement
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curb side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%					
Curb ramp running slope is greater than 8.33%					
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					Remove and replace curb ramp
Curb ramp cross slope is greater than 2%					
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"					
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25') in curb ramp/landing/flares	X				
Temporary obstruction (>0.25') in curb ramp/landing/flares					
No textured surface at base of curb ramp	X				For intersection ramps and commercial driveway ramps, install color truncated domes
No color contrast at base of curb ramp	X				
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%					
Curb ramp transition onto roadway is greater than 0.25"	X				Fix curb ramp transition
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
Ponding occurs at base of curb ramp					



Corner 1 No Ramp (1z)



Ramp 2A



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

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

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : State Hwy 10 / State Hwy 100 **GPS ID:** 1290
Project Name: Intersection of State Hwy 10 / State Hwy 100 and 4th St **Division:** 1
City: Gore

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	11	SY	\$ 50.00	\$ 550.00
610(I)-4610	Tactile Warning Device - New	10	SF	\$ 25.00	\$ 250.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	184	LF	\$ 6.00	\$ 1,104.00
---	Repave Roadway	2	LS	\$ 5,000.00	\$ 10,000.00
---	Fix Ponding	0	LS	\$ 2,000.00	\$ -
---	Fix Curb Ramp Transition	0	LS	\$ 2,000.00	\$ -
---	Median Nose Modification	0	LS	\$ 5,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Fix Curb Ramp Counter Slope	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

- No Design Completed
- Preliminary Design
- Final Design

Subtotal:	\$	11,904.00
Engineering: (% +/-)	15%	\$ 2,184.00
Contingency: (% +/-)	20%	\$ 2,912.00
Estimated Project Cost:	\$	17,000.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	Good	N/A	Good	Good	
Path of travel running slope is greater than 5%		N/A			
Path of travel cross slope is greater than 2% for stop control approaches	X	N/A	X	N/A	Repave roadway and install crosswalk pavement markings
Path of travel cross slope is greater than 5% for free-flow approaches	N/A	N/A	N/A		
Crosswalk width is less than 6'	N/A	N/A	N/A		Install crosswalk pavement markings
Crosswalk striping condition	None	N/A	None	Worn	

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1z	2z	3z	4z	
Curb ramp does not exist and is needed	X				Install curb ramp; see shapefile for median improvement
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curb side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%					
Curb ramp running slope is greater than 8.33%					
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%					
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"					
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25') in curb ramp/landing/flares					
Temporary obstruction (>0.25') in curb ramp/landing/flares					
No textured surface at base of curb ramp					
No color contrast at base of curb ramp					
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%					
Curb ramp transition onto roadway is greater than 0.25"					
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
Ponding occurs at base of curb ramp					

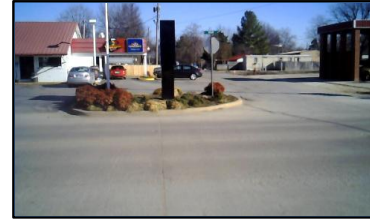
Comment: Existing sidewalk, curb ramp, and/or striping configurations permit pedestrians to cross the major street. An Engineering study is needed to confirm crossing should be accommodated at this location and the current crossing treatment is appropriate.



Corner 1 No Ramp (1z)



Corner 2 No Ramp (2z)



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

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

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : State Hwy 10 / State Hwy 100 **GPS ID:** 1291
Project Name: Intersection of State Hwy 10 / State Hwy 100 and 5th St **Division:** 1
City: Gore

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	51	SY	\$ 50.00	\$ 2,550.00
610(I)-4610	Tactile Warning Device - New	50	SF	\$ 25.00	\$ 1,250.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	180	LF	\$ 6.00	\$ 1,080.00
---	Repave Roadway	1	LS	\$ 5,000.00	\$ 5,000.00
---	Fix Ponding	0	LS	\$ 2,000.00	\$ -
---	Fix Curb Ramp Transition	0	LS	\$ 2,000.00	\$ -
---	Median Nose Modification	0	LS	\$ 5,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Fix Curb Ramp Counter Slope	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

- No Design Completed
- Preliminary Design
- Final Design

Subtotal:	\$	9,880.00
Engineering: (% +/-)	15%	\$ 1,765.71
Contingency: (% +/-)	20%	\$ 2,354.29
Estimated Project Cost:	\$	14,000.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Recommendations
	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	X	N/A		N/A	Repave roadway and install crosswalk pavement markings
Path of travel cross slope is greater than 5% for free-flow approaches	N/A		N/A	N/A	
Crosswalk width is less than 6'	N/A		N/A	N/A	Remove and replace crosswalk pavement markings
Crosswalk striping condition	None	Worn	None	N/A	

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1z	2z	3z	4z	
Curb ramp does not exist and is needed	X	X	X		Install curb ramp; see shapefile for median improvement
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curb side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%					
Curb ramp running slope is greater than 8.33%					
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%					
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"					
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25') in curb ramp/landing/flares					
Temporary obstruction (>0.25') in curb ramp/landing/flares					
No textured surface at base of curb ramp					
No color contrast at base of curb ramp					
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%					
Curb ramp transition onto roadway is greater than 0.25"					
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
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.



Corner 1 No Ramp (1z)



Corner 2 No Ramp (2z)



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

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

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : State Hwy 10 / State Hwy 100 **GPS ID:** 1302
Project Name: Intersection of US Hwy 64 / State Hwy 10 and State Hwy 100 **Division:** 1
City: Gore

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	21	SY	\$ 50.00	\$ 1,050.00
610(I)-4610	Tactile Warning Device - New	20	SF	\$ 25.00	\$ 500.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	158	LF	\$ 6.00	\$ 948.00
---	Repave Roadway	1	LS	\$ 5,000.00	\$ 5,000.00
---	Fix Ponding	0	LS	\$ 2,000.00	\$ -
---	Fix Curb Ramp Transition	0	LS	\$ 2,000.00	\$ -
---	Median Nose Modification	0	LS	\$ 5,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Fix Curb Ramp Counter Slope	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

- No Design Completed
- Preliminary Design
- Final Design

Subtotal:	\$	7,498.00
Engineering: (% +/-)	15%	\$ 1,500.86
Contingency: (% +/-)	20%	\$ 2,001.14
Estimated Project Cost:	\$	11,000.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	Poor	N/A	Good	N/A	Repave roadway and install crosswalk pavement markings
Path of travel running slope is greater than 5%		N/A		N/A	
Path of travel cross slope is greater than 2% for stop control approaches		N/A		N/A	
Path of travel cross slope is greater than 5% for free-flow approaches	N/A	N/A	N/A	N/A	
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	Install crosswalk pavement markings
Crosswalk striping condition	None	N/A	None	N/A	

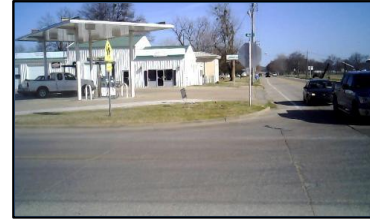
Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1z	2z	3z	4z	
Curb ramp does not exist and is needed	X	X			Install curb ramp; see shapefile for median improvement
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curb side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%					
Curb ramp running slope is greater than 8.33%					
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%					
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"					
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25') in curb ramp/landing/flares					
Temporary obstruction (>0.25') in curb ramp/landing/flares					
No textured surface at base of curb ramp					
No color contrast at base of curb ramp					
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%					
Curb ramp transition onto roadway is greater than 0.25°					
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
Ponding occurs at base of curb ramp					



Corner 1 No Ramp (1z)



Corner 2 No Ramp (2z)



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Kimley-Horn and Associates, Inc. Priority: 13
Project Description for Unsignalized Intersection

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : State Hwy 52 **GPS ID:** 1322
Project Name: Intersection of State Hwy 52 and 1st St **Division:** 1
City: Hanna

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	0	SY	\$ 50.00	\$ -
610(I)-4610	Tactile Warning Device - New	0	SF	\$ 25.00	\$ -
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	84	LF	\$ 6.00	\$ 504.00
---	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:	\$	504.00
Engineering: (% +/-)	15%	\$ 212.57
Contingency: (% +/-)	20%	\$ 283.43
Estimated Project Cost:	\$	1,000.00

Project Location



Field Observations

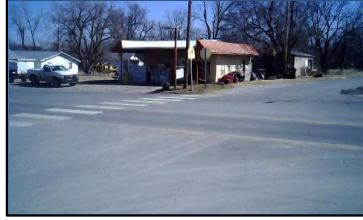
Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	Good	Good	N/A	Good	
Path of travel running slope is greater than 5%			N/A		
Path of travel cross slope is greater than 2% for stop control approaches	N/A		N/A		
Path of travel cross slope is greater than 5% for free-flow approaches		N/A	N/A	N/A	
Crosswalk width is less than 6'		N/A	N/A	N/A	
Crosswalk striping condition	Good	None	N/A	None	Install crosswalk pavement markings

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1z	2z	3z	4z	
Curb ramp does not exist and is needed					
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curb side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%					
Curb ramp running slope is greater than 8.33%					
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%					
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"					
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25') in curb ramp/landing/flares					
Temporary obstruction (>0.25') in curb ramp/landing/flares					
No textured surface at base of curb ramp					
No color contrast at base of curb ramp					
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%					
Curb ramp transition onto roadway is greater than 0.25"					
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
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.



Corner 1 No Ramp (1z)



Corner 2 No Ramp (2z)



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Kimley-Horn and Associates, Inc. Priority: 13
Project Description for Unsignalized Intersection

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : US Hwy 64 / State Hwy 72 **GPS ID:** 1344
Project Name: Intersection of US Hwy 64 / State Hwy 72 and State Hwy 104 **Division:** 1
City: Haskell

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	0	SY	\$ 50.00	\$ -
610(I)-4610	Tactile Warning Device - New	0	SF	\$ 25.00	\$ -
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	112	LF	\$ 6.00	\$ 672.00
---	Repave Roadway	1	LS	\$ 5,000.00	\$ 5,000.00
---	Fix Ponding	0	LS	\$ 2,000.00	\$ -
---	Fix Curb Ramp Transition	0	LS	\$ 2,000.00	\$ -
---	Median Nose Modification	0	LS	\$ 5,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Fix Curb Ramp Counter Slope	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

- No Design Completed
- Preliminary Design
- Final Design

Subtotal:	\$	5,672.00
Engineering: (% +/-)	15%	\$ 997.71
Contingency: (% +/-)	20%	\$ 1,330.29
Estimated Project Cost:	\$	8,000.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	Good	Good	N/A	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	X	Repave roadway and install crosswalk pavement markings
Path of travel cross slope is greater than 5% for free-flow approaches		N/A		N/A	
Crosswalk width is less than 6'		N/A	N/A	N/A	Install crosswalk pavement markings
Crosswalk striping condition	Good	None	N/A	None	

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1z	2z	3z	4z	
Curb ramp does not exist and is needed					
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curb side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%					
Curb ramp running slope is greater than 8.33%					
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%					
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"					
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25") in curb ramp/landing/flares					
Temporary obstruction (>0.25") in curb ramp/landing/flares					
No textured surface at base of curb ramp					
No color contrast at base of curb ramp					
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%					
Curb ramp transition onto roadway is greater than 0.25"					
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
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.



Corner 1 No Ramp (1z)



Corner 2 No Ramp (2z)



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Kimley-Horn and Associates, Inc. Priority: 2
Project Description for Unsignalized Intersection

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : US Hwy 64 / State Hwy 72 **GPS ID:** 1345
Project Name: Intersection of US Hwy 64 / State Hwy 72 and Main **Division:** 1
City: Haskell

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	30	SY	\$ 50.00	\$ 1,500.00
610(I)-4610	Tactile Warning Device - New	40	SF	\$ 25.00	\$ 1,000.00
610(I)-4615	Tactile Warning Device - Retrofit	40	SF	\$ 60.00	\$ 2,400.00
619(B)-4792	Removal of Sidewalk	30	SY	\$ 12.00	\$ 360.00
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	328	LF	\$ 6.00	\$ 1,968.00
---	Repave Roadway	2	LS	\$ 5,000.00	\$ 10,000.00
---	Fix Ponding	7	LS	\$ 2,000.00	\$ 14,000.00
---	Fix Curb Ramp Transition	4	LS	\$ 2,000.00	\$ 8,000.00
---	Median Nose Modification	0	LS	\$ 5,000.00	\$ -
---	Remove Temporary Obstruction	1	LS	\$ 500.00	\$ 500.00
---	Fix Curb Ramp Counter Slope	1	LS	\$ 2,000.00	\$ 2,000.00

Basis for Cost Projection

- No Design Completed
- Preliminary Design
- Final Design

Subtotal:	\$	41,728.00
Engineering: (% +/-)	15%	\$ 6,545.14
Contingency: (% +/-)	20%	\$ 8,726.86
Estimated Project Cost:	\$	57,000.00

Project Location



Field Observations

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

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)								Recommendations
	1A	1B	2A	2B	3A	3B	4A	4B	
Curb ramp does not exist and is needed									
Curb ramp does not land in crosswalk									
No 4' x 4' clear space at base of curb ramp									
Curb side is not 90° or has traversable adjacent surface									
Flare cross slope is greater than 10%							X		
Curb ramp running slope is greater than 8.33%									
Blended transition running slope is greater than 5%									
Cut-thru ramp running slope is greater than 5%									
Curb ramp cross slope is greater than 2%						X			
Cut-thru ramp cross slope is greater than 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	X	
Temporary obstruction (>0.25') in curb ramp/landing/flares			X						
No textured surface at base of curb ramp	X	X	X	X	X	X	X	X	
No color contrast at base of curb ramp	X	X	X	X	X	X	X	X	
Landing area does not exist and is needed									
Landing area is less than 5' x 5' or slopes greater than 2%									
Curb ramp transition onto roadway is greater than 0.25"				X		X	X	X	
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%	X								
Ponding occurs at base of curb ramp	X	X	X	X	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 1B



Ramp 2A



Ramp 2B



Ramp 3A



Ramp 3B



Ramp 4A



Ramp 4B

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Kimley-Horn and Associates, Inc. Priority: 2
Project Description for Unsignalized Intersection

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : US Hwy 64 / State Hwy 72 **GPS ID:** 1346
Project Name: Intersection of US Hwy 64 / State Hwy 72 and Commercial **Division:** 1
City: Haskell

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	49	SY	\$ 50.00	\$ 2,450.00
610(I)-4610	Tactile Warning Device - New	50	SF	\$ 25.00	\$ 1,250.00
610(I)-4615	Tactile Warning Device - Retrofit	10	SF	\$ 60.00	\$ 600.00
619(B)-4792	Removal of Sidewalk	22	SY	\$ 12.00	\$ 264.00
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	344	LF	\$ 6.00	\$ 2,064.00
---	Repave Roadway	1	LS	\$ 5,000.00	\$ 5,000.00
---	Fix Ponding	3	LS	\$ 2,000.00	\$ 6,000.00
---	Fix Curb Ramp Transition	1	LS	\$ 2,000.00	\$ 2,000.00
---	Median Nose Modification	0	LS	\$ 5,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Fix Curb Ramp Counter Slope	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

- No Design Completed
- Preliminary Design
- Final Design

Subtotal:	\$	19,628.00
Engineering: (% +/-)	15%	\$ 3,159.43
Contingency: (% +/-)	20%	\$ 4,212.57
Estimated Project Cost:	\$	27,000.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	Good	Good	Good	Poor	Repave roadway and install crosswalk pavement markings
Path of travel running slope is greater than 5%					
Path of travel cross slope is greater than 2% for stop control approaches	N/A		N/A		
Path of travel cross slope is greater than 5% for free-flow approaches		N/A		N/A	
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	Install crosswalk pavement markings
Crosswalk striping condition	None	None	None	None	

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1A	2A	3A	4z	
Curb ramp does not exist and is needed				X	Install curb ramp; see shapefile for median improvement
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curb side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%	X				Remove and replace curb ramp
Curb ramp running slope is greater than 8.33%					
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%					
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"			X		
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25') in curb ramp/landing/flares			X		
Temporary obstruction (>0.25') in curb ramp/landing/flares			X		
No textured surface at base of curb ramp	X	X	X		For intersection ramps and commercial driveway ramps, install color truncated domes
No color contrast at base of curb ramp	X	X	X		
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%					
Curb ramp transition onto roadway is greater than 0.25"			X		Fix curb ramp transition
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
Ponding occurs at base of curb ramp	X	X	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



Corner 4 No Ramp (4z)

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

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

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : US Hwy 64 / State Hwy 72 **GPS ID:** 1347
Project Name: Intersection of US Hwy 64 / State Hwy 72 and E Spruce St **Division:** 1
City: Haskell

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	21	SY	\$ 50.00	\$ 1,050.00
610(I)-4610	Tactile Warning Device - New	20	SF	\$ 25.00	\$ 500.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	84	LF	\$ 6.00	\$ 504.00
---	Repave Roadway	0	LS	\$ 5,000.00	\$ -
---	Fix Ponding	0	LS	\$ 2,000.00	\$ -
---	Fix Curb Ramp Transition	0	LS	\$ 2,000.00	\$ -
---	Median Nose Modification	0	LS	\$ 5,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Fix Curb Ramp Counter Slope	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

- No Design Completed
- Preliminary Design
- Final Design

Subtotal:	\$	2,054.00
Engineering: (% +/-)	15%	\$ 405.43
Contingency: (% +/-)	20%	\$ 540.57
Estimated Project Cost:	\$	3,000.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	N/A	Good	N/A	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	N/A	None	N/A	None	Install crosswalk pavement markings

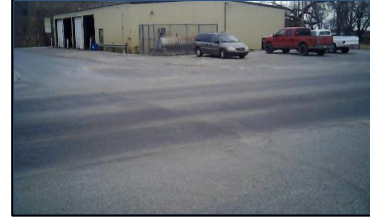
Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1z	2z	3z	4z	
Curb ramp does not exist and is needed	X			X	Install curb ramp; see shapefile for median improvement
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curb side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%					
Curb ramp running slope is greater than 8.33%					
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%					
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"					
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25') in curb ramp/landing/flares					
Temporary obstruction (>0.25') in curb ramp/landing/flares					
No textured surface at base of curb ramp					
No color contrast at base of curb ramp					
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%					
Curb ramp transition onto roadway is greater than 0.25"					
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
Ponding occurs at base of curb ramp					



Corner 1 No Ramp (1z)



Corner 2 No Ramp (2z)



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Kimley-Horn and Associates, Inc. Priority: 2
Project Description for Unsignalized Intersection

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : US Hwy 64 / State Hwy 72 **GPS ID:** 1348
Project Name: Intersection of US Hwy 64 / State Hwy 72 and Cottonwood **Division:** 1
City: Haskell

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	26	SY	\$ 50.00	\$ 1,300.00
610(I)-4610	Tactile Warning Device - New	20	SF	\$ 25.00	\$ 500.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	24	SY	\$ 12.00	\$ 288.00
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	86	LF	\$ 6.00	\$ 516.00
---	Repave Roadway	1	LS	\$ 5,000.00	\$ 5,000.00
---	Fix Ponding	1	LS	\$ 2,000.00	\$ 2,000.00
---	Fix Curb Ramp Transition	1	LS	\$ 2,000.00	\$ 2,000.00
---	Median Nose Modification	0	LS	\$ 5,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Fix Curb Ramp Counter Slope	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

- No Design Completed
- Preliminary Design
- Final Design

Subtotal:	\$	11,604.00
Engineering: (% +/-)	15%	\$ 1,884.00
Contingency: (% +/-)	20%	\$ 2,512.00
Estimated Project Cost:	\$	16,000.00

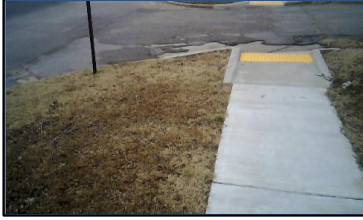
Project Location



Field Observations

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

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1A	2A	3A	4A	
Curb ramp does not exist and is needed					Remove and replace curb ramp
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curb side is not 90° or has traversable adjacent surface	X		X		
Flare cross slope is greater than 10%					
Curb ramp running slope is greater than 8.33%					
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%					
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"	X				
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25') in curb ramp/landing/flares					
Temporary obstruction (>0.25') in curb ramp/landing/flares					
No textured surface at base of curb ramp					
No color contrast at base of curb ramp					
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%	X	X	X	X	
Curb ramp transition onto roadway is greater than 0.25"				X	
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
Ponding occurs at base of curb ramp				X	



Ramp 1A



Ramp 2A



Ramp 3A



Ramp 4A

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

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

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : US Hwy 64 / State Hwy 72 **GPS ID:** 1349
Project Name: Intersection of US Hwy 64 / State Hwy 72 and W Hickory St **Division:** 1
City: Haskell

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	34	SY	\$ 50.00	\$ 1,700.00
610(I)-4610	Tactile Warning Device - New	30	SF	\$ 25.00	\$ 750.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	22	SY	\$ 12.00	\$ 264.00
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	88	LF	\$ 6.00	\$ 528.00
---	Repave Roadway	2	LS	\$ 5,000.00	\$ 10,000.00
---	Fix Ponding	1	LS	\$ 2,000.00	\$ 2,000.00
---	Fix Curb Ramp Transition	0	LS	\$ 2,000.00	\$ -
---	Median Nose Modification	0	LS	\$ 5,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Fix Curb Ramp Counter Slope	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

- No Design Completed
- Preliminary Design
- Final Design

Subtotal:	\$	15,242.00
Engineering: (% +/-)	15%	2,467.71
Contingency: (% +/-)	20%	3,290.29
Estimated Project Cost:	\$	21,000.00

Project Location



Field Observations

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

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1A	2z	3A	4A	
Curb ramp does not exist and is needed		X			Install curb ramp; see shapefile for median improvement
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					Remove and replace curb ramp
Curb side is not 90° or has traversable adjacent surface	X			X	
Flare cross slope is greater than 10%					
Curb ramp running slope is greater than 8.33%					
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%					
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"					
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25') in curb ramp/landing/flares					
Temporary obstruction (>0.25') in curb ramp/landing/flares					
No textured surface at base of curb ramp					
No color contrast at base of curb ramp					
Landing area does not exist and is needed					Remove and replace landing area
Landing area is less than 5' x 5' or slopes greater than 2%	X		X	X	
Curb ramp transition onto roadway is greater than 0.25"					Fix ponding
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
Ponding occurs at base of curb ramp				X	



Ramp 1A



Corner 2 No Ramp (2z)



Ramp 3A



Ramp 4A

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Kimley-Horn and Associates, Inc. Priority: 13
Project Description for Unsignalized Intersection

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : US Hwy 64 / State Hwy 72 **GPS ID:** 1350
Project Name: Intersection of US Hwy 64 / State Hwy 72 and E Holly St **Division:** 1
City: Haskell

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	0	SY	\$ 50.00	\$ -
610(I)-4610	Tactile Warning Device - New	0	SF	\$ 25.00	\$ -
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	102	LF	\$ 6.00	\$ 612.00
---	Repave Roadway	1	LS	\$ 5,000.00	\$ 5,000.00
---	Fix Ponding	0	LS	\$ 2,000.00	\$ -
---	Fix Curb Ramp Transition	0	LS	\$ 2,000.00	\$ -
---	Median Nose Modification	0	LS	\$ 5,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Fix Curb Ramp Counter Slope	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

- No Design Completed
- Preliminary Design
- Final Design

Subtotal:	\$	5,612.00
Engineering: (% +/-)	15%	1,023.43
Contingency: (% +/-)	20%	1,364.57
Estimated Project Cost:	\$	8,000.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	N/A	Good	N/A	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	X	Repave roadway and install crosswalk pavement markings
Path of travel cross slope is greater than 5% for free-flow approaches		N/A		N/A	
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	Install crosswalk pavement markings
Crosswalk striping condition	N/A	None	N/A	None	

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1z	2z	3z	4z	
Curb ramp does not exist and is needed					
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curb side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%					
Curb ramp running slope is greater than 8.33%					
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%					
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"					
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25') in curb ramp/landing/flares					
Temporary obstruction (>0.25') in curb ramp/landing/flares					
No textured surface at base of curb ramp					
No color contrast at base of curb ramp					
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%					
Curb ramp transition onto roadway is greater than 0.25"					
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
Ponding occurs at base of curb ramp					



Corner 1 No Ramp (1z)



Corner 2 No Ramp (2z)



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

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

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : US Hwy 62 / US Hwy 75 **GPS ID:** 1363
Project Name: Intersection of US Hwy 75B and State Hwy 124 (S 10th St) **Division:** 1
City: Henryetta

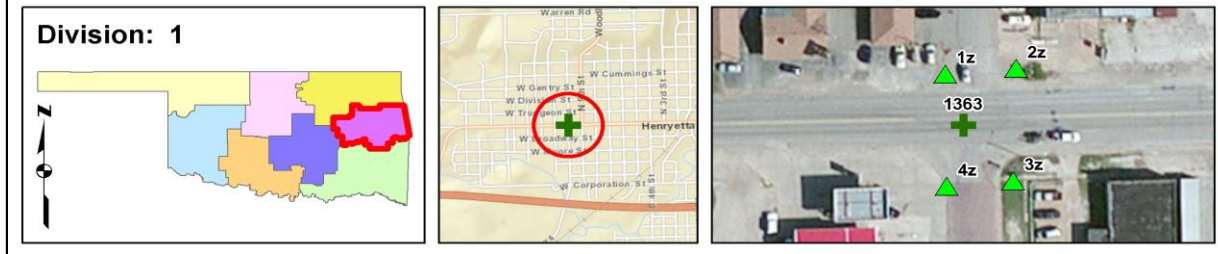
Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	21	SY	\$ 50.00	\$ 1,050.00
610(I)-4610	Tactile Warning Device - New	20	SF	\$ 25.00	\$ 500.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	142	LF	\$ 6.00	\$ 852.00
---	Repave Roadway	1	LS	\$ 5,000.00	\$ 5,000.00
---	Fix Ponding	0	LS	\$ 2,000.00	\$ -
---	Fix Curb Ramp Transition	0	LS	\$ 2,000.00	\$ -
---	Median Nose Modification	0	LS	\$ 5,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Fix Curb Ramp Counter Slope	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

- No Design Completed
- Preliminary Design
- Final Design

Subtotal:	\$	7,402.00
Engineering: (% +/-)	15%	\$ 1,113.43
Contingency: (% +/-)	20%	\$ 1,484.57
Estimated Project Cost:	\$	10,000.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	Good	N/A	Poor	N/A	Repave roadway and install crosswalk pavement markings
Path of travel running slope is greater than 5%		N/A		N/A	
Path of travel cross slope is greater than 2% for stop control approaches		N/A		N/A	
Path of travel cross slope is greater than 5% for free-flow approaches	N/A	N/A	N/A	N/A	
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	Install crosswalk pavement markings
Crosswalk striping condition	None	N/A	None	N/A	

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1z	2z	3z	4z	
Curb ramp does not exist and is needed			X		Install curb ramp; see shapefile for median improvement
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curb side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%					
Curb ramp running slope is greater than 8.33%					
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%					
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"					
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25') in curb ramp/landing/flares					
Temporary obstruction (>0.25') in curb ramp/landing/flares					
No textured surface at base of curb ramp					
No color contrast at base of curb ramp					
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%					
Curb ramp transition onto roadway is greater than 0.25°					
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
Ponding occurs at base of curb ramp					



Corner 1 No Ramp (1z)



Corner 2 No Ramp (2z)



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Kimley-Horn and Associates, Inc. Priority: 2
Project Description for Unsignalized Intersection

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : State Hwy 51 **GPS ID:** 1370
Project Name: Intersection of State Hwy 51 and Rider Ln **Division:** 1
City: Hulbert

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	18	SY	\$ 50.00	\$ 900.00
610(I)-4610	Tactile Warning Device - New	20	SF	\$ 25.00	\$ 500.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	18	SY	\$ 12.00	\$ 216.00
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	63	LF	\$ 6.00	\$ 378.00
---	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	1	LS	\$ 500.00	\$ 500.00
---	Fix Curb Ramp Counter Slope	2	LS	\$ 2,000.00	\$ 4,000.00

Basis for Cost Projection

- No Design Completed
- Preliminary Design
- Final Design

Subtotal:	\$	12,494.00
Engineering: (% +/-)	15%	\$ 1,931.14
Contingency: (% +/-)	20%	\$ 2,574.86
Estimated Project Cost:	\$	17,000.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	N/A	Good	Good	N/A	
Path of travel running slope is greater than 5%	N/A			N/A	
Path of travel cross slope is greater than 2% for stop control approaches		N/A		N/A	
Path of travel cross slope is greater than 5% for free-flow approaches	N/A		N/A	N/A	
Crosswalk width is less than 6'	N/A		N/A	N/A	Install crosswalk pavement markings
Crosswalk striping condition	N/A	Good	None	N/A	

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)					Recommendations
	1z	2A	3A	3B	4z	
Curb ramp does not exist and is needed						
Curb ramp does not land in crosswalk						
No 4' x 4' clear space at base of curb ramp						
Curb side is not 90° or has traversable adjacent surface						
Flare cross slope is greater than 10%		X				Remove and replace curb ramp
Curb ramp running slope is greater than 8.33%			X			
Blended transition running slope is greater than 5%						
Cut-thru ramp running slope is greater than 5%						
Curb ramp cross slope is greater than 2%						
Cut-thru ramp cross slope is greater than 2%						
Curb ramp width is less than 48"						
Cut-thru ramp width is less than 60"						
Permanent obstruction (>0.25') in curb ramp/landing/flares						
Temporary obstruction (>0.25') in curb ramp/landing/flares	X					Remove temporary obstruction
No textured surface at base of curb ramp						
No color contrast at base of curb ramp						
Landing area does not exist and is needed						
Landing area is less than 5' x 5' or slopes greater than 2%	X					Remove and replace landing area
Curb ramp transition onto roadway is greater than 0.25"	X					Fix curb ramp transition
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%	X	X				Fix curb ramp counter slope
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



Ramp 3B



Corner 4 No Ramp (4z)

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Kimley-Horn and Associates, Inc. Priority: 9
Project Description for Unsignalized Intersection

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : State Hwy 51 **GPS ID:** 1371
Project Name: Intersection of State Hwy 51 and S Broadway St (North) **Division:** 1
City: Hulbert

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	11	SY	\$ 50.00	\$ 550.00
610(I)-4610	Tactile Warning Device - New	10	SF	\$ 25.00	\$ 250.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	11	SY	\$ 12.00	\$ 132.00
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	114	LF	\$ 6.00	\$ 684.00
---	Repave Roadway	1	LS	\$ 5,000.00	\$ 5,000.00
---	Fix Ponding	0	LS	\$ 2,000.00	\$ -
---	Fix Curb Ramp Transition	0	LS	\$ 2,000.00	\$ -
---	Median Nose Modification	0	LS	\$ 5,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Fix Curb Ramp Counter Slope	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

- No Design Completed
- Preliminary Design
- Final Design

Subtotal:	\$	6,616.00
Engineering: (% +/-)	15%	\$ 1,021.71
Contingency: (% +/-)	20%	\$ 1,362.29
Estimated Project Cost:	\$	9,000.00

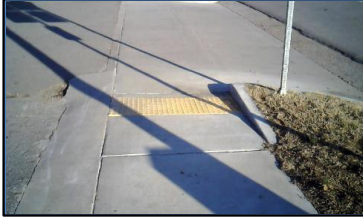
Project Location



Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	Good	N/A	Good	N/A	
Path of travel running slope is greater than 5%		N/A		N/A	
Path of travel cross slope is greater than 2% for stop control approaches		N/A	X	N/A	Repave roadway and install crosswalk pavement markings
Path of travel cross slope is greater than 5% for free-flow approaches	N/A	N/A	N/A	N/A	
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	Install crosswalk pavement markings
Crosswalk striping condition	None	N/A	None	N/A	

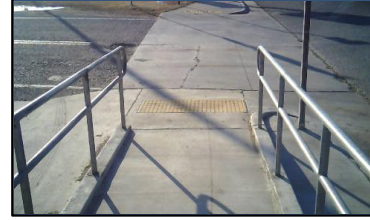
Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1A	2z	3A	4z	
Curb ramp does not exist and is needed					Remove and replace curb ramp
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curb side is not 90° or has traversable adjacent surface	X				
Flare cross slope is greater than 10%					
Curb ramp running slope is greater than 8.33%					
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%					
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"					
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25') in curb ramp/landing/flares					
Temporary obstruction (>0.25') in curb ramp/landing/flares					
No textured surface at base of curb ramp					
No color contrast at base of curb ramp					
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%			X		
Curb ramp transition onto roadway is greater than 0.25"					
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
Ponding occurs at base of curb ramp					



Ramp 1A



Corner 2 No Ramp (2z)



Ramp 3A



Corner 4 No Ramp (4z)

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Kimley-Horn and Associates, Inc. Priority: 13
Project Description for Unsignalized Intersection

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : State Hwy 51 **GPS ID:** 1372
Project Name: Intersection of State Hwy 51 and N Elm St **Division:** 1
City: Hulbert

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	0	SY	\$ 50.00	\$ -
610(I)-4610	Tactile Warning Device - New	0	SF	\$ 25.00	\$ -
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	88	LF	\$ 6.00	\$ 528.00
---	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:	\$	528.00
Engineering: (% +/-)	15%	\$ 202.29
Contingency: (% +/-)	20%	\$ 269.71
Estimated Project Cost:	\$	1,000.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	Good	N/A	Good	N/A	
Path of travel running slope is greater than 5%		N/A		N/A	
Path of travel cross slope is greater than 2% for stop control approaches		N/A		N/A	
Path of travel cross slope is greater than 5% for free-flow approaches	N/A	N/A	N/A	N/A	
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	
Crosswalk striping condition	None	N/A	None	N/A	Install crosswalk pavement markings

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1z	2z	3z	4z	
Curb ramp does not exist and is needed					
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curb side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%					
Curb ramp running slope is greater than 8.33%					
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%					
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"					
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25') in curb ramp/landing/flares					
Temporary obstruction (>0.25') in curb ramp/landing/flares					
No textured surface at base of curb ramp					
No color contrast at base of curb ramp					
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%					
Curb ramp transition onto roadway is greater than 0.25°					
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
Ponding occurs at base of curb ramp					



Corner 1 No Ramp (1z)



Corner 2 No Ramp (2z)



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Kimley-Horn and Associates, Inc. Priority: 9
Project Description for Unsignalized Intersection

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : State Hwy 51 **GPS ID:** 1373
Project Name: Intersection of State Hwy 51 and N Birch St **Division:** 1
City: Hulbert

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	19	SY	\$ 50.00	\$ 950.00
610(I)-4610	Tactile Warning Device - New	10	SF	\$ 25.00	\$ 250.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	18	SY	\$ 12.00	\$ 216.00
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	194	LF	\$ 6.00	\$ 1,164.00
---	Repave Roadway	0	LS	\$ 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	\$ -

Basis for Cost Projection

- No Design Completed
- Preliminary Design
- Final Design

Subtotal:	\$	8,580.00
Engineering: (% +/-)	15%	\$ 1,465.71
Contingency: (% +/-)	20%	\$ 1,954.29
Estimated Project Cost:	\$	12,000.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	Good	N/A	Good	Good	
Path of travel running slope is greater than 5%		N/A			
Path of travel cross slope is greater than 2% for stop control approaches		N/A		N/A	
Path of travel cross slope is greater than 5% for free-flow approaches	N/A	N/A	N/A	N/A	
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	Install crosswalk pavement markings
Crosswalk striping condition	None	N/A	None	None	

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)						Recommendations
	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							
Curb side is not 90° or has traversable adjacent surface							
Flare cross slope is greater than 10%							
Curb ramp running slope is greater than 8.33%							
Blended transition running slope is greater than 5%							
Cut-thru ramp running slope is greater than 5%							
Curb ramp cross slope is greater than 2%			X				Remove and replace curb ramp
Cut-thru ramp cross slope is greater than 2%							
Curb ramp width is less than 48"							
Cut-thru ramp width is less than 60"							
Permanent obstruction (>0.25') in curb ramp/landing/flares							
Temporary obstruction (>0.25') in curb ramp/landing/flares							
No textured surface at base of curb ramp							
No color contrast at base of curb ramp							
Landing area does not exist and is needed							
Landing area is less than 5' x 5' or slopes greater than 2%	X	X	X		X		Remove and replace landing area
Curb ramp transition onto roadway is greater than 0.25"							
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%							
Ponding occurs at base of curb ramp	X			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

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Project Location Map Sources:

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

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : State Hwy 9 **GPS ID:** 1390
Project Name: Intersection of State Hwy 9 and 5th St **Division:** 1
City: Keota

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	11	SY	\$ 50.00	\$ 550.00
610(I)-4610	Tactile Warning Device - New	10	SF	\$ 25.00	\$ 250.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	112	LF	\$ 6.00	\$ 672.00
---	Repave Roadway	2	LS	\$ 5,000.00	\$ 10,000.00
---	Fix Ponding	0	LS	\$ 2,000.00	\$ -
---	Fix Curb Ramp Transition	0	LS	\$ 2,000.00	\$ -
---	Median Nose Modification	0	LS	\$ 5,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Fix Curb Ramp Counter Slope	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

- No Design Completed
- Preliminary Design
- Final Design

Subtotal:	\$	11,472.00
Engineering: (% +/-)	15%	\$ 1,940.57
Contingency: (% +/-)	20%	\$ 2,587.43
Estimated Project Cost:	\$	16,000.00

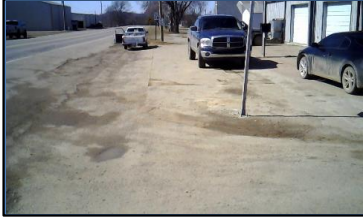
Project Location



Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	Dangerous	N/A	Dangerous	N/A	Repave roadway and install crosswalk pavement markings
Path of travel running slope is greater than 5%		N/A		N/A	
Path of travel cross slope is greater than 2% for stop control approaches		N/A		N/A	
Path of travel cross slope is greater than 5% for free-flow approaches	N/A	N/A	N/A	N/A	
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	Install crosswalk pavement markings
Crosswalk striping condition	None	N/A	None	N/A	

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1z	2z	3z	4z	
Curb ramp does not exist and is needed		X			Install curb ramp; see shapefile for median improvement
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curb side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%					
Curb ramp running slope is greater than 8.33%					
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%					
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"					
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25') in curb ramp/landing/flares					
Temporary obstruction (>0.25') in curb ramp/landing/flares					
No textured surface at base of curb ramp					
No color contrast at base of curb ramp					
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%					
Curb ramp transition onto roadway is greater than 0.25°					
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
Ponding occurs at base of curb ramp					



Corner 1 No Ramp (1z)



Corner 2 No Ramp (2z)



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

Opinion of Probable Construction Cost Disclaimer:

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

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : State Hwy 9 **GPS ID:** 1391
Project Name: Intersection of State Hwy 9 and Broadway **Division:** 1
City: Keota

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	61	SY	\$ 50.00	\$ 3,050.00
610(I)-4610	Tactile Warning Device - New	60	SF	\$ 25.00	\$ 1,500.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	354	LF	\$ 6.00	\$ 2,124.00
---	Repave Roadway	1	LS	\$ 5,000.00	\$ 5,000.00
---	Fix Ponding	0	LS	\$ 2,000.00	\$ -
---	Fix Curb Ramp Transition	0	LS	\$ 2,000.00	\$ -
---	Median Nose Modification	0	LS	\$ 5,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Fix Curb Ramp Counter Slope	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

- No Design Completed
- Preliminary Design
- Final Design

Subtotal:	\$	11,674.00
Engineering: (% +/-)	15%	\$ 1,854.00
Contingency: (% +/-)	20%	\$ 2,472.00
Estimated Project Cost:	\$	16,000.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	Good	Good	Dangerous	Good	Repave roadway and install crosswalk pavement markings
Path of travel running slope is greater than 5%					
Path of travel cross slope is greater than 2% for stop control approaches		N/A		N/A	
Path of travel cross slope is greater than 5% for free-flow approaches	N/A		N/A		
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	Install crosswalk pavement markings
Crosswalk striping condition	None	None	None	None	

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1z	2z	3z	4z	
Curb ramp does not exist and is needed		X	X	X	Install curb ramp; see shapefile for median improvement
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curb side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%					
Curb ramp running slope is greater than 8.33%					
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%					
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"					
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25') in curb ramp/landing/flares					
Temporary obstruction (>0.25') in curb ramp/landing/flares					
No textured surface at base of curb ramp					
No color contrast at base of curb ramp					
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%					
Curb ramp transition onto roadway is greater than 0.25"					
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
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.



Corner 1 No Ramp (1z)



Corner 2 No Ramp (2z)



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Kimley-Horn and Associates, Inc. Priority: 13
Project Description for Unsignalized Intersection

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : State Hwy 9 **GPS ID:** 1392
Project Name: Intersection of State Hwy 9 and 6th St **Division:** 1
City: Keota

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	0	SY	\$ 50.00	\$ -
610(I)-4610	Tactile Warning Device - New	0	SF	\$ 25.00	\$ -
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	142	LF	\$ 6.00	\$ 852.00
---	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:	\$	852.00
Engineering: (% +/-)	15%	\$ 492.00
Contingency: (% +/-)	20%	\$ 656.00
Estimated Project Cost:	\$	2,000.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Recommendations
	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	
Path of travel cross slope is greater than 5% for free-flow approaches	N/A		N/A	N/A	
Crosswalk width is less than 6'	N/A		N/A	N/A	
Crosswalk striping condition	None	Good	None	N/A	Install crosswalk pavement markings

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1z	2z	3z	4z	
Curb ramp does not exist and is needed					
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curb side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%					
Curb ramp running slope is greater than 8.33%					
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%					
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"					
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25') in curb ramp/landing/flares					
Temporary obstruction (>0.25') in curb ramp/landing/flares					
No textured surface at base of curb ramp					
No color contrast at base of curb ramp					
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%					
Curb ramp transition onto roadway is greater than 0.25"					
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
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.



Corner 1 No Ramp (1z)



Corner 2 No Ramp (2z)



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

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

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : State Hwy 9 **GPS ID:** 1393
Project Name: Intersection of State Hwy 9 and 7th St **Division:** 1
City: Keota

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	31	SY	\$ 50.00	\$ 1,550.00
610(I)-4610	Tactile Warning Device - New	30	SF	\$ 25.00	\$ 750.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	102	LF	\$ 6.00	\$ 612.00
---	Repave Roadway	1	LS	\$ 5,000.00	\$ 5,000.00
---	Fix Ponding	0	LS	\$ 2,000.00	\$ -
---	Fix Curb Ramp Transition	0	LS	\$ 2,000.00	\$ -
---	Median Nose Modification	0	LS	\$ 5,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Fix Curb Ramp Counter Slope	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

- No Design Completed
- Preliminary Design
- Final Design

Subtotal:	\$	7,912.00
Engineering: (% +/-)	15%	1,323.43
Contingency: (% +/-)	20%	1,764.57
Estimated Project Cost:	\$	11,000.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	Good	N/A	Good	Good	
Path of travel running slope is greater than 5%		N/A			
Path of travel cross slope is greater than 2% for stop control approaches	X	N/A		N/A	Repave roadway and install crosswalk pavement markings
Path of travel cross slope is greater than 5% for free-flow approaches	N/A	N/A	N/A		
Crosswalk width is less than 6'	N/A	N/A	N/A		Install crosswalk pavement markings
Crosswalk striping condition	None	N/A	None	Good	

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1z	2z	3z	4z	
Curb ramp does not exist and is needed		X	X	X	Install curb ramp; see shapefile for median improvement
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curb side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%					
Curb ramp running slope is greater than 8.33%					
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%					
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"					
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25') in curb ramp/landing/flares					
Temporary obstruction (>0.25') in curb ramp/landing/flares					
No textured surface at base of curb ramp					
No color contrast at base of curb ramp					
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%					
Curb ramp transition onto roadway is greater than 0.25"					
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
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.



Corner 1 No Ramp (1z)



Corner 2 No Ramp (2z)



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Kimley-Horn and Associates, Inc. Priority: 13
Project Description for Unsignalized Intersection

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : State Hwy 9 **GPS ID:** 1394
Project Name: Intersection of State Hwy 9 and S 8th St **Division:** 1
City: Keota

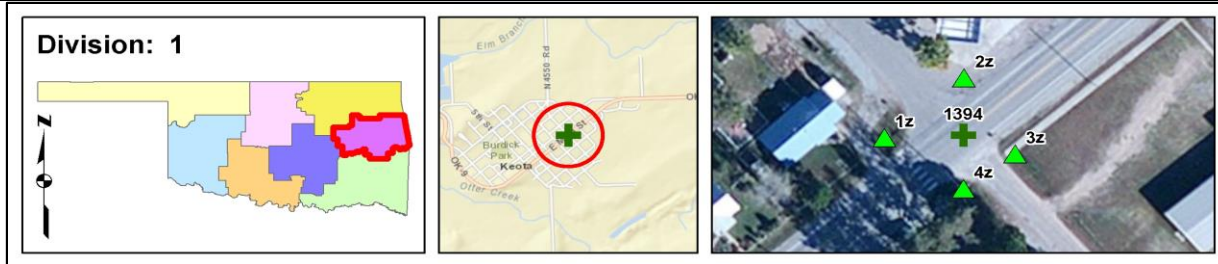
Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	0	SY	\$ 50.00	\$ -
610(I)-4610	Tactile Warning Device - New	0	SF	\$ 25.00	\$ -
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	40	LF	\$ 6.00	\$ 240.00
---	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:	\$	240.00
Engineering: (% +/-)	15%	\$ 325.71
Contingency: (% +/-)	20%	\$ 434.29
Estimated Project Cost:	\$	1,000.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	N/A	N/A	Good	N/A	
Path of travel running slope is greater than 5%	N/A	N/A		N/A	
Path of travel cross slope is greater than 2% for stop control approaches		N/A		N/A	
Path of travel cross slope is greater than 5% for free-flow approaches	N/A	N/A	N/A	N/A	
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	Install crosswalk pavement markings
Crosswalk striping condition	N/A	N/A	None	N/A	

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1z	2z	3z	4z	
Curb ramp does not exist and is needed					
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curb side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%					
Curb ramp running slope is greater than 8.33%					
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%					
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"					
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25') in curb ramp/landing/flares					
Temporary obstruction (>0.25') in curb ramp/landing/flares					
No textured surface at base of curb ramp					
No color contrast at base of curb ramp					
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%					
Curb ramp transition onto roadway is greater than 0.25°					
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
Ponding occurs at base of curb ramp					



Corner 1 No Ramp (1z)



Corner 2 No Ramp (2z)



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Kimley-Horn and Associates, Inc. Priority: 13
Project Description for Unsignalized Intersection

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : State Hwy 9 **GPS ID:** 1395
Project Name: Intersection of State Hwy 9 and S 9th St **Division:** 1
City: Keota

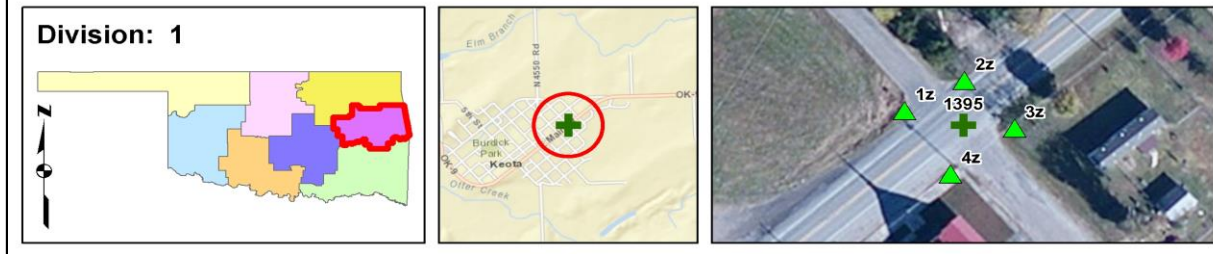
Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	0	SY	\$ 50.00	\$ -
610(I)-4610	Tactile Warning Device - New	0	SF	\$ 25.00	\$ -
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	154	LF	\$ 6.00	\$ 924.00
---	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:	\$	924.00
Engineering: (% +/-)	15%	\$ 461.14
Contingency: (% +/-)	20%	\$ 614.86
Estimated Project Cost:	\$	2,000.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	N/A	N/A	Good	Good	
Path of travel running slope is greater than 5%	N/A	N/A			
Path of travel cross slope is greater than 2% for stop control approaches		N/A		N/A	
Path of travel cross slope is greater than 5% for free-flow approaches	N/A	N/A	N/A	N/A	
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	Install crosswalk pavement markings
Crosswalk striping condition	N/A	N/A	None	None	

Curb Ramp Issues	Curb Ramp ID ('z' or 'i' in ramp label indicates no existing ramp)				Recommendations
	1z	2z	3z	4z	
Curb ramp does not exist and is needed					
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curb side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%					
Curb ramp running slope is greater than 8.33%					
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%					
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"					
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25') in curb ramp/landing/flares					
Temporary obstruction (>0.25') in curb ramp/landing/flares					
No textured surface at base of curb ramp					
No color contrast at base of curb ramp					
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%					
Curb ramp transition onto roadway is greater than 0.25"					
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
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.



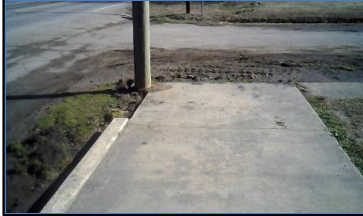
Corner 1 No Ramp (1z)



Corner 2 No Ramp (2z)



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Kimley-Horn and Associates, Inc. Priority: 2
Project Description for Unsignalized Intersection

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : State Hwy 2 **GPS ID:** 1404
Project Name: Intersection of State Hwy 2 and 4th St **Division:** 1
City: Kinta

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	28	SY	\$ 50.00	\$ 1,400.00
610(I)-4610	Tactile Warning Device - New	30	SF	\$ 25.00	\$ 750.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	20	SY	\$ 12.00	\$ 240.00
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	160	LF	\$ 6.00	\$ 960.00
---	Repave Roadway	1	LS	\$ 5,000.00	\$ 5,000.00
---	Fix Ponding	3	LS	\$ 2,000.00	\$ 6,000.00
---	Fix Curb Ramp Transition	1	LS	\$ 2,000.00	\$ 2,000.00
---	Median Nose Modification	0	LS	\$ 5,000.00	\$ -
---	Remove Temporary Obstruction	1	LS	\$ 500.00	\$ 500.00
---	Fix Curb Ramp Counter Slope	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

- No Design Completed
- Preliminary Design
- Final Design

Subtotal:	\$	16,850.00
Engineering: (% +/-)	15%	2,635.71
Contingency: (% +/-)	20%	3,514.29
Estimated Project Cost:	\$	23,000.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	Good	Good	N/A	Good	
Path of travel running slope is greater than 5%			NC		
Path of travel cross slope is greater than 2% for stop control approaches	N/A	X	N/A		Repave roadway and install crosswalk pavement markings
Path of travel cross slope is greater than 5% for free-flow approaches		N/A	N/A	N/A	
Crosswalk width is less than 6'		N/A	N/A		Install crosswalk pavement markings
Crosswalk striping condition	None	None	No Striping	Worn	

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)					Recommendations
	1z	2z	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						
Curb side is not 90° or has traversable adjacent surface						
Flare cross slope is greater than 10%						
Curb ramp running slope is greater than 8.33%		X				Remove and replace curb ramp
Blended transition running slope is greater than 5%		X				
Cut-thru ramp running slope is greater than 5%						
Curb ramp cross slope is greater than 2%			X			
Cut-thru ramp cross slope is greater than 2%						
Curb ramp width is less than 48"						
Cut-thru ramp width is less than 60"						
Permanent obstruction (>0.25') in curb ramp/landing/flares						
Temporary obstruction (>0.25') in curb ramp/landing/flares			X			Remove temporary obstruction
No textured surface at base of curb ramp						
No color contrast at base of curb ramp						
Landing area does not exist and is needed						
Landing area is less than 5' x 5' or slopes greater than 2%			X	X		Remove and replace landing area
Curb ramp transition onto roadway is greater than 0.25"			X			Fix curb ramp transition
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%						
Ponding occurs at base of curb ramp		X	X	X		Fix ponding

NC = Not Collected

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)



Corner 2 No Ramp (2z)



Ramp 3A



Ramp 4A



Ramp 4B

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Kimley-Horn and Associates, Inc. Priority: 2
Project Description for Unsignalized Intersection

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : State Hwy 2 **GPS ID:** 1405
Project Name: Intersection of State Hwy 2 and 3rd St **Division:** 1
City: Kinta

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	29	SY	\$ 50.00	\$ 1,450.00
610(I)-4610	Tactile Warning Device - New	20	SF	\$ 25.00	\$ 500.00
610(I)-4615	Tactile Warning Device - Retrofit	10	SF	\$ 60.00	\$ 600.00
619(B)-4792	Removal of Sidewalk	26	SY	\$ 12.00	\$ 312.00
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	140	LF	\$ 6.00	\$ 840.00
---	Repave Roadway	0	LS	\$ 5,000.00	\$ -
---	Fix Ponding	4	LS	\$ 2,000.00	\$ 8,000.00
---	Fix Curb Ramp Transition	0	LS	\$ 2,000.00	\$ -
---	Median Nose Modification	0	LS	\$ 5,000.00	\$ -
---	Remove Temporary Obstruction	3	LS	\$ 500.00	\$ 1,500.00
---	Fix Curb Ramp Counter Slope	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

- No Design Completed
- Preliminary Design
- Final Design

Subtotal:	\$	13,202.00
Engineering: (% +/-)	15%	\$ 2,056.29
Contingency: (% +/-)	20%	\$ 2,741.71
Estimated Project Cost:	\$	18,000.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	Good	N/A	N/A	Good	
Path of travel running slope is greater than 5%		N/A	N/A		
Path of travel cross slope is greater than 2% for stop control approaches	N/A		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		
Crosswalk striping condition	Worn	N/A	N/A	Worn	Remove and replace crosswalk pavement markings

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)					Recommendations
	1A	1B	2A	3z	4A	
Curb ramp does not exist and is needed						
Curb ramp does not land in crosswalk						
No 4' x 4' clear space at base of curb ramp						
Curb side is not 90° or has traversable adjacent surface	X				X	
Flare cross slope is greater than 10%						
Curb ramp running slope is greater than 8.33%						
Blended transition running slope is greater than 5%						
Cut-thru ramp running slope is greater than 5%						
Curb ramp cross slope is greater than 2%						
Cut-thru ramp cross slope is greater than 2%						
Curb ramp width is less than 48"						
Cut-thru ramp width is less than 60"						
Permanent obstruction (>0.25') in curb ramp/landing/flares						
Temporary obstruction (>0.25') in curb ramp/landing/flares	X	X			X	Remove temporary obstruction
No textured surface at base of curb ramp			X			For intersection ramps and commercial driveway ramps, install color truncated domes
No color contrast at base of curb ramp			X			
Landing area does not exist and is needed						
Landing area is less than 5' x 5' or slopes greater than 2%	X	X			X	Remove and replace landing area
Curb ramp transition onto roadway is greater than 0.25"						
Counter 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 1B



Ramp 2A



Corner 3 No Ramp (3z)



Ramp 4A

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

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

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : State Hwy 2 **GPS ID:** 1406
Project Name: Intersection of State Hwy 2 and 2nd St **Division:** 1
City: Kinta

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	11	SY	\$ 50.00	\$ 550.00
610(I)-4610	Tactile Warning Device - New	10	SF	\$ 25.00	\$ 250.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	28	LF	\$ 6.00	\$ 168.00
---	Repave Roadway	1	LS	\$ 5,000.00	\$ 5,000.00
---	Fix Ponding	0	LS	\$ 2,000.00	\$ -
---	Fix Curb Ramp Transition	0	LS	\$ 2,000.00	\$ -
---	Median Nose Modification	0	LS	\$ 5,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Fix Curb Ramp Counter Slope	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

- No Design Completed
- Preliminary Design
- Final Design

Subtotal:	\$	5,968.00
Engineering: (% +/-)	15%	\$ 1,299.43
Contingency: (% +/-)	20%	\$ 1,732.57
Estimated Project Cost:	\$	9,000.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	N/A	N/A	N/A	Poor	Repave roadway and install crosswalk pavement markings
Path of travel running slope is greater than 5%	N/A	N/A	N/A		
Path of travel cross slope is greater than 2% for stop control approaches	N/A		N/A		
Path of travel cross slope is greater than 5% for free-flow approaches	N/A	N/A	N/A	N/A	
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	Install crosswalk pavement markings
Crosswalk striping condition	N/A	N/A	N/A	None	

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1z	2z	3z	4z	
Curb ramp does not exist and is needed	X				Install curb ramp; see shapefile for median improvement
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curb side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%					
Curb ramp running slope is greater than 8.33%					
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%					
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"					
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25') in curb ramp/landing/flares					
Temporary obstruction (>0.25') in curb ramp/landing/flares					
No textured surface at base of curb ramp					
No color contrast at base of curb ramp					
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%					
Curb ramp transition onto roadway is greater than 0.25"					
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
Ponding occurs at base of curb ramp					



Corner 1 No Ramp (1z)



Corner 2 No Ramp (2z)



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Kimley-Horn and Associates, Inc. Priority: 2
Project Description for Unsignalized Intersection

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : State Hwy 31 / State Hwy 2 **GPS ID:** 1407
Project Name: Intersection of State Hwy 31 / State Hwy 2 and S Cr 4370 **Division:** 1
City: Kinta

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	43	SY	\$ 50.00	\$ 2,150.00
610(I)-4610	Tactile Warning Device - New	50	SF	\$ 25.00	\$ 1,250.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	25	SY	\$ 12.00	\$ 300.00
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	296	LF	\$ 6.00	\$ 1,776.00
---	Repave Roadway	0	LS	\$ 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	1	LS	\$ 500.00	\$ 500.00
---	Fix Curb Ramp Counter Slope	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

- No Design Completed
- Preliminary Design
- Final Design

Subtotal:	\$	11,976.00
Engineering: (% +/-)	15%	\$ 2,153.14
Contingency: (% +/-)	20%	\$ 2,870.86
Estimated Project Cost:	\$	17,000.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Recommendations
	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'					
Crosswalk striping condition	Worn	None	Worn	None	Remove and replace crosswalk pavement markings

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)						Recommendations
	1A	1B	2A	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							
Curb side is not 90° or has traversable adjacent surface		X					
Flare cross slope is greater than 10%							
Curb ramp running slope is greater than 8.33%							
Blended transition running slope is greater than 5%							
Cut-thru ramp running slope is greater than 5%							
Curb ramp cross slope is greater than 2%			X				Remove and replace curb ramp
Cut-thru ramp cross slope is greater than 2%							
Curb ramp width is less than 48"	X						
Cut-thru ramp width is less than 60"							
Permanent obstruction (>0.25') in curb ramp/landing/flares							
Temporary obstruction (>0.25') in curb ramp/landing/flares				X			Remove temporary obstruction
No textured surface at base of curb ramp							
No color contrast at base of curb ramp							
Landing area does not exist and is needed							
Landing area is less than 5' x 5' or slopes greater than 2%				X			Remove and replace landing area
Curb ramp transition onto roadway is greater than 0.25"							
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%							
Ponding occurs at base of curb ramp	X		X	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

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Kimley-Horn and Associates, Inc. Priority: 9
Project Description for Unsignalized Intersection

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : State Hwy 31 / State Hwy 2 **GPS ID:** 1408
Project Name: Intersection of State Hwy 31 / State Hwy 2 and Hoyt St **Division:** 1
City: Kinta

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	25	SY	\$ 50.00	\$ 1,250.00
610(I)-4610	Tactile Warning Device - New	30	SF	\$ 25.00	\$ 750.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	25	SY	\$ 12.00	\$ 300.00
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	132	LF	\$ 6.00	\$ 792.00
---	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	\$ -

Basis for Cost Projection

- No Design Completed
- Preliminary Design
- Final Design

Subtotal: \$ 14,092.00
 Engineering: (% +/-) 15% \$ 2,532.00
 Contingency: (% +/-) 20% \$ 3,376.00
Estimated Project Cost: \$ 20,000.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	Poor	N/A	N/A	Good	Repave roadway and install crosswalk pavement markings
Path of travel running slope is greater than 5%		N/A	N/A		
Path of travel cross slope is greater than 2% for stop control approaches	X	N/A		N/A	
Path of travel cross slope is greater than 5% for free-flow approaches	N/A	N/A	N/A	N/A	Install crosswalk pavement markings
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	
Crosswalk striping condition	None	N/A	N/A	None	

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)						Recommendations
	1A	1B	2z	3z	4A	4B	
Curb ramp does not exist and is needed							Remove and replace curb ramp
Curb ramp does not land in crosswalk							
No 4' x 4' clear space at base of curb ramp							
Curb side is not 90° or has traversable adjacent surface							
Flare cross slope is greater than 10%							
Curb ramp running slope is greater than 8.33%							
Blended transition running slope is greater than 5%							
Cut-thru ramp running slope is greater than 5%							
Curb ramp cross slope is greater than 2%					X		
Cut-thru ramp cross slope is greater than 2%						X	
Curb ramp width is less than 48"	X						Remove and replace landing area
Cut-thru ramp width is less than 60"							
Permanent obstruction (>0.25') in curb ramp/landing/flares							
Temporary obstruction (>0.25') in curb ramp/landing/flares							
No textured surface at base of curb ramp							
No color contrast at base of curb ramp							
Landing area does not exist and is needed							
Landing area is less than 5' x 5' or slopes greater than 2%					X		
Curb ramp transition onto roadway is greater than 0.25"							
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%							
Ponding occurs at base of curb ramp	X	X				X	Fix ponding

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



Corner 2 No Ramp (2z)



Corner 3 No Ramp (3z)



Ramp 4A



Ramp 4B

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Kimley-Horn and Associates, Inc. Priority: 13
Project Description for Unsignalized Intersection

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : State Hwy 31 / State Hwy 2 **GPS ID:** 1409
Project Name: Intersection of State Hwy 31 / State Hwy 2 and Whitefield St **Division:** 1
City: Kinta

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	0	SY	\$ 50.00	\$ -
610(I)-4610	Tactile Warning Device - New	0	SF	\$ 25.00	\$ -
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	40	LF	\$ 6.00	\$ 240.00
---	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:	\$	240.00
Engineering: (% +/-)	15%	\$ 325.71
Contingency: (% +/-)	20%	\$ 434.29
Estimated Project Cost:	\$	1,000.00

Project Location



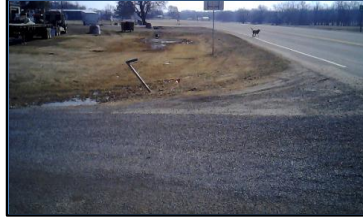
Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	Good	N/A	N/A	N/A	N/A
Path of travel running slope is greater than 5%		N/A	N/A	N/A	
Path of travel cross slope is greater than 2% for stop control approaches		N/A		N/A	
Path of travel cross slope is greater than 5% for free-flow approaches	N/A	N/A	N/A	N/A	
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	Install crosswalk pavement markings
Crosswalk striping condition	None	N/A	N/A	N/A	

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1z	2z	3z	4z	
Curb ramp does not exist and is needed					
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curb side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%					
Curb ramp running slope is greater than 8.33%					
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%					
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"					
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25') in curb ramp/landing/flares					
Temporary obstruction (>0.25') in curb ramp/landing/flares					
No textured surface at base of curb ramp					
No color contrast at base of curb ramp					
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%					
Curb ramp transition onto roadway is greater than 0.25°					
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
Ponding occurs at base of curb ramp					



Corner 1 No Ramp (1z)



Corner 2 No Ramp (2z)



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Kimley-Horn and Associates, Inc. Priority: 13
Project Description for Unsignalized Intersection

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : State Hwy 31 / State Hwy 2 **GPS ID:** 1410
Project Name: Intersection of State Hwy 31 and State Hwy 2 **Division:** 1
City: Kinta

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	0	SY	\$ 50.00	\$ -
610(I)-4610	Tactile Warning Device - New	0	SF	\$ 25.00	\$ -
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	102	LF	\$ 6.00	\$ 612.00
---	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:	\$	612.00
Engineering: (% +/-)	15%	\$ 166.29
Contingency: (% +/-)	20%	\$ 221.71
Estimated Project Cost:	\$	1,000.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	Good	N/A	N/A	Good	
Path of travel running slope is greater than 5%		N/A	N/A		
Path of travel cross slope is greater than 2% for stop control approaches		N/A		N/A	
Path of travel cross slope is greater than 5% for free-flow approaches	N/A	N/A	N/A	N/A	
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	Install crosswalk pavement markings
Crosswalk striping condition	None	N/A	N/A	None	

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1z	2z	3z	4z	
Curb ramp does not exist and is needed					
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curb side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%					
Curb ramp running slope is greater than 8.33%					
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%					
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"					
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25') in curb ramp/landing/flares					
Temporary obstruction (>0.25') in curb ramp/landing/flares					
No textured surface at base of curb ramp					
No color contrast at base of curb ramp					
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%					
Curb ramp transition onto roadway is greater than 0.25°					
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
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.



Corner 1 No Ramp (1z)



Corner 2 No Ramp (2z)



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Kimley-Horn and Associates, Inc. Priority: 13
Project Description for Unsignalized Intersection

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : State Hwy 31 **GPS ID:** 1425
Project Name: Intersection of State Hwy 31 and Howell Ave **Division:** 1
City: McCurtain

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	0	SY	\$ 50.00	\$ -
610(I)-4610	Tactile Warning Device - New	0	SF	\$ 25.00	\$ -
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	40	LF	\$ 6.00	\$ 240.00
---	Repave Roadway	1	LS	\$ 5,000.00	\$ 5,000.00
---	Fix Ponding	0	LS	\$ 2,000.00	\$ -
---	Fix Curb Ramp Transition	0	LS	\$ 2,000.00	\$ -
---	Median Nose Modification	0	LS	\$ 5,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Fix Curb Ramp Counter Slope	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

- No Design Completed
- Preliminary Design
- Final Design

Subtotal:	\$	5,240.00
Engineering: (% +/-)	15%	\$ 1,182.86
Contingency: (% +/-)	20%	\$ 1,577.14
Estimated Project Cost:	\$	8,000.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	Good	N/A	N/A	N/A	
Path of travel running slope is greater than 5%		N/A	N/A	N/A	
Path of travel cross slope is greater than 2% for stop control approaches	X	N/A		N/A	Repave roadway and install crosswalk pavement markings
Path of travel cross slope is greater than 5% for free-flow approaches	N/A	N/A	N/A	N/A	
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	Install crosswalk pavement markings
Crosswalk striping condition	None	N/A	N/A	N/A	

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1z	2z	3z	4z	
Curb ramp does not exist and is needed					
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curb side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%					
Curb ramp running slope is greater than 8.33%					
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%					
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"					
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25') in curb ramp/landing/flares					
Temporary obstruction (>0.25') in curb ramp/landing/flares					
No textured surface at base of curb ramp					
No color contrast at base of curb ramp					
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%					
Curb ramp transition onto roadway is greater than 0.25°					
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
Ponding occurs at base of curb ramp					



Corner 1 No Ramp (1z)



Corner 2 No Ramp (2z)



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Kimley-Horn and Associates, Inc. Priority: 13
Project Description for Unsignalized Intersection

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : State Hwy 31 **GPS ID:** 1426
Project Name: Intersection of State Hwy 31 and Jefford Ave **Division:** 1
City: McCurtain

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	0	SY	\$ 50.00	\$ -
610(I)-4610	Tactile Warning Device - New	0	SF	\$ 25.00	\$ -
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	42	LF	\$ 6.00	\$ 252.00
---	Repave Roadway	1	LS	\$ 5,000.00	\$ 5,000.00
---	Fix Ponding	0	LS	\$ 2,000.00	\$ -
---	Fix Curb Ramp Transition	0	LS	\$ 2,000.00	\$ -
---	Median Nose Modification	0	LS	\$ 5,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Fix Curb Ramp Counter Slope	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

- No Design Completed
- Preliminary Design
- Final Design

Subtotal:	\$	5,252.00
Engineering: (% +/-)	15%	\$ 1,177.71
Contingency: (% +/-)	20%	\$ 1,570.29
Estimated Project Cost:	\$	8,000.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	Poor	N/A	N/A	N/A	Repave roadway and install crosswalk pavement markings
Path of travel running slope is greater than 5%		N/A	N/A	N/A	
Path of travel cross slope is greater than 2% for stop control approaches	X	N/A		N/A	
Path of travel cross slope is greater than 5% for free-flow approaches	N/A	N/A	N/A	N/A	Install crosswalk pavement markings
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	
Crosswalk striping condition	None	N/A	N/A	N/A	

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1z	2z	3z	4z	
Curb ramp does not exist and is needed					
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curb side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%					
Curb ramp running slope is greater than 8.33%					
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%					
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"					
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25') in curb ramp/landing/flares					
Temporary obstruction (>0.25') in curb ramp/landing/flares					
No textured surface at base of curb ramp					
No color contrast at base of curb ramp					
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%					
Curb ramp transition onto roadway is greater than 0.25°					
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
Ponding occurs at base of curb ramp					



Corner 1 No Ramp (1z)



Corner 2 No Ramp (2z)



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Kimley-Horn and Associates, Inc. Priority: 13
Project Description for Unsignalized Intersection

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : State Hwy 64B **GPS ID:** 1491
Project Name: Intersection of State Hwy 64B and SE 1st St **Division:** 1
City: Muldrow

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	0	SY	\$ 50.00	\$ -
610(I)-4610	Tactile Warning Device - New	0	SF	\$ 25.00	\$ -
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	204	LF	\$ 6.00	\$ 1,224.00
---	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: \$ 1,224.00
 Engineering: (% +/-) 15% \$ 332.57
 Contingency: (% +/-) 20% \$ 443.43
Estimated Project Cost: \$ 2,000.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	N/A	Good	Good	Good	
Path of travel running slope is greater than 5%	N/A				
Path of travel cross slope is greater than 2% for stop control approaches	N/A		N/A		
Path of travel cross slope is greater than 5% for free-flow approaches	N/A	N/A		N/A	
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	Install crosswalk pavement markings
Crosswalk striping condition	N/A	None	None	None	

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1z	2z	3z	4z	
Curb ramp does not exist and is needed					
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curb side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%					
Curb ramp running slope is greater than 8.33%					
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%					
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"					
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25') in curb ramp/landing/flares					
Temporary obstruction (>0.25') in curb ramp/landing/flares					
No textured surface at base of curb ramp					
No color contrast at base of curb ramp					
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%					
Curb ramp transition onto roadway is greater than 0.25"					
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
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.



Corner 1 No Ramp (1z)



Corner 2 No Ramp (2z)



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Kimley-Horn and Associates, Inc. Priority: 13
Project Description for Unsignalized Intersection

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : State Hwy 64B **GPS ID:** 1492
Project Name: Intersection of State Hwy 64B and 2nd St SE **Division:** 1
City: Muldrow

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	0	SY	\$ 50.00	\$ -
610(I)-4610	Tactile Warning Device - New	0	SF	\$ 25.00	\$ -
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	177	LF	\$ 6.00	\$ 1,062.00
---	Repave Roadway	2	LS	\$ 5,000.00	\$ 10,000.00
---	Fix Ponding	0	LS	\$ 2,000.00	\$ -
---	Fix Curb Ramp Transition	0	LS	\$ 2,000.00	\$ -
---	Median Nose Modification	0	LS	\$ 5,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Fix Curb Ramp Counter Slope	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

- No Design Completed
- Preliminary Design
- Final Design

Subtotal:	\$	11,062.00
Engineering: (% +/-)	15%	\$ 1,687.71
Contingency: (% +/-)	20%	\$ 2,250.29
Estimated Project Cost:	\$	15,000.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	Good	Poor	N/A	Poor	Repave roadway and install crosswalk pavement markings
Path of travel running slope is greater than 5%			N/A		
Path of travel cross slope is greater than 2% for stop control approaches	N/A	X	N/A		
Path of travel cross slope is greater than 5% for free-flow approaches		N/A	N/A	N/A	Remove and replace crosswalk pavement markings
Crosswalk width is less than 6'		N/A	N/A	N/A	
Crosswalk striping condition	Worn	None	N/A	None	

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1z	2z	3z	4z	
Curb ramp does not exist and is needed					
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curb side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%					
Curb ramp running slope is greater than 8.33%					
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%					
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"					
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25') in curb ramp/landing/flares					
Temporary obstruction (>0.25') in curb ramp/landing/flares					
No textured surface at base of curb ramp					
No color contrast at base of curb ramp					
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%					
Curb ramp transition onto roadway is greater than 0.25"					
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
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.



Corner 1 No Ramp (1z)



Corner 2 No Ramp (2z)



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

Opinion of Probable Construction Cost Disclaimer:

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Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, 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: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : State Hwy 64B **GPS ID:** 1493
Project Name: Intersection of State Hwy 64B and Church St **Division:** 1
City: Muldrow

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	0	SY	\$ 50.00	\$ -
610(I)-4610	Tactile Warning Device - New	0	SF	\$ 25.00	\$ -
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	46	LF	\$ 6.00	\$ 276.00
---	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:	\$	276.00
Engineering: (% +/-)	15%	\$ 310.29
Contingency: (% +/-)	20%	\$ 413.71
Estimated Project Cost:	\$	1,000.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	N/A	N/A	N/A	Good	
Path of travel running slope is greater than 5%	N/A	N/A	N/A		
Path of travel cross slope is greater than 2% for stop control approaches	N/A		N/A		
Path of travel cross slope is greater than 5% for free-flow approaches	N/A	N/A	N/A	N/A	
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	
Crosswalk striping condition	N/A	N/A	N/A	None	Install crosswalk pavement markings

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1z	2z	3z	4z	
Curb ramp does not exist and is needed					
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curb side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%					
Curb ramp running slope is greater than 8.33%					
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%					
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"					
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25') in curb ramp/landing/flares					
Temporary obstruction (>0.25') in curb ramp/landing/flares					
No textured surface at base of curb ramp					
No color contrast at base of curb ramp					
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%					
Curb ramp transition onto roadway is greater than 0.25"					
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
Ponding occurs at base of curb ramp					



Corner 1 No Ramp (1z)



Corner 2 No Ramp (2z)



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Kimley-Horn and Associates, Inc. Priority: 13
Project Description for Unsignalized Intersection

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : State Hwy 64B **GPS ID:** 1494
Project Name: Intersection of State Hwy 64B and 4th St **Division:** 1
City: Muldrow

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	0	SY	\$ 50.00	\$ -
610(I)-4610	Tactile Warning Device - New	0	SF	\$ 25.00	\$ -
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	232	LF	\$ 6.00	\$ 1,392.00
---	Repave Roadway	1	LS	\$ 5,000.00	\$ 5,000.00
---	Fix Ponding	0	LS	\$ 2,000.00	\$ -
---	Fix Curb Ramp Transition	0	LS	\$ 2,000.00	\$ -
---	Median Nose Modification	0	LS	\$ 5,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Fix Curb Ramp Counter Slope	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

- No Design Completed
- Preliminary Design
- Final Design

Subtotal:	\$	6,392.00
Engineering: (% +/-)	15%	\$ 1,117.71
Contingency: (% +/-)	20%	\$ 1,490.29
Estimated Project Cost:	\$	9,000.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	Good	Poor	Good	Good	Repave roadway and install crosswalk pavement markings
Path of travel running slope is greater than 5%					
Path of travel cross slope is greater than 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		Remove and replace crosswalk pavement markings
Crosswalk striping condition	Worn	Worn	None	Worn	

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1z	2z	3z	4z	
Curb ramp does not exist and is needed					
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curb side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%					
Curb ramp running slope is greater than 8.33%					
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%					
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"					
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25') in curb ramp/landing/flares					
Temporary obstruction (>0.25') in curb ramp/landing/flares					
No textured surface at base of curb ramp					
No color contrast at base of curb ramp					
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%					
Curb ramp transition onto roadway is greater than 0.25"					
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
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.



Corner 1 No Ramp (1z)



Corner 2 No Ramp (2z)



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

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

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : US Hwy 64 Bus **GPS ID:** 1553
Project Name: Intersection of US Hwy 62 Bus and Iola St **Division:** 1
City: Muskogee

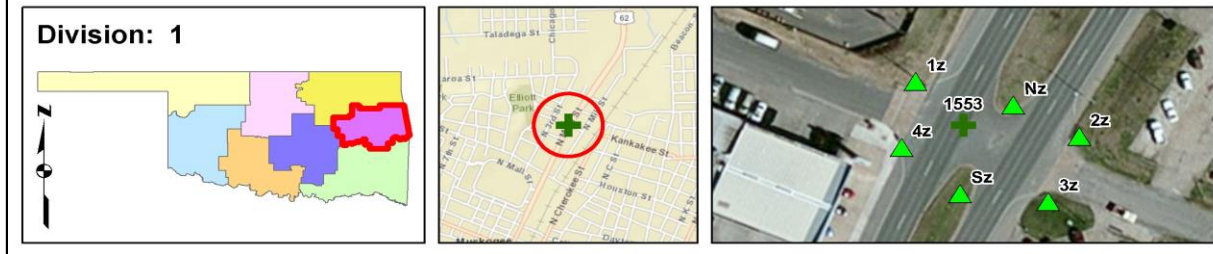
Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	76	SY	\$ 50.00	\$ 3,800.00
610(I)-4610	Tactile Warning Device - New	60	SF	\$ 25.00	\$ 1,500.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	260	LF	\$ 6.00	\$ 1,560.00
---	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:	\$	6,860.00
Engineering: (% +/-)	15%	\$ 1,345.71
Contingency: (% +/-)	20%	\$ 1,794.29
Estimated Project Cost:	\$	10,000.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	N/A	N/A	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	N/A	N/A	None	None	Install crosswalk pavement markings

Curb Ramp Issues	Curb Ramp ID ('z' or 'i' in ramp label indicates no existing ramp)						Recommendations
	Sz	Nz	1z	2z	3z	4z	
Curb ramp does not exist and is needed	X	X	X			X	Install curb ramp; see shapefile for median improvement
Curb ramp does not land in crosswalk							
No 4' x 4' clear space at base of curb ramp							
Curb side is not 90° or has traversable adjacent surface							
Flare cross slope is greater than 10%							
Curb ramp running slope is greater than 8.33%							
Blended transition running slope is greater than 5%							
Cut-thru ramp running slope is greater than 5%							
Curb ramp cross slope is greater than 2%							
Cut-thru ramp cross slope is greater than 2%							
Curb ramp width is less than 48"							
Cut-thru ramp width is less than 60"							
Permanent obstruction (>0.25') in curb ramp/landing/flares							
Temporary obstruction (>0.25') in curb ramp/landing/flares							
No textured surface at base of curb ramp							
No color contrast at base of curb ramp							
Landing area does not exist and is needed							
Landing area is less than 5' x 5' or slopes greater than 2%							
Curb ramp transition onto roadway is greater than 0.25"							
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%							
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.



South Median No Ramp (Sz)



North Median No Ramp (Nz)



Corner 1 No Ramp (1z)



Corner 2 No Ramp (2z)



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

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

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : US Hwy 64 Bus **GPS ID:** 1554
Project Name: Intersection of US Hwy 62 Bus and Howard St **Division:** 1
City: Muskogee

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	21	SY	\$ 50.00	\$ 1,050.00
610(I)-4610	Tactile Warning Device - New	20	SF	\$ 25.00	\$ 500.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	334	LF	\$ 6.00	\$ 2,004.00
---	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:	\$	3,554.00
Engineering: (% +/-)	15%	\$ 619.71
Contingency: (% +/-)	20%	\$ 826.29
Estimated Project Cost:	\$	5,000.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	Good	N/A	Good	Good	
Path of travel running slope is greater than 5%		N/A			
Path of travel cross slope is greater than 2% for stop control approaches	N/A		N/A		
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	N/A	None	None	Install crosswalk pavement markings

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1z	2z	3z	4z	
Curb ramp does not exist and is needed	X			X	Install curb ramp; see shapefile for median improvement
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curb side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%					
Curb ramp running slope is greater than 8.33%					
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%					
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"					
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25') in curb ramp/landing/flares					
Temporary obstruction (>0.25') in curb ramp/landing/flares					
No textured surface at base of curb ramp					
No color contrast at base of curb ramp					
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%					
Curb ramp transition onto roadway is greater than 0.25"					
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
Ponding occurs at base of curb ramp					

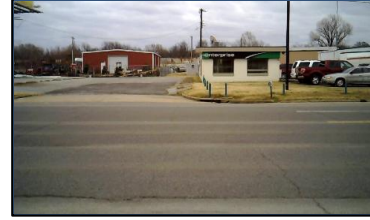
Comment: Existing sidewalk, curb ramp, and/or striping configurations permit pedestrians to cross the major street. An Engineering study is needed to confirm crossing should be accommodated at this location and the current crossing treatment is appropriate.



Corner 1 No Ramp (1z)



Corner 2 No Ramp (2z)



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

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

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : US Hwy 64 Bus **GPS ID:** 1555
Project Name: Intersection of US Hwy 62 Bus and Girard St **Division:** 1
City: Muskogee

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	41	SY	\$ 50.00	\$ 2,050.00
610(I)-4610	Tactile Warning Device - New	40	SF	\$ 25.00	\$ 1,000.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	388	LF	\$ 6.00	\$ 2,328.00
---	Repave Roadway	2	LS	\$ 5,000.00	\$ 10,000.00
---	Fix Ponding	0	LS	\$ 2,000.00	\$ -
---	Fix Curb Ramp Transition	0	LS	\$ 2,000.00	\$ -
---	Median Nose Modification	0	LS	\$ 5,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Fix Curb Ramp Counter Slope	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

- No Design Completed
- Preliminary Design
- Final Design

Subtotal:	\$	15,378.00
Engineering: (% +/-)	15%	\$ 2,409.43
Contingency: (% +/-)	20%	\$ 3,212.57
Estimated Project Cost:	\$	21,000.00

Project Location



Field Observations

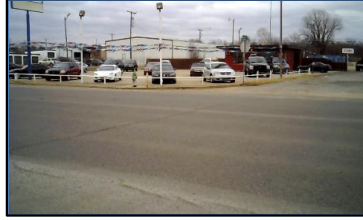
Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	Good	Poor	Good	Poor	Repave roadway and install crosswalk pavement markings
Path of travel running slope is greater than 5%					
Path of travel cross slope is greater than 2% for stop control approaches	N/A		N/A		
Path of travel cross slope is greater than 5% for free-flow approaches		N/A		N/A	
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	Install crosswalk pavement markings
Crosswalk striping condition	None	None	None	None	

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1z	2z	3z	4z	
Curb ramp does not exist and is needed	X	X	X	X	Install curb ramp; see shapefile for median improvement
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curb side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%					
Curb ramp running slope is greater than 8.33%					
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%					
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"					
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25') in curb ramp/landing/flares					
Temporary obstruction (>0.25') in curb ramp/landing/flares					
No textured surface at base of curb ramp					
No color contrast at base of curb ramp					
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%					
Curb ramp transition onto roadway is greater than 0.25"					
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
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.



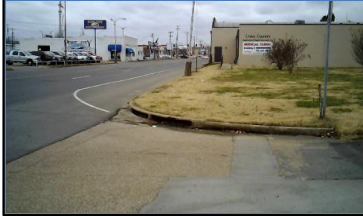
Corner 1 No Ramp (1z)



Corner 2 No Ramp (2z)



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

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

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : US Hwy 64 / US Hwy 62 Bus **GPS ID:** 1585
Project Name: Intersection of US Hwy 64 / US Hwy 62 / State Hwy 16 and S 54th St **Division:** 1
City: Muskogee

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	21	SY	\$ 50.00	\$ 1,050.00
610(I)-4610	Tactile Warning Device - New	20	SF	\$ 25.00	\$ 500.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	204	LF	\$ 6.00	\$ 1,224.00
---	Repave Roadway	1	LS	\$ 5,000.00	\$ 5,000.00
---	Fix Ponding	0	LS	\$ 2,000.00	\$ -
---	Fix Curb Ramp Transition	0	LS	\$ 2,000.00	\$ -
---	Median Nose Modification	0	LS	\$ 5,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Fix Curb Ramp Counter Slope	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

- No Design Completed
- Preliminary Design
- Final Design

Subtotal:	\$	7,774.00
Engineering: (% +/-)	15%	1,382.57
Contingency: (% +/-)	20%	1,843.43
Estimated Project Cost:	\$	11,000.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	Good	Good	Good	N/A	
Path of travel running slope is greater than 5%					
Path of travel cross slope is greater than 2% for stop control approaches		N/A	X	N/A	Repave roadway and install crosswalk pavement markings
Path of travel cross slope is greater than 5% for free-flow approaches	N/A		N/A		
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	Install crosswalk pavement markings
Crosswalk striping condition	None	None	None	N/A	

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1z	2z	3z	4z	
Curb ramp does not exist and is needed	X	X			Install curb ramp; see shapefile for median improvement
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curb side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%					
Curb ramp running slope is greater than 8.33%					
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%					
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"					
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25') in curb ramp/landing/flares					
Temporary obstruction (>0.25') in curb ramp/landing/flares					
No textured surface at base of curb ramp					
No color contrast at base of curb ramp					
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%					
Curb ramp transition onto roadway is greater than 0.25"					
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
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.



Corner 1 No Ramp (1z)



Corner 2 No Ramp (2z)



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

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

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : US Hwy 64 / US Hwy 62 Bus **GPS ID:** 1586
Project Name: Intersection of US Hwy 64 / US Hwy 62 / State Hwy 16 and N 53rd St **Division:** 1
City: Muskogee

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	21	SY	\$ 50.00	\$ 1,050.00
610(I)-4610	Tactile Warning Device - New	20	SF	\$ 25.00	\$ 500.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	130	LF	\$ 6.00	\$ 780.00
---	Repave Roadway	0	LS	\$ 5,000.00	\$ -
---	Fix Ponding	0	LS	\$ 2,000.00	\$ -
---	Fix Curb Ramp Transition	0	LS	\$ 2,000.00	\$ -
---	Median Nose Modification	0	LS	\$ 5,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Fix Curb Ramp Counter Slope	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

- No Design Completed
- Preliminary Design
- Final Design

Subtotal:	\$	2,330.00
Engineering: (% +/-)	15%	\$ 715.71
Contingency: (% +/-)	20%	\$ 954.29
Estimated Project Cost:	\$	4,000.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	Good	N/A	N/A	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	N/A	N/A	None	Install crosswalk pavement markings

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1z	2z	3z	4z	
Curb ramp does not exist and is needed	X	X			Install curb ramp; see shapefile for median improvement
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curb side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%					
Curb ramp running slope is greater than 8.33%					
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%					
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"					
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25') in curb ramp/landing/flares					
Temporary obstruction (>0.25') in curb ramp/landing/flares					
No textured surface at base of curb ramp					
No color contrast at base of curb ramp					
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%					
Curb ramp transition onto roadway is greater than 0.25"					
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
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.



Corner 1 No Ramp (1z)



Corner 2 No Ramp (2z)



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

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

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : US Hwy 64 / US Hwy 62 Bus **GPS ID:** 1590
Project Name: Intersection of US Hwy 64 / US Hwy 62 / State Hwy 16 and N 49th St **Division:** 1
City: Muskogee

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	21	SY	\$ 50.00	\$ 1,050.00
610(I)-4610	Tactile Warning Device - New	20	SF	\$ 25.00	\$ 500.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	260	LF	\$ 6.00	\$ 1,560.00
---	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:	\$	3,110.00
Engineering: (% +/-)	15%	\$ 810.00
Contingency: (% +/-)	20%	\$ 1,080.00
Estimated Project Cost:	\$	5,000.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	Good	Good	N/A	Good	
Path of travel running slope is greater than 5%			N/A		
Path of travel cross slope is greater than 2% for stop control approaches		N/A		N/A	
Path of travel cross slope is greater than 5% for free-flow approaches	N/A		N/A		
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	Install crosswalk pavement markings
Crosswalk striping condition	None	None	N/A	None	

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1z	2z	3z	4z	
Curb ramp does not exist and is needed	X	X			Install curb ramp; see shapefile for median improvement
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curb side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%					
Curb ramp running slope is greater than 8.33%					
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%					
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"					
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25') in curb ramp/landing/flares					
Temporary obstruction (>0.25') in curb ramp/landing/flares					
No textured surface at base of curb ramp					
No color contrast at base of curb ramp					
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%					
Curb ramp transition onto roadway is greater than 0.25"					
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
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.



Corner 1 No Ramp (1z)



Corner 2 No Ramp (2z)



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

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

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : US Hwy 64 / US Hwy 62 Bus **GPS ID:** 1591
Project Name: Intersection of US Hwy 64 / US Hwy 62 / State Hwy 16 and S 48th St **Division:** 1
City: Muskogee

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	21	SY	\$ 50.00	\$ 1,050.00
610(I)-4610	Tactile Warning Device - New	20	SF	\$ 25.00	\$ 500.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	260	LF	\$ 6.00	\$ 1,560.00
---	Repave Roadway	1	LS	\$ 5,000.00	\$ 5,000.00
---	Fix Ponding	0	LS	\$ 2,000.00	\$ -
---	Fix Curb Ramp Transition	0	LS	\$ 2,000.00	\$ -
---	Median Nose Modification	0	LS	\$ 5,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Fix Curb Ramp Counter Slope	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

- No Design Completed
- Preliminary Design
- Final Design

Subtotal:	\$	8,110.00
Engineering: (% +/-)	15%	\$ 1,238.57
Contingency: (% +/-)	20%	\$ 1,651.43
Estimated Project Cost:	\$	11,000.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	Good	Good	N/A	Good	
Path of travel running slope is greater than 5%			N/A		
Path of travel cross slope is greater than 2% for stop control approaches	X	N/A		N/A	Repave roadway and install crosswalk pavement markings
Path of travel cross slope is greater than 5% for free-flow approaches	N/A		N/A		
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	Install crosswalk pavement markings
Crosswalk striping condition	None	None	N/A	None	

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1z	2z	3z	4z	
Curb ramp does not exist and is needed	X	X			Install curb ramp; see shapefile for median improvement
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curb side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%					
Curb ramp running slope is greater than 8.33%					
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%					
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"					
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25') in curb ramp/landing/flares					
Temporary obstruction (>0.25') in curb ramp/landing/flares					
No textured surface at base of curb ramp					
No color contrast at base of curb ramp					
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%					
Curb ramp transition onto roadway is greater than 0.25"					
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
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.



Corner 1 No Ramp (1z)



Corner 2 No Ramp (2z)



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

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

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : US Hwy 64 / US Hwy 62 Bus **GPS ID:** 1592
Project Name: Intersection of US Hwy 64 / US Hwy 62 / State Hwy 16 and N 46th St **Division:** 1
City: Muskogee

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	21	SY	\$ 50.00	\$ 1,050.00
610(I)-4610	Tactile Warning Device - New	20	SF	\$ 25.00	\$ 500.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	250	LF	\$ 6.00	\$ 1,500.00
---	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:	\$	3,050.00
Engineering: (% +/-)	15%	\$ 835.71
Contingency: (% +/-)	20%	\$ 1,114.29
Estimated Project Cost:	\$	5,000.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	Good	Good	N/A	Good	
Path of travel running slope is greater than 5%			N/A		
Path of travel cross slope is greater than 2% for stop control approaches		N/A		N/A	
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	N/A	None	Install crosswalk pavement markings

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1z	2z	3z	4z	
Curb ramp does not exist and is needed	X	X			Install curb ramp; see shapefile for median improvement
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curb side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%					
Curb ramp running slope is greater than 8.33%					
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%					
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"					
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25') in curb ramp/landing/flares					
Temporary obstruction (>0.25') in curb ramp/landing/flares					
No textured surface at base of curb ramp					
No color contrast at base of curb ramp					
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%					
Curb ramp transition onto roadway is greater than 0.25"					
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
Ponding occurs at base of curb ramp					

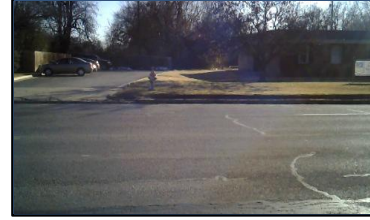
Comment: Existing sidewalk, curb ramp, and/or striping configurations permit pedestrians to cross the major street. An Engineering study is needed to confirm crossing should be accommodated at this location and the current crossing treatment is appropriate.



Corner 1 No Ramp (1z)



Corner 2 No Ramp (2z)



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

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

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : US Hwy 64 / US Hwy 62 Bus **GPS ID:** 1593
Project Name: Intersection of US Hwy 64 / US Hwy 62 / State Hwy 16 and N 44th St **Division:** 1
City: Muskogee

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	21	SY	\$ 50.00	\$ 1,050.00
610(I)-4610	Tactile Warning Device - New	20	SF	\$ 25.00	\$ 500.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	250	LF	\$ 6.00	\$ 1,500.00
---	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:	\$	3,050.00
Engineering: (% +/-)	15%	\$ 835.71
Contingency: (% +/-)	20%	\$ 1,114.29
Estimated Project Cost:	\$	5,000.00

Project Location



Field Observations

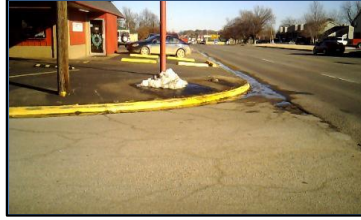
Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	Good	Good	N/A	Good	
Path of travel running slope is greater than 5%			N/A		
Path of travel cross slope is greater than 2% for stop control approaches		N/A		N/A	
Path of travel cross slope is greater than 5% for 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	N/A	None	Install crosswalk pavement markings

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1z	2z	3z	4z	
Curb ramp does not exist and is needed	X	X			Install curb ramp; see shapefile for median improvement
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curb side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%					
Curb ramp running slope is greater than 8.33%					
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%					
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"					
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25') in curb ramp/landing/flares					
Temporary obstruction (>0.25') in curb ramp/landing/flares					
No textured surface at base of curb ramp					
No color contrast at base of curb ramp					
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%					
Curb ramp transition onto roadway is greater than 0.25"					
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
Ponding occurs at base of curb ramp					

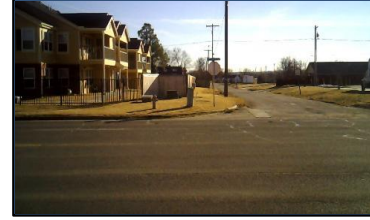
Comment: Existing sidewalk, curb ramp, and/or striping configurations permit pedestrians to cross the major street. An Engineering study is needed to confirm crossing should be accommodated at this location and the current crossing treatment is appropriate.



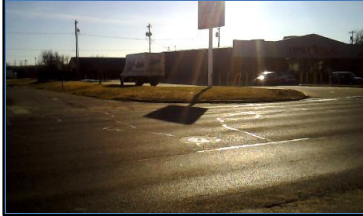
Corner 1 No Ramp (1z)



Corner 2 No Ramp (2z)



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

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

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : US Hwy 64 / US Hwy 62 Bus **GPS ID:** 1594
Project Name: Intersection of US Hwy 64 / US Hwy 62 / State Hwy 16 and Boston Ave **Division:** 1
City: Muskogee

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	21	SY	\$ 50.00	\$ 1,050.00
610(I)-4610	Tactile Warning Device - New	20	SF	\$ 25.00	\$ 500.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	248	LF	\$ 6.00	\$ 1,488.00
---	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:	\$	3,038.00
Engineering: (% +/-)	15%	\$ 840.86
Contingency: (% +/-)	20%	\$ 1,121.14
Estimated Project Cost:	\$	5,000.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	Good	Good	N/A	Good	
Path of travel running slope is greater than 5%			N/A		
Path of travel cross slope is greater than 2% for stop control approaches		N/A		N/A	
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	N/A	None	Install crosswalk pavement markings

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1z	2z	3z	4z	
Curb ramp does not exist and is needed	X	X			Install curb ramp; see shapefile for median improvement
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curb side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%					
Curb ramp running slope is greater than 8.33%					
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%					
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"					
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25') in curb ramp/landing/flares					
Temporary obstruction (>0.25') in curb ramp/landing/flares					
No textured surface at base of curb ramp					
No color contrast at base of curb ramp					
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%					
Curb ramp transition onto roadway is greater than 0.25"					
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
Ponding occurs at base of curb ramp					

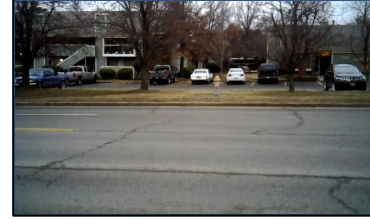
Comment: Existing sidewalk, curb ramp, and/or striping configurations permit pedestrians to cross the major street. An Engineering study is needed to confirm crossing should be accommodated at this location and the current crossing treatment is appropriate.



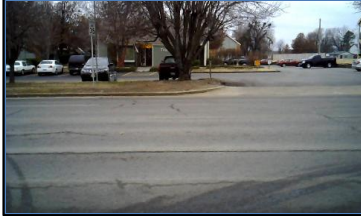
Corner 1 No Ramp (1z)



Corner 2 No Ramp (2z)



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

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

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : US Hwy 64 / US Hwy 62 Bus **GPS ID:** 1595
Project Name: Intersection of US Hwy 64 / US Hwy 62 / State Hwy 16 and Honor Heights Dr **Division:** 1
City: Muskogee

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	21	SY	\$ 50.00	\$ 1,050.00
610(I)-4610	Tactile Warning Device - New	20	SF	\$ 25.00	\$ 500.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	228	LF	\$ 6.00	\$ 1,368.00
---	Repave Roadway	0	LS	\$ 5,000.00	\$ -
---	Fix Ponding	0	LS	\$ 2,000.00	\$ -
---	Fix Curb Ramp Transition	0	LS	\$ 2,000.00	\$ -
---	Median Nose Modification	0	LS	\$ 5,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Fix Curb Ramp Counter Slope	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

- No Design Completed
- Preliminary Design
- Final Design

Subtotal:	\$	2,918.00
Engineering: (% +/-)	15%	\$ 463.71
Contingency: (% +/-)	20%	\$ 618.29
Estimated Project Cost:	\$	4,000.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	Good	Good	N/A	Good	
Path of travel running slope is greater than 5%			N/A		
Path of travel cross slope is greater than 2% for stop control approaches		N/A		N/A	
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	N/A	None	Install crosswalk pavement markings

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1z	2z	3z	4z	
Curb ramp does not exist and is needed	X	X			Install curb ramp; see shapefile for median improvement
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curb side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%					
Curb ramp running slope is greater than 8.33%					
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%					
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"					
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25') in curb ramp/landing/flares					
Temporary obstruction (>0.25') in curb ramp/landing/flares					
No textured surface at base of curb ramp					
No color contrast at base of curb ramp					
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%					
Curb ramp transition onto roadway is greater than 0.25"					
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
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.



Corner 1 No Ramp (1z)



Corner 2 No Ramp (2z)



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Kimley-Horn and Associates, Inc. Priority: 13
Project Description for Unsignalized Intersection

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : US Hwy 64 / US Hwy 62 Bus **GPS ID:** 1597
Project Name: Intersection of US Hwy 64 / US Hwy 62 / State Hwy 16 and S 38th St **Division:** 1
City: Muskogee

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	0	SY	\$ 50.00	\$ -
610(I)-4610	Tactile Warning Device - New	0	SF	\$ 25.00	\$ -
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	200	LF	\$ 6.00	\$ 1,200.00
---	Repave Roadway	1	LS	\$ 5,000.00	\$ 5,000.00
---	Fix Ponding	0	LS	\$ 2,000.00	\$ -
---	Fix Curb Ramp Transition	0	LS	\$ 2,000.00	\$ -
---	Median Nose Modification	0	LS	\$ 5,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Fix Curb Ramp Counter Slope	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

- No Design Completed
- Preliminary Design
- Final Design

Subtotal:	\$	6,200.00
Engineering: (% +/-)	15%	\$ 1,200.00
Contingency: (% +/-)	20%	\$ 1,600.00
Estimated Project Cost:	\$	9,000.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	N/A	Good	N/A	Poor	Repave roadway and install crosswalk pavement markings
Path of travel running slope is greater than 5%	N/A		N/A		
Path of travel cross slope is greater than 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	N/A	None	N/A	None	

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1z	2z	3z	4z	
Curb ramp does not exist and is needed					
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curb side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%					
Curb ramp running slope is greater than 8.33%					
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%					
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"					
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25') in curb ramp/landing/flares					
Temporary obstruction (>0.25') in curb ramp/landing/flares					
No textured surface at base of curb ramp					
No color contrast at base of curb ramp					
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%					
Curb ramp transition onto roadway is greater than 0.25"					
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
Ponding occurs at base of curb ramp					

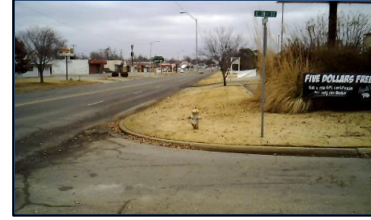
Comment: Existing sidewalk, curb ramp, and/or striping configurations permit pedestrians to cross the major street. An Engineering study is needed to confirm crossing should be accommodated at this location and the current crossing treatment is appropriate.



Corner 1 No Ramp (1z)



Corner 2 No Ramp (2z)



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

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

Client: Oklahoma Department of Transportation Date: 7/28/16
 Program: ADA Self-Evaluation and Transition Plan Prepared By: CMP
 KHA No.: 051279001 Checked By: EPE

Corridor : US Hwy 64 / US Hwy 62 Bus GPS ID: 1598
 Project Name: Intersection of US Hwy 64 / US Hwy 62 / State Hwy 16 and N 37th St Division: 1
 City: Muskogee

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	21	SY	\$ 50.00	\$ 1,050.00
610(I)-4610	Tactile Warning Device - New	20	SF	\$ 25.00	\$ 500.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	250	LF	\$ 6.00	\$ 1,500.00
---	Repave Roadway	1	LS	\$ 5,000.00	\$ 5,000.00
---	Fix Ponding	0	LS	\$ 2,000.00	\$ -
---	Fix Curb Ramp Transition	0	LS	\$ 2,000.00	\$ -
---	Median Nose Modification	0	LS	\$ 5,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Fix Curb Ramp Counter Slope	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

- No Design Completed
- Preliminary Design
- Final Design

Subtotal:	\$	8,050.00
Engineering: (% +/-)	15%	\$ 1,264.29
Contingency: (% +/-)	20%	\$ 1,685.71
Estimated Project Cost:	\$	11,000.00

Project Location



Field Observations

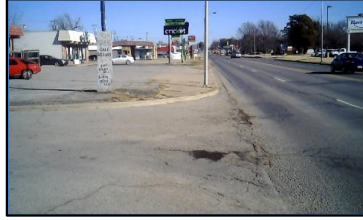
Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	Good	Good	N/A	Good	
Path of travel running slope is greater than 5%			N/A		
Path of travel cross slope is greater than 2% for stop control approaches	X	N/A		N/A	Repave roadway and install crosswalk pavement markings
Path of travel cross slope is greater than 5% for free-flow approaches	N/A		N/A		
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	Install crosswalk pavement markings
Crosswalk striping condition	None	None	N/A	None	

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1z	2z	3z	4z	
Curb ramp does not exist and is needed	X	X			Install curb ramp; see shapefile for median improvement
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curb side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%					
Curb ramp running slope is greater than 8.33%					
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%					
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"					
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25') in curb ramp/landing/flares					
Temporary obstruction (>0.25') in curb ramp/landing/flares					
No textured surface at base of curb ramp					
No color contrast at base of curb ramp					
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%					
Curb ramp transition onto roadway is greater than 0.25"					
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
Ponding occurs at base of curb ramp					

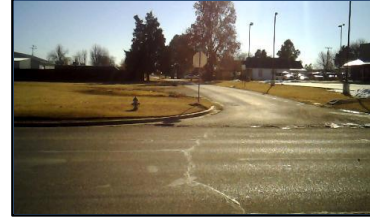
Comment: Existing sidewalk, curb ramp, and/or striping configurations permit pedestrians to cross the major street. An Engineering study is needed to confirm crossing should be accommodated at this location and the current crossing treatment is appropriate.



Corner 1 No Ramp (1z)



Corner 2 No Ramp (2z)



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Kimley-Horn and Associates, Inc. Priority: 13
Project Description for Unsignalized Intersection

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : US Hwy 64 / US Hwy 62 Bus **GPS ID:** 1599
Project Name: Intersection of US Hwy 64 / US Hwy 62 / State Hwy 16 and S 36th St **Division:** 1
City: Muskogee

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	0	SY	\$ 50.00	\$ -
610(I)-4610	Tactile Warning Device - New	0	SF	\$ 25.00	\$ -
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	200	LF	\$ 6.00	\$ 1,200.00
---	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:	\$	1,200.00
Engineering: (% +/-)	15%	\$ 342.86
Contingency: (% +/-)	20%	\$ 457.14
Estimated Project Cost:	\$	2,000.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	N/A	Good	N/A	Good	
Path of travel running slope is greater than 5%	N/A		N/A		
Path of travel cross slope is greater than 2% for stop control approaches		N/A		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	N/A	None	N/A	None	Install crosswalk pavement markings

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1z	2z	3z	4z	
Curb ramp does not exist and is needed					
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curb side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%					
Curb ramp running slope is greater than 8.33%					
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%					
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"					
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25') in curb ramp/landing/flares					
Temporary obstruction (>0.25') in curb ramp/landing/flares					
No textured surface at base of curb ramp					
No color contrast at base of curb ramp					
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%					
Curb ramp transition onto roadway is greater than 0.25"					
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
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.



Corner 1 No Ramp (1z)



Corner 2 No Ramp (2z)



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

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

Client: Oklahoma Department of Transportation Date: 7/28/16
 Program: ADA Self-Evaluation and Transition Plan Prepared By: CMP
 KHA No.: 051279001 Checked By: EPE

Corridor : US Hwy 64 / US Hwy 62 Bus GPS ID: 1600
 Project Name: Intersection of US Hwy 64 / US Hwy 62 / State Hwy 16 and N 35th St Division: 1
 City: Muskogee

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	21	SY	\$ 50.00	\$ 1,050.00
610(I)-4610	Tactile Warning Device - New	20	SF	\$ 25.00	\$ 500.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	252	LF	\$ 6.00	\$ 1,512.00
---	Repave Roadway	1	LS	\$ 5,000.00	\$ 5,000.00
---	Fix Ponding	0	LS	\$ 2,000.00	\$ -
---	Fix Curb Ramp Transition	0	LS	\$ 2,000.00	\$ -
---	Median Nose Modification	0	LS	\$ 5,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Fix Curb Ramp Counter Slope	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

- No Design Completed
- Preliminary Design
- Final Design

Subtotal:	\$	8,062.00
Engineering: (% +/-)	15%	\$ 1,259.14
Contingency: (% +/-)	20%	\$ 1,678.86
Estimated Project Cost:	\$	11,000.00

Project Location



Field Observations

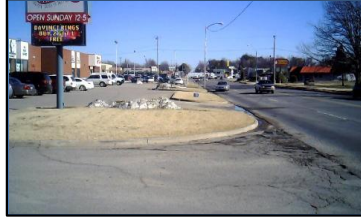
Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	Good	Good	N/A	Good	
Path of travel running slope is greater than 5%			N/A		
Path of travel cross slope is greater than 2% for stop control approaches	X	N/A		N/A	Repave roadway and install crosswalk pavement markings
Path of travel cross slope is greater than 5% for free-flow approaches	N/A		N/A		
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	Install crosswalk pavement markings
Crosswalk striping condition	None	None	N/A	None	

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1z	2z	3z	4z	
Curb ramp does not exist and is needed	X	X			Install curb ramp; see shapefile for median improvement
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curb side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%					
Curb ramp running slope is greater than 8.33%					
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%					
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"					
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25') in curb ramp/landing/flares					
Temporary obstruction (>0.25') in curb ramp/landing/flares					
No textured surface at base of curb ramp					
No color contrast at base of curb ramp					
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%					
Curb ramp transition onto roadway is greater than 0.25"					
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
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.



Corner 1 No Ramp (1z)



Corner 2 No Ramp (2z)



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

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

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : US Hwy 64 / US Hwy 62 Bus **GPS ID:** 1601
Project Name: Intersection of US Hwy 64 / US Hwy 62 / State Hwy 16 and N 34th St **Division:** 1
City: Muskogee

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	21	SY	\$ 50.00	\$ 1,050.00
610(I)-4610	Tactile Warning Device - New	20	SF	\$ 25.00	\$ 500.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	256	LF	\$ 6.00	\$ 1,536.00
---	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:	\$	3,086.00
Engineering: (% +/-)	15%	\$ 820.29
Contingency: (% +/-)	20%	\$ 1,093.71
Estimated Project Cost:	\$	5,000.00

Project Location



Field Observations

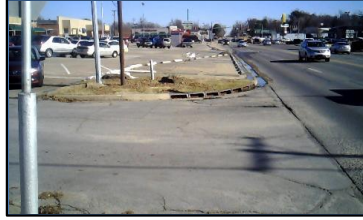
Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	Good	Good	N/A	Good	
Path of travel running slope is greater than 5%			N/A		
Path of travel cross slope is greater than 2% for stop control approaches		N/A		N/A	
Path of travel cross slope is greater than 5% for 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	N/A	None	Install crosswalk pavement markings

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1z	2z	3z	4z	
Curb ramp does not exist and is needed	X	X			Install curb ramp; see shapefile for median improvement
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curb side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%					
Curb ramp running slope is greater than 8.33%					
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%					
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"					
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25') in curb ramp/landing/flares					
Temporary obstruction (>0.25') in curb ramp/landing/flares					
No textured surface at base of curb ramp					
No color contrast at base of curb ramp					
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%					
Curb ramp transition onto roadway is greater than 0.25°					
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
Ponding occurs at base of curb ramp					

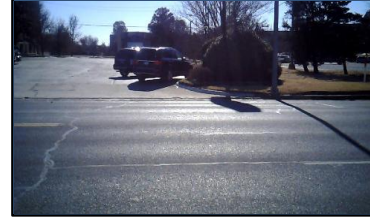
Comment: Existing sidewalk, curb ramp, and/or striping configurations permit pedestrians to cross the major street. An Engineering study is needed to confirm crossing should be accommodated at this location and the current crossing treatment is appropriate.



Corner 1 No Ramp (1z)



Corner 2 No Ramp (2z)



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Kimley-Horn and Associates, Inc. Priority: 13
Project Description for Unsignalized Intersection

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : US Hwy 64 / US Hwy 62 Bus **GPS ID:** 1602
Project Name: Intersection of US Hwy 64 / US Hwy 62 / State Hwy 16 and S 33rd St **Division:** 1
City: Muskogee

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	0	SY	\$ 50.00	\$ -
610(I)-4610	Tactile Warning Device - New	0	SF	\$ 25.00	\$ -
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	292	LF	\$ 6.00	\$ 1,752.00
---	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	2	LS	\$ 5,000.00	\$ 10,000.00
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Fix Curb Ramp Counter Slope	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

- No Design Completed
- Preliminary Design
- Final Design

Subtotal:	\$	11,752.00
Engineering: (% +/-)	15%	\$ 1,820.57
Contingency: (% +/-)	20%	\$ 2,427.43
Estimated Project Cost:	\$	16,000.00

Project Location



Field Observations

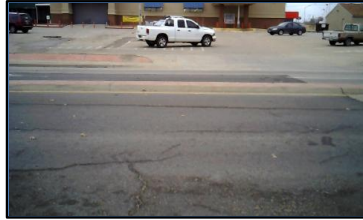
Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	N/A	Good	N/A	Good	
Path of travel running slope is greater than 5%	N/A		N/A		
Path of travel cross slope is greater than 2% for stop control approaches		N/A		N/A	
Path of travel cross slope is greater than 5% for free-flow approaches	N/A		N/A		
Crosswalk width is less than 6'	N/A		N/A		
Crosswalk striping condition	N/A	None	N/A	None	Install crosswalk pavement markings

Curb Ramp Issues	Curb Ramp ID ('z' or 'i' in ramp label indicates no existing ramp)						Recommendations
	Wz	Ez	1z	2z	3z	4z	
Curb ramp does not exist and is needed	X	X					Median nose modification
Curb ramp does not land in crosswalk							
No 4' x 4' clear space at base of curb ramp							
Curb side is not 90° or has traversable adjacent surface							
Flare cross slope is greater than 10%							
Curb ramp running slope is greater than 8.33%							
Blended transition running slope is greater than 5%							
Cut-thru ramp running slope is greater than 5%							
Curb ramp cross slope is greater than 2%							
Cut-thru ramp cross slope is greater than 2%							
Curb ramp width is less than 48"							
Cut-thru ramp width is less than 60"							
Permanent obstruction (>0.25') in curb ramp/landing/flares							
Temporary obstruction (>0.25') in curb ramp/landing/flares							
No textured surface at base of curb ramp							
No color contrast at base of curb ramp							
Landing area does not exist and is needed							
Landing area is less than 5' x 5' or slopes greater than 2%							
Curb ramp transition onto roadway is greater than 0.25"							
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%							
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.



West Median No Ramp (Wz)



East Median No Ramp (Ez)



Corner 1 No Ramp (1z)



Corner 2 No Ramp (2z)



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : State Hwy 16 / US Hwy 62 **GPS ID:** 1604
Project Name: Intersection of US Hwy 62 (E Shawnee Ave) and State Hwy 16 (North) **Division:** 1
City: Muskogee

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	0	SY	\$ 50.00	\$ -
610(I)-4610	Tactile Warning Device - New	0	SF	\$ 25.00	\$ -
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	0	LF	\$ 6.00	\$ -
---	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:	\$	-
Engineering: (% +/-)	15%	\$ -
Contingency: (% +/-)	20%	\$ -
Estimated Project Cost:	\$	-

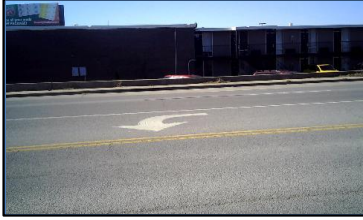
Project Location



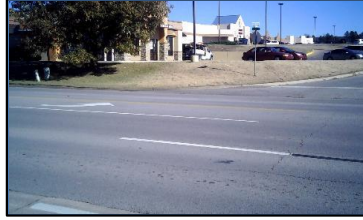
Field Observations

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

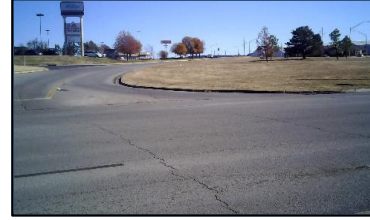
Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1z	2z	3z	4z	
Curb ramp does not exist and is needed					
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curb side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%					
Curb ramp running slope is greater than 8.33%					
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%					
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"					
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25') in curb ramp/landing/flares					
Temporary obstruction (>0.25') in curb ramp/landing/flares					
No textured surface at base of curb ramp					
No color contrast at base of curb ramp					
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%					
Curb ramp transition onto roadway is greater than 0.25°					
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
Ponding occurs at base of curb ramp					



Corner 1 No Ramp (1z)



Corner 2 No Ramp (2z)



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Kimley-Horn and Associates, Inc. Priority: 13
Project Description for Unsignalized Intersection

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : US Hwy 64 / US Hwy 62 Bus **GPS ID:** 1610
Project Name: Intersection of US Hwy 64 / US Hwy 62 Bus and S 30th St **Division:** 1
City: Muskogee

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	0	SY	\$ 50.00	\$ -
610(I)-4610	Tactile Warning Device - New	0	SF	\$ 25.00	\$ -
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	200	LF	\$ 6.00	\$ 1,200.00
---	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:	\$	1,200.00
Engineering: (% +/-)	15%	\$ 342.86
Contingency: (% +/-)	20%	\$ 457.14
Estimated Project Cost:	\$	2,000.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	N/A	Good	N/A	Good	
Path of travel running slope is greater than 5%	N/A		N/A		
Path of travel cross slope is greater than 2% for stop control approaches		N/A		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	N/A	None	N/A	None	Install crosswalk pavement markings

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1z	2z	3z	4z	
Curb ramp does not exist and is needed					
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curb side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%					
Curb ramp running slope is greater than 8.33%					
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%					
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"					
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25') in curb ramp/landing/flares					
Temporary obstruction (>0.25') in curb ramp/landing/flares					
No textured surface at base of curb ramp					
No color contrast at base of curb ramp					
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%					
Curb ramp transition onto roadway is greater than 0.25"					
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
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.



Corner 1 No Ramp (1z)



Corner 2 No Ramp (2z)



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Kimley-Horn and Associates, Inc. Priority: 2
Project Description for Unsignalized Intersection

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : US Hwy 64 / US Hwy 62 Bus **GPS ID:** 1611
Project Name: Intersection of US Hwy 64 / US Hwy 62 Bus and N 29th St **Division:** 1
City: Muskogee

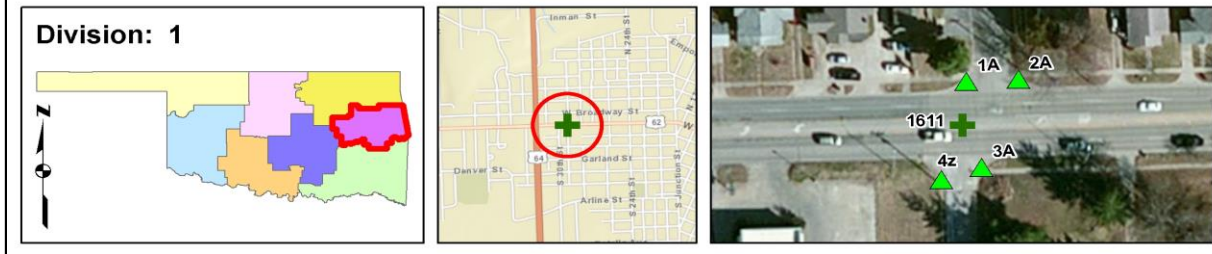
Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	41	SY	\$ 50.00	\$ 2,050.00
610(I)-4610	Tactile Warning Device - New	40	SF	\$ 25.00	\$ 1,000.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	30	SY	\$ 12.00	\$ 360.00
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	106	LF	\$ 6.00	\$ 636.00
---	Repave Roadway	2	LS	\$ 5,000.00	\$ 10,000.00
---	Fix Ponding	3	LS	\$ 2,000.00	\$ 6,000.00
---	Fix Curb Ramp Transition	0	LS	\$ 2,000.00	\$ -
---	Median Nose Modification	0	LS	\$ 5,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Fix Curb Ramp Counter Slope	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

- No Design Completed
- Preliminary Design
- Final Design

Subtotal:	\$	20,046.00
Engineering: (% +/-)	15%	\$ 3,408.86
Contingency: (% +/-)	20%	\$ 4,545.14
Estimated Project Cost:	\$	28,000.00

Project Location



Field Observations

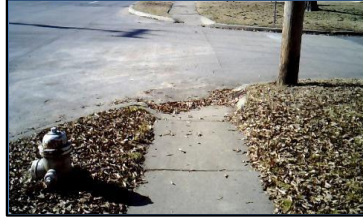
Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	Good	N/A	Good	N/A	
Path of travel running slope is greater than 5%					
Path of travel cross slope is greater than 2% for stop control approaches	X	N/A	X	N/A	Repave roadway and install crosswalk pavement markings
Path of travel cross slope is greater than 5% for free-flow approaches	N/A		N/A		
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	Install crosswalk pavement markings
Crosswalk striping condition	None	N/A	None	N/A	

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1A	2A	3A	4z	
Curb ramp does not exist and is needed				X	Install curb ramp; see shapefile for median improvement
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curb side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%					
Curb ramp running slope is greater than 8.33%		X	X		Remove and replace curb ramp
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%		X	X		
Curb ramp cross slope is greater than 2%					
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"					
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25') in curb ramp/landing/flares	X				For intersection ramps and commercial driveway ramps, install color truncated domes
Temporary obstruction (>0.25') in curb ramp/landing/flares	X				
No textured surface at base of curb ramp	X	X	X		
No color contrast at base of curb ramp	X	X	X		
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%	X	X	X		Remove and replace landing area
Curb ramp transition onto roadway is greater than 0.25"					
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%	NC	NC	NC		
Ponding occurs at base of curb ramp	X	X	X		Fix ponding

NC = Not Collected



Ramp 1A



Ramp 2A



Ramp 3A



Corner 4 No Ramp (4z)

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Kimley-Horn and Associates, Inc. Priority: 2
Project Description for Unsignalized Intersection

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : US Hwy 64 / US Hwy 62 Bus **GPS ID:** 1612
Project Name: Intersection of US Hwy 64 / US Hwy 62 Bus and N 28th St **Division:** 1
City: Muskogee

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	6	SY	\$ 50.00	\$ 300.00
610(I)-4610	Tactile Warning Device - New	0	SF	\$ 25.00	\$ -
610(I)-4615	Tactile Warning Device - Retrofit	20	SF	\$ 60.00	\$ 1,200.00
619(B)-4792	Removal of Sidewalk	6	SY	\$ 12.00	\$ 72.00
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	252	LF	\$ 6.00	\$ 1,512.00
---	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	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

- No Design Completed
- Preliminary Design
- Final Design

Subtotal:	\$	12,584.00
Engineering: (% +/-)	15%	\$ 1,892.57
Contingency: (% +/-)	20%	\$ 2,523.43
Estimated Project Cost:	\$	17,000.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	Good	Good	N/A	Good	
Path of travel running slope is greater than 5%			N/A		
Path of travel cross slope is greater than 2% for stop control approaches	X	N/A		N/A	Repave roadway and install crosswalk pavement markings
Path of travel cross slope is greater than 5% for free-flow approaches	N/A		N/A		
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	Install crosswalk pavement markings
Crosswalk striping condition	None	None	N/A	None	

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1A	2A	3z	4z	
Curb ramp does not exist and is needed					
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curb side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%					
Curb ramp running slope is greater than 8.33%					
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%					
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"					
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25') in curb ramp/landing/flares	X				Remove temporary obstruction
Temporary obstruction (>0.25') in curb ramp/landing/flares	X	X			For intersection ramps and commercial driveway ramps, install color truncated domes
No textured surface at base of curb ramp	X	X			
No color contrast at base of curb ramp	X	X			
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%	X	X			Remove and replace landing area
Curb ramp transition onto roadway is greater than 0.25"					
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%	NC	NC			
Ponding occurs at base of curb ramp	X	X			Fix ponding

NC = Not Collected

Comment: Existing sidewalk, curb ramp, and/or striping configurations permit pedestrians to cross the major street. An Engineering study is needed to confirm crossing should be accommodated at this location and the current crossing treatment is appropriate.



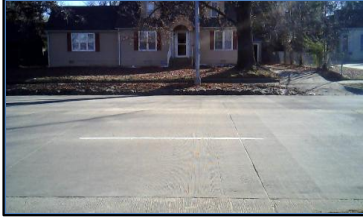
Ramp 1A



Ramp 2A



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Kimley-Horn and Associates, Inc. Priority: 2
Project Description for Unsignalized Intersection

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : US Hwy 64 / US Hwy 62 Bus **GPS ID:** 1613
Project Name: Intersection of US Hwy 64 / US Hwy 62 Bus and N 27th St **Division:** 1
City: Muskogee

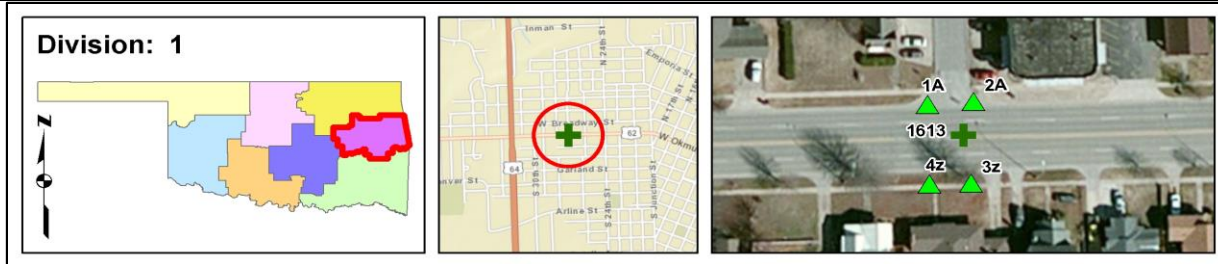
Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	11	SY	\$ 50.00	\$ 550.00
610(I)-4610	Tactile Warning Device - New	10	SF	\$ 25.00	\$ 250.00
610(I)-4615	Tactile Warning Device - Retrofit	10	SF	\$ 60.00	\$ 600.00
619(B)-4792	Removal of Sidewalk	10	SY	\$ 12.00	\$ 120.00
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	252	LF	\$ 6.00	\$ 1,512.00
---	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	1	LS	\$ 500.00	\$ 500.00
---	Fix Curb Ramp Counter Slope	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

- No Design Completed
- Preliminary Design
- Final Design

Subtotal:	\$	7,532.00
Engineering: (% +/-)	15%	\$ 1,486.29
Contingency: (% +/-)	20%	\$ 1,981.71
Estimated Project Cost:	\$	11,000.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	Good	Good	N/A	Good	
Path of travel running slope is greater than 5%			N/A		
Path of travel cross slope is greater than 2% for stop control approaches		N/A		N/A	
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	N/A	None	Install crosswalk pavement markings

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)				Recommendations	
	1A	2A	3z	4z		
Curb ramp does not exist and is needed						
Curb ramp does not land in crosswalk						
No 4' x 4' clear space at base of curb ramp						
Curb side is not 90° or has traversable adjacent surface						
Flare cross slope is greater than 10%						
Curb ramp running slope is greater than 8.33%	X				Remove and replace curb ramp	
Blended transition running slope is greater than 5%						
Cut-thru ramp running slope is greater than 5%						
Curb ramp cross slope is greater than 2%	X					
Cut-thru ramp cross slope is greater than 2%						
Curb ramp width is less than 48"						
Cut-thru ramp width is less than 60"						
Permanent obstruction (>0.25') in curb ramp/landing/flares						
Temporary obstruction (>0.25') in curb ramp/landing/flares		X				Remove temporary obstruction
No textured surface at base of curb ramp	X	X				For intersection ramps and commercial driveway ramps, install color truncated domes
No color contrast at base of curb ramp	X	X				
Landing area does not exist and is needed						
Landing area is less than 5' x 5' or slopes greater than 2%	X				Remove and replace landing area	
Curb ramp transition onto roadway is greater than 0.25"						
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%	NC	NC				
Ponding occurs at base of curb ramp	X	X			Fix ponding	

NC = Not Collected

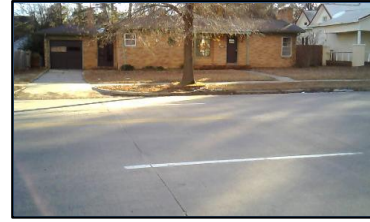
Comment: Existing sidewalk, curb ramp, and/or striping configurations permit pedestrians to cross the major street. An Engineering study is needed to confirm crossing should be accommodated at this location and the current crossing treatment is appropriate.



Ramp 1A



Ramp 2A



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Kimley-Horn and Associates, Inc. Priority: 2
Project Description for Unsignalized Intersection

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : US Hwy 64 / US Hwy 62 Bus **GPS ID:** 1614
Project Name: Intersection of US Hwy 64 / US Hwy 62 Bus and S 26th St **Division:** 1
City: Muskogee

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	26	SY	\$ 50.00	\$ 1,300.00
610(I)-4610	Tactile Warning Device - New	20	SF	\$ 25.00	\$ 500.00
610(I)-4615	Tactile Warning Device - Retrofit	20	SF	\$ 60.00	\$ 1,200.00
619(B)-4792	Removal of Sidewalk	24	SY	\$ 12.00	\$ 288.00
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	292	LF	\$ 6.00	\$ 1,752.00
---	Repave Roadway	1	LS	\$ 5,000.00	\$ 5,000.00
---	Fix Ponding	4	LS	\$ 2,000.00	\$ 8,000.00
---	Fix Curb Ramp Transition	0	LS	\$ 2,000.00	\$ -
---	Median Nose Modification	0	LS	\$ 5,000.00	\$ -
---	Remove Temporary Obstruction	4	LS	\$ 500.00	\$ 2,000.00
---	Fix Curb Ramp Counter Slope	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

- No Design Completed
- Preliminary Design
- Final Design

Subtotal:	\$	20,040.00
Engineering: (% +/-)	15%	\$ 3,411.43
Contingency: (% +/-)	20%	\$ 4,548.57
Estimated Project Cost:	\$	28,000.00

Project Location



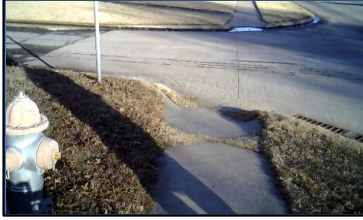
Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	Good	Good	Good	Good	
Path of travel running slope is greater than 5%	X				Repave roadway and install crosswalk pavement markings
Path of travel cross slope is greater than 2% for stop control approaches	X	N/A		N/A	
Path of travel cross slope is greater than 5% for free-flow approaches	N/A		N/A		
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	Install crosswalk pavement markings
Crosswalk striping condition	None	None	None	None	

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)				Recommendations
	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					
Curb side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%					
Curb ramp running slope is greater than 8.33%	X		X		
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%	X				
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"	X				
Cut-thru ramp width is less than 60"					Remove temporary obstruction
Permanent obstruction (>0.25') in curb ramp/landing/flares	X	X	X	X	
Temporary obstruction (>0.25') in curb ramp/landing/flares	X	X	X	X	For intersection ramps and commercial driveway ramps, install color truncated domes
No textured surface at base of curb ramp	X	X	X	X	
No color contrast at base of curb ramp	X	X	X	X	Remove and replace landing area
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%	X	X	X	X	
Curb ramp transition onto roadway is greater than 0.25"					Fix ponding
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%	NC	NC	NC	NC	
Ponding occurs at base of curb ramp	X	X	X	X	

NC = Not Collected

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

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Kimley-Horn and Associates, Inc. Priority: 2
Project Description for Unsignalized Intersection

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : US Hwy 64 / US Hwy 62 Bus **GPS ID:** 1616
Project Name: Intersection of US Hwy 64 / US Hwy 62 Bus and S 23rd St **Division:** 1
City: Muskogee

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	26	SY	\$ 50.00	\$ 1,300.00
610(I)-4610	Tactile Warning Device - New	20	SF	\$ 25.00	\$ 500.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	25	SY	\$ 12.00	\$ 300.00
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	254	LF	\$ 6.00	\$ 1,524.00
---	Repave Roadway	0	LS	\$ 5,000.00	\$ -
---	Fix Ponding	1	LS	\$ 2,000.00	\$ 2,000.00
---	Fix Curb Ramp Transition	0	LS	\$ 2,000.00	\$ -
---	Median Nose Modification	0	LS	\$ 5,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Fix Curb Ramp Counter Slope	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

- No Design Completed
- Preliminary Design
- Final Design

Subtotal: \$ 5,624.00
 Engineering: (% +/-) 15% \$ 1,018.29
 Contingency: (% +/-) 20% \$ 1,357.71
Estimated Project Cost: \$ 8,000.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	N/A	Good	Good	Good	
Path of travel running slope is greater than 5%	N/A				
Path of travel cross slope is greater than 2% for stop control approaches		N/A		N/A	
Path of travel cross slope is greater than 5% for free-flow approaches	N/A		N/A		
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	Install crosswalk pavement markings
Crosswalk striping condition	N/A	None	None	None	

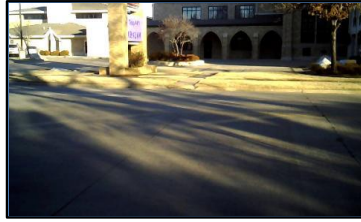
Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1z	2z	3A	4A	
Curb ramp does not exist and is needed					
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curb side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%					
Curb ramp running slope is greater than 8.33%				X	
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%			X		
Cut-thru ramp cross slope is greater than 2%				X	
Curb ramp width is less than 48"				X	
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25') in curb ramp/landing/flares					
Temporary obstruction (>0.25') in curb ramp/landing/flares					
No textured surface at base of curb ramp	X	X			
No color contrast at base of curb ramp	X	X			
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%	X	X			
Curb ramp transition onto roadway is greater than 0.25"					
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%			NC	NC	
Ponding occurs at base of curb ramp				X	

NC = Not Collected

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)



Corner 2 No Ramp (2z)



Ramp 3A



Ramp 4A

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Kimley-Horn and Associates, Inc. Priority: 2
Project Description for Unsignalized Intersection

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : US Hwy 64 / US Hwy 62 Bus **GPS ID:** 1617
Project Name: Intersection of US Hwy 64 / US Hwy 62 Bus and N 21st St **Division:** 1
City: Muskogee

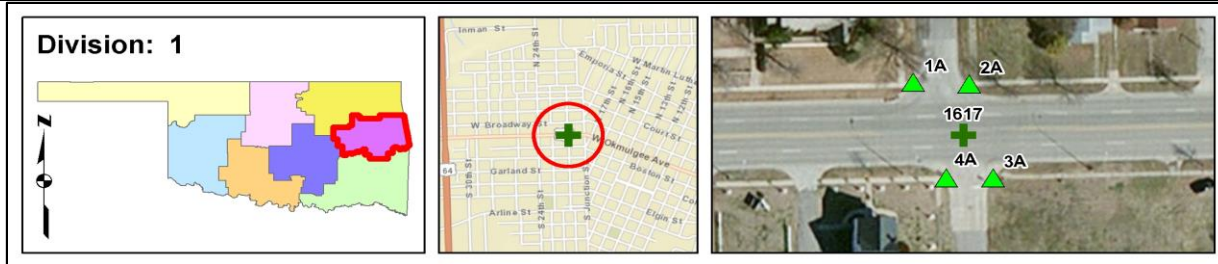
Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	39	SY	\$ 50.00	\$ 1,950.00
610(I)-4610	Tactile Warning Device - New	30	SF	\$ 25.00	\$ 750.00
610(I)-4615	Tactile Warning Device - Retrofit	10	SF	\$ 60.00	\$ 600.00
619(B)-4792	Removal of Sidewalk	36	SY	\$ 12.00	\$ 432.00
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	310	LF	\$ 6.00	\$ 1,860.00
---	Repave Roadway	0	LS	\$ 5,000.00	\$ -
---	Fix Ponding	4	LS	\$ 2,000.00	\$ 8,000.00
---	Fix Curb Ramp Transition	2	LS	\$ 2,000.00	\$ 4,000.00
---	Median Nose Modification	0	LS	\$ 5,000.00	\$ -
---	Remove Temporary Obstruction	2	LS	\$ 500.00	\$ 1,000.00
---	Fix Curb Ramp Counter Slope	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

- No Design Completed
- Preliminary Design
- Final Design

Subtotal:	\$	18,592.00
Engineering: (% +/-)	15%	\$ 3,174.86
Contingency: (% +/-)	20%	\$ 4,233.14
Estimated Project Cost:	\$	26,000.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Recommendations
	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' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1A	2A	3A	4A	
Curb ramp does not exist and is needed					
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curb side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%					
Curb ramp running slope is greater than 8.33%				X	
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%			X		
Cut-thru ramp cross slope is greater than 2%				X	
Curb ramp width is less than 48"		X		X	
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25') in curb ramp/landing/flares		X	X		
Temporary obstruction (>0.25') in curb ramp/landing/flares		X	X		Remove temporary obstruction
No textured surface at base of curb ramp	X	X	X	X	For intersection ramps and commercial driveway ramps, install color truncated domes
No color contrast at base of curb ramp	X	X	X	X	
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%	X	X	X	X	Remove and replace landing area
Curb ramp transition onto roadway is greater than 0.25"			X	X	Fix curb ramp transition
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%	NC	NC	NC	NC	
Ponding occurs at base of curb ramp	X	X	X	X	Fix ponding

NC = Not Collected

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

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Kimley-Horn and Associates, Inc. Priority: 2
Project Description for Unsignalized Intersection

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : US Hwy 64 / US Hwy 62 Bus **GPS ID:** 1618
Project Name: Intersection of US Hwy 64 / US Hwy 62 Bus and N Junction St **Division:** 1
City: Muskogee

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	34	SY	\$ 50.00	\$ 1,700.00
610(I)-4610	Tactile Warning Device - New	30	SF	\$ 25.00	\$ 750.00
610(I)-4615	Tactile Warning Device - Retrofit	10	SF	\$ 60.00	\$ 600.00
619(B)-4792	Removal of Sidewalk	23	SY	\$ 12.00	\$ 276.00
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	306	LF	\$ 6.00	\$ 1,836.00
---	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	1	LS	\$ 500.00	\$ 500.00
---	Fix Curb Ramp Counter Slope	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

- No Design Completed
- Preliminary Design
- Final Design

Subtotal:	\$	13,662.00
Engineering: (% +/-)	15%	\$ 2,287.71
Contingency: (% +/-)	20%	\$ 3,050.29
Estimated Project Cost:	\$	19,000.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Recommendations
	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' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1A	2z	3A	4A	
Curb ramp does not exist and is needed		X			Install curb ramp; see shapefile for median improvement
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curb side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%	X				
Curb ramp running slope is greater than 8.33%	X		X		
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%					
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"	X		X		
Cut-thru ramp width is less than 60"				X	
Permanent obstruction (>0.25') in curb ramp/landing/flares	X			X	
Temporary obstruction (>0.25') in curb ramp/landing/flares	X			X	
No textured surface at base of curb ramp	X	X	X		
No color contrast at base of curb ramp	X	X	X		
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%	X	X	X		
Curb ramp transition onto roadway is greater than 0.25"	X		X		
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%	NC	NC	NC		
Ponding occurs at base of curb ramp	X	X		Fix ponding	

NC = Not Collected

Comment: Existing sidewalk, curb ramp, and/or striping configurations permit pedestrians to cross the major street. An Engineering study is needed to confirm crossing should be accommodated at this location and the current crossing treatment is appropriate.



Ramp 1A



Corner 2 No Ramp (2z)



Ramp 3A



Ramp 4A

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Kimley-Horn and Associates, Inc. Priority: 2
Project Description for Unsignalized Intersection

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : US Hwy 64 / US Hwy 62 Bus **GPS ID:** 1619
Project Name: Intersection of US Hwy 64 / US Hwy 62 Bus and N 17th St **Division:** 1
City: Muskogee

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	26	SY	\$ 50.00	\$ 1,300.00
610(I)-4610	Tactile Warning Device - New	20	SF	\$ 25.00	\$ 500.00
610(I)-4615	Tactile Warning Device - Retrofit	20	SF	\$ 60.00	\$ 1,200.00
619(B)-4792	Removal of Sidewalk	16	SY	\$ 12.00	\$ 192.00
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	316	LF	\$ 6.00	\$ 1,896.00
---	Repave Roadway	0	LS	\$ 5,000.00	\$ -
---	Fix Ponding	1	LS	\$ 2,000.00	\$ 2,000.00
---	Fix Curb Ramp Transition	2	LS	\$ 2,000.00	\$ 4,000.00
---	Median Nose Modification	0	LS	\$ 5,000.00	\$ -
---	Remove Temporary Obstruction	1	LS	\$ 500.00	\$ 500.00
---	Fix Curb Ramp Counter Slope	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

- No Design Completed
- Preliminary Design
- Final Design

Subtotal:	\$	11,588.00
Engineering: (% +/-)	15%	\$ 1,890.86
Contingency: (% +/-)	20%	\$ 2,521.14
Estimated Project Cost:	\$	16,000.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Recommendations
	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

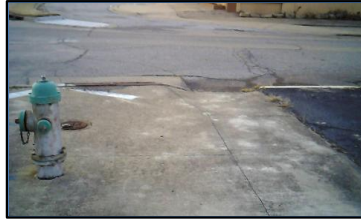
Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1z	2A	3A	4A	
Curb ramp does not exist and is needed	X				Install curb ramp; see shapefile for median improvement
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					Remove and replace curb ramp
Curb side is not 90° or has traversable adjacent surface		X			
Flare cross slope is greater than 10%					
Curb ramp running slope is greater than 8.33%					
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%					
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"					
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25') in curb ramp/landing/flares					Remove temporary obstruction
Temporary obstruction (>0.25') in curb ramp/landing/flares	X				
No textured surface at base of curb ramp	X	X	X		For intersection ramps and commercial driveway ramps, install color truncated domes
No color contrast at base of curb ramp	X	X	X		
Landing area does not exist and is needed					Remove and replace landing area
Landing area is less than 5' x 5' or slopes greater than 2%	X	X	X		
Curb ramp transition onto roadway is greater than 0.25"	X	X			Fix curb ramp transition
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%	NC	NC	NC		
Ponding occurs at base of curb ramp	X				Fix ponding

NC = Not Collected

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



Ramp 4A

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

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

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : US Hwy 64 / US Hwy 62 Bus **GPS ID:** 1620
Project Name: Intersection of US Hwy 64 / US Hwy 62 Bus and S 16th St **Division:** 1
City: Muskogee

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	41	SY	\$ 50.00	\$ 2,050.00
610(I)-4610	Tactile Warning Device - New	40	SF	\$ 25.00	\$ 1,000.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	314	LF	\$ 6.00	\$ 1,884.00
---	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:	\$	4,934.00
Engineering: (% +/-)	15%	\$ 885.43
Contingency: (% +/-)	20%	\$ 1,180.57
Estimated Project Cost:	\$	7,000.00

Project Location

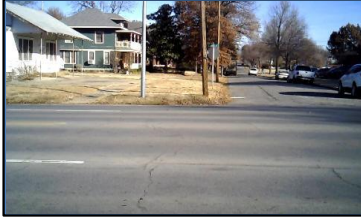


Field Observations

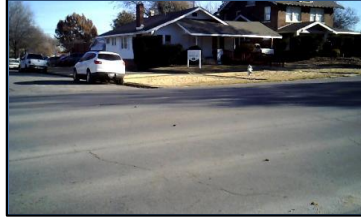
Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	Good	Good	Good	Good	
Path of travel running slope is greater than 5%					
Path of travel cross slope is greater than 2% for stop control approaches		N/A		N/A	
Path of travel cross slope is greater than 5% for 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' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1z	2z	3z	4z	
Curb ramp does not exist and is needed	X	X	X	X	Install curb ramp; see shapefile for median improvement
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curb side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%					
Curb ramp running slope is greater than 8.33%					
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%					
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"					
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25') in curb ramp/landing/flares					
Temporary obstruction (>0.25') in curb ramp/landing/flares					
No textured surface at base of curb ramp					
No color contrast at base of curb ramp					
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%					
Curb ramp transition onto roadway is greater than 0.25"					
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
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.



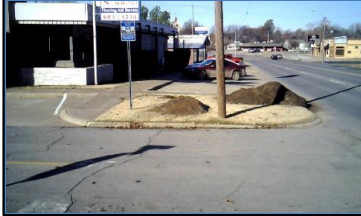
Corner 1 No Ramp (1z)



Corner 2 No Ramp (2z)



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Kimley-Horn and Associates, Inc. Priority: 2
Project Description for Unsignalized Intersection

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : US Hwy 64 / US Hwy 62 Bus **GPS ID:** 1621
Project Name: Intersection of US Hwy 64 / US Hwy 62 Bus and S 15th St **Division:** 1
City: Muskogee

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	46	SY	\$ 50.00	\$ 2,300.00
610(I)-4610	Tactile Warning Device - New	40	SF	\$ 25.00	\$ 1,000.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	15	SY	\$ 12.00	\$ 180.00
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	334	LF	\$ 6.00	\$ 2,004.00
---	Repave Roadway	1	LS	\$ 5,000.00	\$ 5,000.00
---	Fix Ponding	0	LS	\$ 2,000.00	\$ -
---	Fix Curb Ramp Transition	1	LS	\$ 2,000.00	\$ 2,000.00
---	Median Nose Modification	0	LS	\$ 5,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Fix Curb Ramp Counter Slope	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

- No Design Completed
- Preliminary Design
- Final Design

Subtotal:	\$	12,484.00
Engineering: (% +/-)	15%	\$ 1,935.43
Contingency: (% +/-)	20%	\$ 2,580.57
Estimated Project Cost:	\$	17,000.00

Project Location



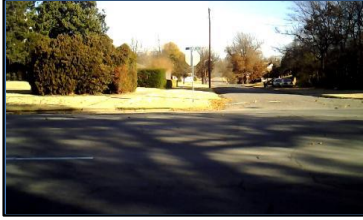
Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	Good	Good	Good	Good	
Path of travel running slope is greater than 5%			X		Repave roadway and install crosswalk pavement markings
Path of travel cross slope is greater than 2% for stop control approaches		N/A		N/A	
Path of travel cross slope is greater than 5% for free-flow approaches	N/A		N/A		
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	Install crosswalk pavement markings
Crosswalk striping condition	None	None	None	None	

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1z	2A	3z	4z	
Curb ramp does not exist and is needed	X		X	X	Install curb ramp; see shapefile for median improvement
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curb side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%					
Curb ramp running slope is greater than 8.33%					
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%					
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"	X				Remove and replace curb ramp
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25') in curb ramp/landing/flares	X				
Temporary obstruction (>0.25') in curb ramp/landing/flares					
No textured surface at base of curb ramp	X				
No color contrast at base of curb ramp	X				
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%	X				
Curb ramp transition onto roadway is greater than 0.25"	X				
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%	NC				
Ponding occurs at base of curb ramp					For intersection ramps and commercial driveway ramps, install color truncated domes
					Remove and replace landing area
					Fix curb ramp transition

NC = Not Collected

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



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Kimley-Horn and Associates, Inc. Priority: 2
Project Description for Unsignalized Intersection

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : US Hwy 64 / US Hwy 62 Bus **GPS ID:** 1622
Project Name: Intersection of US Hwy 64 / US Hwy 62 Bus and S 14th St **Division:** 1
City: Muskogee

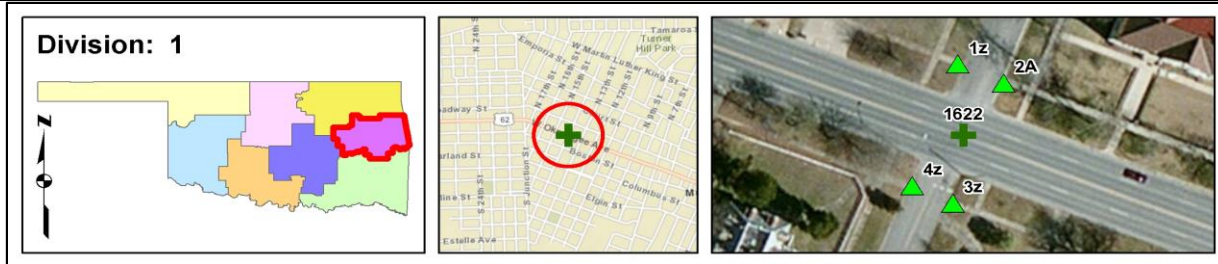
Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	41	SY	\$ 50.00	\$ 2,050.00
610(I)-4610	Tactile Warning Device - New	40	SF	\$ 25.00	\$ 1,000.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	11	SY	\$ 12.00	\$ 132.00
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	320	LF	\$ 6.00	\$ 1,920.00
---	Repave Roadway	1	LS	\$ 5,000.00	\$ 5,000.00
---	Fix Ponding	1	LS	\$ 2,000.00	\$ 2,000.00
---	Fix Curb Ramp Transition	0	LS	\$ 2,000.00	\$ -
---	Median Nose Modification	0	LS	\$ 5,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Fix Curb Ramp Counter Slope	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

- No Design Completed
- Preliminary Design
- Final Design

Subtotal:	\$	12,102.00
Engineering: (% +/-)	15%	\$ 2,099.14
Contingency: (% +/-)	20%	\$ 2,798.86
Estimated Project Cost:	\$	17,000.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Recommendations
	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	X	N/A		N/A	Repave roadway and install crosswalk pavement markings
Path of travel cross slope is greater than 5% for free-flow approaches	N/A		N/A		
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	Install crosswalk pavement markings
Crosswalk striping condition	None	None	None	None	

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1z	2A	3z	4z	
Curb ramp does not exist and is needed	X		X	X	Install curb ramp; see shapefile for median improvement
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					Remove and replace curb ramp
Curb side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%					
Curb ramp running slope is greater than 8.33%		X			
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%					
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"		X			
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25') in curb ramp/landing/flares					For intersection ramps and commercial driveway ramps, install color truncated domes
Temporary obstruction (>0.25') in curb ramp/landing/flares					
No textured surface at base of curb ramp		X			Remove and replace landing area
No color contrast at base of curb ramp		X			
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%		X			Remove and replace landing area
Curb ramp transition onto roadway is greater than 0.25"					
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%		NC			Fix ponding
Ponding occurs at base of curb ramp		X			

NC = Not Collected

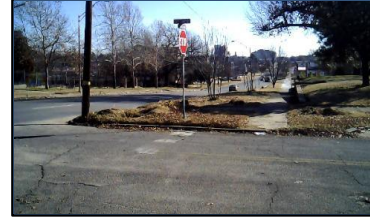
Comment: Existing sidewalk, curb ramp, and/or striping configurations permit pedestrians to cross the major street. An Engineering study is needed to confirm crossing should be accommodated at this location and the current crossing treatment is appropriate.



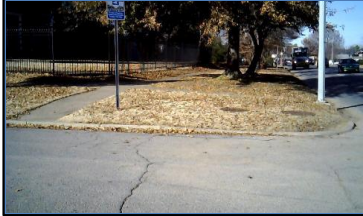
Corner 1 No Ramp (1z)



Ramp 2A



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

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

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : US Hwy 64 / US Hwy 62 Bus **GPS ID:** 1623
Project Name: Intersection of US Hwy 64 / US Hwy 62 Bus and N 13th St **Division:** 1
City: Muskogee

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	41	SY	\$ 50.00	\$ 2,050.00
610(I)-4610	Tactile Warning Device - New	40	SF	\$ 25.00	\$ 1,000.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	11	SY	\$ 12.00	\$ 132.00
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	320	LF	\$ 6.00	\$ 1,920.00
---	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	0	LS	\$ 500.00	\$ -
---	Fix Curb Ramp Counter Slope	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

- No Design Completed
- Preliminary Design
- Final Design

Subtotal:	\$	14,102.00
Engineering: (% +/-)	15%	\$ 2,527.71
Contingency: (% +/-)	20%	\$ 3,370.29
Estimated Project Cost:	\$	20,000.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	Good	Good	Good	Good	
Path of travel running slope is greater than 5%				X	Repave roadway and install crosswalk pavement markings
Path of travel cross slope is greater than 2% for stop control approaches		N/A		N/A	
Path of travel cross slope is greater than 5% for free-flow approaches	N/A		N/A		
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	Install crosswalk pavement markings
Crosswalk striping condition	None	None	None	None	

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)					Recommendations
	1z	2z	3A	3B	4z	
Curb ramp does not exist and is needed	X	X			X	Install curb ramp; see shapefile for median improvement
Curb ramp does not land in crosswalk						
No 4' x 4' clear space at base of curb ramp						
Curb side is not 90° or has traversable adjacent surface						
Flare cross slope is greater than 10%						
Curb ramp running slope is greater than 8.33%						
Blended transition running slope is greater than 5%						
Cut-thru ramp running slope is greater than 5%						
Curb ramp cross slope is greater than 2%				X		
Cut-thru ramp cross slope is greater than 2%						
Curb ramp width is less than 48"						Remove and replace curb ramp
Cut-thru ramp width is less than 60"						
Permanent obstruction (>0.25') in curb ramp/landing/flares						
Temporary obstruction (>0.25') in curb ramp/landing/flares						
No textured surface at base of curb ramp						
No color contrast at base of curb ramp						
Landing area does not exist and is needed						
Landing area is less than 5' x 5' or slopes greater than 2%			X			
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%			NC	NC		
Ponding occurs at base of curb ramp			X	X		

NC = Not Collected

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)



Corner 2 No Ramp (2z)



Ramp 3A



Ramp 3B



Corner 4 No Ramp (4z)

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

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

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : US Hwy 64 / US Hwy 62 Bus **GPS ID:** 1625
Project Name: Intersection of US Hwy 64 / US Hwy 62 Bus and N 11th St **Division:** 1
City: Muskogee

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	41	SY	\$ 50.00	\$ 2,050.00
610(I)-4610	Tactile Warning Device - New	40	SF	\$ 25.00	\$ 1,000.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	314	LF	\$ 6.00	\$ 1,884.00
---	Repave Roadway	2	LS	\$ 5,000.00	\$ 10,000.00
---	Fix Ponding	0	LS	\$ 2,000.00	\$ -
---	Fix Curb Ramp Transition	0	LS	\$ 2,000.00	\$ -
---	Median Nose Modification	0	LS	\$ 5,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Fix Curb Ramp Counter Slope	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

- No Design Completed
- Preliminary Design
- Final Design

Subtotal:	\$	14,934.00
Engineering: (% +/-)	15%	\$ 2,599.71
Contingency: (% +/-)	20%	\$ 3,466.29
Estimated Project Cost:	\$	21,000.00

Project Location

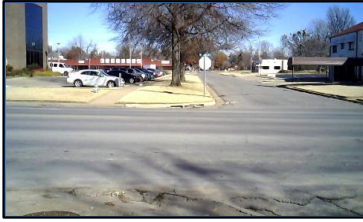


Field Observations

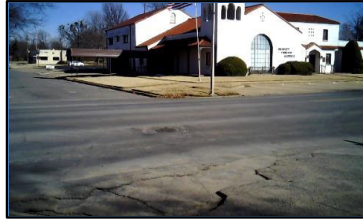
Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	Good	Good	Poor	Good	Repave roadway and install crosswalk pavement markings
Path of travel running slope is greater than 5%				X	
Path of travel cross slope is greater than 2% for stop control approaches		N/A		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' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1z	2z	3z	4z	
Curb ramp does not exist and is needed	X	X	X	X	Install curb ramp; see shapefile for median improvement
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curb side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%					
Curb ramp running slope is greater than 8.33%					
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%					
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"					
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25') in curb ramp/landing/flares					
Temporary obstruction (>0.25') in curb ramp/landing/flares					
No textured surface at base of curb ramp					
No color contrast at base of curb ramp					
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%					
Curb ramp transition onto roadway is greater than 0.25"					
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
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.



Corner 1 No Ramp (1z)



Corner 2 No Ramp (2z)



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Kimley-Horn and Associates, Inc. Priority: 2
Project Description for Unsignalized Intersection

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : US Hwy 64 / US Hwy 62 Bus **GPS ID:** 1626
Project Name: Intersection of US Hwy 64 / US Hwy 62 Bus and N 10th St **Division:** 1
City: Muskogee

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	23	SY	\$ 50.00	\$ 1,150.00
610(I)-4610	Tactile Warning Device - New	20	SF	\$ 25.00	\$ 500.00
610(I)-4615	Tactile Warning Device - Retrofit	30	SF	\$ 60.00	\$ 1,800.00
619(B)-4792	Removal of Sidewalk	3	SY	\$ 12.00	\$ 36.00
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	312	LF	\$ 6.00	\$ 1,872.00
---	Repave Roadway	1	LS	\$ 5,000.00	\$ 5,000.00
---	Fix Ponding	2	LS	\$ 2,000.00	\$ 4,000.00
---	Fix Curb Ramp Transition	1	LS	\$ 2,000.00	\$ 2,000.00
---	Median Nose Modification	0	LS	\$ 5,000.00	\$ -
---	Remove Temporary Obstruction	1	LS	\$ 500.00	\$ 500.00
---	Fix Curb Ramp Counter Slope	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

- No Design Completed
- Preliminary Design
- Final Design

Subtotal:	\$	16,858.00
Engineering: (% +/-)	15%	\$ 2,632.29
Contingency: (% +/-)	20%	\$ 3,509.71
Estimated Project Cost:	\$	23,000.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	Good	Good	Good	Good	
Path of travel running slope is greater than 5%		X			Repave roadway and install crosswalk pavement markings
Path of travel cross slope is greater than 2% for stop control approaches		N/A		N/A	
Path of travel cross slope is greater than 5% for free-flow approaches	N/A	N/A	N/A	N/A	
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	Install crosswalk pavement markings
Crosswalk striping condition	None	None	None	None	

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)					Recommendations
	1z	2z	3A	4A	4B	
Curb ramp does not exist and is needed	X	X				Install curb ramp; see shapefile for median improvement
Curb ramp does not land in crosswalk						
No 4' x 4' clear space at base of curb ramp						
Curb side is not 90° or has traversable adjacent surface						
Flare cross slope is greater than 10%						
Curb ramp running slope is greater than 8.33%						
Blended transition running slope is greater than 5%						
Cut-thru ramp running slope is greater than 5%						
Curb ramp cross slope is greater than 2%						
Cut-thru ramp cross slope is greater than 2%						
Curb ramp width is less than 48"						
Cut-thru ramp width is less than 60"						
Permanent obstruction (>0.25') in curb ramp/landing/flares						
Temporary obstruction (>0.25') in curb ramp/landing/flares				X		Remove temporary obstruction
No textured surface at base of curb ramp		X	X	X		For intersection ramps and commercial driveway ramps, install color truncated domes
No color contrast at base of curb ramp		X	X	X		
Landing area does not exist and is needed						
Landing area is less than 5' x 5' or slopes greater than 2%			X			Remove and replace landing area
Curb ramp transition onto roadway is greater than 0.25"				X		Fix curb ramp transition
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%			NC	NC	NC	
Ponding occurs at base of curb ramp				X	X	Fix ponding

NC = Not Collected

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)



Corner 2 No Ramp (2z)



Ramp 3A



Ramp 4A



Ramp 4B

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

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

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : US Hwy 64 / US Hwy 62 Bus **GPS ID:** 1627
Project Name: Intersection of US Hwy 64 / US Hwy 62 Bus and S 9th St **Division:** 1
City: Muskogee

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	41	SY	\$ 50.00	\$ 2,050.00
610(I)-4610	Tactile Warning Device - New	40	SF	\$ 25.00	\$ 1,000.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	310	LF	\$ 6.00	\$ 1,860.00
---	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:	\$	4,910.00
Engineering: (% +/-)	15%	\$ 895.71
Contingency: (% +/-)	20%	\$ 1,194.29
Estimated Project Cost:	\$	7,000.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Recommendations
	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' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1z	2z	3z	4z	
Curb ramp does not exist and is needed	X	X	X	X	Install curb ramp; see shapefile for median improvement
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curb side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%					
Curb ramp running slope is greater than 8.33%					
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%					
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"					
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25') in curb ramp/landing/flares					
Temporary obstruction (>0.25') in curb ramp/landing/flares					
No textured surface at base of curb ramp					
No color contrast at base of curb ramp					
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%					
Curb ramp transition onto roadway is greater than 0.25"					
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
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.



Corner 1 No Ramp (1z)



Corner 2 No Ramp (2z)



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

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

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : US Hwy 64 / US Hwy 62 Bus **GPS ID:** 1628
Project Name: Intersection of US Hwy 64 / US Hwy 62 Bus and S 8th St **Division:** 1
City: Muskogee

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	21	SY	\$ 50.00	\$ 1,050.00
610(I)-4610	Tactile Warning Device - New	20	SF	\$ 25.00	\$ 500.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	260	LF	\$ 6.00	\$ 1,560.00
---	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:	\$	3,110.00
Engineering: (% +/-)	15%	\$ 810.00
Contingency: (% +/-)	20%	\$ 1,080.00
Estimated Project Cost:	\$	5,000.00

Project Location



Field Observations

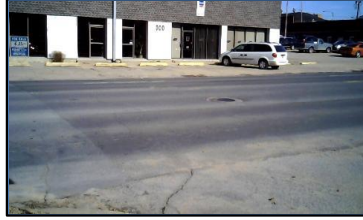
Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	N/A	Good	Good	Good	
Path of travel running slope is greater than 5%	N/A				
Path of travel cross slope is greater than 2% for stop control approaches		N/A		N/A	
Path of travel cross slope is greater than 5% for free-flow approaches	N/A		N/A		
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	Install crosswalk pavement markings
Crosswalk striping condition	N/A	None	None	None	

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1z	2z	3z	4z	
Curb ramp does not exist and is needed			X	X	Install curb ramp; see shapefile for median improvement
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curb side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%					
Curb ramp running slope is greater than 8.33%					
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%					
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"					
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25') in curb ramp/landing/flares					
Temporary obstruction (>0.25') in curb ramp/landing/flares					
No textured surface at base of curb ramp					
No color contrast at base of curb ramp					
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%					
Curb ramp transition onto roadway is greater than 0.25"					
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
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.



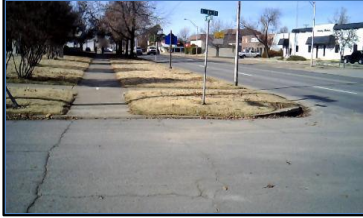
Corner 1 No Ramp (1z)



Corner 2 No Ramp (2z)



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

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

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : US Hwy 64 / US Hwy 62 Bus **GPS ID:** 1630
Project Name: Intersection of US Hwy 64 / US Hwy 62 Bus and S 6th St W **Division:** 1
City: Muskogee

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	41	SY	\$ 50.00	\$ 2,050.00
610(I)-4610	Tactile Warning Device - New	40	SF	\$ 25.00	\$ 1,000.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	336	LF	\$ 6.00	\$ 2,016.00
---	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:	\$	5,066.00
Engineering: (% +/-)	15%	\$ 828.86
Contingency: (% +/-)	20%	\$ 1,105.14
Estimated Project Cost:	\$	7,000.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Recommendations
	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	N/A	N/A	
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	Install crosswalk pavement markings
Crosswalk striping condition	None	None	None	None	

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1z	2z	3z	4z	
Curb ramp does not exist and is needed	X	X	X	X	Install curb ramp; see shapefile for median improvement
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curb side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%					
Curb ramp running slope is greater than 8.33%					
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%					
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"					
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25') in curb ramp/landing/flares					
Temporary obstruction (>0.25') in curb ramp/landing/flares					
No textured surface at base of curb ramp					
No color contrast at base of curb ramp					
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%					
Curb ramp transition onto roadway is greater than 0.25"					
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
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.



Corner 1 No Ramp (1z)



Corner 2 No Ramp (2z)



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

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Project Location Map Sources:

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

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : US Hwy 64 / US Hwy 62 Bus **GPS ID:** 1631
Project Name: Intersection of US Hwy 64 / US Hwy 62 Bus and Owen St **Division:** 1
City: Muskogee

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	21	SY	\$ 50.00	\$ 1,050.00
610(I)-4610	Tactile Warning Device - New	20	SF	\$ 25.00	\$ 500.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	288	LF	\$ 6.00	\$ 1,728.00
---	Repave Roadway	1	LS	\$ 5,000.00	\$ 5,000.00
---	Fix Ponding	0	LS	\$ 2,000.00	\$ -
---	Fix Curb Ramp Transition	0	LS	\$ 2,000.00	\$ -
---	Median Nose Modification	2	LS	\$ 5,000.00	\$ 10,000.00
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Fix Curb Ramp Counter Slope	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection
 No Design Completed
 Preliminary Design
 Final Design

Subtotal:	\$	18,278.00
Engineering: (% +/-)	15%	\$ 2,880.86
Contingency: (% +/-)	20%	\$ 3,841.14
Estimated Project Cost:	\$	25,000.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	N/A	Good	Dangerous	Good	Repave roadway and install crosswalk pavement markings
Path of travel running slope is greater than 5%	N/A				
Path of travel cross slope is greater than 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	N/A	None	None	None	

Curb Ramp Issues	Curb Ramp ID ('z' or 'i' in ramp label indicates no existing ramp)						Recommendations
	Ez	Wz	1z	2z	3z	4z	
Curb ramp does not exist and is needed	X	X			X	X	Install curb ramp; see shapefile for median improvement
Curb ramp does not land in crosswalk							
No 4' x 4' clear space at base of curb ramp							
Curb side is not 90° or has traversable adjacent surface							
Flare cross slope is greater than 10%							
Curb ramp running slope is greater than 8.33%							
Blended transition running slope is greater than 5%							
Cut-thru ramp running slope is greater than 5%							
Curb ramp cross slope is greater than 2%							
Cut-thru ramp cross slope is greater than 2%							
Curb ramp width is less than 48"							
Cut-thru ramp width is less than 60"							
Permanent obstruction (>0.25') in curb ramp/landing/flares							
Temporary obstruction (>0.25') in curb ramp/landing/flares							
No textured surface at base of curb ramp							
No color contrast at base of curb ramp							
Landing area does not exist and is needed							
Landing area is less than 5' x 5' or slopes greater than 2%							
Curb ramp transition onto roadway is greater than 0.25"							
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%							
Ponding occurs at base of curb ramp							

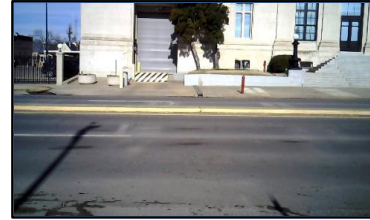
Comment: Existing sidewalk, curb ramp, and/or striping configurations permit pedestrians to cross the major street. An Engineering study is needed to confirm crossing should be accommodated at this location and the current crossing treatment is appropriate.



East Median No Ramp (Ez)



West Median No Ramp (Wz)



Corner 1 No Ramp (1z)



Corner 2 No Ramp (2z)



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Kimley-Horn and Associates, Inc. Priority: 2
Project Description for Unsignalized Intersection

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : US Hwy 64 / US Hwy 62 Bus **GPS ID:** 1632
Project Name: Intersection of US Hwy 64 / US Hwy 62 Bus and N 5th St **Division:** 1
City: Muskogee

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	16	SY	\$ 50.00	\$ 800.00
610(I)-4610	Tactile Warning Device - New	10	SF	\$ 25.00	\$ 250.00
610(I)-4615	Tactile Warning Device - Retrofit	30	SF	\$ 60.00	\$ 1,800.00
619(B)-4792	Removal of Sidewalk	16	SY	\$ 12.00	\$ 192.00
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	208	LF	\$ 6.00	\$ 1,248.00
---	Repave Roadway	2	LS	\$ 5,000.00	\$ 10,000.00
---	Fix Ponding	3	LS	\$ 2,000.00	\$ 6,000.00
---	Fix Curb Ramp Transition	4	LS	\$ 2,000.00	\$ 8,000.00
---	Median Nose Modification	0	LS	\$ 5,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Fix Curb Ramp Counter Slope	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

- No Design Completed
- Preliminary Design
- Final Design

Subtotal: \$ 28,290.00
 Engineering: (% +/-) 15% \$ 4,590.00
 Contingency: (% +/-) 20% \$ 6,120.00
Estimated Project Cost: \$ 39,000.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	Dangerous	N/A	N/A	Good	Repave roadway and install crosswalk pavement markings
Path of travel running slope is greater than 5%				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		Install crosswalk pavement markings
Crosswalk width is less than 6'	N/A	N/A	N/A		
Crosswalk striping condition	None	N/A	N/A	Good	

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)						Recommendations
	1A	1B	2A	2B	3A	4z	
Curb ramp does not exist and is needed							Remove and replace curb ramp
Curb ramp does not land in crosswalk							
No 4' x 4' clear space at base of curb ramp							
Curb side is not 90° or has traversable adjacent surface							
Flare cross slope is greater than 10%							
Curb ramp running slope is greater than 8.33%							
Blended transition running slope is greater than 5%							
Cut-thru ramp running slope is greater than 5%							
Curb ramp cross slope is greater than 2%	X						
Cut-thru ramp cross slope is greater than 2%							
Curb ramp width is less than 48"							
Cut-thru ramp width is less than 60"							
Permanent obstruction (>0.25') in curb ramp/landing/flares	X	X					
Temporary obstruction (>0.25') in curb ramp/landing/flares							
No textured surface at base of curb ramp	X	X	X	X	X	For intersection ramps and commercial driveway ramps, install color truncated domes	
No color contrast at base of curb ramp	X	X	X	X	X		
Landing area does not exist and is needed						Remove and replace landing area	
Landing area is less than 5' x 5' or slopes greater than 2%		X		X	X		
Curb ramp transition onto roadway is greater than 0.25"	X	X	X	X		Fix curb ramp transition	
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%	NC	NC	NC	NC	NC	Fix ponding	
Ponding occurs at base of curb ramp		X		X	X		

NC = Not Collected

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 2B



Ramp 3A



Corner 4 No Ramp (4z)

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Kimley-Horn and Associates, Inc. Priority: 2
Project Description for Unsignalized Intersection

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : US Hwy 64 / US Hwy 62 Bus **GPS ID:** 1633
Project Name: Intersection of US Hwy 64 / US Hwy 62 Bus and S 5th St **Division:** 1
City: Muskogee

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	11	SY	\$ 50.00	\$ 550.00
610(I)-4610	Tactile Warning Device - New	10	SF	\$ 25.00	\$ 250.00
610(I)-4615	Tactile Warning Device - Retrofit	10	SF	\$ 60.00	\$ 600.00
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	332	LF	\$ 6.00	\$ 1,992.00
---	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:	\$	3,392.00
Engineering: (% +/-)	15%	\$ 689.14
Contingency: (% +/-)	20%	\$ 918.86
Estimated Project Cost:	\$	5,000.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	N/A	Good	Good	Good	
Path of travel running slope is greater than 5%	N/A				
Path of travel cross slope is greater than 2% for stop control approaches		N/A		N/A	
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	N/A	None	Worn	None	Remove and replace crosswalk pavement markings

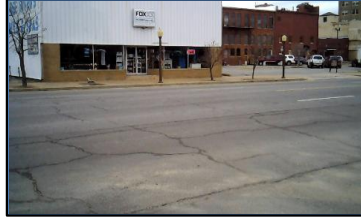
Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1z	2z	3A	4z	
Curb ramp does not exist and is needed				X	Install curb ramp; see shapefile for median improvement
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curb side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%					
Curb ramp running slope is greater than 8.33%					
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%					
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"					
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25') in curb ramp/landing/flares					
Temporary obstruction (>0.25') in curb ramp/landing/flares					
No textured surface at base of curb ramp			X		For intersection ramps and commercial driveway ramps, install color truncated domes
No color contrast at base of curb ramp			X		
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%					
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%			NC		
Ponding occurs at base of curb ramp					

NC = Not Collected

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)



Corner 2 No Ramp (2z)



Ramp 3A



Corner 4 No Ramp (4z)

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Kimley-Horn and Associates, Inc. Priority: 2
Project Description for Unsignalized Intersection

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : US Hwy 64 / US Hwy 62 Bus **GPS ID:** 1637
Project Name: Intersection of US Hwy 64 / US Hwy 62 Bus and S 2nd St **Division:** 1
City: Muskogee

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	55	SY	\$ 50.00	\$ 2,750.00
610(I)-4610	Tactile Warning Device - New	70	SF	\$ 25.00	\$ 1,750.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	44	SY	\$ 12.00	\$ 528.00
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	404	LF	\$ 6.00	\$ 2,424.00
---	Repave Roadway	1	LS	\$ 5,000.00	\$ 5,000.00
---	Fix Ponding	4	LS	\$ 2,000.00	\$ 8,000.00
---	Fix Curb Ramp Transition	6	LS	\$ 2,000.00	\$ 12,000.00
---	Median Nose Modification	0	LS	\$ 5,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Fix Curb Ramp Counter Slope	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

- No Design Completed
- Preliminary Design
- Final Design

Subtotal:	\$	32,452.00
Engineering: (% +/-)	15%	\$ 4,949.14
Contingency: (% +/-)	20%	\$ 6,598.86
Estimated Project Cost:	\$	44,000.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	Good	Good	Dangerous	Good	Repave roadway and install crosswalk pavement markings
Path of travel running slope is greater than 5%					
Path of travel cross slope is greater than 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				
Crosswalk striping condition	None	Worn	Worn	Worn	Remove and replace crosswalk pavement markings

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)								Recommendations
	1A	1B	2z	3A	3B	4A	4B		
Curb ramp does not exist and is needed			X					Install curb ramp; see shapefile for median improvement	
Curb ramp does not land in crosswalk									
No 4' x 4' clear space at base of curb ramp									
Curb side is not 90° or has traversable adjacent surface				X					
Flare cross slope is greater than 10%									
Curb ramp running slope is greater than 8.33%									
Blended transition running slope is greater than 5%									
Cut-thru ramp running slope is greater than 5%									
Curb ramp cross slope is greater than 2%		X							
Cut-thru ramp cross slope is greater than 2%				X	X				
Curb ramp width is less than 48"									
Cut-thru ramp width is less than 60"									
Permanent obstruction (>0.25') in curb ramp/landing/flares	X	X		X	X	X	X	Remove and replace curb ramp	
Temporary obstruction (>0.25') in curb ramp/landing/flares	X	X		X	X	X	X		
No textured surface at base of curb ramp	X	X		X	X	X	X		
No color contrast at base of curb ramp	X	X		X	X	X	X	For intersection ramps and commercial driveway ramps, install color truncated domes	
Landing area does not exist and is needed									
Landing area is less than 5' x 5' or slopes greater than 2%									
Curb ramp transition onto roadway is greater than 0.25"	X	X		X	X	X	X	Fix curb ramp transition	
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%	NC	NC		NC	NC	NC	NC		
Ponding occurs at base of curb ramp	X			X	X		X	Fix ponding	

NC = Not Collected

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



Corner 2 No Ramp (2z)



Ramp 3A



Ramp 3B



Ramp 4A



Ramp 4B

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

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

Client: Oklahoma Department of Transportation Date: 7/28/16
 Program: ADA Self-Evaluation and Transition Plan Prepared By: CMP
 KHA No.: 051279001 Checked By: EPE

Corridor : US Hwy 64 Bus GPS ID: 1651
 Project Name: Intersection of US Hwy 64 Bus and W Cincinnati Ave Division: 1
 City: Muskogee

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	21	SY	\$ 50.00	\$ 1,050.00
610(I)-4610	Tactile Warning Device - New	20	SF	\$ 25.00	\$ 500.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	262	LF	\$ 6.00	\$ 1,572.00
---	Repave Roadway	1	LS	\$ 5,000.00	\$ 5,000.00
---	Fix Ponding	0	LS	\$ 2,000.00	\$ -
---	Fix Curb Ramp Transition	0	LS	\$ 2,000.00	\$ -
---	Median Nose Modification	0	LS	\$ 5,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Fix Curb Ramp Counter Slope	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

- No Design Completed
- Preliminary Design
- Final Design

Subtotal:	\$	8,122.00
Engineering: (% +/-)	15%	\$ 1,233.43
Contingency: (% +/-)	20%	\$ 1,644.57
Estimated Project Cost:	\$	11,000.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	Good	N/A	Good	Poor	Repave roadway and install crosswalk pavement markings
Path of travel running slope is greater than 5%		N/A			
Path of travel cross slope is greater than 2% for stop control approaches	N/A		N/A		
Path of travel cross slope is greater than 5% for free-flow approaches		N/A		N/A	
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	Install crosswalk pavement markings
Crosswalk striping condition	None	N/A	None	None	

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1z	2z	3z	4z	
Curb ramp does not exist and is needed	X			X	Install curb ramp; see shapefile for median improvement
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curb side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%					
Curb ramp running slope is greater than 8.33%					
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%					
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"					
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25') in curb ramp/landing/flares					
Temporary obstruction (>0.25') in curb ramp/landing/flares					
No textured surface at base of curb ramp					
No color contrast at base of curb ramp					
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%					
Curb ramp transition onto roadway is greater than 0.25"					
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
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.



Corner 1 No Ramp (1z)



Corner 2 No Ramp (2z)



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

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

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : US Hwy 64 Bus **GPS ID:** 1652
Project Name: Intersection of US Hwy 64 Bus and Elgin St **Division:** 1
City: Muskogee

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	21	SY	\$ 50.00	\$ 1,050.00
610(I)-4610	Tactile Warning Device - New	20	SF	\$ 25.00	\$ 500.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	362	LF	\$ 6.00	\$ 2,172.00
---	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:	\$	3,722.00
Engineering: (% +/-)	15%	\$ 976.29
Contingency: (% +/-)	20%	\$ 1,301.71
Estimated Project Cost:	\$	6,000.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	Good	N/A	Good	Good	
Path of travel running slope is greater than 5%		N/A			
Path of travel cross slope is greater than 2% for stop control approaches	N/A		N/A		
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	N/A	None	None	Install crosswalk pavement markings

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1z	2z	3z	4z	
Curb ramp does not exist and is needed	X			X	Install curb ramp; see shapefile for median improvement
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curb side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%					
Curb ramp running slope is greater than 8.33%					
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%					
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"					
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25') in curb ramp/landing/flares					
Temporary obstruction (>0.25') in curb ramp/landing/flares					
No textured surface at base of curb ramp					
No color contrast at base of curb ramp					
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%					
Curb ramp transition onto roadway is greater than 0.25"					
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
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.



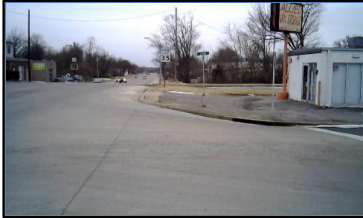
Corner 1 No Ramp (1z)



Corner 2 No Ramp (2z)



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

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

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : US Hwy 64 Bus **GPS ID:** 1653
Project Name: Intersection of US Hwy 64 Bus and S Katy St **Division:** 1
City: Muskogee

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	41	SY	\$ 50.00	\$ 2,050.00
610(I)-4610	Tactile Warning Device - New	40	SF	\$ 25.00	\$ 1,000.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	352	LF	\$ 6.00	\$ 2,112.00
---	Repave Roadway	2	LS	\$ 5,000.00	\$ 10,000.00
---	Fix Ponding	0	LS	\$ 2,000.00	\$ -
---	Fix Curb Ramp Transition	0	LS	\$ 2,000.00	\$ -
---	Median Nose Modification	0	LS	\$ 5,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Fix Curb Ramp Counter Slope	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

- No Design Completed
- Preliminary Design
- Final Design

Subtotal:	\$	15,162.00
Engineering: (% +/-)	15%	2,502.00
Contingency: (% +/-)	20%	3,336.00
Estimated Project Cost:	\$	21,000.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	Good	Dangerous	Good	Dangerous	Repave roadway and install crosswalk pavement markings
Path of travel running slope is greater than 5%					
Path of travel cross slope is greater than 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' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1z	2z	3z	4z	
Curb ramp does not exist and is needed	X	X	X	X	Install curb ramp; see shapefile for median improvement
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curb side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%					
Curb ramp running slope is greater than 8.33%					
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%					
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"					
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25') in curb ramp/landing/flares					
Temporary obstruction (>0.25') in curb ramp/landing/flares					
No textured surface at base of curb ramp					
No color contrast at base of curb ramp					
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%					
Curb ramp transition onto roadway is greater than 0.25"					
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
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.



Corner 1 No Ramp (1z)



Corner 2 No Ramp (2z)



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Kimley-Horn and Associates, Inc. Priority: 6
 Project Description for Unsignalized Intersection

Client: Oklahoma Department of Transportation Date: 7/28/16
 Program: ADA Self-Evaluation and Transition Plan Prepared By: CMP
 KHA No.: 051279001 Checked By: EPE

Corridor : US Hwy 64 Bus GPS ID: 1654
 Project Name: Intersection of US Hwy 64 Bus and Fremont Ave Division: 1
 City: Muskogee

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	41	SY	\$ 50.00	\$ 2,050.00
610(I)-4610	Tactile Warning Device - New	40	SF	\$ 25.00	\$ 1,000.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	336	LF	\$ 6.00	\$ 2,016.00
---	Repave Roadway	2	LS	\$ 5,000.00	\$ 10,000.00
---	Fix Ponding	0	LS	\$ 2,000.00	\$ -
---	Fix Curb Ramp Transition	0	LS	\$ 2,000.00	\$ -
---	Median Nose Modification	0	LS	\$ 5,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Fix Curb Ramp Counter Slope	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

- No Design Completed
- Preliminary Design
- Final Design

Subtotal:	\$	15,066.00
Engineering: (% +/-)	15%	\$ 2,543.14
Contingency: (% +/-)	20%	\$ 3,390.86
Estimated Project Cost:	\$	21,000.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Recommendations
	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	X	N/A	X	Repave roadway and install crosswalk pavement markings
Path of travel cross slope is greater than 5% for free-flow approaches		N/A		N/A	
Crosswalk width is less than 6'		N/A		N/A	Install crosswalk pavement markings
Crosswalk striping condition	None	None	None	None	

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1z	2z	3z	4z	
Curb ramp does not exist and is needed	X	X	X	X	Install curb ramp; see shapefile for median improvement
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curb side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%					
Curb ramp running slope is greater than 8.33%					
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%					
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"					
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25') in curb ramp/landing/flares					
Temporary obstruction (>0.25') in curb ramp/landing/flares					
No textured surface at base of curb ramp					
No color contrast at base of curb ramp					
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%					
Curb ramp transition onto roadway is greater than 0.25"					
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
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.



Corner 1 No Ramp (1z)



Corner 2 No Ramp (2z)



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

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

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : US Hwy 64 Bus **GPS ID:** 1656
Project Name: Intersection of US Hwy 64 Bus and Weleeka St **Division:** 1
City: Muskogee

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	21	SY	\$ 50.00	\$ 1,050.00
610(I)-4610	Tactile Warning Device - New	20	SF	\$ 25.00	\$ 500.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	334	LF	\$ 6.00	\$ 2,004.00
---	Repave Roadway	1	LS	\$ 5,000.00	\$ 5,000.00
---	Fix Ponding	0	LS	\$ 2,000.00	\$ -
---	Fix Curb Ramp Transition	0	LS	\$ 2,000.00	\$ -
---	Median Nose Modification	0	LS	\$ 5,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Fix Curb Ramp Counter Slope	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

- No Design Completed
- Preliminary Design
- Final Design

Subtotal:	\$	8,554.00
Engineering: (% +/-)	15%	1,476.86
Contingency: (% +/-)	20%	1,969.14
Estimated Project Cost:	\$	12,000.00

Project Location

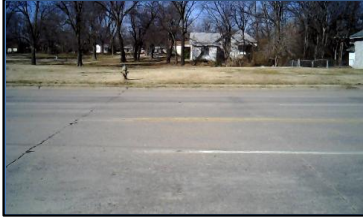


Field Observations

Intersection Issues	Crosswalk				Recommendations
	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	X	N/A		Repave roadway and install crosswalk pavement markings
Path of travel cross slope is greater than 5% for free-flow approaches		N/A		N/A	
Crosswalk width is less than 6'		N/A		N/A	Install crosswalk pavement markings
Crosswalk striping condition	None	None	None	N/A	

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1z	2z	3z	4z	
Curb ramp does not exist and is needed		X	X		Install curb ramp; see shapefile for median improvement
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curb side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%					
Curb ramp running slope is greater than 8.33%					
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%					
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"					
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25') in curb ramp/landing/flares					
Temporary obstruction (>0.25') in curb ramp/landing/flares					
No textured surface at base of curb ramp					
No color contrast at base of curb ramp					
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%					
Curb ramp transition onto roadway is greater than 0.25"					
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
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.



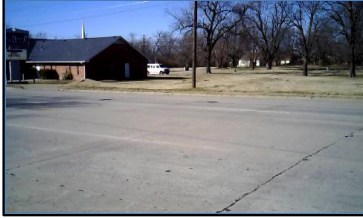
Corner 1 No Ramp (1z)



Corner 2 No Ramp (2z)



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

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

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : US Hwy 64 Bus **GPS ID:** 1657
Project Name: Intersection of US Hwy 64 Bus and E Kalamazoo Ave **Division:** 1
City: Muskogee

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	21	SY	\$ 50.00	\$ 1,050.00
610(I)-4610	Tactile Warning Device - New	20	SF	\$ 25.00	\$ 500.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	240	LF	\$ 6.00	\$ 1,440.00
---	Repave Roadway	1	LS	\$ 5,000.00	\$ 5,000.00
---	Fix Ponding	0	LS	\$ 2,000.00	\$ -
---	Fix Curb Ramp Transition	0	LS	\$ 2,000.00	\$ -
---	Median Nose Modification	0	LS	\$ 5,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Fix Curb Ramp Counter Slope	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

- No Design Completed
- Preliminary Design
- Final Design

Subtotal:	\$	7,990.00
Engineering: (% +/-)	15%	1,290.00
Contingency: (% +/-)	20%	1,720.00
Estimated Project Cost:	\$	11,000.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	Good	Good	N/A	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	X	Repave roadway and install crosswalk pavement markings
Path of travel cross slope is greater than 5% for free-flow approaches		N/A		N/A	
Crosswalk width is less than 6'		N/A	N/A	N/A	Install crosswalk pavement markings
Crosswalk striping condition	None	None	N/A	None	

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1z	2z	3z	4z	
Curb ramp does not exist and is needed	X			X	Install curb ramp; see shapefile for median improvement
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curbed side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%					
Curb ramp running slope is greater than 8.33%					
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%					
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"					
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25') in curb ramp/landing/flares					
Temporary obstruction (>0.25') in curb ramp/landing/flares					
No textured surface at base of curb ramp					
No color contrast at base of curb ramp					
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%					
Curb ramp transition onto roadway is greater than 0.25"					
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
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.



Corner 1 No Ramp (1z)



Corner 2 No Ramp (2z)



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

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

Client: Oklahoma Department of Transportation Date: 7/28/16
 Program: ADA Self-Evaluation and Transition Plan Prepared By: CMP
 KHA No.: 051279001 Checked By: EPE

Corridor : US Hwy 69 (North) GPS ID: 1666
 Project Name: Intersection of US Hwy 69 (North) and Lee St Division: 1
 City: Muskogee

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	21	SY	\$ 50.00	\$ 1,050.00
610(I)-4610	Tactile Warning Device - New	20	SF	\$ 25.00	\$ 500.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	308	LF	\$ 6.00	\$ 1,848.00
---	Repave Roadway	1	LS	\$ 5,000.00	\$ 5,000.00
---	Fix Ponding	0	LS	\$ 2,000.00	\$ -
---	Fix Curb Ramp Transition	0	LS	\$ 2,000.00	\$ -
---	Median Nose Modification	0	LS	\$ 5,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Fix Curb Ramp Counter Slope	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

- No Design Completed
- Preliminary Design
- Final Design

Subtotal:	\$	8,398.00
Engineering: (% +/-)	15%	\$ 1,543.71
Contingency: (% +/-)	20%	\$ 2,058.29
Estimated Project Cost:	\$	12,000.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	Good	N/A	Good	Good	
Path of travel running slope is greater than 5%		N/A			
Path of travel cross slope is greater than 2% for stop control approaches	N/A		N/A	X	Repave roadway and install crosswalk pavement markings
Path of travel cross slope is greater than 5% for free-flow approaches		N/A		N/A	
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	Install crosswalk pavement markings
Crosswalk striping condition	None	N/A	None	None	

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1z	2z	3z	4z	
Curb ramp does not exist and is needed	X			X	Install curb ramp; see shapefile for median improvement
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curb side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%					
Curb ramp running slope is greater than 8.33%					
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%					
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"					
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25') in curb ramp/landing/flares					
Temporary obstruction (>0.25') in curb ramp/landing/flares					
No textured surface at base of curb ramp					
No color contrast at base of curb ramp					
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%					
Curb ramp transition onto roadway is greater than 0.25"					
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
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.



Corner 1 No Ramp (1z)



Corner 2 No Ramp (2z)



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Kimley-Horn and Associates, Inc. Priority: 2
Project Description for Unsignalized Intersection

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : US Hwy 69 (North) **GPS ID:** 1674
Project Name: Intersection of US Hwy 69 / US Hwy 62 / State Hwy 16 and Ransom St **Division:** 1
City: Muskogee

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	8	SY	\$ 50.00	\$ 400.00
610(I)-4610	Tactile Warning Device - New	10	SF	\$ 25.00	\$ 250.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	8	SY	\$ 12.00	\$ 96.00
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	422	LF	\$ 6.00	\$ 2,532.00
---	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	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

- No Design Completed
- Preliminary Design
- Final Design

Subtotal:	\$	12,778.00
Engineering: (% +/-)	15%	2,238.00
Contingency: (% +/-)	20%	2,984.00
Estimated Project Cost:	\$	18,000.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	Good	N/A	Good	Good	
Path of travel running slope is greater than 5%		N/A			
Path of travel cross slope is greater than 2% for stop control approaches	N/A		N/A	X	Repave roadway and install crosswalk pavement markings
Path of travel cross slope is greater than 5% for free-flow approaches		N/A		N/A	
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	Install crosswalk pavement markings
Crosswalk striping condition	None	N/A	None	Good	

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1A	2z	3z	4A	
Curb ramp does not exist and is needed					
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curb side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%					
Curb ramp running slope is greater than 8.33%					
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%	X				Remove and replace curb ramp
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"					
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25') in curb ramp/landing/flares					
Temporary obstruction (>0.25') in curb ramp/landing/flares	X				Remove temporary obstruction
No textured surface at base of curb ramp					
No color contrast at base of curb ramp					
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%					
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%	NC			NC	
Ponding occurs at base of curb ramp	X			X	Fix ponding

NC = Not Collected

Comment: Existing sidewalk, curb ramp, and/or striping configurations permit pedestrians to cross the major street. An Engineering study is needed to confirm crossing should be accommodated at this location and the current crossing treatment is appropriate.



Ramp 1A



Corner 2 No Ramp (2z)



Corner 3 No Ramp (3z)



Ramp 4A

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Kimley-Horn and Associates, Inc. Priority: 2
Project Description for Unsignalized Intersection

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : US Hwy 69 (North) **GPS ID:** 1675
Project Name: Intersection of US Hwy 69 / US Hwy 62 / State Hwy 16 and Denison St **Division:** 1
City: Muskogee

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	3	SY	\$ 50.00	\$ 150.00
610(I)-4610	Tactile Warning Device - New	0	SF	\$ 25.00	\$ -
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	3	SY	\$ 12.00	\$ 36.00
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	420	LF	\$ 6.00	\$ 2,520.00
---	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	1	LS	\$ 500.00	\$ 500.00
---	Fix Curb Ramp Counter Slope	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

- No Design Completed
- Preliminary Design
- Final Design

Subtotal:	\$	7,206.00
Engineering: (% +/-)	15%	\$ 1,197.43
Contingency: (% +/-)	20%	\$ 1,596.57
Estimated Project Cost:	\$	10,000.00

Project Location



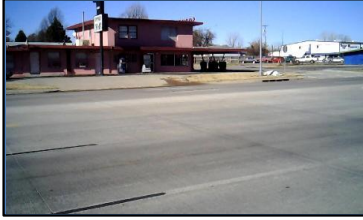
Field Observations

Intersection Issues	Crosswalk				Recommendations
	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		
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	
Crosswalk striping condition	None	Worn	None	N/A	Remove and replace crosswalk pavement markings

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1z	2A	3A	4z	
Curb ramp does not exist and is needed					
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curb side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%					
Curb ramp running slope is greater than 8.33%					
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%					
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"					
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25') in curb ramp/landing/flares					
Temporary obstruction (>0.25') in curb ramp/landing/flares	X				Remove temporary obstruction
No textured surface at base of curb ramp					
No color contrast at base of curb ramp					
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%	X				Remove and replace landing area
Curb ramp transition onto roadway is greater than 0.25"					
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%	NC	NC			
Ponding occurs at base of curb ramp	X	X			Fix ponding

NC = Not Collected

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)

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Kimley-Horn and Associates, Inc. Priority: 2
Project Description for Unsignalized Intersection

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : US Hwy 69 (North) **GPS ID:** 1676
Project Name: Intersection of US Hwy 69 / US Hwy 62 / State Hwy 16 and Court St (North) **Division:** 1
City: Muskogee

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	13	SY	\$ 50.00	\$ 650.00
610(I)-4610	Tactile Warning Device - New	10	SF	\$ 25.00	\$ 250.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	13	SY	\$ 12.00	\$ 156.00
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	368	LF	\$ 6.00	\$ 2,208.00
---	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	1	LS	\$ 500.00	\$ 500.00
---	Fix Curb Ramp Counter Slope	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

- No Design Completed
- Preliminary Design
- Final Design

Subtotal:	\$	7,764.00
Engineering: (% +/-)	15%	\$ 1,386.86
Contingency: (% +/-)	20%	\$ 1,849.14
Estimated Project Cost:	\$	11,000.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Recommendations
	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		
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	
Crosswalk striping condition	None	Good	None	N/A	Install crosswalk pavement markings

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1z	2A	3A	4z	
Curb ramp does not exist and is needed					
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curb side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%		X			
Curb ramp running slope is greater than 8.33%					
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%					
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"					
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25') in curb ramp/landing/flares					
Temporary obstruction (>0.25') in curb ramp/landing/flares	X				Remove temporary obstruction
No textured surface at base of curb ramp					
No color contrast at base of curb ramp					
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%	X	X			Remove and replace landing area
Curb ramp transition onto roadway is greater than 0.25"					
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%	NC	NC			
Ponding occurs at base of curb ramp	X	X			Fix ponding

NC = Not Collected

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)

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Kimley-Horn and Associates, Inc. Priority: 2
Project Description for Unsignalized Intersection

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : US Hwy 69 (North) **GPS ID:** 1677
Project Name: Intersection of US Hwy 69 / US Hwy 62 / State Hwy 16 and Court St (South) **Division:** 1
City: Muskogee

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	8	SY	\$ 50.00	\$ 400.00
610(I)-4610	Tactile Warning Device - New	10	SF	\$ 25.00	\$ 250.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	8	SY	\$ 12.00	\$ 96.00
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	48	LF	\$ 6.00	\$ 288.00
---	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	1	LS	\$ 500.00	\$ 500.00
---	Fix Curb Ramp Counter Slope	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

- No Design Completed
- Preliminary Design
- Final Design

Subtotal:	\$	7,534.00
Engineering: (% +/-)	15%	\$ 1,485.43
Contingency: (% +/-)	20%	\$ 1,980.57
Estimated Project Cost:	\$	11,000.00

Project Location



Field Observations

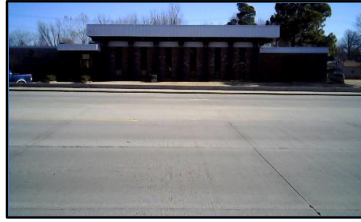
Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	N/A	N/A	N/A	Good	
Path of travel running slope is greater than 5%	N/A	N/A	N/A		
Path of travel cross slope is greater than 2% for stop control approaches	N/A		N/A		
Path of travel cross slope is greater than 5% for free-flow approaches	N/A	N/A	N/A	N/A	
Crosswalk width is less than 6'	N/A	N/A	N/A		
Crosswalk striping condition	N/A	N/A	N/A	Worn	Install crosswalk pavement markings

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1A	2z	3z	4A	
Curb ramp does not exist and is needed					
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curb side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%	X				
Curb ramp running slope is greater than 8.33%					
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%	X				Remove and replace curb ramp
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"					
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25') in curb ramp/landing/flares	X				Remove temporary obstruction
Temporary obstruction (>0.25') in curb ramp/landing/flares	X				
No textured surface at base of curb ramp	X				For intersection ramps and commercial driveway ramps, install color truncated domes
No color contrast at base of curb ramp	X				
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%					
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%				NC	
Ponding occurs at base of curb ramp	X			X	Fix ponding

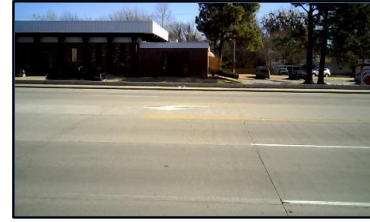
NC = Not Collected



Ramp 1A



Corner 2 No Ramp (2z)



Corner 3 No Ramp (3z)



Ramp 4A

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Kimley-Horn and Associates, Inc. Priority: 9
Project Description for Unsignalized Intersection

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : US Hwy 69 (North) **GPS ID:** 1678
Project Name: Intersection of US Hwy 69 / US Hwy 62 / State Hwy 16 and Oklahoma Ave **Division:** 1
City: Muskogee

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	11	SY	\$ 50.00	\$ 550.00
610(I)-4610	Tactile Warning Device - New	10	SF	\$ 25.00	\$ 250.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	11	SY	\$ 12.00	\$ 132.00
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	376	LF	\$ 6.00	\$ 2,256.00
---	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:	\$	7,188.00
Engineering: (% +/-)	15%	\$ 1,205.14
Contingency: (% +/-)	20%	\$ 1,606.86
Estimated Project Cost:	\$	10,000.00

Project Location



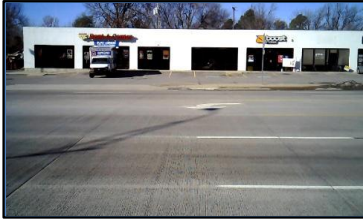
Field Observations

Intersection Issues	Crosswalk				Recommendations
	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		
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	
Crosswalk striping condition	None	Good	None	N/A	Install crosswalk pavement markings

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1z	2A	3A	4z	
Curb ramp does not exist and is needed					
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curb side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%					
Curb ramp running slope is greater than 8.33%					
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%	X				Remove and replace curb ramp
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"					
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25') in curb ramp/landing/flares					
Temporary obstruction (>0.25') in curb ramp/landing/flares					
No textured surface at base of curb ramp					
No color contrast at base of curb ramp					
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%	X				Remove and replace landing area
Curb ramp transition onto roadway is greater than 0.25"					
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%	NC	NC			
Ponding occurs at base of curb ramp	X	X			Fix ponding

NC = Not Collected

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)

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

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

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : State Hwy 56 (N Kern Ave) **GPS ID:** 1706
Project Name: Intersection of State Hwy 56 and N Kern Ave **Division:** 1
City: Okmulgee

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	31	SY	\$ 50.00	\$ 1,550.00
610(I)-4610	Tactile Warning Device - New	30	SF	\$ 25.00	\$ 750.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	54	LF	\$ 6.00	\$ 324.00
---	Repave Roadway	1	LS	\$ 5,000.00	\$ 5,000.00
---	Fix Ponding	0	LS	\$ 2,000.00	\$ -
---	Fix Curb Ramp Transition	0	LS	\$ 2,000.00	\$ -
---	Median Nose Modification	0	LS	\$ 5,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Fix Curb Ramp Counter Slope	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

- No Design Completed
- Preliminary Design
- Final Design

Subtotal:	\$	7,624.00
Engineering: (% +/-)	15%	\$ 1,446.86
Contingency: (% +/-)	20%	\$ 1,929.14
Estimated Project Cost:	\$	11,000.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	N/A	N/A	N/A	Poor	Repave roadway and install crosswalk pavement markings
Path of travel running slope is greater than 5%	N/A	N/A	N/A	N/A	
Path of travel cross slope is greater than 2% for stop control approaches	N/A	N/A	N/A	N/A	
Path of travel cross slope is greater than 5% for free-flow approaches	N/A	N/A	N/A	N/A	
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	Install crosswalk pavement markings
Crosswalk striping condition	N/A	N/A	N/A	None	

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1z	2z	3z	4z	
Curb ramp does not exist and is needed			X	X	Install curb ramp; see shapefile for median improvement
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curb side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%					
Curb ramp running slope is greater than 8.33%					
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%					
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"					
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25') in curb ramp/landing/flares					
Temporary obstruction (>0.25') in curb ramp/landing/flares					
No textured surface at base of curb ramp					
No color contrast at base of curb ramp					
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%					
Curb ramp transition onto roadway is greater than 0.25°					
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
Ponding occurs at base of curb ramp					



Corner 1 No Ramp (1z)



Corner 2 No Ramp (2z)



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

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

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : State Hwy 56 (N Kern Ave) **GPS ID:** 1707
Project Name: Intersection of State Hwy 56 and W 5th St **Division:** 1
City: Okmulgee

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	41	SY	\$ 50.00	\$ 2,050.00
610(I)-4610	Tactile Warning Device - New	40	SF	\$ 25.00	\$ 1,000.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	104	LF	\$ 6.00	\$ 624.00
---	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:	\$	3,674.00
Engineering: (% +/-)	15%	\$ 568.29
Contingency: (% +/-)	20%	\$ 757.71
Estimated Project Cost:	\$	5,000.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	Good	N/A	N/A	Good	
Path of travel running slope is greater than 5%		N/A	N/A		
Path of travel cross slope is greater than 2% for stop control approaches	N/A		N/A		
Path of travel cross slope is greater than 5% for free-flow approaches		N/A	N/A	N/A	
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	Install crosswalk pavement markings
Crosswalk striping condition	None	N/A	N/A	None	

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1z	2z	3z	4z	
Curb ramp does not exist and is needed	X	X		X	Install curb ramp; see shapefile for median improvement
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curb side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%					
Curb ramp running slope is greater than 8.33%					
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%					
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"					
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25') in curb ramp/landing/flares					
Temporary obstruction (>0.25') in curb ramp/landing/flares					
No textured surface at base of curb ramp					
No color contrast at base of curb ramp					
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%					
Curb ramp transition onto roadway is greater than 0.25"					
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
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.



Corner 1 No Ramp (1z)



Corner 2 No Ramp (2z)



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

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

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : State Hwy 56 (W 6th St) **GPS ID:** 1708
Project Name: Intersection of State Hwy 56 and W 6th St **Division:** 1
City: Okmulgee

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	61	SY	\$ 50.00	\$ 3,050.00
610(I)-4610	Tactile Warning Device - New	60	SF	\$ 25.00	\$ 1,500.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	109	LF	\$ 6.00	\$ 654.00
---	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: \$ 5,204.00
 Engineering: (% +/-) 15% \$ 1,198.29
 Contingency: (% +/-) 20% \$ 1,597.71
Estimated Project Cost: \$ 8,000.00

Project Location



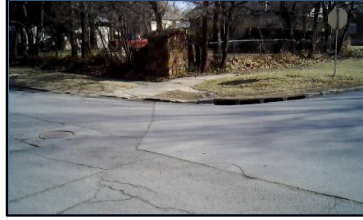
Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	Good	N/A	Good	N/A	
Path of travel running slope is greater than 5%		N/A		N/A	
Path of travel cross slope is greater than 2% for stop control approaches		N/A		N/A	
Path of travel cross slope is greater than 5% for free-flow approaches	N/A	N/A	N/A	N/A	
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	Install crosswalk pavement markings
Crosswalk striping condition	None	N/A	None	N/A	

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1z	2z	3z	4z	
Curb ramp does not exist and is needed	X	X	X	X	Install curb ramp; see shapefile for median improvement
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curb side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%					
Curb ramp running slope is greater than 8.33%					
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%					
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"					
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25') in curb ramp/landing/flares					
Temporary obstruction (>0.25') in curb ramp/landing/flares					
No textured surface at base of curb ramp					
No color contrast at base of curb ramp					
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%					
Curb ramp transition onto roadway is greater than 0.25°					
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
Ponding occurs at base of curb ramp					



Corner 1 No Ramp (1z)



Corner 2 No Ramp (2z)



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

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

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : State Hwy 56 (W 6th St) **GPS ID:** 1709
Project Name: Intersection of State Hwy 56 and N Sherman Ave **Division:** 1
City: Okmulgee

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	61	SY	\$ 50.00	\$ 3,050.00
610(I)-4610	Tactile Warning Device - New	60	SF	\$ 25.00	\$ 1,500.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	46	LF	\$ 6.00	\$ 276.00
---	Repave Roadway	1	LS	\$ 5,000.00	\$ 5,000.00
---	Fix Ponding	0	LS	\$ 2,000.00	\$ -
---	Fix Curb Ramp Transition	0	LS	\$ 2,000.00	\$ -
---	Median Nose Modification	0	LS	\$ 5,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Fix Curb Ramp Counter Slope	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

- No Design Completed
- Preliminary Design
- Final Design

Subtotal:	\$	9,826.00
Engineering: (% +/-)	15%	1,788.86
Contingency: (% +/-)	20%	2,385.14
Estimated Project Cost:	\$	14,000.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	Good	N/A	N/A	N/A	
Path of travel running slope is greater than 5%		N/A	N/A	N/A	
Path of travel cross slope is greater than 2% for stop control approaches	X	N/A		N/A	Repave roadway and install crosswalk pavement markings
Path of travel cross slope is greater than 5% for free-flow approaches	N/A	N/A	N/A	N/A	
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	Install crosswalk pavement markings
Crosswalk striping condition	None	N/A	N/A	N/A	

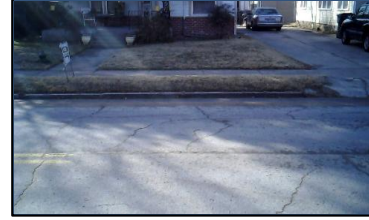
Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1z	2z	3z	4z	
Curb ramp does not exist and is needed	X	X	X	X	Install curb ramp; see shapefile for median improvement
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curb side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%					
Curb ramp running slope is greater than 8.33%					
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%					
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"					
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25') in curb ramp/landing/flares					
Temporary obstruction (>0.25') in curb ramp/landing/flares					
No textured surface at base of curb ramp					
No color contrast at base of curb ramp					
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%					
Curb ramp transition onto roadway is greater than 0.25°					
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
Ponding occurs at base of curb ramp					



Corner 1 No Ramp (1z)



Corner 2 No Ramp (2z)



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

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

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : State Hwy 56 (W 6th St) **GPS ID:** 1710
Project Name: Intersection of State Hwy 56 and S Taft Ave **Division:** 1
City: Okmulgee

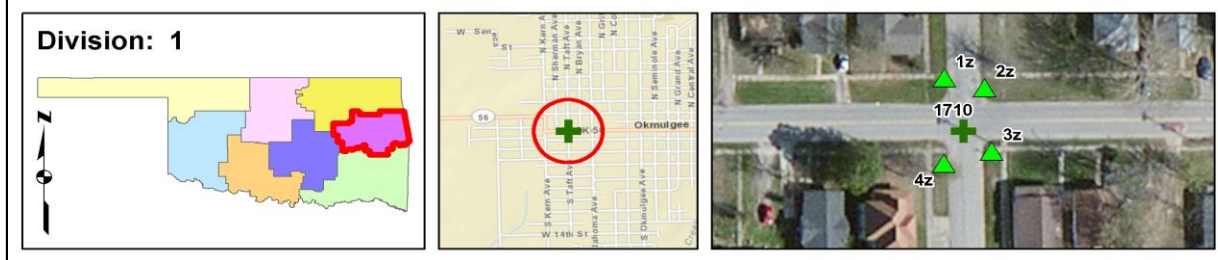
Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	81	SY	\$ 50.00	\$ 4,050.00
610(I)-4610	Tactile Warning Device - New	80	SF	\$ 25.00	\$ 2,000.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	102	LF	\$ 6.00	\$ 612.00
---	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:	\$	6,662.00
Engineering: (% +/-)	15%	\$ 1,002.00
Contingency: (% +/-)	20%	\$ 1,336.00
Estimated Project Cost:	\$	9,000.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	Good	N/A	Good	N/A	
Path of travel running slope is greater than 5%					
Path of travel cross slope is greater than 2% for stop control approaches		N/A		N/A	
Path of travel cross slope is greater than 5% for free-flow approaches	N/A		N/A		
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	Install crosswalk pavement markings
Crosswalk striping condition	None	N/A	None	N/A	

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1z	2z	3z	4z	
Curb ramp does not exist and is needed	X	X	X	X	Install curb ramp; see shapefile for median improvement
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curb side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%					
Curb ramp running slope is greater than 8.33%					
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%					
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"					
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25') in curb ramp/landing/flares					
Temporary obstruction (>0.25') in curb ramp/landing/flares					
No textured surface at base of curb ramp					
No color contrast at base of curb ramp					
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%					
Curb ramp transition onto roadway is greater than 0.25"					
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
Ponding occurs at base of curb ramp					



Corner 1 No Ramp (1z)



Corner 2 No Ramp (2z)



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

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Kimley-Horn and Associates, Inc. Priority: 2
Project Description for Unsignalized Intersection

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : State Hwy 56 (W 6th St) **GPS ID:** 1711
Project Name: Intersection of State Hwy 56 and N Bryan Ave **Division:** 1
City: Okmulgee

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	51	SY	\$ 50.00	\$ 2,550.00
610(I)-4610	Tactile Warning Device - New	50	SF	\$ 25.00	\$ 1,250.00
610(I)-4615	Tactile Warning Device - Retrofit	10	SF	\$ 60.00	\$ 600.00
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	104	LF	\$ 6.00	\$ 624.00
---	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:	\$	5,024.00
Engineering: (% +/-)	15%	\$ 846.86
Contingency: (% +/-)	20%	\$ 1,129.14
Estimated Project Cost:	\$	7,000.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	Good	N/A	N/A	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	N/A	N/A	None	Install crosswalk pavement markings

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1A	2z	3z	4z	
Curb ramp does not exist and is needed				X	Install curb ramp; see shapefile for median improvement
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curb side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%					
Curb ramp running slope is greater than 8.33%					
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%					
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"					
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25') in curb ramp/landing/flares					
Temporary obstruction (>0.25') in curb ramp/landing/flares					
No textured surface at base of curb ramp	X				For intersection ramps and commercial driveway ramps, install color truncated domes
No color contrast at base of curb ramp	X				
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%					
Curb ramp transition onto roadway is greater than 0.25"					
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
Ponding occurs at base of curb ramp					

Comment: Existing sidewalk, curb ramp, and/or striping configurations permit pedestrians to cross the major street. An Engineering study is needed to confirm crossing should be accommodated at this location and the current crossing treatment is appropriate.



Ramp 1A



Corner 2 No Ramp (2z)



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

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

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : State Hwy 56 (W 6th St) **GPS ID:** 1712
Project Name: Intersection of State Hwy 56 and S Oklahoma Ave **Division:** 1
City: Okmulgee

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	41	SY	\$ 50.00	\$ 2,050.00
610(I)-4610	Tactile Warning Device - New	40	SF	\$ 25.00	\$ 1,000.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	112	LF	\$ 6.00	\$ 672.00
---	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:	\$	3,722.00
Engineering: (% +/-)	15%	\$ 976.29
Contingency: (% +/-)	20%	\$ 1,301.71
Estimated Project Cost:	\$	6,000.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	Good	N/A	Good	N/A	
Path of travel running slope is greater than 5%		N/A			
Path of travel cross slope is greater than 2% for stop control approaches		N/A		N/A	
Path of travel cross slope is greater than 5% for free-flow approaches	N/A	N/A	N/A	N/A	
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	Install crosswalk pavement markings
Crosswalk striping condition	None	N/A	None	N/A	

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1z	2z	3z	4z	
Curb ramp does not exist and is needed	X			X	Install curb ramp; see shapefile for median improvement
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curb side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%					
Curb ramp running slope is greater than 8.33%					
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%					
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"					
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25') in curb ramp/landing/flares					
Temporary obstruction (>0.25') in curb ramp/landing/flares					
No textured surface at base of curb ramp					
No color contrast at base of curb ramp					
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%					
Curb ramp transition onto roadway is greater than 0.25°					
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
Ponding occurs at base of curb ramp					



Corner 1 No Ramp (1z)



Corner 2 No Ramp (2z)



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Kimley-Horn and Associates, Inc. Priority: 2
Project Description for Unsignalized Intersection

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : State Hwy 56 (W 6th St) **GPS ID:** 1713
Project Name: Intersection of State Hwy 56 and N Alabama Ave **Division:** 1
City: Okmulgee

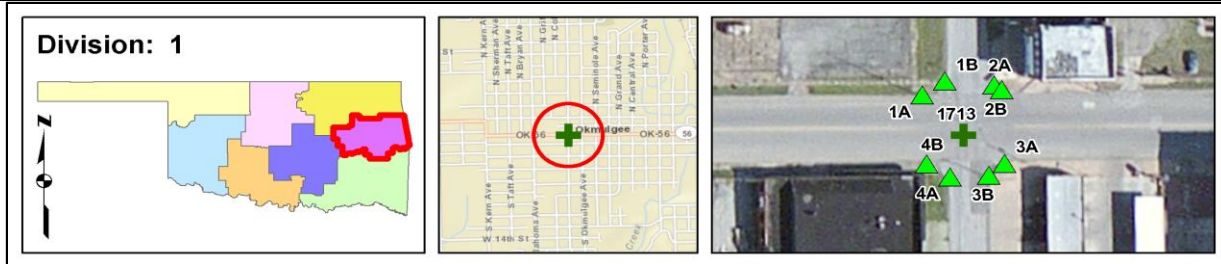
Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	57	SY	\$ 50.00	\$ 2,850.00
610(I)-4610	Tactile Warning Device - New	70	SF	\$ 25.00	\$ 1,750.00
610(I)-4615	Tactile Warning Device - Retrofit	10	SF	\$ 60.00	\$ 600.00
619(B)-4792	Removal of Sidewalk	57	SY	\$ 12.00	\$ 684.00
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	352	LF	\$ 6.00	\$ 2,112.00
---	Repave Roadway	0	LS	\$ 5,000.00	\$ -
---	Fix Ponding	6	LS	\$ 2,000.00	\$ 12,000.00
---	Fix Curb Ramp Transition	5	LS	\$ 2,000.00	\$ 10,000.00
---	Median Nose Modification	0	LS	\$ 5,000.00	\$ -
---	Remove Temporary Obstruction	3	LS	\$ 500.00	\$ 1,500.00
---	Fix Curb Ramp Counter Slope	1	LS	\$ 2,000.00	\$ 2,000.00

Basis for Cost Projection

- No Design Completed
- Preliminary Design
- Final Design

Subtotal:	\$	33,496.00
Engineering: (% +/-)	15%	\$ 5,358.86
Contingency: (% +/-)	20%	\$ 7,145.14
Estimated Project Cost:	\$	46,000.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Recommendations
	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	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' or 'l' in ramp label indicates no existing ramp)								Recommendations
	1A	1B	2A	2B	3A	3B	4A	4B	
Curb ramp does not exist and is needed									
Curb ramp does not land in crosswalk									
No 4' x 4' clear space at base of curb ramp									
Curb side is not 90° or has traversable adjacent surface			X						
Flare cross slope is greater than 10%									
Curb ramp running slope is greater than 8.33%	X	X	X	X	X		X	X	
Blended transition running slope is greater than 5%									
Cut-thru ramp running slope is greater than 5%									
Curb ramp cross slope is greater than 2%			X	X			X		
Cut-thru ramp cross slope is greater than 2%									
Curb ramp width is less than 48"	X	X					X	X	
Cut-thru ramp width is less than 60"									
Permanent obstruction (>0.25') in curb ramp/landing/flares	X	X	X				X	X	
Temporary obstruction (>0.25') in curb ramp/landing/flares	X	X	X				X	X	
No textured surface at base of curb ramp	X	X	X	X	X	X	X	X	
No color contrast at base of curb ramp	X	X	X	X	X	X	X	X	
Landing area does not exist and is needed									
Landing area is less than 5' x 5' or slopes greater than 2%					X	X			
Curb ramp transition onto roadway is greater than 0.25"	X	X	X				X	X	
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%							X		
Ponding occurs at base of curb ramp	X	X			X	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 1B



Ramp 2A



Ramp 2B



Ramp 3A



Ramp 3B



Ramp 4A



Ramp 4B

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Project Location Map Sources:

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Kimley-Horn and Associates, Inc. Priority: 2
Project Description for Unsignalized Intersection

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : State Hwy 56 (W 6th St) **GPS ID:** 1715
Project Name: Intersection of State Hwy 56 and N Seminole Ave **Division:** 1
City: Okmulgee

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	30	SY	\$ 50.00	\$ 1,500.00
610(I)-4610	Tactile Warning Device - New	40	SF	\$ 25.00	\$ 1,000.00
610(I)-4615	Tactile Warning Device - Retrofit	20	SF	\$ 60.00	\$ 1,200.00
619(B)-4792	Removal of Sidewalk	30	SY	\$ 12.00	\$ 360.00
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	366	LF	\$ 6.00	\$ 2,196.00
---	Repave Roadway	2	LS	\$ 5,000.00	\$ 10,000.00
---	Fix Ponding	1	LS	\$ 2,000.00	\$ 2,000.00
---	Fix Curb Ramp Transition	3	LS	\$ 2,000.00	\$ 6,000.00
---	Median Nose Modification	0	LS	\$ 5,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Fix Curb Ramp Counter Slope	3	LS	\$ 2,000.00	\$ 6,000.00

Basis for Cost Projection

- No Design Completed
- Preliminary Design
- Final Design

Subtotal: \$ 30,256.00
 Engineering: (% +/-) 15% \$ 4,604.57
 Contingency: (% +/-) 20% \$ 6,139.43
Estimated Project Cost: \$ 41,000.00

Project Location



Field Observations

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

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)								Recommendations
	1A	1B	2A	2B	3A	3B	4A	4B	
Curb ramp does not exist and is needed									
Curb ramp does not land in crosswalk									
No 4' x 4' clear space at base of curb ramp									
Curb side is not 90° or has traversable adjacent surface									
Flare cross slope is greater than 10%									
Curb ramp running slope is greater than 8.33%									
Blended transition running slope is greater than 5%									
Cut-thru ramp running slope is greater than 5%									
Curb ramp cross slope is greater than 2%					X				Remove and replace curb ramp
Cut-thru ramp cross slope is greater than 2%									
Curb ramp width is less than 48"									
Cut-thru ramp width is less than 60"									
Permanent obstruction (>0.25') in curb ramp/landing/flares	X	X						X	
Temporary obstruction (>0.25') in curb ramp/landing/flares									
No textured surface at base of curb ramp		X	X	X	X	X			For intersection ramps and commercial driveway ramps, install color truncated domes
No color contrast at base of curb ramp		X	X	X	X	X			
Landing area does not exist and is needed									
Landing area is less than 5' x 5' or slopes greater than 2%									
Curb ramp transition onto roadway is greater than 0.25"		X	X					X	Fix curb ramp transition
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%	X			X	X				Fix curb ramp counter slope
Ponding occurs at base of curb ramp		X							Fix ponding

Comment: Existing sidewalk, curb ramp, and/or striping configurations permit pedestrians to cross the major street. An Engineering study is needed to confirm crossing should be accommodated at this location and the current crossing treatment is appropriate.



Ramp 1A



Ramp 1B



Ramp 2A



Ramp 2B



Ramp 3A



Ramp 3B



Ramp 4A



Ramp 4B

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Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Kimley-Horn and Associates, Inc. Priority: 2
Project Description for Unsignalized Intersection

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : State Hwy 56 (W 6th St) **GPS ID:** 1716
Project Name: Intersection of State Hwy 56 and N Morton Ave **Division:** 1
City: Okmulgee

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	35	SY	\$ 50.00	\$ 1,750.00
610(I)-4610	Tactile Warning Device - New	30	SF	\$ 25.00	\$ 750.00
610(I)-4615	Tactile Warning Device - Retrofit	50	SF	\$ 60.00	\$ 3,000.00
619(B)-4792	Removal of Sidewalk	35	SY	\$ 12.00	\$ 420.00
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	410	LF	\$ 6.00	\$ 2,460.00
---	Repave Roadway	0	LS	\$ 5,000.00	\$ -
---	Fix Ponding	1	LS	\$ 2,000.00	\$ 2,000.00
---	Fix Curb Ramp Transition	1	LS	\$ 2,000.00	\$ 2,000.00
---	Median Nose Modification	0	LS	\$ 5,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Fix Curb Ramp Counter Slope	1	LS	\$ 2,000.00	\$ 2,000.00

Basis for Cost Projection

- No Design Completed
- Preliminary Design
- Final Design

Subtotal:	\$	14,380.00
Engineering: (% +/-)	15%	\$ 2,408.57
Contingency: (% +/-)	20%	\$ 3,211.43
Estimated Project Cost:	\$	20,000.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Recommendations
	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				
Crosswalk striping condition	None	Worn	Worn	Worn	Remove and replace crosswalk pavement markings

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)								Recommendations
	1A	1B	2A	2B	3A	3B	4A	4B	
Curb ramp does not exist and is needed									
Curb ramp does not land in crosswalk									
No 4' x 4' clear space at base of curb ramp									
Curb side is not 90° or has traversable adjacent surface									
Flare cross slope is greater than 10%									
Curb ramp running slope is greater than 8.33%									
Blended transition running slope is greater than 5%									
Cut-thru ramp running slope is greater than 5%									
Curb ramp cross slope is greater than 2%	X								Remove and replace curb ramp
Cut-thru ramp cross slope is greater than 2%									
Curb ramp width is less than 48"				X					
Cut-thru ramp width is less than 60"									
Permanent obstruction (>0.25') in curb ramp/landing/flares							X		
Temporary obstruction (>0.25') in curb ramp/landing/flares									
No textured surface at base of curb ramp	X	X	X	X	X	X	X	X	For intersection ramps and commercial driveway ramps, install color truncated domes
No color contrast at base of curb ramp	X	X	X	X	X	X	X	X	
Landing area does not exist and is needed									
Landing area is less than 5' x 5' or slopes greater than 2%									
Curb ramp transition onto roadway is greater than 0.25"						X			Fix curb ramp transition
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%								X	Fix curb ramp counter slope
Ponding occurs at base of curb ramp			X						Fix ponding

Comment: Existing sidewalk, curb ramp, and/or striping configurations permit pedestrians to cross the major street. An Engineering study is needed to confirm crossing should be accommodated at this location and the current crossing treatment is appropriate.



Ramp 1A



Ramp 1B



Ramp 2A



Ramp 2B



Ramp 3A



Ramp 3B



Ramp 4A



Ramp 4B

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Kimley-Horn and Associates, Inc. Priority: 2
Project Description for Unsignalized Intersection

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : State Hwy 56 (W 6th St) **GPS ID:** 1718
Project Name: Intersection of State Hwy 56 and N Central Ave **Division:** 1
City: Okmulgee

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	21	SY	\$ 50.00	\$ 1,050.00
610(I)-4610	Tactile Warning Device - New	20	SF	\$ 25.00	\$ 500.00
610(I)-4615	Tactile Warning Device - Retrofit	20	SF	\$ 60.00	\$ 1,200.00
619(B)-4792	Removal of Sidewalk	21	SY	\$ 12.00	\$ 252.00
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	426	LF	\$ 6.00	\$ 2,556.00
---	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	3	LS	\$ 2,000.00	\$ 6,000.00

Basis for Cost Projection

- No Design Completed
- Preliminary Design
- Final Design

Subtotal:	\$	11,558.00
Engineering: (% +/-)	15%	\$ 1,903.71
Contingency: (% +/-)	20%	\$ 2,538.29
Estimated Project Cost:	\$	16,000.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Recommendations
	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'					
Crosswalk striping condition	Worn	Worn	Worn	Worn	Remove and replace crosswalk pavement markings

Curb Ramp Issues	Curb Ramp ID ('Z' or 'I' in ramp label indicates no existing ramp)								Recommendations
	1A	1B	2A	2B	3A	3B	4A	4B	
Curb ramp does not exist and is needed									
Curb ramp does not land in crosswalk									
No 4' x 4' clear space at base of curb ramp									
Curbed side is not 90° or has traversable adjacent surface									
Flare cross slope is greater than 10%									
Curb ramp running slope is greater than 8.33%									
Blended transition running slope is greater than 5%									
Cut-thru ramp running slope is greater than 5%									
Curb ramp cross slope is greater than 2%							X		
Cut-thru ramp cross slope is greater than 2%									
Curb ramp width is less than 48"		X							
Cut-thru ramp width is less than 60"									
Permanent obstruction (>0.25') in curb ramp/landing/flares									
Temporary obstruction (>0.25') in curb ramp/landing/flares									
No textured surface at base of curb ramp	X	X					X	X	
No color contrast at base of curb ramp	X	X					X	X	
Landing area does not exist and is needed									
Landing area is less than 5' x 5' or slopes greater than 2%	X	X							
Curb ramp transition onto roadway is greater than 0.25"									
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%				X	X		X		
Ponding occurs at base of curb ramp									

Comment: Existing sidewalk, curb ramp, and/or striping configurations permit pedestrians to cross the major street. An Engineering study is needed to confirm crossing should be accommodated at this location and the current crossing treatment is appropriate.



Ramp 1A



Ramp 1B



Ramp 2A



Ramp 2B



Ramp 3A



Ramp 3B



Ramp 4A



Ramp 4B

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Kimley-Horn and Associates, Inc. Priority: 2
Project Description for Unsignalized Intersection

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : State Hwy 56 (W 6th St) **GPS ID:** 1719
Corridor Name: Intersection of State Hwy 56 and S Porter Ave **Division:** 1
City: Okmulgee

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	28	SY	\$ 50.00	\$ 1,400.00
610(I)-4610	Tactile Warning Device - New	30	SF	\$ 25.00	\$ 750.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	28	SY	\$ 12.00	\$ 336.00
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	346	LF	\$ 6.00	\$ 2,076.00
---	Repave Roadway	1	LS	\$ 5,000.00	\$ 5,000.00
---	Fix Ponding	2	LS	\$ 2,000.00	\$ 4,000.00
---	Fix Curb Ramp Transition	1	LS	\$ 2,000.00	\$ 2,000.00
---	Median Nose Modification	0	LS	\$ 5,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Fix Curb Ramp Counter Slope	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

- No Design Completed
- Preliminary Design
- Final Design

Subtotal:	\$	15,562.00
Engineering: (% +/-)	15%	\$ 2,759.14
Contingency: (% +/-)	20%	\$ 3,678.86
Estimated Project Cost:	\$	22,000.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	Good	Good	Good	Good	
Path of travel running slope is greater than 5%		X			Repave roadway and install crosswalk pavement markings
Path of travel cross slope is greater than 2% for stop control approaches		N/A		N/A	
Path of travel cross slope is greater than 5% for free-flow approaches	N/A		N/A		
Crosswalk width is less than 6'					
Crosswalk striping condition	Worn	Worn	Worn	Worn	Remove and replace crosswalk pavement markings

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)								Recommendations
	1A	1B	2A	2B	3A	3B	4A	4B	
Curb ramp does not exist and is needed									
Curb ramp does not land in crosswalk									
No 4' x 4' clear space at base of curb ramp									
Curbed side is not 90° or has traversable adjacent surface									
Flare cross slope is greater than 10%									
Curb ramp running slope is greater than 8.33%									
Blended transition running slope is greater than 5%									
Cut-thru ramp running slope is greater than 5%									
Curb ramp cross slope is greater than 2%				X			X		Remove and replace curb ramp
Cut-thru ramp cross slope is greater than 2%									
Curb ramp width is less than 48"									
Cut-thru ramp width is less than 60"									
Permanent obstruction (>0.25') in curb ramp/landing/flares								X	
Temporary obstruction (>0.25') in curb ramp/landing/flares									
No textured surface at base of curb ramp									
No color contrast at base of curb ramp									
Landing area does not exist and is needed									
Landing area is less than 5' x 5' or slopes greater than 2%						X	X		
Curb ramp transition onto roadway is greater than 0.25"								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							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 2B



Ramp 3A



Ramp 3B



Ramp 4A



Ramp 4B

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Kimley-Horn and Associates, Inc. Priority: 2
Project Description for Unsignalized Intersection

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : State Hwy 56 (W 6th St) **GPS ID:** 1721
Project Name: Intersection of State Hwy 56 and S Delaware Ave **Division:** 1
City: Okmulgee

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	0	SY	\$ 50.00	\$ -
610(I)-4610	Tactile Warning Device - New	0	SF	\$ 25.00	\$ -
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	326	LF	\$ 6.00	\$ 1,956.00
---	Repave Roadway	1	LS	\$ 5,000.00	\$ 5,000.00
---	Fix Ponding	3	LS	\$ 2,000.00	\$ 6,000.00
---	Fix Curb Ramp Transition	1	LS	\$ 2,000.00	\$ 2,000.00
---	Median Nose Modification	0	LS	\$ 5,000.00	\$ -
---	Remove Temporary Obstruction	2	LS	\$ 500.00	\$ 1,000.00
---	Fix Curb Ramp Counter Slope	2	LS	\$ 2,000.00	\$ 4,000.00

Basis for Cost Projection

- No Design Completed
- Preliminary Design
- Final Design

Subtotal:	\$	19,956.00
Engineering: (% +/-)	15%	3,018.86
Contingency: (% +/-)	20%	4,025.14
Estimated Project Cost:	\$	27,000.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Recommendations
	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	X	N/A		Repave roadway and install crosswalk pavement markings
Crosswalk width is less than 6'				N/A	
Crosswalk striping condition	Worn	None	Worn	None	Remove and replace crosswalk pavement markings

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1A	2A	3A	4A	
Curb ramp does not exist and is needed					
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curb side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%					
Curb ramp running slope is greater than 8.33%					
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%					
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"					
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25') in curb ramp/landing/flares					
Temporary obstruction (>0.25') in curb ramp/landing/flares	X		X		Remove temporary obstruction
No textured surface at base of curb ramp					
No color contrast at base of curb ramp					
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%					
Curb ramp transition onto roadway is greater than 0.25"				X	Fix curb ramp transition
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%	X			X	Fix curb ramp counter slope
Ponding occurs at base of curb ramp	X	X	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

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Kimley-Horn and Associates, Inc. Priority: 2
Project Description for Unsignalized Intersection

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : State Hwy 56 (W 6th St) **GPS ID:** 1722
Project Name: Intersection of State Hwy 56 and S Severs Ave **Division:** 1
City: Okmulgee

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	22	SY	\$ 50.00	\$ 1,100.00
610(I)-4610	Tactile Warning Device - New	30	SF	\$ 25.00	\$ 750.00
610(I)-4615	Tactile Warning Device - Retrofit	10	SF	\$ 60.00	\$ 600.00
619(B)-4792	Removal of Sidewalk	22	SY	\$ 12.00	\$ 264.00
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	334	LF	\$ 6.00	\$ 2,004.00
---	Repave Roadway	0	LS	\$ 5,000.00	\$ -
---	Fix Ponding	4	LS	\$ 2,000.00	\$ 8,000.00
---	Fix Curb Ramp Transition	4	LS	\$ 2,000.00	\$ 8,000.00
---	Median Nose Modification	0	LS	\$ 5,000.00	\$ -
---	Remove Temporary Obstruction	4	LS	\$ 500.00	\$ 2,000.00
---	Fix Curb Ramp Counter Slope	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

- No Design Completed
- Preliminary Design
- Final Design

Subtotal: \$ 22,718.00
 Engineering: (% +/-) 15% \$ 3,549.43
 Contingency: (% +/-) 20% \$ 4,732.57
Estimated Project Cost: \$ 31,000.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Recommendations
	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'					
Crosswalk striping condition	Worn	None	Worn	None	Remove and replace crosswalk pavement markings

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)						Recommendations
	1A	2A	2B	3A	3B	4A	
Curb ramp does not exist and is needed							
Curb ramp does not land in crosswalk							
No 4' x 4' clear space at base of curb ramp							
Curb side is not 90° or has traversable adjacent surface	X						
Flare cross slope is greater than 10%							
Curb ramp running slope is greater than 8.33%							
Blended transition running slope is greater than 5%							
Cut-thru ramp running slope is greater than 5%							
Curb ramp cross slope is greater than 2%							
Cut-thru ramp cross slope is greater than 2%							
Curb ramp width is less than 48"				X			
Cut-thru ramp width is less than 60"							
Permanent obstruction (>0.25') in curb ramp/landing/flares		X					
Temporary obstruction (>0.25') in curb ramp/landing/flares	X	X	X	X	X		Remove temporary obstruction
No textured surface at base of curb ramp	X	X	X	X			For intersection ramps and commercial driveway ramps, install color truncated domes
No color contrast at base of curb ramp	X	X	X	X			
Landing area does not exist and is needed							
Landing area is less than 5' x 5' or slopes greater than 2%							
Curb ramp transition onto roadway is greater than 0.25"	X	X	X		X		Fix curb ramp transition
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%							
Ponding occurs at base of curb ramp	X		X	X	X		Fix ponding

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 2B



Ramp 3A



Ramp 3B



Ramp 4A

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Kimley-Horn and Associates, Inc. Priority: 13
Project Description for Unsignalized Intersection

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : State Hwy 56 (W 6th St) **GPS ID:** 1723
Project Name: Intersection of State Hwy 56 and N Comanche Ave **Division:** 1
City: Okmulgee

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	0	SY	\$ 50.00	\$ -
610(I)-4610	Tactile Warning Device - New	0	SF	\$ 25.00	\$ -
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	54	LF	\$ 6.00	\$ 324.00
---	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:	\$	324.00
Engineering: (% +/-)	15%	289.71
Contingency: (% +/-)	20%	386.29
Estimated Project Cost:	\$	1,000.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	Good	N/A	N/A	N/A	
Path of travel running slope is greater than 5%		N/A	N/A	N/A	
Path of travel cross slope is greater than 2% for stop control approaches		N/A		N/A	
Path of travel cross slope is greater than 5% for free-flow approaches	N/A	N/A	N/A	N/A	
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	Install crosswalk pavement markings
Crosswalk striping condition	None	N/A	N/A	N/A	

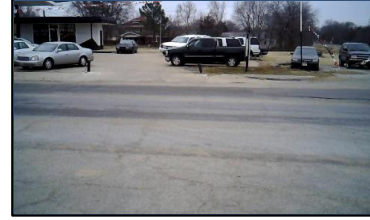
Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1z	2z	3z	4z	
Curb ramp does not exist and is needed					
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curb side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%					
Curb ramp running slope is greater than 8.33%					
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%					
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"					
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25') in curb ramp/landing/flares					
Temporary obstruction (>0.25') in curb ramp/landing/flares					
No textured surface at base of curb ramp					
No color contrast at base of curb ramp					
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%					
Curb ramp transition onto roadway is greater than 0.25°					
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
Ponding occurs at base of curb ramp					



Corner 1 No Ramp (1z)



Corner 2 No Ramp (2z)



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

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

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : State Hwy 56 (W 6th St) **GPS ID:** 1724
Project Name: Intersection of State Hwy 56 and S Choctaw Ave **Division:** 1
City: Okmulgee

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	61	SY	\$ 50.00	\$ 3,050.00
610(I)-4610	Tactile Warning Device - New	60	SF	\$ 25.00	\$ 1,500.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	120	LF	\$ 6.00	\$ 720.00
---	Repave Roadway	1	LS	\$ 5,000.00	\$ 5,000.00
---	Fix Ponding	0	LS	\$ 2,000.00	\$ -
---	Fix Curb Ramp Transition	0	LS	\$ 2,000.00	\$ -
---	Median Nose Modification	0	LS	\$ 5,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Fix Curb Ramp Counter Slope	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

- No Design Completed
- Preliminary Design
- Final Design

Subtotal:	\$	10,270.00
Engineering: (% +/-)	15%	1,598.57
Contingency: (% +/-)	20%	2,131.43
Estimated Project Cost:	\$	14,000.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	Good	N/A	Good	N/A	
Path of travel running slope is greater than 5%		N/A		N/A	
Path of travel cross slope is greater than 2% for stop control approaches	X	N/A		N/A	Repave roadway and install crosswalk pavement markings
Path of travel cross slope is greater than 5% for free-flow approaches	N/A	N/A	N/A	N/A	
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	Install crosswalk pavement markings
Crosswalk striping condition	None	N/A	None	N/A	

Curb Ramp Issues	Curb Ramp ID ('z' or 'i' in ramp label indicates no existing ramp)				Recommendations
	1z	2z	3z	4z	
Curb ramp does not exist and is needed	X	X	X	X	Install curb ramp; see shapefile for median improvement
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curb side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%					
Curb ramp running slope is greater than 8.33%					
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%					
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"					
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25') in curb ramp/landing/flares					
Temporary obstruction (>0.25') in curb ramp/landing/flares					
No textured surface at base of curb ramp					
No color contrast at base of curb ramp					
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%					
Curb ramp transition onto roadway is greater than 0.25°					
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
Ponding occurs at base of curb ramp					



Corner 1 No Ramp (1z)



Corner 2 No Ramp (2z)



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Kimley-Horn and Associates, Inc. Priority: 2
Project Description for Unsignalized Intersection

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : US Hwy 75 **GPS ID:** 1750
Project Name: Intersection of US Hwy 75 and E Chicago St **Division:** 1
City: Okmulgee

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	41	SY	\$ 50.00	\$ 2,050.00
610(I)-4610	Tactile Warning Device - New	40	SF	\$ 25.00	\$ 1,000.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	34	SY	\$ 12.00	\$ 408.00
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	90	LF	\$ 6.00	\$ 540.00
---	Repave Roadway	2	LS	\$ 5,000.00	\$ 10,000.00
---	Fix Ponding	2	LS	\$ 2,000.00	\$ 4,000.00
---	Fix Curb Ramp Transition	3	LS	\$ 2,000.00	\$ 6,000.00
---	Median Nose Modification	0	LS	\$ 5,000.00	\$ -
---	Remove Temporary Obstruction	1	LS	\$ 500.00	\$ 500.00
---	Fix Curb Ramp Counter Slope	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

- No Design Completed
- Preliminary Design
- Final Design

Subtotal:	\$	24,498.00
Engineering: (% +/-)	15%	\$ 4,072.29
Contingency: (% +/-)	20%	\$ 5,429.71
Estimated Project Cost:	\$	34,000.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	N/A	Good	N/A	Good	
Path of travel running slope is greater than 5%	N/A		N/A		
Path of travel cross slope is greater than 2% for stop control approaches	N/A	X	N/A	X	Repave roadway and install crosswalk pavement markings
Path of travel cross slope is greater than 5% for free-flow approaches	N/A	N/A	N/A	N/A	
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	Install crosswalk pavement markings
Crosswalk striping condition	N/A	None	N/A	None	

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1A	2A	3A	4A	
Curb ramp does not exist and is needed					
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curb side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%			X		
Curb ramp running slope is greater than 8.33%					
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%					
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"	X			X	
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25') in curb ramp/landing/flares	X	X	X	X	
Temporary obstruction (>0.25') in curb ramp/landing/flares	X	X	X	X	Remove temporary obstruction
No textured surface at base of curb ramp	X	X	X	X	For intersection ramps and commercial driveway ramps, install color truncated domes
No color contrast at base of curb ramp	X	X	X	X	Install landing area
Landing area does not exist and is needed	X	X			Remove and replace landing area
Landing area is less than 5' x 5' or slopes greater than 2%			X	X	Fix curb ramp transition
Curb ramp transition onto roadway is greater than 0.25"		X	X	X	
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
Ponding occurs at base of curb ramp	X			X	Fix ponding



Ramp 1A



Ramp 2A



Ramp 3A



Ramp 4A

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Kimley-Horn and Associates, Inc. Priority: 2
Project Description for Unsignalized Intersection

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : US Hwy 75 **GPS ID:** 1751
Project Name: Intersection of US Hwy 75 and E Lafayette St (North) **Division:** 1
City: Okmulgee

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	13	SY	\$ 50.00	\$ 650.00
610(I)-4610	Tactile Warning Device - New	10	SF	\$ 25.00	\$ 250.00
610(I)-4615	Tactile Warning Device - Retrofit	10	SF	\$ 60.00	\$ 600.00
619(B)-4792	Removal of Sidewalk	12	SY	\$ 12.00	\$ 144.00
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	37	LF	\$ 6.00	\$ 222.00
---	Repave Roadway	0	LS	\$ 5,000.00	\$ -
---	Fix Ponding	1	LS	\$ 2,000.00	\$ 2,000.00
---	Fix Curb Ramp Transition	1	LS	\$ 2,000.00	\$ 2,000.00
---	Median Nose Modification	0	LS	\$ 5,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Fix Curb Ramp Counter Slope	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

- No Design Completed
- Preliminary Design
- Final Design

Subtotal:	\$	5,866.00
Engineering: (% +/-)	15%	\$ 914.57
Contingency: (% +/-)	20%	\$ 1,219.43
Estimated Project Cost:	\$	8,000.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	N/A	N/A	N/A	Good	
Path of travel running slope is greater than 5%	N/A	N/A	N/A		
Path of travel cross slope is greater than 2% for stop control approaches	N/A		N/A		
Path of travel cross slope is greater than 5% for free-flow approaches	N/A	N/A	N/A	N/A	
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	
Crosswalk striping condition	N/A	N/A	N/A	None	Install crosswalk pavement markings

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1A	2z	3z	4A	
Curb ramp does not exist and is needed					
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curb side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%					
Curb ramp running slope is greater than 8.33%					
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%					
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"			X		
Cut-thru ramp width is less than 60"				X	
Permanent obstruction (>0.25") in curb ramp/landing/flares				X	
Temporary obstruction (>0.25") in curb ramp/landing/flares				X	
No textured surface at base of curb ramp	X			X	
No color contrast at base of curb ramp	X			X	
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%	X		X		
Curb ramp transition onto roadway is greater than 0.25"				X	
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
Ponding occurs at base of curb ramp				X	

Remove and replace curb ramp

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

Remove and replace landing area

Fix curb ramp transition

Fix ponding



Ramp 1A



Corner 2 No Ramp (2z)



Corner 3 No Ramp (3z)



Ramp 4A

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Kimley-Horn and Associates, Inc. Priority: 2
Project Description for Unsignalized Intersection

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : US Hwy 75 **GPS ID:** 1752
Project Name: Intersection of US Hwy 75 and E Lafayette St (South) **Division:** 1
City: Okmulgee

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	21	SY	\$ 50.00	\$ 1,050.00
610(I)-4610	Tactile Warning Device - New	20	SF	\$ 25.00	\$ 500.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	19	SY	\$ 12.00	\$ 228.00
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	44	LF	\$ 6.00	\$ 264.00
---	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	1	LS	\$ 500.00	\$ 500.00
---	Fix Curb Ramp Counter Slope	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

- No Design Completed
- Preliminary Design
- Final Design

Subtotal:	\$	6,542.00
Engineering: (% +/-)	15%	\$ 1,053.43
Contingency: (% +/-)	20%	\$ 1,404.57
Estimated Project Cost:	\$	9,000.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Recommendations
	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		
Path of travel cross slope is greater than 5% for free-flow approaches	N/A	N/A	N/A	N/A	
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	Install crosswalk pavement markings
Crosswalk striping condition	N/A	None	N/A	N/A	

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1z	2A	3A	4z	
Curb ramp does not exist and is needed					
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curb side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%					
Curb ramp running slope is greater than 8.33%					
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%		X			Remove and replace curb ramp
Cut-thru ramp cross slope is greater than 2%			X		
Curb ramp width is less than 48"			X		
Cut-thru ramp width is less than 60"			X		
Permanent obstruction (>0.25') in curb ramp/landing/flares	X	X			Remove temporary obstruction
Temporary obstruction (>0.25') in curb ramp/landing/flares	X	X			
No textured surface at base of curb ramp	X	X			For intersection ramps and commercial driveway ramps, install color truncated domes
No color contrast at base of curb ramp	X	X			
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%	X	X			Remove and replace landing area
Curb ramp transition onto roadway is greater than 0.25"					
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
Ponding occurs at base of curb ramp	X	X			Fix ponding



Corner 1 No Ramp (1z)



Ramp 2A



Ramp 3A



Corner 4 No Ramp (4z)

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Kimley-Horn and Associates, Inc. Priority: 2
Project Description for Unsignalized Intersection

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : US Hwy 75 **GPS ID:** 1753
Project Name: Intersection of US Hwy 75 and E Kennedy St **Division:** 1
City: Okmulgee

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	56	SY	\$ 50.00	\$ 2,800.00
610(I)-4610	Tactile Warning Device - New	60	SF	\$ 25.00	\$ 1,500.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	37	SY	\$ 12.00	\$ 444.00
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	235	LF	\$ 6.00	\$ 1,410.00
---	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	1	LS	\$ 500.00	\$ 500.00
---	Fix Curb Ramp Counter Slope	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

- No Design Completed
- Preliminary Design
- Final Design

Subtotal:	\$	18,654.00
Engineering: (% +/-)	15%	\$ 3,148.29
Contingency: (% +/-)	20%	\$ 4,197.71
Estimated Project Cost:	\$	26,000.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	Good	Good	N/A	Good	
Path of travel running slope is greater than 5%			N/A		
Path of travel cross slope is greater than 2% for stop control approaches	N/A	X	N/A	X	Repave roadway and install crosswalk pavement markings
Path of travel cross slope is greater than 5% for free-flow approaches		N/A	N/A	N/A	
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	Install crosswalk pavement markings
Crosswalk striping condition	None	None	N/A	None	

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1A	2A	3A	4A	
Curb ramp does not exist and is needed					
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curb side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%	X	X	X	X	
Curb ramp running slope is greater than 8.33%					
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%	X		X	X	Remove and replace curb ramp
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"		X	X		
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25') in curb ramp/landing/flares	X	X	X		Remove temporary obstruction
Temporary obstruction (>0.25') in curb ramp/landing/flares				X	Remove temporary obstruction
No textured surface at base of curb ramp	X	X	X	X	For intersection ramps and commercial driveway ramps, install color truncated domes
No color contrast at base of curb ramp	X	X	X	X	For intersection ramps and commercial driveway ramps, install color truncated domes
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%	X	X	X	X	Remove and replace landing area
Curb ramp transition onto roadway is greater than 0.25"		X			Fix curb ramp transition
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
Ponding occurs at base of curb ramp					

Comment: Existing sidewalk, curb ramp, and/or striping configurations permit pedestrians to cross the major street. An Engineering study is needed to confirm crossing should be accommodated at this location and the current crossing treatment is appropriate.



Ramp 1A



Ramp 2A



Ramp 3A



Ramp 4A

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Kimley-Horn and Associates, Inc. Priority: 2
Project Description for Unsignalized Intersection

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : US Hwy 75 **GPS ID:** 1755
Project Name: Intersection of US Hwy 75 and E Smith St **Division:** 1
City: Okmulgee

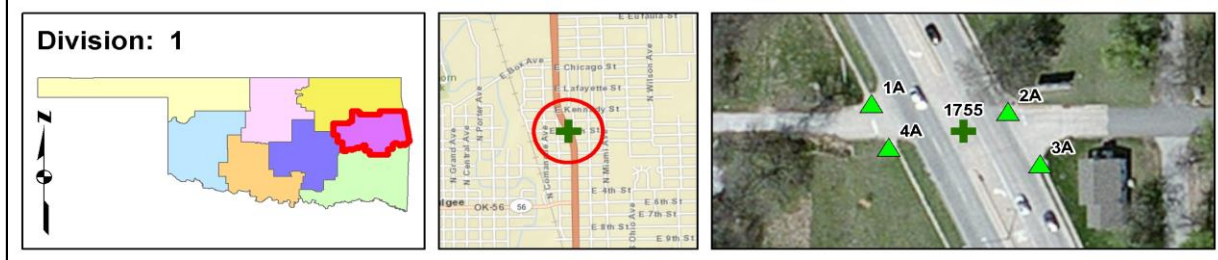
Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	26	SY	\$ 50.00	\$ 1,300.00
610(I)-4610	Tactile Warning Device - New	20	SF	\$ 25.00	\$ 500.00
610(I)-4615	Tactile Warning Device - Retrofit	20	SF	\$ 60.00	\$ 1,200.00
619(B)-4792	Removal of Sidewalk	22	SY	\$ 12.00	\$ 264.00
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	88	LF	\$ 6.00	\$ 528.00
---	Repave Roadway	1	LS	\$ 5,000.00	\$ 5,000.00
---	Fix Ponding	1	LS	\$ 2,000.00	\$ 2,000.00
---	Fix Curb Ramp Transition	1	LS	\$ 2,000.00	\$ 2,000.00
---	Median Nose Modification	0	LS	\$ 5,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Fix Curb Ramp Counter Slope	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

- No Design Completed
- Preliminary Design
- Final Design

Subtotal:	\$	12,792.00
Engineering: (% +/-)	15%	2,232.00
Contingency: (% +/-)	20%	2,976.00
Estimated Project Cost:	\$	18,000.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	N/A	Good	N/A	Good	
Path of travel running slope is greater than 5%	N/A		N/A		
Path of travel cross slope is greater than 2% for stop control approaches	N/A		N/A	X	Repave roadway and install crosswalk pavement markings
Path of travel cross slope is greater than 5% for free-flow approaches	N/A	N/A	N/A	N/A	
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	Install crosswalk pavement markings
Crosswalk striping condition	N/A	None	N/A	None	

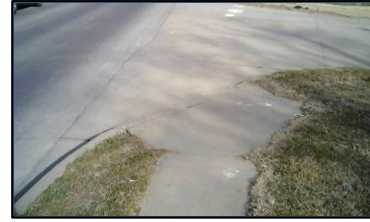
Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1A	2A	3A	4A	
Curb ramp does not exist and is needed					
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curb side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%				X	
Curb ramp running slope is greater than 8.33%					
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%	X		X		Remove and replace curb ramp
Cut-thru ramp cross slope is greater than 2%				X	
Curb ramp width is less than 48"					
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25') in curb ramp/landing/flares	X				
Temporary obstruction (>0.25') in curb ramp/landing/flares					
No textured surface at base of curb ramp	X	X	X	X	For intersection ramps and commercial driveway ramps, install color truncated domes
No color contrast at base of curb ramp	X	X	X	X	
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%	X	X	X	X	Remove and replace landing area
Curb ramp transition onto roadway is greater than 0.25"	X				Fix curb ramp transition
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
Ponding occurs at base of curb ramp	X				Fix ponding



Ramp 1A



Ramp 2A



Ramp 3A



Ramp 4A

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Kimley-Horn and Associates, Inc. Priority: 2
Project Description for Unsignalized Intersection

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

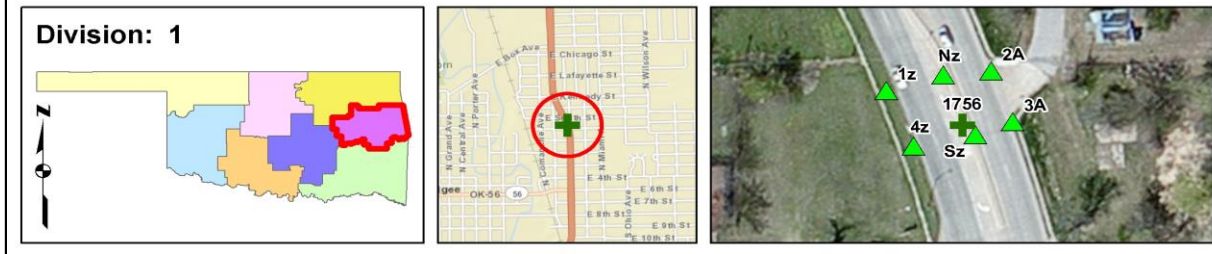
Corridor : US Hwy 75 **GPS ID:** 1756
Project Name: Intersection of US Hwy 75 and N Chickasaw Ave **Division:** 1
City: Okmulgee

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	18	SY	\$ 50.00	\$ 900.00
610(I)-4610	Tactile Warning Device - New	20	SF	\$ 25.00	\$ 500.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	16	SY	\$ 12.00	\$ 192.00
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	48	LF	\$ 6.00	\$ 288.00
---	Repave Roadway	1	LS	\$ 5,000.00	\$ 5,000.00
---	Fix Ponding	0	LS	\$ 2,000.00	\$ -
---	Fix Curb Ramp Transition	0	LS	\$ 2,000.00	\$ -
---	Median Nose Modification	2	LS	\$ 5,000.00	\$ 10,000.00
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Fix Curb Ramp Counter Slope	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection
 No Design Completed
 Preliminary Design
 Final Design

Subtotal:	\$	16,880.00
Engineering: (% +/-)	15%	\$ 2,622.86
Contingency: (% +/-)	20%	\$ 3,497.14
Estimated Project Cost:	\$	23,000.00

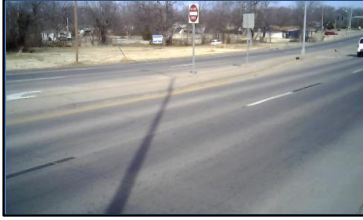
Project Location



Field Observations

Intersection Issues	Crosswalk				Recommendations
	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	X	N/A		Repave roadway and install crosswalk pavement markings
Path of travel cross slope is greater than 5% for free-flow approaches	N/A	N/A	N/A	N/A	
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	Install crosswalk pavement markings
Crosswalk striping condition	N/A	None	N/A	N/A	

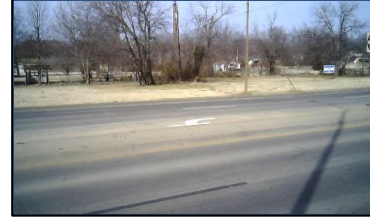
Curb Ramp Issues	Curb Ramp ID ('z' or 'i' in ramp label indicates no existing ramp)						Recommendations
	Nz	Sz	1z	2A	3A	4z	
Curb ramp does not exist and is needed	X	X					Median nose modification
Curb ramp does not land in crosswalk							
No 4' x 4' clear space at base of curb ramp							
Curb side is not 90° or has traversable adjacent surface							
Flare cross slope is greater than 10%			X	X			
Curb ramp running slope is greater than 8.33%							
Blended transition running slope is greater than 5%							
Cut-thru ramp running slope is greater than 5%						Remove and replace curb ramp	
Curb ramp cross slope is greater than 2%			X	X			
Cut-thru ramp cross slope is greater than 2%							
Curb ramp width is less than 48"			X	X			
Cut-thru ramp width is less than 60"							
Permanent obstruction (>0.25') in curb ramp/landing/flares							
Temporary obstruction (>0.25') in curb ramp/landing/flares							
No textured surface at base of curb ramp			X	X		For intersection ramps and commercial driveway ramps, install color truncated domes	
No color contrast at base of curb ramp			X	X			
Landing area does not exist and is needed							
Landing area is less than 5' x 5' or slopes greater than 2%				X		Remove and replace landing area	
Curb ramp transition onto roadway is greater than 0.25"							
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%							
Ponding occurs at base of curb ramp							



North Median No Ramp (Nz)



South Median No Ramp (Sz)



Corner 1 No Ramp (1z)



Ramp 2A



Ramp 3A



Corner 4 No Ramp (4z)

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Kimley-Horn and Associates, Inc. Priority: 2
Project Description for Unsignalized Intersection

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : US Hwy 75 **GPS ID:** 1757
Project Name: Intersection of US Hwy 75 and E Randolph St **Division:** 1
City: Okmulgee

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	34	SY	\$ 50.00	\$ 1,700.00
610(I)-4610	Tactile Warning Device - New	30	SF	\$ 25.00	\$ 750.00
610(I)-4615	Tactile Warning Device - Retrofit	10	SF	\$ 60.00	\$ 600.00
619(B)-4792	Removal of Sidewalk	30	SY	\$ 12.00	\$ 360.00
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	86	LF	\$ 6.00	\$ 516.00
---	Repave Roadway	2	LS	\$ 5,000.00	\$ 10,000.00
---	Fix Ponding	1	LS	\$ 2,000.00	\$ 2,000.00
---	Fix Curb Ramp Transition	2	LS	\$ 2,000.00	\$ 4,000.00
---	Median Nose Modification	0	LS	\$ 5,000.00	\$ -
---	Remove Temporary Obstruction	3	LS	\$ 500.00	\$ 1,500.00
---	Fix Curb Ramp Counter Slope	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

- No Design Completed
- Preliminary Design
- Final Design

Subtotal:	\$	21,426.00
Engineering: (% +/-)	15%	\$ 3,246.00
Contingency: (% +/-)	20%	\$ 4,328.00
Estimated Project Cost:	\$	29,000.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	N/A	Good	N/A	Good	
Path of travel running slope is greater than 5%	N/A		N/A		
Path of travel cross slope is greater than 2% for stop control approaches	N/A	X	N/A	X	Repave roadway and install crosswalk pavement markings
Path of travel cross slope is greater than 5% for free-flow approaches	N/A	N/A	N/A	N/A	
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	Install crosswalk pavement markings
Crosswalk striping condition	N/A	None	N/A	None	

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1A	2A	3A	4A	
Curb ramp does not exist and is needed					
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curb side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%	X		X	X	
Curb ramp running slope is greater than 8.33%					
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%	X			X	Remove and replace curb ramp
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"	X		X	X	
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25') in curb ramp/landing/flares	X			X	
Temporary obstruction (>0.25') in curb ramp/landing/flares		X	X	X	Remove temporary obstruction
No textured surface at base of curb ramp	X	X	X	X	For intersection ramps and commercial driveway ramps, install color truncated domes
No color contrast at base of curb ramp	X	X	X	X	
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%	X	X	X	X	Remove and replace landing area
Curb ramp transition onto roadway is greater than 0.25"	X			X	Fix curb ramp transition
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
Ponding occurs at base of curb ramp	X				Fix ponding



Ramp 1A



Ramp 2A



Ramp 3A



Ramp 4A

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Kimley-Horn and Associates, Inc. Priority: 2
Project Description for Unsignalized Intersection

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : US Hwy 75 **GPS ID:** 1758
Project Name: Intersection of US Hwy 75 and E 1st St **Division:** 1
City: Okmulgee

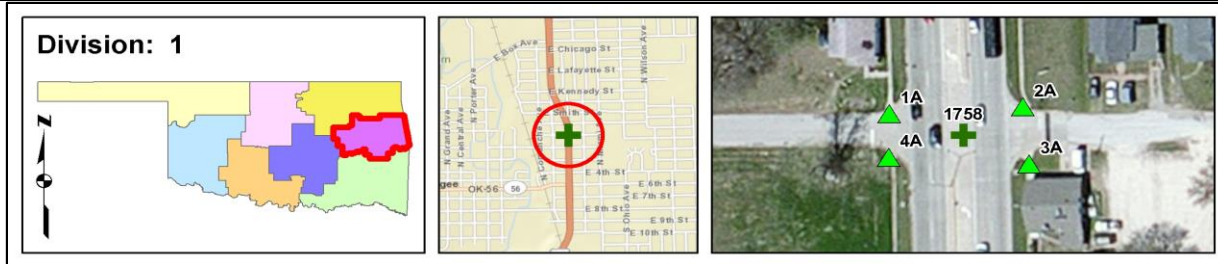
Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	41	SY	\$ 50.00	\$ 2,050.00
610(I)-4610	Tactile Warning Device - New	40	SF	\$ 25.00	\$ 1,000.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	38	SY	\$ 12.00	\$ 456.00
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	100	LF	\$ 6.00	\$ 600.00
---	Repave Roadway	2	LS	\$ 5,000.00	\$ 10,000.00
---	Fix Ponding	1	LS	\$ 2,000.00	\$ 2,000.00
---	Fix Curb Ramp Transition	2	LS	\$ 2,000.00	\$ 4,000.00
---	Median Nose Modification	0	LS	\$ 5,000.00	\$ -
---	Remove Temporary Obstruction	2	LS	\$ 500.00	\$ 1,000.00
---	Fix Curb Ramp Counter Slope	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

- No Design Completed
- Preliminary Design
- Final Design

Subtotal: \$ 21,106.00
 Engineering: (% +/-) 15% \$ 3,383.14
 Contingency: (% +/-) 20% \$ 4,510.86
Estimated Project Cost: \$ 29,000.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	N/A	Good	N/A	Good	
Path of travel running slope is greater than 5%	N/A		N/A		
Path of travel cross slope is greater than 2% for stop control approaches	N/A	X	N/A	X	Repave roadway and install crosswalk pavement markings
Path of travel cross slope is greater than 5% for free-flow approaches	N/A	N/A	N/A	N/A	
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	Install crosswalk pavement markings
Crosswalk striping condition	N/A	None	N/A	None	

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1A	2A	3A	4A	
Curb ramp does not exist and is needed					
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curb side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%	X		X		
Curb ramp running slope is greater than 8.33%					
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%	X	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	
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25') in curb ramp/landing/flares	X			X	
Temporary obstruction (>0.25') in curb ramp/landing/flares	X	X			Remove temporary obstruction
No textured surface at base of curb ramp	X	X	X	X	For intersection ramps and commercial driveway ramps, install color truncated domes
No color contrast at base of curb ramp	X	X	X	X	
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%	X	X	X	X	Remove and replace landing area
Curb ramp transition onto roadway is greater than 0.25"	X			X	Fix curb ramp transition
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
Ponding occurs at base of curb ramp	X				Fix ponding



Ramp 1A



Ramp 2A



Ramp 3A



Ramp 4A

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Kimley-Horn and Associates, Inc. Priority: 2
Project Description for Unsignalized Intersection

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : US Hwy 75 **GPS ID:** 1759
Project Name: Intersection of US Hwy 75 and E 2nd St **Division:** 1
City: Okmulgee

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	41	SY	\$ 50.00	\$ 2,050.00
610(I)-4610	Tactile Warning Device - New	40	SF	\$ 25.00	\$ 1,000.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	38	SY	\$ 12.00	\$ 456.00
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	90	LF	\$ 6.00	\$ 540.00
---	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	1	LS	\$ 500.00	\$ 500.00
---	Fix Curb Ramp Counter Slope	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

- No Design Completed
- Preliminary Design
- Final Design

Subtotal:	\$	16,546.00
Engineering: (% +/-)	15%	\$ 2,766.00
Contingency: (% +/-)	20%	\$ 3,688.00
Estimated Project Cost:	\$	23,000.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	N/A	Good	N/A	Good	
Path of travel running slope is greater than 5%	N/A		N/A		
Path of travel cross slope is greater than 2% for stop control approaches	N/A	X	N/A	X	Repave roadway and install crosswalk pavement markings
Path of travel cross slope is greater than 5% for free-flow approaches	N/A	N/A	N/A	N/A	
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	Install crosswalk pavement markings
Crosswalk striping condition	N/A	None	N/A	None	

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1A	2A	3A	4A	
Curb ramp does not exist and is needed					
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curb side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%	X	X	X	X	
Curb ramp running slope is greater than 8.33%					
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%			X	X	
Curb ramp cross slope is greater than 2%			X	X	
Cut-thru ramp cross slope is greater than 2%			X	X	
Curb ramp width is less than 48"	X		X	X	
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25') in curb ramp/landing/flares	X				
Temporary obstruction (>0.25') in curb ramp/landing/flares				X	Remove temporary obstruction
No textured surface at base of curb ramp	X	X	X	X	For intersection ramps and commercial driveway ramps, install color truncated domes
No color contrast at base of curb ramp	X	X	X	X	
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%	X	X	X	X	Remove and replace landing area
Curb ramp transition onto roadway is greater than 0.25"	X				Fix curb ramp transition
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
Ponding occurs at base of curb ramp					



Ramp 1A



Ramp 2A



Ramp 3A



Ramp 4A

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Kimley-Horn and Associates, Inc. Priority: 2
Project Description for Unsignalized Intersection

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : US Hwy 75 **GPS ID:** 1760
Project Name: Intersection of US Hwy 75 and E 3rd St **Division:** 1
City: Okmulgee

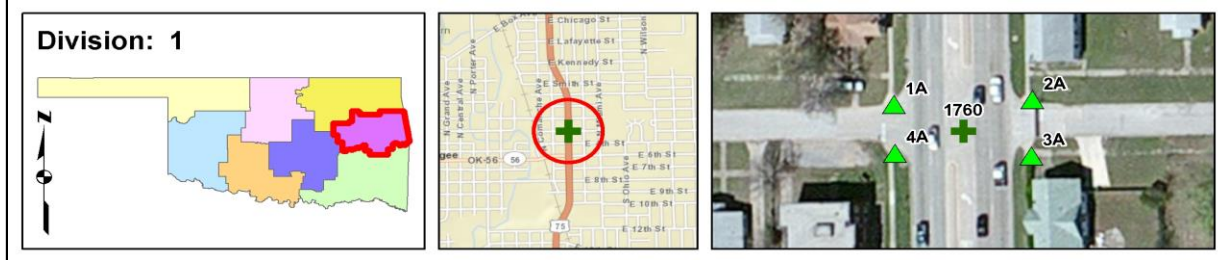
Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	67	SY	\$ 50.00	\$ 3,350.00
610(I)-4610	Tactile Warning Device - New	80	SF	\$ 25.00	\$ 2,000.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	35	SY	\$ 12.00	\$ 420.00
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	381	LF	\$ 6.00	\$ 2,286.00
---	Repave Roadway	2	LS	\$ 5,000.00	\$ 10,000.00
---	Fix Ponding	2	LS	\$ 2,000.00	\$ 4,000.00
---	Fix Curb Ramp Transition	3	LS	\$ 2,000.00	\$ 6,000.00
---	Median Nose Modification	0	LS	\$ 5,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Fix Curb Ramp Counter Slope	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

- No Design Completed
- Preliminary Design
- Final Design

Subtotal: \$ 28,056.00
 Engineering: (% +/-) 15% \$ 4,261.71
 Contingency: (% +/-) 20% \$ 5,682.29
Estimated Project Cost: \$ 38,000.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Recommendations
	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	X	N/A	X	Repave roadway and install crosswalk pavement markings
Path of travel cross slope is greater than 5% for free-flow approaches		N/A		N/A	
Crosswalk width is less than 6'		N/A		N/A	Install crosswalk pavement markings
Crosswalk striping condition	None	None	None	None	

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1A	2A	3A	4A	
Curb ramp does not exist and is needed					
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curb side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%	X			X	Remove and replace curb ramp
Curb ramp running slope is greater than 8.33%					
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%	X				
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"	X		X	X	For intersection ramps and commercial driveway ramps, install color truncated domes
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25') in curb ramp/landing/flares	X	X	X	X	Remove and replace landing area
Temporary obstruction (>0.25') in curb ramp/landing/flares	X	X	X	X	
No textured surface at base of curb ramp	X	X	X	X	Fix curb ramp transition
No color contrast at base of curb ramp	X	X	X	X	
Landing area does not exist and is needed					Fix ponding
Landing area is less than 5' x 5' or slopes greater than 2%	X	X		X	
Curb ramp transition onto roadway is greater than 0.25"	X	X	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	

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

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Kimley-Horn and Associates, Inc. Priority: 2
Project Description for Unsignalized Intersection

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : US Hwy 75 **GPS ID:** 1761
Project Name: Intersection of US Hwy 75 and E 4th St **Division:** 1
City: Okmulgee

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	81	SY	\$ 50.00	\$ 4,050.00
610(I)-4610	Tactile Warning Device - New	80	SF	\$ 25.00	\$ 2,000.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	49	SY	\$ 12.00	\$ 588.00
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	394	LF	\$ 6.00	\$ 2,364.00
---	Repave Roadway	1	LS	\$ 5,000.00	\$ 5,000.00
---	Fix Ponding	1	LS	\$ 2,000.00	\$ 2,000.00
---	Fix Curb Ramp Transition	0	LS	\$ 2,000.00	\$ -
---	Median Nose Modification	0	LS	\$ 5,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Fix Curb Ramp Counter Slope	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

- No Design Completed
- Preliminary Design
- Final Design

Subtotal: \$ 16,002.00
 Engineering: (% +/-) 15% \$ 2,570.57
 Contingency: (% +/-) 20% \$ 3,427.43
Estimated Project Cost: \$ 22,000.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Recommendations
	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	X	Repave roadway and install crosswalk pavement markings
Path of travel cross slope is greater than 5% for free-flow approaches		N/A		N/A	
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	Install crosswalk pavement markings
Crosswalk striping condition	None	None	None	None	

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1A	2A	3A	4A	
Curb ramp does not exist and is needed					
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curb side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%	X	X		X	
Curb ramp running slope is greater than 8.33%					
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%		X			
Curb ramp cross slope is greater than 2%					
Cut-thru ramp cross slope is greater than 2%				X	
Curb ramp width is less than 48"					
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25') in curb ramp/landing/flares	X			X	
Temporary obstruction (>0.25') in curb ramp/landing/flares					
No textured surface at base of curb ramp	X	X	X	X	
No color contrast at base of curb ramp	X	X	X	X	For intersection ramps and commercial driveway ramps, install color truncated domes
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%	X	X	X	X	Remove and replace landing area
Curb ramp transition onto roadway is greater than 0.25"					
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
Ponding occurs at base of curb ramp	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

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Kimley-Horn and Associates, Inc. Priority: 7
Project Description for Unsignalized Intersection

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : US Hwy 75 **GPS ID:** 1763
Project Name: Intersection of US Hwy 75 and E 7th St **Division:** 1
City: Okmulgee

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	31	SY	\$ 50.00	\$ 1,550.00
610(I)-4610	Tactile Warning Device - New	30	SF	\$ 25.00	\$ 750.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	13	SY	\$ 12.00	\$ 156.00
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	386	LF	\$ 6.00	\$ 2,316.00
---	Repave Roadway	1	LS	\$ 5,000.00	\$ 5,000.00
---	Fix Ponding	0	LS	\$ 2,000.00	\$ -
---	Fix Curb Ramp Transition	0	LS	\$ 2,000.00	\$ -
---	Median Nose Modification	0	LS	\$ 5,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Fix Curb Ramp Counter Slope	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

- No Design Completed
- Preliminary Design
- Final Design

Subtotal:	\$	9,772.00
Engineering: (% +/-)	15%	\$ 1,812.00
Contingency: (% +/-)	20%	\$ 2,416.00
Estimated Project Cost:	\$	14,000.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Recommendations
	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	X	Repave roadway and install crosswalk pavement markings
Path of travel cross slope is greater than 5% for free-flow approaches		N/A		N/A	
Crosswalk width is less than 6'		N/A	N/A	N/A	Install crosswalk pavement markings
Crosswalk striping condition	None	None	None	None	

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1A	2A	3A	4A	
Curb ramp does not exist and is needed					
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curb side is not 90° or has traversable adjacent surface			X		
Flare cross slope is greater than 10%					
Curb ramp running slope is greater than 8.33%			X		
Blended transition running slope is greater than 5%			X		
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%					
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"					
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25') in curb ramp/landing/flares					
Temporary obstruction (>0.25') in curb ramp/landing/flares					
No textured surface at base of curb ramp					
No color contrast at base of curb ramp					
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%	X		X		Remove and replace landing area
Curb ramp transition onto roadway is greater than 0.25"					
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
Ponding occurs at base of curb ramp					

Comment: Existing sidewalk, curb ramp, and/or striping configurations permit pedestrians to cross the major street. An Engineering study is needed to confirm crossing should be accommodated at this location and the current crossing treatment is appropriate.



Ramp 1A



Ramp 2A



Ramp 3A



Ramp 4A

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Kimley-Horn and Associates, Inc. Priority: 2
Project Description for Unsignalized Intersection

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : US Hwy 75 **GPS ID:** 1765
Project Name: Intersection of US Hwy 75 and E 9th St **Division:** 1
City: Okmulgee

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	13	SY	\$ 50.00	\$ 650.00
610(I)-4610	Tactile Warning Device - New	10	SF	\$ 25.00	\$ 250.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	12	SY	\$ 12.00	\$ 144.00
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	452	LF	\$ 6.00	\$ 2,712.00
---	Repave Roadway	1	LS	\$ 5,000.00	\$ 5,000.00
---	Fix Ponding	1	LS	\$ 2,000.00	\$ 2,000.00
---	Fix Curb Ramp Transition	1	LS	\$ 2,000.00	\$ 2,000.00
---	Median Nose Modification	0	LS	\$ 5,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Fix Curb Ramp Counter Slope	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

- No Design Completed
- Preliminary Design
- Final Design

Subtotal: \$ 12,756.00
 Engineering: (% +/-) 15% \$ 2,247.43
 Contingency: (% +/-) 20% \$ 2,996.57
Estimated Project Cost: \$ 18,000.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Recommendations
	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	X	N/A		Repave roadway and install crosswalk pavement markings
Path of travel cross slope is greater than 5% for free-flow approaches		N/A		N/A	
Crosswalk width is less than 6'		N/A	N/A	N/A	Install crosswalk pavement markings
Crosswalk striping condition	None	None	None	None	

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1A	2A	3A	4A	
Curb ramp does not exist and is needed					
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curb side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%					
Curb ramp running slope is greater than 8.33%					
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%					
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"					
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25') in curb ramp/landing/flares	X				
Temporary obstruction (>0.25') in curb ramp/landing/flares					
No textured surface at base of curb ramp					
No color contrast at base of curb ramp					
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%	X	X			Remove and replace landing area
Curb ramp transition onto roadway is greater than 0.25"	X				Fix curb ramp transition
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
Ponding occurs at base of curb ramp			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

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Kimley-Horn and Associates, Inc. Priority: 9
Project Description for Unsignalized Intersection

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : US Hwy 75 **GPS ID:** 1768
Project Name: Intersection of US Hwy 75 and E Hickory St **Division:** 1
City: Okmulgee

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	21	SY	\$ 50.00	\$ 1,050.00
610(I)-4610	Tactile Warning Device - New	20	SF	\$ 25.00	\$ 500.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	20	SY	\$ 12.00	\$ 240.00
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	44	LF	\$ 6.00	\$ 264.00
---	Repave Roadway	0	LS	\$ 5,000.00	\$ -
---	Fix Ponding	0	LS	\$ 2,000.00	\$ -
---	Fix Curb Ramp Transition	0	LS	\$ 2,000.00	\$ -
---	Median Nose Modification	0	LS	\$ 5,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Fix Curb Ramp Counter Slope	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

- No Design Completed
- Preliminary Design
- Final Design

Subtotal:	\$	2,054.00
Engineering: (% +/-)	15%	\$ 405.43
Contingency: (% +/-)	20%	\$ 540.57
Estimated Project Cost:	\$	3,000.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Recommendations
	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		
Path of travel cross slope is greater than 5% for free-flow approaches	N/A	N/A	N/A	N/A	
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	Install crosswalk pavement markings
Crosswalk striping condition	N/A	None	N/A	N/A	

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1z	2A	3A	4z	
Curb ramp does not exist and is needed					
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curb side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%					
Curb ramp running slope is greater than 8.33%					
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%		X	X		Remove and replace curb ramp
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"			X		
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25') in curb ramp/landing/flares					
Temporary obstruction (>0.25') in curb ramp/landing/flares					
No textured surface at base of curb ramp					
No color contrast at base of curb ramp					
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%		X	X		Remove and replace landing area
Curb ramp transition onto roadway is greater than 0.25°					
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
Ponding occurs at base of curb ramp					



Corner 1 No Ramp (1z)



Ramp 2A



Ramp 3A



Corner 4 No Ramp (4z)

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Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Kimley-Horn and Associates, Inc. Priority: 2
Project Description for Unsignalized Intersection

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : US Hwy 75 **GPS ID:** 1769
Project Name: Intersection of US Hwy 75 and E 15th St **Division:** 1
City: Okmulgee

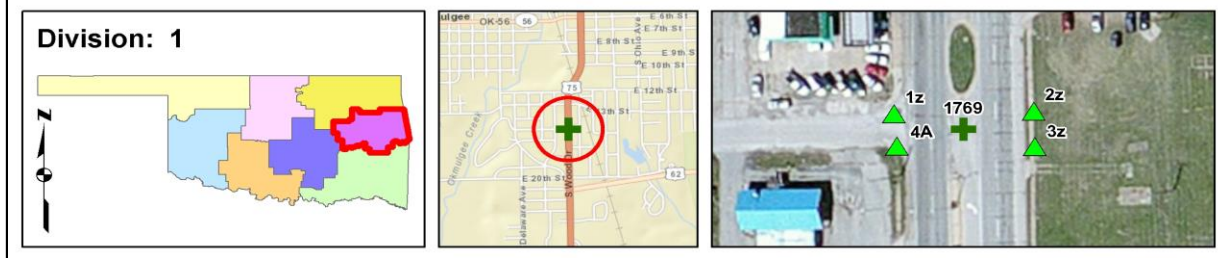
Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	21	SY	\$ 50.00	\$ 1,050.00
610(I)-4610	Tactile Warning Device - New	20	SF	\$ 25.00	\$ 500.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	10	SY	\$ 12.00	\$ 120.00
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	56	LF	\$ 6.00	\$ 336.00
---	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	1	LS	\$ 500.00	\$ 500.00
---	Fix Curb Ramp Counter Slope	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

- No Design Completed
- Preliminary Design
- Final Design

Subtotal:	\$	2,506.00
Engineering: (% +/-)	15%	\$ 640.29
Contingency: (% +/-)	20%	\$ 853.71
Estimated Project Cost:	\$	4,000.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	N/A	N/A	N/A	Good	
Path of travel running slope is greater than 5%	N/A	N/A	N/A		
Path of travel cross slope is greater than 2% for stop control approaches	N/A		N/A		
Path of travel cross slope is greater than 5% for free-flow approaches	N/A	N/A	N/A	N/A	
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	Install crosswalk pavement markings
Crosswalk striping condition	N/A	N/A	N/A	None	

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1z	2z	3z	4A	
Curb ramp does not exist and is needed	X				Install curb ramp; see shapefile for median improvement
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curb side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%					
Curb ramp running slope is greater than 8.33%					
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%					Remove and replace curb ramp
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"				X	
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25') in curb ramp/landing/flares					
Temporary obstruction (>0.25') in curb ramp/landing/flares				X	Remove temporary obstruction
No textured surface at base of curb ramp					
No color contrast at base of curb ramp					
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%				X	Remove and replace landing area
Curb ramp transition onto roadway is greater than 0.25"					
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
Ponding occurs at base of curb ramp					



Corner 1 No Ramp (1z)



Corner 2 No Ramp (2z)



Corner 3 No Ramp (3z)



Ramp 4A

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Kimley-Horn and Associates, Inc. Priority: 9
Project Description for Unsignalized Intersection

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : US Hwy 75 **GPS ID:** 1770
Project Name: Intersection of US Hwy 75 and E Walnut St **Division:** 1
City: Okmulgee

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	3	SY	\$ 50.00	\$ 150.00
610(I)-4610	Tactile Warning Device - New	0	SF	\$ 25.00	\$ -
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	10	SY	\$ 12.00	\$ 120.00
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	0	LF	\$ 6.00	\$ -
---	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:	\$	270.00
Engineering: (% +/-)	15%	\$ 312.86
Contingency: (% +/-)	20%	\$ 417.14
Estimated Project Cost:	\$	1,000.00

Project Location



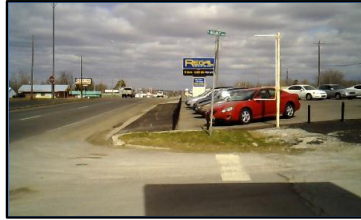
Field Observations

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

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1z	2z	3A	4z	
Curb ramp does not exist and is needed					
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curb side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%					
Curb ramp running slope is greater than 8.33%					
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%			X		Remove and replace curb ramp
Cut-thru ramp cross slope is greater than 2%			X		
Curb ramp width is less than 48"			X		
Cut-thru ramp width is less than 60"			X		
Permanent obstruction (>0.25') in curb ramp/landing/flares					
Temporary obstruction (>0.25') in curb ramp/landing/flares					
No textured surface at base of curb ramp					
No color contrast at base of curb ramp					
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%			X		Remove and replace landing area
Curb ramp transition onto roadway is greater than 0.25°					
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
Ponding occurs at base of curb ramp					



Corner 1 No Ramp (1z)



Corner 2 No Ramp (2z)



Ramp 3A



Corner 4 No Ramp (4z)

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Kimley-Horn and Associates, Inc. Priority: 9
Project Description for Unsignalized Intersection

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : US Hwy 75 **GPS ID:** 1771
Project Name: Intersection of US Hwy 75 and Emerson Dr **Division:** 1
City: Okmulgee

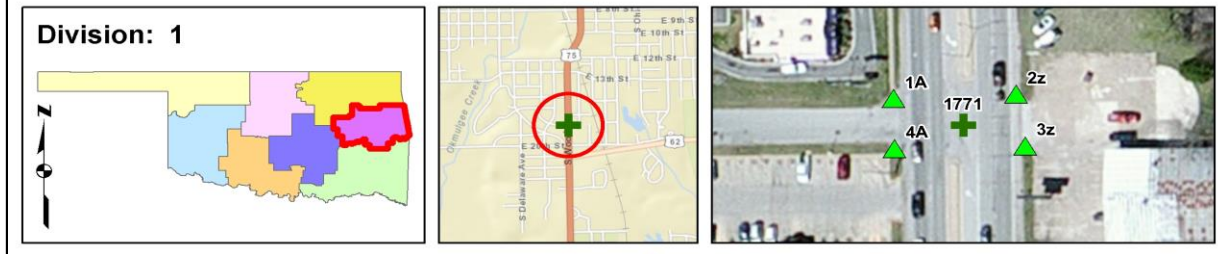
Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	11	SY	\$ 50.00	\$ 550.00
610(I)-4610	Tactile Warning Device - New	10	SF	\$ 25.00	\$ 250.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	10	SY	\$ 12.00	\$ 120.00
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	54	LF	\$ 6.00	\$ 324.00
---	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:	\$	1,244.00
Engineering: (% +/-)	15%	\$ 324.00
Contingency: (% +/-)	20%	\$ 432.00
Estimated Project Cost:	\$	2,000.00

Project Location



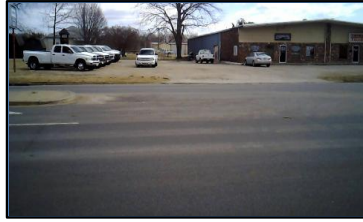
Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	N/A	N/A	N/A	Good	
Path of travel running slope is greater than 5%	N/A	N/A	N/A		
Path of travel cross slope is greater than 2% for stop control approaches	N/A		N/A		
Path of travel cross slope is greater than 5% for free-flow approaches	N/A	N/A	N/A	N/A	
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	Install crosswalk pavement markings
Crosswalk striping condition	N/A	N/A	N/A	None	

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)				Recommendations	
	1A	2z	3z	4A		
Curb ramp does not exist and is needed						
Curb ramp does not land in crosswalk						
No 4' x 4' clear space at base of curb ramp						
Curb side is not 90° or has traversable adjacent surface						
Flare cross slope is greater than 10%						
Curb ramp running slope is greater than 8.33%						
Blended transition running slope is greater than 5%						
Cut-thru ramp running slope is greater than 5%						
Curb ramp cross slope is greater than 2%						
Cut-thru ramp cross slope is greater than 2%						
Curb ramp width is less than 48"	X				Remove and replace curb ramp	
Cut-thru ramp width is less than 60"						
Permanent obstruction (>0.25') in curb ramp/landing/flares						
Temporary obstruction (>0.25') in curb ramp/landing/flares						
No textured surface at base of curb ramp						
No color contrast at base of curb ramp						
Landing area does not exist and is needed						
Landing area is less than 5' x 5' or slopes greater than 2%	X					Remove and replace landing area
Curb ramp transition onto roadway is greater than 0.25"						
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%						
Ponding occurs at base of curb ramp						



Ramp 1A



Corner 2 No Ramp (2z)



Corner 3 No Ramp (3z)



Ramp 4A

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Kimley-Horn and Associates, Inc. Priority: 6
Project Description for Unsignalized Intersection

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : US Hwy 75 **GPS ID:** 1775
Project Name: Intersection of US Hwy 75 / US Hwy 62 and E 22nd St **Division:** 1
City: Okmulgee

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	21	SY	\$ 50.00	\$ 1,050.00
610(I)-4610	Tactile Warning Device - New	20	SF	\$ 25.00	\$ 500.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	64	LF	\$ 6.00	\$ 384.00
---	Repave Roadway	1	LS	\$ 5,000.00	\$ 5,000.00
---	Fix Ponding	0	LS	\$ 2,000.00	\$ -
---	Fix Curb Ramp Transition	0	LS	\$ 2,000.00	\$ -
---	Median Nose Modification	0	LS	\$ 5,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Fix Curb Ramp Counter Slope	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

- No Design Completed
- Preliminary Design
- Final Design

Subtotal:	\$	6,934.00
Engineering: (% +/-)	15%	\$ 1,314.00
Contingency: (% +/-)	20%	\$ 1,752.00
Estimated Project Cost:	\$	10,000.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	N/A	N/A	N/A	Dangerous	Repave roadway and install crosswalk pavement markings
Path of travel running slope is greater than 5%	N/A	N/A	N/A		
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	N/A	N/A	Install crosswalk pavement markings
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	
Crosswalk striping condition	N/A	N/A	N/A	None	

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1z	2z	3z	4z	
Curb ramp does not exist and is needed	X			X	Install curb ramp; see shapefile for median improvement
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curb side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%					
Curb ramp running slope is greater than 8.33%					
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%					
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"					
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25') in curb ramp/landing/flares					
Temporary obstruction (>0.25') in curb ramp/landing/flares					
No textured surface at base of curb ramp					
No color contrast at base of curb ramp					
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%					
Curb ramp transition onto roadway is greater than 0.25°					
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
Ponding occurs at base of curb ramp					



Corner 1 No Ramp (1z)



Corner 2 No Ramp (2z)



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Kimley-Horn and Associates, Inc. Priority: 2
 Project Description for Unsignalized Intersection

Client: Oklahoma Department of Transportation Date: 7/28/16
 Program: ADA Self-Evaluation and Transition Plan Prepared By: CMP
 KHA No.: 051279001 Checked By: EPE

Corridor: State Hwy 51B GPS ID: 1809
 Project Name: Intersection of State Hwy 51B and Glohaven Ave Division: 1
 City: Porter

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	18	SY	\$ 50.00	\$ 900.00
610(I)-4610	Tactile Warning Device - New	20	SF	\$ 25.00	\$ 500.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	11	SY	\$ 12.00	\$ 132.00
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	40	LF	\$ 6.00	\$ 240.00
---	Repave Roadway	0	LS	\$ 5,000.00	\$ -
---	Fix Ponding	1	LS	\$ 2,000.00	\$ 2,000.00
---	Fix Curb Ramp Transition	1	LS	\$ 2,000.00	\$ 2,000.00
---	Median Nose Modification	0	LS	\$ 5,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Fix Curb Ramp Counter Slope	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

- No Design Completed
- Preliminary Design
- Final Design

Subtotal:	\$	5,772.00
Engineering: (% +/-)	15%	\$ 954.86
Contingency: (% +/-)	20%	\$ 1,273.14
Estimated Project Cost:	\$	8,000.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	Good	N/A	N/A	Good	
Path of travel running slope is greater than 5%		N/A			
Path of travel cross slope is greater than 2% for stop control approaches	N/A		N/A		
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	
Crosswalk striping condition	Good	N/A	N/A	None	Install crosswalk pavement markings

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1z	2A	3z	4z	
Curb ramp does not exist and is needed					
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curb side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%					
Curb ramp running slope is greater than 8.33%					
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%					
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"					
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25') in curb ramp/landing/flares	X				
Temporary obstruction (>0.25') in curb ramp/landing/flares					
No textured surface at base of curb ramp					
No color contrast at base of curb ramp					
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%	X				Remove and replace landing area
Curb ramp transition onto roadway is greater than 0.25"	X				Fix curb ramp transition
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
Ponding occurs at base of curb ramp	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



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Kimley-Horn and Associates, Inc. Priority: 2
Project Description for Unsignalized Intersection

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : State Hwy 51B **GPS ID:** 1810
Project Name: Intersection of State Hwy 51B and Finalle Ave **Division:** 1
City: Porter

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	11	SY	\$ 50.00	\$ 550.00
610(I)-4610	Tactile Warning Device - New	10	SF	\$ 25.00	\$ 250.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	11	SY	\$ 12.00	\$ 132.00
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	78	LF	\$ 6.00	\$ 468.00
---	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:	\$	1,400.00
Engineering: (% +/-)	15%	\$ 257.14
Contingency: (% +/-)	20%	\$ 342.86
Estimated Project Cost:	\$	2,000.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	N/A	Good	N/A	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	N/A	None	N/A	None	Install crosswalk pavement markings

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1z	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					
Curb side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%					
Curb ramp running slope is greater than 8.33%					
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%					
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"					
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25') in curb ramp/landing/flares			X		
Temporary obstruction (>0.25') in curb ramp/landing/flares					
No textured surface at base of curb ramp					
No color contrast at base of curb ramp					
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%		X			Remove and replace landing area
Curb ramp transition onto roadway is greater than 0.25"					
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
Ponding occurs at base of curb ramp					



Corner 1 No Ramp (1z)



Ramp 2A



Ramp 3A



Corner 4 No Ramp (4z)

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : State Hwy 51B **GPS ID:** 1811
Project Name: Intersection of State Hwy 51B and Elberta Ave **Division:** 1
City: Porter

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	0	SY	\$ 50.00	\$ -
610(I)-4610	Tactile Warning Device - New	0	SF	\$ 25.00	\$ -
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	78	LF	\$ 6.00	\$ 468.00
---	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:	\$	468.00
Engineering: (% +/-)	15%	\$ 228.00
Contingency: (% +/-)	20%	\$ 304.00
Estimated Project Cost:	\$	1,000.00

Project Location



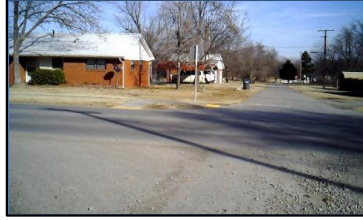
Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	N/A	Good	N/A	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	N/A	None	N/A	None	Install crosswalk pavement markings

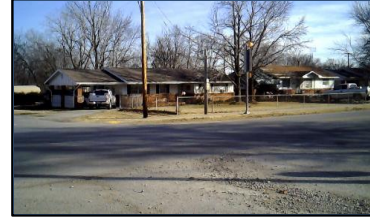
Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1z	2z	3z	4z	
Curb ramp does not exist and is needed					
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curb side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%					
Curb ramp running slope is greater than 8.33%					
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%					
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"					
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25') in curb ramp/landing/flares					
Temporary obstruction (>0.25') in curb ramp/landing/flares					
No textured surface at base of curb ramp					
No color contrast at base of curb ramp					
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%					
Curb ramp transition onto roadway is greater than 0.25"					
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
Ponding occurs at base of curb ramp					



Corner 1 No Ramp (1z)



Corner 2 No Ramp (2z)



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Kimley-Horn and Associates, Inc. Priority: 13
Project Description for Unsignalized Intersection

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : State Hwy 51B **GPS ID:** 1812
Project Name: Intersection of State Hwy 51B and Dixieland Ave **Division:** 1
City: Porter

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	0	SY	\$ 50.00	\$ -
610(I)-4610	Tactile Warning Device - New	0	SF	\$ 25.00	\$ -
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	83	LF	\$ 6.00	\$ 498.00
---	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:	\$	498.00
Engineering: (% +/-)	15%	\$ 215.14
Contingency: (% +/-)	20%	\$ 286.86
Estimated Project Cost:	\$	1,000.00

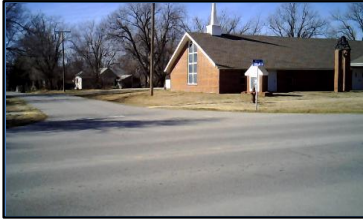
Project Location



Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	N/A	Good	N/A	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	N/A	None	N/A	None	

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1z	2z	3z	4z	
Curb ramp does not exist and is needed					
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curb side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%					
Curb ramp running slope is greater than 8.33%					
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%					
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"					
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25') in curb ramp/landing/flares					
Temporary obstruction (>0.25') in curb ramp/landing/flares					
No textured surface at base of curb ramp					
No color contrast at base of curb ramp					
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%					
Curb ramp transition onto roadway is greater than 0.25"					
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
Ponding occurs at base of curb ramp					



Corner 1 No Ramp (1z)



Corner 2 No Ramp (2z)



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Kimley-Horn and Associates, Inc. Priority: 2
Project Description for Unsignalized Intersection

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : State Hwy 51B **GPS ID:** 1813
Project Name: Intersection of State Hwy 51B and Cresthaven Ave **Division:** 1
City: Porter

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	8	SY	\$ 50.00	\$ 400.00
610(I)-4610	Tactile Warning Device - New	10	SF	\$ 25.00	\$ 250.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	8	SY	\$ 12.00	\$ 96.00
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	121	LF	\$ 6.00	\$ 726.00
---	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:	\$	5,472.00
Engineering: (% +/-)	15%	\$ 1,083.43
Contingency: (% +/-)	20%	\$ 1,444.57
Estimated Project Cost:	\$	8,000.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	N/A	Good	N/A	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	N/A	None	N/A	None	Install crosswalk pavement markings

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)						Recommendations
	1A	2z	3A	3B	4A	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							
Curb side is not 90° or has traversable adjacent surface							
Flare cross slope is greater than 10%							
Curb ramp running slope is greater than 8.33%							
Blended transition running slope is greater than 5%							
Cut-thru ramp running slope is greater than 5%							
Curb ramp cross slope is greater than 2%							
Cut-thru ramp cross slope is greater than 2%							
Curb ramp width is less than 48"							
Cut-thru ramp width is less than 60"							
Permanent obstruction (>0.25') in curb ramp/landing/flares				X			
Temporary obstruction (>0.25') in curb ramp/landing/flares							
No textured surface at base of curb ramp							
No color contrast at base of curb ramp							
Landing area does not exist and is needed							
Landing area is less than 5' x 5' or slopes greater than 2%							
Curb ramp transition onto roadway is greater than 0.25"							
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%							
Ponding occurs at base of curb ramp				X	X		Fix ponding



Ramp 1A



Corner 2 No Ramp (2z)



Ramp 3A



Ramp 3B



Ramp 4A



Ramp 4B

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Kimley-Horn and Associates, Inc. Priority: 2
Project Description for Unsignalized Intersection

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : State Hwy 51B **GPS ID:** 1814
Project Name: Intersection of State Hwy 51B and Main St (South) **Division:** 1
City: Porter

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	11	SY	\$ 50.00	\$ 550.00
610(I)-4610	Tactile Warning Device - New	10	SF	\$ 25.00	\$ 250.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	11	SY	\$ 12.00	\$ 132.00
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	224	LF	\$ 6.00	\$ 1,344.00
---	Repave Roadway	0	LS	\$ 5,000.00	\$ -
---	Fix Ponding	1	LS	\$ 2,000.00	\$ 2,000.00
---	Fix Curb Ramp Transition	2	LS	\$ 2,000.00	\$ 4,000.00
---	Median Nose Modification	0	LS	\$ 5,000.00	\$ -
---	Remove Temporary Obstruction	1	LS	\$ 500.00	\$ 500.00
---	Fix Curb Ramp Counter Slope	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

- No Design Completed
- Preliminary Design
- Final Design

Subtotal:	\$	8,776.00
Engineering: (% +/-)	15%	\$ 1,381.71
Contingency: (% +/-)	20%	\$ 1,842.29
Estimated Project Cost:	\$	12,000.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	Good	Good	N/A	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	N/A	None	Install crosswalk pavement markings

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)						Recommendations
	1A	1B	2A	2B	3z	4z	
Curb ramp does not exist and is needed							
Curb ramp does not land in crosswalk							
No 4' x 4' clear space at base of curb ramp							
Curb side is not 90° or has traversable adjacent surface							
Flare cross slope is greater than 10%							
Curb ramp running slope is greater than 8.33%							
Blended transition running slope is greater than 5%							
Cut-thru ramp running slope is greater than 5%							
Curb ramp cross slope is greater than 2%							
Cut-thru ramp cross slope is greater than 2%							
Curb ramp width is less than 48"							
Cut-thru ramp width is less than 60"							
Permanent obstruction (>0.25') in curb ramp/landing/flares	X						Remove temporary obstruction
Temporary obstruction (>0.25') in curb ramp/landing/flares			X				
No textured surface at base of curb ramp							
No color contrast at base of curb ramp							
Landing area does not exist and is needed							
Landing area is less than 5' x 5' or slopes greater than 2%	X						Remove and replace landing area
Curb ramp transition onto roadway is greater than 0.25"	X		X				Fix curb ramp transition
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%							
Ponding occurs at base of curb ramp			X				Fix ponding

Comment: Existing sidewalk, curb ramp, and/or striping configurations permit pedestrians to cross the major street. An Engineering study is needed to confirm crossing should be accommodated at this location and the current crossing treatment is appropriate.



Ramp 1A



Ramp 1B



Ramp 2A



Ramp 2B



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

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Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Kimley-Horn and Associates, Inc. Priority: 2
Project Description for Unsignalized Intersection

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : State Hwy 2 **GPS ID:** 1823
Project Name: Intersection of State Hwy 2 and Osage **Division:** 1
City: Porum

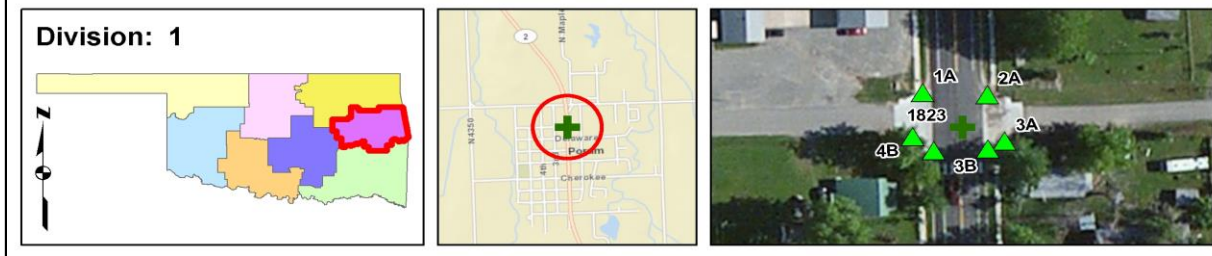
Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	25	SY	\$ 50.00	\$ 1,250.00
610(I)-4610	Tactile Warning Device - New	10	SF	\$ 25.00	\$ 250.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	21	SY	\$ 12.00	\$ 252.00
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	110	LF	\$ 6.00	\$ 660.00
---	Repave Roadway	1	LS	\$ 5,000.00	\$ 5,000.00
---	Fix Ponding	4	LS	\$ 2,000.00	\$ 8,000.00
---	Fix Curb Ramp Transition	2	LS	\$ 2,000.00	\$ 4,000.00
---	Median Nose Modification	0	LS	\$ 5,000.00	\$ -
---	Remove Temporary Obstruction	2	LS	\$ 500.00	\$ 1,000.00
---	Fix Curb Ramp Counter Slope	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

- No Design Completed
- Preliminary Design
- Final Design

Subtotal:	\$	20,412.00
Engineering: (% +/-)	15%	3,252.00
Contingency: (% +/-)	20%	4,336.00
Estimated Project Cost:	\$	28,000.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	N/A	Good		Good	
Path of travel running slope is greater than 5%	N/A				
Path of travel cross slope is greater than 2% for stop control approaches	N/A	X	N/A		Repave roadway and install crosswalk pavement markings
Path of travel cross slope is greater than 5% for free-flow approaches	N/A	N/A		N/A	
Crosswalk width is less than 6'	N/A	N/A		N/A	Install crosswalk pavement markings
Crosswalk striping condition	N/A	None	No Striping	None	

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)						Recommendations
	1A	2A	3A	3B	4A	4B	
Curb ramp does not exist and is needed							
Curb ramp does not land in crosswalk							
No 4' x 4' clear space at base of curb ramp							
Curb side is not 90° or has traversable adjacent surface							
Flare cross slope is greater than 10%							
Curb ramp running slope is greater than 8.33%							
Blended transition running slope is greater than 5%							
Cut-thru ramp running slope is greater than 5%							
Curb ramp cross slope is greater than 2%	X						Remove and replace curb ramp
Cut-thru ramp cross slope is greater than 2%							
Curb ramp width is less than 48"							
Cut-thru ramp width is less than 60"							
Permanent obstruction (>0.25') in curb ramp/landing/flares							
Temporary obstruction (>0.25') in curb ramp/landing/flares			X	X			Remove temporary obstruction
No textured surface at base of curb ramp							
No color contrast at base of curb ramp							
Landing area does not exist and is needed							
Landing area is less than 5' x 5' or slopes greater than 2%	X	X	X	X	X	X	Remove and replace landing area
Curb ramp transition onto roadway is greater than 0.25"			X	X			Fix curb ramp transition
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%							
Ponding occurs at base of curb ramp		X	X	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 3B



Ramp 4A



Ramp 4B

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Kimley-Horn and Associates, Inc. Priority: 2
Project Description for Unsignalized Intersection

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : State Hwy 2 **GPS ID:** 1824
Project Name: Intersection of State Hwy 2 and Delaware **Division:** 1
City: Porum

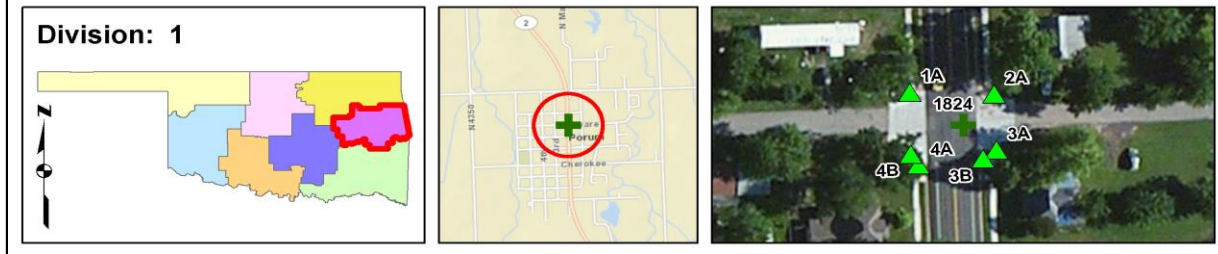
Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	17	SY	\$ 50.00	\$ 850.00
610(I)-4610	Tactile Warning Device - New	0	SF	\$ 25.00	\$ -
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	14	SY	\$ 12.00	\$ 168.00
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	132	LF	\$ 6.00	\$ 792.00
---	Repave Roadway	1	LS	\$ 5,000.00	\$ 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	1	LS	\$ 500.00	\$ 500.00
---	Fix Curb Ramp Counter Slope	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

- No Design Completed
- Preliminary Design
- Final Design

Subtotal:	\$	17,310.00
Engineering: (% +/-)	15%	2,867.14
Contingency: (% +/-)	20%	3,822.86
Estimated Project Cost:	\$	24,000.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	N/A	Good		Good	
Path of travel running slope is greater than 5%	N/A				
Path of travel cross slope is greater than 2% for stop control approaches	N/A		N/A	X	Repave roadway and install crosswalk pavement markings
Path of travel cross slope is greater than 5% for free-flow approaches	N/A	N/A		N/A	
Crosswalk width is less than 6'	N/A	N/A		N/A	Install crosswalk pavement markings
Crosswalk striping condition	N/A	None	No Striping	None	

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)						Recommendations
	1A	2A	3A	3B	4A	4B	
Curb ramp does not exist and is needed							
Curb ramp does not land in crosswalk							
No 4' x 4' clear space at base of curb ramp							
Curb side is not 90° or has traversable adjacent surface							
Flare cross slope is greater than 10%							
Curb ramp running slope is greater than 8.33%							
Blended transition running slope is greater than 5%							
Cut-thru ramp running slope is greater than 5%							
Curb ramp cross slope is greater than 2%							
Cut-thru ramp cross slope is greater than 2%							
Curb ramp width is less than 48"							
Cut-thru ramp width is less than 60"							
Permanent obstruction (>0.25') in curb ramp/landing/flares							
Temporary obstruction (>0.25') in curb ramp/landing/flares				X			Remove temporary obstruction
No textured surface at base of curb ramp							
No color contrast at base of curb ramp							
Landing area does not exist and is needed							
Landing area is less than 5' x 5' or slopes greater than 2%	X	X	X	X	X	X	Remove and replace landing area
Curb ramp transition onto roadway is greater than 0.25"				X			Fix curb ramp transition
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%							
Ponding occurs at base of curb ramp	X	X	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 3B



Ramp 4A



Ramp 4B

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Kimley-Horn and Associates, Inc. Priority: 9
Project Description for Unsignalized Intersection

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : State Hwy 2 **GPS ID:** 1825
Project Name: Intersection of State Hwy 2 and Seminole **Division:** 1
City: Porum

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	11	SY	\$ 50.00	\$ 550.00
610(I)-4610	Tactile Warning Device - New	10	SF	\$ 25.00	\$ 250.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	11	SY	\$ 12.00	\$ 132.00
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	240	LF	\$ 6.00	\$ 1,440.00
---	Repave Roadway	0	LS	\$ 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	\$ -

Basis for Cost Projection

- No Design Completed
- Preliminary Design
- Final Design

Subtotal:	\$	8,372.00
Engineering: (% +/-)	15%	\$ 1,554.86
Contingency: (% +/-)	20%	\$ 2,073.14
Estimated Project Cost:	\$	12,000.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	Good	Good	N/A	Good	
Path of travel running slope is greater than 5%			N/A		
Path of travel cross slope is greater than 2% for stop control approaches	N/A		N/A		
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	
Crosswalk striping condition	None	None	N/A	None	Install crosswalk pavement markings

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)						Recommendations
	1A	1B	2A	2B	3A	4A	
Curb ramp does not exist and is needed							
Curb ramp does not land in crosswalk							
No 4' x 4' clear space at base of curb ramp							
Curb side is not 90° or has traversable adjacent surface							
Flare cross slope is greater than 10%							
Curb ramp running slope is greater than 8.33%							
Blended transition running slope is greater than 5%							
Cut-thru ramp running slope is greater than 5%							
Curb ramp cross slope is greater than 2%				X			Remove and replace curb ramp
Cut-thru ramp cross slope is greater than 2%							
Curb ramp width is less than 48"							
Cut-thru ramp width is less than 60"							
Permanent obstruction (>0.25') in curb ramp/landing/flares							
Temporary obstruction (>0.25') in curb ramp/landing/flares							
No textured surface at base of curb ramp							
No color contrast at base of curb ramp							
Landing area does not exist and is needed							
Landing area is less than 5' x 5' or slopes greater than 2%					X		
Curb ramp transition onto roadway is greater than 0.25"							
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%							
Ponding occurs at base of curb ramp	X	X	X				Fix ponding

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 2B



Ramp 3A



Ramp 4A

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Kimley-Horn and Associates, Inc. Priority: 9
Project Description for Unsignalized Intersection

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : State Hwy 2 **GPS ID:** 1827
Project Name: Intersection of State Hwy 2 and Muskogee Ave **Division:** 1
City: Porum

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	24	SY	\$ 50.00	\$ 1,200.00
610(I)-4610	Tactile Warning Device - New	20	SF	\$ 25.00	\$ 500.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	24	SY	\$ 12.00	\$ 288.00
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	286	LF	\$ 6.00	\$ 1,716.00
---	Repave Roadway	0	LS	\$ 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	\$ -

Basis for Cost Projection

- No Design Completed
- Preliminary Design
- Final Design

Subtotal:	\$	9,704.00
Engineering: (% +/-)	15%	\$ 1,841.14
Contingency: (% +/-)	20%	\$ 2,454.86
Estimated Project Cost:	\$	14,000.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	Good	Good	N/A	Good	
Path of travel running slope is greater than 5%			N/A		
Path of travel cross slope is greater than 2% for stop control approaches	N/A		N/A		
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	
Crosswalk striping condition	None	None	N/A	None	Install crosswalk pavement markings

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)						Recommendations
	1A	1B	2A	2B	3A	4A	
Curb ramp does not exist and is needed							
Curb ramp does not land in crosswalk							
No 4' x 4' clear space at base of curb ramp							
Curb side is not 90° or has traversable adjacent surface							
Flare cross slope is greater than 10%							
Curb ramp running slope is greater than 8.33%							
Blended transition running slope is greater than 5%							
Cut-thru ramp running slope is greater than 5%							
Curb ramp cross slope is greater than 2%							
Cut-thru ramp cross slope is greater than 2%							
Curb ramp width is less than 48"		X					
Cut-thru ramp width is less than 60"							
Permanent obstruction (>0.25') in curb ramp/landing/flares							
Temporary obstruction (>0.25') in curb ramp/landing/flares							
No textured surface at base of curb ramp							
No color contrast at base of curb ramp							
Landing area does not exist and is needed							
Landing area is less than 5' x 5' or slopes greater than 2%		X					Remove and replace landing area
Curb ramp transition onto roadway is greater than 0.25"							
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%							
Ponding occurs at base of curb ramp		X	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 2B



Ramp 3A



Ramp 4A

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Kimley-Horn and Associates, Inc. Priority: 2
Project Description for Unsignalized Intersection

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : State Hwy 2 **GPS ID:** 1828
Project Name: Intersection of State Hwy 2 and Cherokee St (South) **Division:** 1
City: Porum

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	38	SY	\$ 50.00	\$ 1,900.00
610(I)-4610	Tactile Warning Device - New	40	SF	\$ 25.00	\$ 1,000.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	28	SY	\$ 12.00	\$ 336.00
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	144	LF	\$ 6.00	\$ 864.00
---	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:	\$	10,100.00
Engineering: (% +/-)	15%	\$ 1,671.43
Contingency: (% +/-)	20%	\$ 2,228.57
Estimated Project Cost:	\$	14,000.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	Good	Good	N/A	Good	
Path of travel running slope is greater than 5%			N/A		
Path of travel cross slope is greater than 2% for stop control approaches	N/A		N/A		
Path of travel cross slope is greater than 5% for free-flow approaches		N/A	N/A	N/A	
Crosswalk width is less than 6'		N/A	N/A	N/A	Install crosswalk pavement markings
Crosswalk striping condition	Good	None	N/A	None	

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)						Recommendations
	1A	1B	2A	2B	3z	4z	
Curb ramp does not exist and is needed						X	Install curb ramp; see shapefile for median improvement
Curb ramp does not land in crosswalk							
No 4' x 4' clear space at base of curb ramp							
Curb side is not 90° or has traversable adjacent surface							
Flare cross slope is greater than 10%							
Curb ramp running slope is greater than 8.33%							
Blended transition running slope is greater than 5%							
Cut-thru ramp running slope is greater than 5%							
Curb ramp cross slope is greater than 2%	X						
Cut-thru ramp cross slope is greater than 2%							
Curb ramp width is less than 48"			X				
Cut-thru ramp width is less than 60"							
Permanent obstruction (>0.25') in curb ramp/landing/flares	X						
Temporary obstruction (>0.25') in curb ramp/landing/flares							
No textured surface at base of curb ramp							
No color contrast at base of curb ramp							
Landing area does not exist and is needed							
Landing area is less than 5' x 5' or slopes greater than 2%	X	X					
Curb ramp transition onto roadway is greater than 0.25"		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					

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 2B



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

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

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : State Hwy 2 **GPS ID:** 1829
Project Name: Intersection of State Hwy 2 and Choctaw **Division:** 1
City: Porum

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	21	SY	\$ 50.00	\$ 1,050.00
610(I)-4610	Tactile Warning Device - New	20	SF	\$ 25.00	\$ 500.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	40	LF	\$ 6.00	\$ 240.00
---	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:	\$	1,790.00
Engineering: (% +/-)	15%	\$ 518.57
Contingency: (% +/-)	20%	\$ 691.43
Estimated Project Cost:	\$	3,000.00

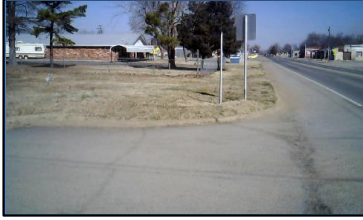
Project Location



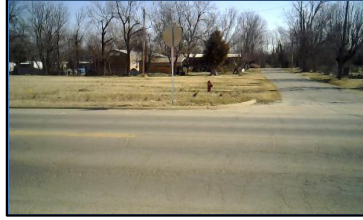
Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	N/A	N/A	N/A	Good	
Path of travel running slope is greater than 5%	N/A	N/A	N/A		
Path of travel cross slope is greater than 2% for stop control approaches	N/A		N/A		
Path of travel cross slope is greater than 5% for free-flow approaches	N/A	N/A	N/A	N/A	
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	Install crosswalk pavement markings
Crosswalk striping condition	N/A	N/A	N/A	None	

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1z	2z	3z	4z	
Curb ramp does not exist and is needed	X			X	Install curb ramp; see shapefile for median improvement
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curb side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%					
Curb ramp running slope is greater than 8.33%					
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%					
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"					
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25') in curb ramp/landing/flares					
Temporary obstruction (>0.25') in curb ramp/landing/flares					
No textured surface at base of curb ramp					
No color contrast at base of curb ramp					
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%					
Curb ramp transition onto roadway is greater than 0.25"					
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
Ponding occurs at base of curb ramp					



Corner 1 No Ramp (1z)



Corner 2 No Ramp (2z)



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

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

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : State Hwy 2 **GPS ID:** 1830
Project Name: Intersection of State Hwy 2 and Chicasaw **Division:** 1
City: Porum

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	21	SY	\$ 50.00	\$ 1,050.00
610(I)-4610	Tactile Warning Device - New	20	SF	\$ 25.00	\$ 500.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	44	LF	\$ 6.00	\$ 264.00
---	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:	\$	1,814.00
Engineering: (% +/-)	15%	\$ 508.29
Contingency: (% +/-)	20%	\$ 677.71
Estimated Project Cost:	\$	3,000.00

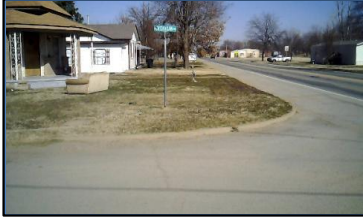
Project Location



Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	N/A	N/A	N/A	Good	
Path of travel running slope is greater than 5%	N/A	N/A	N/A		
Path of travel cross slope is greater than 2% for stop control approaches	N/A		N/A		
Path of travel cross slope is greater than 5% for free-flow approaches	N/A	N/A	N/A	N/A	
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	
Crosswalk striping condition	N/A	N/A	N/A	None	Install crosswalk pavement markings

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1z	2z	3z	4z	
Curb ramp does not exist and is needed	X			X	Install curb ramp; see shapefile for median improvement
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curb side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%					
Curb ramp running slope is greater than 8.33%					
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%					
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"					
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25') in curb ramp/landing/flares					
Temporary obstruction (>0.25') in curb ramp/landing/flares					
No textured surface at base of curb ramp					
No color contrast at base of curb ramp					
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%					
Curb ramp transition onto roadway is greater than 0.25"					
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
Ponding occurs at base of curb ramp					



Corner 1 No Ramp (1z)



Corner 2 No Ramp (2z)



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Kimley-Horn and Associates, Inc. Priority: 2
Project Description for Unsignalized Intersection

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : US Hwy 64 (East) **GPS ID:** 1869
Project Name: Intersection of US Hwy 59 and N Walnut St **Division:** 1
City: Sallisaw

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	56	SY	\$ 50.00	\$ 2,800.00
610(I)-4610	Tactile Warning Device - New	60	SF	\$ 25.00	\$ 1,500.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	8	SY	\$ 12.00	\$ 96.00
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	278	LF	\$ 6.00	\$ 1,668.00
---	Repave Roadway	2	LS	\$ 5,000.00	\$ 10,000.00
---	Fix Ponding	1	LS	\$ 2,000.00	\$ 2,000.00
---	Fix Curb Ramp Transition	1	LS	\$ 2,000.00	\$ 2,000.00
---	Median Nose Modification	0	LS	\$ 5,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Fix Curb Ramp Counter Slope	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

- No Design Completed
- Preliminary Design
- Final Design

Subtotal: \$ 20,064.00
 Engineering: (% +/-) 15% \$ 3,401.14
 Contingency: (% +/-) 20% \$ 4,534.86
Estimated Project Cost: \$ 28,000.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	N/A	Poor	Poor	Good	Repave roadway and install crosswalk pavement markings
Path of travel running slope is greater than 5%	N/A				
Path of travel cross slope is greater than 2% for stop control approaches		N/A		N/A	
Path of travel cross slope is greater than 5% for free-flow approaches	N/A		N/A		
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	Install crosswalk pavement markings
Crosswalk striping condition	N/A	None	None	None	

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1z	2z	3A	4z	
Curb ramp does not exist and is needed	X	X		X	Install curb ramp; see shapefile for median improvement
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curb side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%			X		Remove and replace curb ramp
Curb ramp running slope is greater than 8.33%					
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%					
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"			X		
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25') in curb ramp/landing/flares			X		
Temporary obstruction (>0.25') in curb ramp/landing/flares					
No textured surface at base of curb ramp			X		For intersection ramps and commercial driveway ramps, install color truncated domes
No color contrast at base of curb ramp			X		
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%					
Curb ramp transition onto roadway is greater than 0.25"			X		Fix curb ramp transition
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
Ponding occurs at base of curb ramp			X		Fix ponding

Comment: Existing sidewalk, curb ramp, and/or striping configurations permit pedestrians to cross the major street. An Engineering study is needed to confirm crossing should be accommodated at this location and the current crossing treatment is appropriate.



Corner 1 No Ramp (1z)



Corner 2 No Ramp (2z)



Ramp 3A



Corner 4 No Ramp (4z)

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

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

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : US Hwy 64 (East) **GPS ID:** 1870
Project Name: Intersection of US Hwy 59 and N Main St **Division:** 1
City: Sallisaw

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	21	SY	\$ 50.00	\$ 1,050.00
610(I)-4610	Tactile Warning Device - New	20	SF	\$ 25.00	\$ 500.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	50	LF	\$ 6.00	\$ 300.00
---	Repave Roadway	0	LS	\$ 5,000.00	\$ -
---	Fix Ponding	0	LS	\$ 2,000.00	\$ -
---	Fix Curb Ramp Transition	0	LS	\$ 2,000.00	\$ -
---	Median Nose Modification	0	LS	\$ 5,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Fix Curb Ramp Counter Slope	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

- No Design Completed
- Preliminary Design
- Final Design

Subtotal:	\$	1,850.00
Engineering: (% +/-)	15%	\$ 492.86
Contingency: (% +/-)	20%	\$ 657.14
Estimated Project Cost:	\$	3,000.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	N/A	N/A	Good	N/A	
Path of travel running slope is greater than 5%	N/A	N/A		N/A	
Path of travel cross slope is greater than 2% for stop control approaches		N/A		N/A	
Path of travel cross slope is greater than 5% for free-flow approaches	N/A	N/A	N/A	N/A	
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	Install crosswalk pavement markings
Crosswalk striping condition	N/A	N/A	None	N/A	

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1z	2z	3z	4z	
Curb ramp does not exist and is needed			X	X	Install curb ramp; see shapefile for median improvement
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curb side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%					
Curb ramp running slope is greater than 8.33%					
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%					
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"					
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25') in curb ramp/landing/flares					
Temporary obstruction (>0.25') in curb ramp/landing/flares					
No textured surface at base of curb ramp					
No color contrast at base of curb ramp					
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%					
Curb ramp transition onto roadway is greater than 0.25°					
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
Ponding occurs at base of curb ramp					



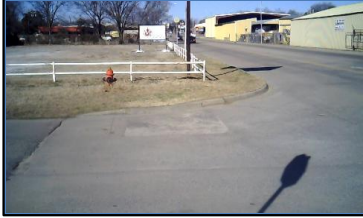
Corner 1 No Ramp (1z)



Corner 2 No Ramp (2z)



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Client: Oklahoma Department of Transportation Date: 7/28/16
 Program: ADA Self-Evaluation and Transition Plan Prepared By: CMP
 KHA No.: 051279001 Checked By: EPE

Corridor : US Hwy 64 (East) GPS ID: 1871
 Project Name: Intersection of US Hwy 59 and N Cedar St Division: 1
 City: Sallisaw

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	0	SY	\$ 50.00	\$ -
610(I)-4610	Tactile Warning Device - New	0	SF	\$ 25.00	\$ -
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	0	LF	\$ 6.00	\$ -
---	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:	\$	-
Engineering: (% +/-)	15%	\$ -
Contingency: (% +/-)	20%	\$ -
Estimated Project Cost:	\$	-

Project Location



Field Observations

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

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1z	2z	3z	4z	
Curb ramp does not exist and is needed					
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curb side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%					
Curb ramp running slope is greater than 8.33%					
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%					
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"					
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25') in curb ramp/landing/flares					
Temporary obstruction (>0.25') in curb ramp/landing/flares					
No textured surface at base of curb ramp					
No color contrast at base of curb ramp					
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%					
Curb ramp transition onto roadway is greater than 0.25"					
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
Ponding occurs at base of curb ramp					



Corner 1 No Ramp (1z)



Corner 2 No Ramp (2z)



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : US Hwy 64 (East) **GPS ID:** 1872
Project Name: Intersection of US Hwy 59 and N Maple St (East) **Division:** 1
City: Sallisaw

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	0	SY	\$ 50.00	\$ -
610(I)-4610	Tactile Warning Device - New	0	SF	\$ 25.00	\$ -
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	0	LF	\$ 6.00	\$ -
---	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:	\$	-
Engineering: (% +/-)	15%	\$ -
Contingency: (% +/-)	20%	\$ -
Estimated Project Cost:	\$	-

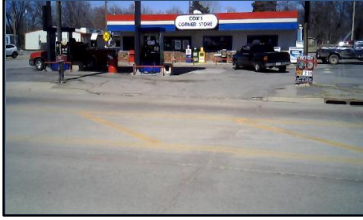
Project Location



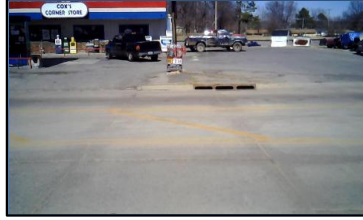
Field Observations

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

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1z	2z	3z	4z	
Curb ramp does not exist and is needed					
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curb side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%					
Curb ramp running slope is greater than 8.33%					
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%					
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"					
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25') in curb ramp/landing/flares					
Temporary obstruction (>0.25') in curb ramp/landing/flares					
No textured surface at base of curb ramp					
No color contrast at base of curb ramp					
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%					
Curb ramp transition onto roadway is greater than 0.25"					
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
Ponding occurs at base of curb ramp					



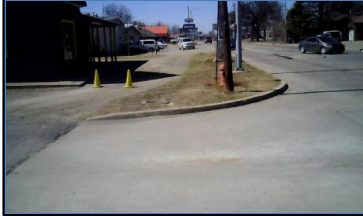
Corner 1 No Ramp (1z)



Corner 2 No Ramp (2z)



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

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

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : US Hwy 59 **GPS ID:** 1876
Project Name: Intersection of US Hwy 59 and N Hickory St (West) **Division:** 1
City: Sallisaw

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	21	SY	\$ 50.00	\$ 1,050.00
610(I)-4610	Tactile Warning Device - New	20	SF	\$ 25.00	\$ 500.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	50	LF	\$ 6.00	\$ 300.00
---	Repave Roadway	1	LS	\$ 5,000.00	\$ 5,000.00
---	Fix Ponding	0	LS	\$ 2,000.00	\$ -
---	Fix Curb Ramp Transition	0	LS	\$ 2,000.00	\$ -
---	Median Nose Modification	0	LS	\$ 5,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Fix Curb Ramp Counter Slope	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

- No Design Completed
- Preliminary Design
- Final Design

Subtotal:	\$	6,850.00
Engineering: (% +/-)	15%	\$ 1,350.00
Contingency: (% +/-)	20%	\$ 1,800.00
Estimated Project Cost:	\$	10,000.00

Project Location



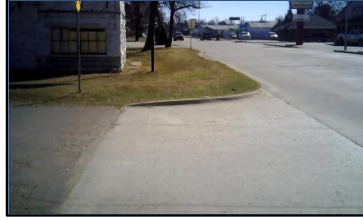
Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	Good	N/A	N/A	N/A	
Path of travel running slope is greater than 5%		N/A	N/A	N/A	
Path of travel cross slope is greater than 2% for stop control approaches	X	N/A		N/A	Repave roadway and install crosswalk pavement markings
Path of travel cross slope is greater than 5% for free-flow approaches	N/A	N/A	N/A	N/A	
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	Install crosswalk pavement markings
Crosswalk striping condition	None	N/A	N/A	N/A	

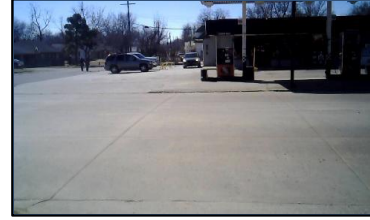
Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1z	2z	3z	4z	
Curb ramp does not exist and is needed	X	X			Install curb ramp; see shapefile for median improvement
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curb side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%					
Curb ramp running slope is greater than 8.33%					
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%					
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"					
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25') in curb ramp/landing/flares					
Temporary obstruction (>0.25') in curb ramp/landing/flares					
No textured surface at base of curb ramp					
No color contrast at base of curb ramp					
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%					
Curb ramp transition onto roadway is greater than 0.25°					
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
Ponding occurs at base of curb ramp					



Corner 1 No Ramp (1z)



Corner 2 No Ramp (2z)



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

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

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : US Hwy 59 **GPS ID:** 1877
Project Name: Intersection of US Hwy 59 and N Washington St **Division:** 1
City: Sallisaw

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	41	SY	\$ 50.00	\$ 2,050.00
610(I)-4610	Tactile Warning Device - New	40	SF	\$ 25.00	\$ 1,000.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	110	LF	\$ 6.00	\$ 660.00
---	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:	\$	3,710.00
Engineering: (% +/-)	15%	\$ 981.43
Contingency: (% +/-)	20%	\$ 1,308.57
Estimated Project Cost:	\$	6,000.00

Project Location



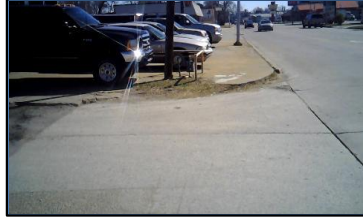
Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	Good	N/A	Good	N/A	
Path of travel running slope is greater than 5%		N/A		N/A	
Path of travel cross slope is greater than 2% for stop control approaches		N/A		N/A	
Path of travel cross slope is greater than 5% for free-flow approaches	N/A	N/A	N/A	N/A	
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	
Crosswalk striping condition	None	N/A	None	N/A	Install crosswalk pavement markings

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1z	2z	3z	4z	
Curb ramp does not exist and is needed	X	X	X	X	Install curb ramp; see shapefile for median improvement
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curb side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%					
Curb ramp running slope is greater than 8.33%					
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%					
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"					
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25') in curb ramp/landing/flares					
Temporary obstruction (>0.25') in curb ramp/landing/flares					
No textured surface at base of curb ramp					
No color contrast at base of curb ramp					
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%					
Curb ramp transition onto roadway is greater than 0.25°					
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
Ponding occurs at base of curb ramp					



Corner 1 No Ramp (1z)



Corner 2 No Ramp (2z)



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

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Kimley-Horn and Associates, Inc. Priority: 13
Project Description for Unsignalized Intersection

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : US Hwy 59 **GPS ID:** 1878
Project Name: Intersection of US Hwy 59 and N Adams St (East) **Division:** 1
City: Sallisaw

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	0	SY	\$ 50.00	\$ -
610(I)-4610	Tactile Warning Device - New	0	SF	\$ 25.00	\$ -
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	112	LF	\$ 6.00	\$ 672.00
---	Repave Roadway	1	LS	\$ 5,000.00	\$ 5,000.00
---	Fix Ponding	0	LS	\$ 2,000.00	\$ -
---	Fix Curb Ramp Transition	0	LS	\$ 2,000.00	\$ -
---	Median Nose Modification	0	LS	\$ 5,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Fix Curb Ramp Counter Slope	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

- No Design Completed
- Preliminary Design
- Final Design

Subtotal:	\$	5,672.00
Engineering: (% +/-)	15%	997.71
Contingency: (% +/-)	20%	1,330.29
Estimated Project Cost:	\$	8,000.00

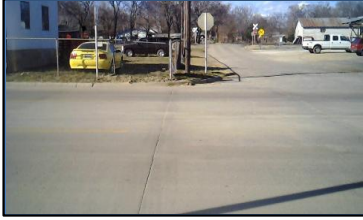
Project Location



Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	Good	N/A	Good	N/A	
Path of travel running slope is greater than 5%		N/A		N/A	
Path of travel cross slope is greater than 2% for stop control approaches		N/A	X	N/A	Repave roadway and install crosswalk pavement markings
Path of travel cross slope is greater than 5% for free-flow approaches	N/A	N/A	N/A	N/A	
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	Install crosswalk pavement markings
Crosswalk striping condition	None	N/A	None	N/A	

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1z	2z	3z	4z	
Curb ramp does not exist and is needed					
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curb side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%					
Curb ramp running slope is greater than 8.33%					
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%					
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"					
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25') in curb ramp/landing/flares					
Temporary obstruction (>0.25') in curb ramp/landing/flares					
No textured surface at base of curb ramp					
No color contrast at base of curb ramp					
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%					
Curb ramp transition onto roadway is greater than 0.25°					
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
Ponding occurs at base of curb ramp					



Corner 1 No Ramp (1z)



Corner 2 No Ramp (2z)



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

Opinion of Probable Construction Cost Disclaimer:

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

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : US Hwy 59 **GPS ID:** 1879
Project Name: Intersection of US Hwy 59 and N Adams St (West) **Division:** 1
City: Sallisaw

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	11	SY	\$ 50.00	\$ 550.00
610(I)-4610	Tactile Warning Device - New	10	SF	\$ 25.00	\$ 250.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	80	LF	\$ 6.00	\$ 480.00
---	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:	\$	1,280.00
Engineering: (% +/-)	15%	\$ 308.57
Contingency: (% +/-)	20%	\$ 411.43
Estimated Project Cost:	\$	2,000.00

Project Location



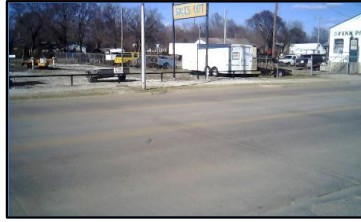
Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	N/A	N/A	Good	N/A	
Path of travel running slope is greater than 5%	N/A	N/A		N/A	
Path of travel cross slope is greater than 2% for stop control approaches		N/A		N/A	
Path of travel cross slope is greater than 5% for free-flow approaches	N/A	N/A	N/A	N/A	
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	Install crosswalk pavement markings
Crosswalk striping condition	N/A	N/A	None	N/A	

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1z	2z	3z	4z	
Curb ramp does not exist and is needed				X	Install curb ramp; see shapefile for median improvement
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curb side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%					
Curb ramp running slope is greater than 8.33%					
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%					
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"					
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25') in curb ramp/landing/flares					
Temporary obstruction (>0.25') in curb ramp/landing/flares					
No textured surface at base of curb ramp					
No color contrast at base of curb ramp					
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%					
Curb ramp transition onto roadway is greater than 0.25°					
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
Ponding occurs at base of curb ramp					



Corner 1 No Ramp (1z)



Corner 2 No Ramp (2z)



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

Opinion of Probable Construction Cost Disclaimer:

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Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : US Hwy 59 **GPS ID:** 1880
Project Name: Intersection of US Hwy 59 and N Jefferson St **Division:** 1
City: Sallisaw

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	0	SY	\$ 50.00	\$ -
610(I)-4610	Tactile Warning Device - New	0	SF	\$ 25.00	\$ -
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	0	LF	\$ 6.00	\$ -
---	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:	\$	-
Engineering: (% +/-)	15%	\$ -
Contingency: (% +/-)	20%	\$ -
Estimated Project Cost:	\$	-

Project Location



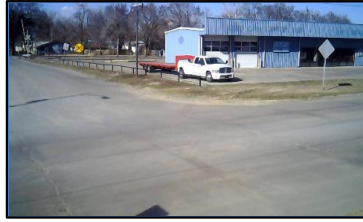
Field Observations

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

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1z	2z	3z	4z	
Curb ramp does not exist and is needed					
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curb side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%					
Curb ramp running slope is greater than 8.33%					
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%					
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"					
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25') in curb ramp/landing/flares					
Temporary obstruction (>0.25') in curb ramp/landing/flares					
No textured surface at base of curb ramp					
No color contrast at base of curb ramp					
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%					
Curb ramp transition onto roadway is greater than 0.25"					
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
Ponding occurs at base of curb ramp					



Corner 1 No Ramp (1z)



Corner 2 No Ramp (2z)



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

Opinion of Probable Construction Cost Disclaimer:

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Kimley-Horn and Associates, Inc. Priority: 13
Project Description for Unsignalized Intersection

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : US Hwy 59 **GPS ID:** 1881
Project Name: Intersection of US Hwy 59 and N No Name St **Division:** 1
City: Sallisaw

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	0	SY	\$ 50.00	\$ -
610(I)-4610	Tactile Warning Device - New	0	SF	\$ 25.00	\$ -
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	66	LF	\$ 6.00	\$ 396.00
---	Repave Roadway	1	LS	\$ 5,000.00	\$ 5,000.00
---	Fix Ponding	0	LS	\$ 2,000.00	\$ -
---	Fix Curb Ramp Transition	0	LS	\$ 2,000.00	\$ -
---	Median Nose Modification	0	LS	\$ 5,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Fix Curb Ramp Counter Slope	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

- No Design Completed
- Preliminary Design
- Final Design

Subtotal:	\$	5,396.00
Engineering: (% +/-)	15%	\$ 1,116.00
Contingency: (% +/-)	20%	\$ 1,488.00
Estimated Project Cost:	\$	8,000.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	N/A	N/A	Good	N/A	
Path of travel running slope is greater than 5%	N/A	N/A		N/A	
Path of travel cross slope is greater than 2% for stop control approaches		N/A	X	N/A	Repave roadway and install crosswalk pavement markings
Path of travel cross slope is greater than 5% for free-flow approaches	N/A	N/A	N/A	N/A	
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	Install crosswalk pavement markings
Crosswalk striping condition	N/A	N/A	None	N/A	

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1z	2z	3z	4z	
Curb ramp does not exist and is needed					
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curb side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%					
Curb ramp running slope is greater than 8.33%					
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%					
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"					
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25') in curb ramp/landing/flares					
Temporary obstruction (>0.25') in curb ramp/landing/flares					
No textured surface at base of curb ramp					
No color contrast at base of curb ramp					
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%					
Curb ramp transition onto roadway is greater than 0.25°					
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
Ponding occurs at base of curb ramp					



Corner 1 No Ramp (1z)



Corner 2 No Ramp (2z)



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

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

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : US Hwy 64 (East) **GPS ID:** 1904
Project Name: Intersection of US Hwy 64 (East) and N Mulberry St **Division:** 1
City: Sallisaw

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	21	SY	\$ 50.00	\$ 1,050.00
610(I)-4610	Tactile Warning Device - New	20	SF	\$ 25.00	\$ 500.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	64	LF	\$ 6.00	\$ 384.00
---	Repave Roadway	1	LS	\$ 5,000.00	\$ 5,000.00
---	Fix Ponding	0	LS	\$ 2,000.00	\$ -
---	Fix Curb Ramp Transition	0	LS	\$ 2,000.00	\$ -
---	Median Nose Modification	0	LS	\$ 5,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Fix Curb Ramp Counter Slope	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

- No Design Completed
- Preliminary Design
- Final Design

Subtotal:	\$	6,934.00
Engineering: (% +/-)	15%	\$ 1,314.00
Contingency: (% +/-)	20%	\$ 1,752.00
Estimated Project Cost:	\$	10,000.00

Project Location



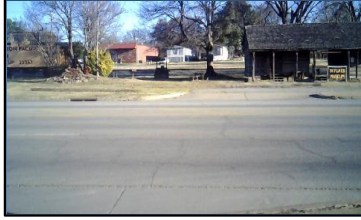
Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	N/A	N/A	Good	N/A	
Path of travel running slope is greater than 5%	N/A	N/A		N/A	
Path of travel cross slope is greater than 2% for stop control approaches		N/A	X	N/A	Repave roadway and install crosswalk pavement markings
Path of travel cross slope is greater than 5% for free-flow approaches	N/A	N/A	N/A	N/A	
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	Install crosswalk pavement markings
Crosswalk striping condition	N/A	N/A	None	N/A	

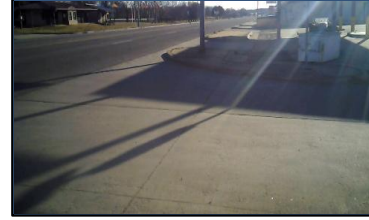
Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1z	2z	3z	4z	
Curb ramp does not exist and is needed			X	X	Install curb ramp; see shapefile for median improvement
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curb side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%					
Curb ramp running slope is greater than 8.33%					
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%					
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"					
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25') in curb ramp/landing/flares					
Temporary obstruction (>0.25') in curb ramp/landing/flares					
No textured surface at base of curb ramp					
No color contrast at base of curb ramp					
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%					
Curb ramp transition onto roadway is greater than 0.25"					
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
Ponding occurs at base of curb ramp					



Corner 1 No Ramp (1z)



Corner 2 No Ramp (2z)



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

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

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : US Hwy 64 (East) **GPS ID:** 1905
Project Name: Intersection of US Hwy 64 (East) and N Holly St **Division:** 1
City: Sallisaw

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	21	SY	\$ 50.00	\$ 1,050.00
610(I)-4610	Tactile Warning Device - New	20	SF	\$ 25.00	\$ 500.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	58	LF	\$ 6.00	\$ 348.00
---	Repave Roadway	1	LS	\$ 5,000.00	\$ 5,000.00
---	Fix Ponding	0	LS	\$ 2,000.00	\$ -
---	Fix Curb Ramp Transition	0	LS	\$ 2,000.00	\$ -
---	Median Nose Modification	0	LS	\$ 5,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Fix Curb Ramp Counter Slope	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

- No Design Completed
- Preliminary Design
- Final Design

Subtotal:	\$	6,898.00
Engineering: (% +/-)	15%	\$ 1,329.43
Contingency: (% +/-)	20%	\$ 1,772.57
Estimated Project Cost:	\$	10,000.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	N/A	N/A	Good	N/A	
Path of travel running slope is greater than 5%	N/A	N/A		N/A	
Path of travel cross slope is greater than 2% for stop control approaches		N/A	X	N/A	Repave roadway and install crosswalk pavement markings
Path of travel cross slope is greater than 5% for free-flow approaches	N/A	N/A	N/A	N/A	
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	Install crosswalk pavement markings
Crosswalk striping condition	N/A	N/A	None	N/A	

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1z	2z	3z	4z	
Curb ramp does not exist and is needed			X	X	Install curb ramp; see shapefile for median improvement
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curb side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%					
Curb ramp running slope is greater than 8.33%					
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%					
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"					
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25') in curb ramp/landing/flares					
Temporary obstruction (>0.25') in curb ramp/landing/flares					
No textured surface at base of curb ramp					
No color contrast at base of curb ramp					
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%					
Curb ramp transition onto roadway is greater than 0.25"					
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
Ponding occurs at base of curb ramp					



Corner 1 No Ramp (1z)



Corner 2 No Ramp (2z)



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

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

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : US Hwy 64 (East) **GPS ID:** 1906
Project Name: Intersection of US Hwy 64 (East) and N Cherry St **Division:** 1
City: Sallisaw

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	21	SY	\$ 50.00	\$ 1,050.00
610(I)-4610	Tactile Warning Device - New	20	SF	\$ 25.00	\$ 500.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	54	LF	\$ 6.00	\$ 324.00
---	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:	\$	1,874.00
Engineering: (% +/-)	15%	\$ 482.57
Contingency: (% +/-)	20%	\$ 643.43
Estimated Project Cost:	\$	3,000.00

Project Location



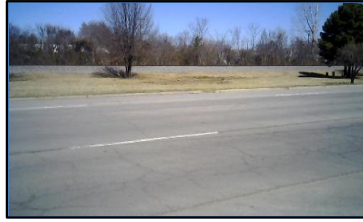
Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	N/A	N/A	Good	N/A	
Path of travel running slope is greater than 5%	N/A	N/A		N/A	
Path of travel cross slope is greater than 2% for stop control approaches		N/A		N/A	
Path of travel cross slope is greater than 5% for free-flow approaches	N/A	N/A	N/A	N/A	
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	Install crosswalk pavement markings
Crosswalk striping condition	N/A	N/A	None	N/A	

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1z	2z	3z	4z	
Curb ramp does not exist and is needed			X	X	Install curb ramp; see shapefile for median improvement
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curb side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%					
Curb ramp running slope is greater than 8.33%					
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%					
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"					
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25') in curb ramp/landing/flares					
Temporary obstruction (>0.25') in curb ramp/landing/flares					
No textured surface at base of curb ramp					
No color contrast at base of curb ramp					
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%					
Curb ramp transition onto roadway is greater than 0.25°					
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
Ponding occurs at base of curb ramp					



Corner 1 No Ramp (1z)



Corner 2 No Ramp (2z)



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Kimley-Horn and Associates, Inc. Priority: 6
Project Description for Unsignalized Intersection

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : US Hwy 64 (East) **GPS ID:** 1907
Project Name: Intersection of US Hwy 64 (East) and N Pecan St **Division:** 1
City: Sallisaw

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	21	SY	\$ 50.00	\$ 1,050.00
610(I)-4610	Tactile Warning Device - New	20	SF	\$ 25.00	\$ 500.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	58	LF	\$ 6.00	\$ 348.00
---	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:	\$	1,898.00
Engineering: (% +/-)	15%	\$ 472.29
Contingency: (% +/-)	20%	\$ 629.71
Estimated Project Cost:	\$	3,000.00

Project Location



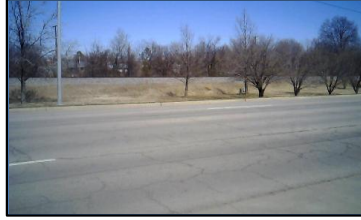
Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	N/A	N/A	Good	N/A	
Path of travel running slope is greater than 5%	N/A	N/A		N/A	
Path of travel cross slope is greater than 2% for stop control approaches		N/A		N/A	
Path of travel cross slope is greater than 5% for free-flow approaches	N/A	N/A	N/A	N/A	
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	Install crosswalk pavement markings
Crosswalk striping condition	N/A	N/A	None	N/A	

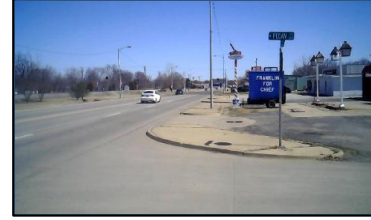
Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1z	2z	3z	4z	
Curb ramp does not exist and is needed			X	X	Install curb ramp; see shapefile for median improvement
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curb side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%					
Curb ramp running slope is greater than 8.33%					
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%					
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"					
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25') in curb ramp/landing/flares					
Temporary obstruction (>0.25') in curb ramp/landing/flares					
No textured surface at base of curb ramp					
No color contrast at base of curb ramp					
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%					
Curb ramp transition onto roadway is greater than 0.25°					
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
Ponding occurs at base of curb ramp					



Corner 1 No Ramp (1z)



Corner 2 No Ramp (2z)



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Client: Oklahoma Department of Transportation Date: 7/28/16
 Program: ADA Self-Evaluation and Transition Plan Prepared By: CMP
 KHA No.: 051279001 Checked By: EPE

Corridor : US Hwy 64 (East) GPS ID: 1912
 Project Name: Intersection of US Hwy 64 (East) and Doris Dr Division: 1
 City: Sallisaw

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	0	SY	\$ 50.00	\$ -
610(I)-4610	Tactile Warning Device - New	0	SF	\$ 25.00	\$ -
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	0	LF	\$ 6.00	\$ -
---	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:	\$ -
Engineering: (% +/-)	15% \$ -
Contingency: (% +/-)	20% \$ -
Estimated Project Cost:	\$ -

Project Location



Field Observations

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

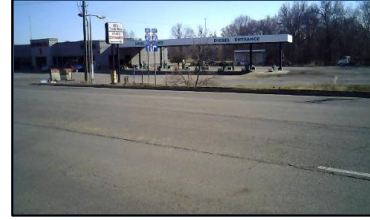
Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1z	2z	3z	4z	
Curb ramp does not exist and is needed					
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curb side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%					
Curb ramp running slope is greater than 8.33%					
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%					
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"					
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25') in curb ramp/landing/flares					
Temporary obstruction (>0.25') in curb ramp/landing/flares					
No textured surface at base of curb ramp					
No color contrast at base of curb ramp					
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%					
Curb ramp transition onto roadway is greater than 0.25°					
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
Ponding occurs at base of curb ramp					



Corner 1 No Ramp (1z)



Corner 2 No Ramp (2z)



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

Opinion of Probable Construction Cost Disclaimer:

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Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

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

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : State Hwy 82 **GPS ID:** 1920
Project Name: Intersection of State Hwy 82 and SE A St **Division:** 1
City: Stigler

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	11	SY	\$ 50.00	\$ 550.00
610(I)-4610	Tactile Warning Device - New	10	SF	\$ 25.00	\$ 250.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	62	LF	\$ 6.00	\$ 372.00
---	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:	\$	1,172.00
Engineering: (% +/-)	15%	\$ 354.86
Contingency: (% +/-)	20%	\$ 473.14
Estimated Project Cost:	\$	2,000.00

Project Location



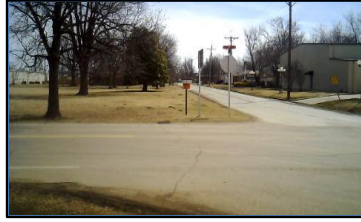
Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	N/A	N/A	N/A	Good	
Path of travel running slope is greater than 5%	N/A	N/A	N/A		
Path of travel cross slope is greater than 2% for stop control approaches	N/A		N/A		
Path of travel cross slope is greater than 5% for free-flow approaches	N/A	N/A	N/A	N/A	
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	Install crosswalk pavement markings
Crosswalk striping condition	N/A	N/A	N/A	None	

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1z	2z	3z	4z	
Curb ramp does not exist and is needed				X	Install curb ramp; see shapefile for median improvement
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curb side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%					
Curb ramp running slope is greater than 8.33%					
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%					
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"					
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25') in curb ramp/landing/flares					
Temporary obstruction (>0.25') in curb ramp/landing/flares					
No textured surface at base of curb ramp					
No color contrast at base of curb ramp					
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%					
Curb ramp transition onto roadway is greater than 0.25"					
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
Ponding occurs at base of curb ramp					



Corner 1 No Ramp (1z)



Corner 2 No Ramp (2z)



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Kimley-Horn and Associates, Inc. Priority: 13
Project Description for Unsignalized Intersection

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : State Hwy 82 **GPS ID:** 1921
Project Name: Intersection of State Hwy 82 and Allie Way **Division:** 1
City: Stigler

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	0	SY	\$ 50.00	\$ -
610(I)-4610	Tactile Warning Device - New	0	SF	\$ 25.00	\$ -
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	18	LF	\$ 6.00	\$ 108.00
---	Repave Roadway	1	LS	\$ 5,000.00	\$ 5,000.00
---	Fix Ponding	0	LS	\$ 2,000.00	\$ -
---	Fix Curb Ramp Transition	0	LS	\$ 2,000.00	\$ -
---	Median Nose Modification	0	LS	\$ 5,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Fix Curb Ramp Counter Slope	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

- No Design Completed
- Preliminary Design
- Final Design

Subtotal:	\$	5,108.00
Engineering: (% +/-)	15%	\$ 810.86
Contingency: (% +/-)	20%	\$ 1,081.14
Estimated Project Cost:	\$	7,000.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	N/A	N/A	N/A	Poor	Repave roadway and install crosswalk pavement markings
Path of travel running slope is greater than 5%	N/A	N/A	N/A		
Path of travel cross slope is greater than 2% for stop control approaches	N/A		N/A	X	
Path of travel cross slope is greater than 5% for free-flow approaches	N/A	N/A	N/A	N/A	Install crosswalk pavement markings
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	
Crosswalk striping condition	N/A	N/A	N/A	None	

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1z	2z	3z	4z	
Curb ramp does not exist and is needed					
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curb side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%					
Curb ramp running slope is greater than 8.33%					
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%					
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"					
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25') in curb ramp/landing/flares					
Temporary obstruction (>0.25') in curb ramp/landing/flares					
No textured surface at base of curb ramp					
No color contrast at base of curb ramp					
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%					
Curb ramp transition onto roadway is greater than 0.25"					
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
Ponding occurs at base of curb ramp					



Corner 1 No Ramp (1z)



Corner 2 No Ramp (2z)



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Kimley-Horn and Associates, Inc. Priority: 13
Project Description for Unsignalized Intersection

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : State Hwy 82 **GPS ID:** 1922
Project Name: Intersection of State Hwy 82 and SE B St **Division:** 1
City: Stigler

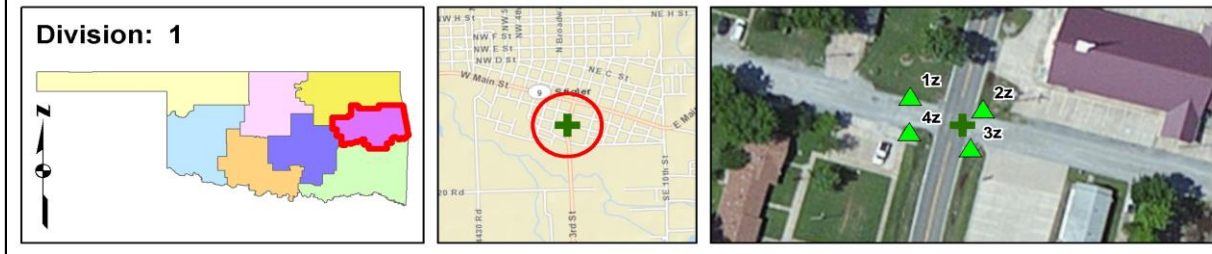
Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	0	SY	\$ 50.00	\$ -
610(I)-4610	Tactile Warning Device - New	0	SF	\$ 25.00	\$ -
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	80	LF	\$ 6.00	\$ 480.00
---	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:	\$	480.00
Engineering: (% +/-)	15%	\$ 222.86
Contingency: (% +/-)	20%	\$ 297.14
Estimated Project Cost:	\$	1,000.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	N/A	N/A	Good	Good	
Path of travel running slope is greater than 5%	N/A	N/A			
Path of travel cross slope is greater than 2% for stop control approaches	N/A		N/A		
Path of travel cross slope is greater than 5% for free-flow approaches	N/A	N/A		N/A	
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	Install crosswalk pavement markings
Crosswalk striping condition	N/A	N/A	None	None	

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1z	2z	3z	4z	
Curb ramp does not exist and is needed					
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curbed side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%					
Curb ramp running slope is greater than 8.33%					
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%					
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"					
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25') in curb ramp/landing/flares					
Temporary obstruction (>0.25') in curb ramp/landing/flares					
No textured surface at base of curb ramp					
No color contrast at base of curb ramp					
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%					
Curb ramp transition onto roadway is greater than 0.25"					
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
Ponding occurs at base of curb ramp					

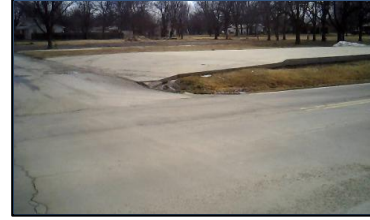
Comment: Existing sidewalk, curb ramp, and/or striping configurations permit pedestrians to cross the major street. An Engineering study is needed to confirm crossing should be accommodated at this location and the current crossing treatment is appropriate.



Corner 1 No Ramp (1z)



Corner 2 No Ramp (2z)



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Kimley-Horn and Associates, Inc. Priority: 6
Project Description for Unsignalized Intersection

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : State Hwy 9 (Main St) **GPS ID:** 1931
Project Name: Intersection of State Hwy 9 (Main St) and NW 7th St **Division:** 1
City: Stigler

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	11	SY	\$ 50.00	\$ 550.00
610(I)-4610	Tactile Warning Device - New	10	SF	\$ 25.00	\$ 250.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	76	LF	\$ 6.00	\$ 456.00
---	Repave Roadway	1	LS	\$ 5,000.00	\$ 5,000.00
---	Fix Ponding	0	LS	\$ 2,000.00	\$ -
---	Fix Curb Ramp Transition	0	LS	\$ 2,000.00	\$ -
---	Median Nose Modification	0	LS	\$ 5,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Fix Curb Ramp Counter Slope	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

- No Design Completed
- Preliminary Design
- Final Design

Subtotal:	\$	6,256.00
Engineering: (% +/-)	15%	\$ 1,176.00
Contingency: (% +/-)	20%	\$ 1,568.00
Estimated Project Cost:	\$	9,000.00

Project Location



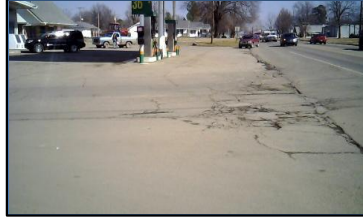
Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	Poor	N/A	N/A	N/A	Repave roadway and install crosswalk pavement markings
Path of travel running slope is greater than 5%		N/A	N/A	N/A	
Path of travel cross slope is greater than 2% for stop control approaches	X	N/A		N/A	
Path of travel cross slope is greater than 5% for free-flow approaches	N/A	N/A	N/A	N/A	Install crosswalk pavement markings
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	
Crosswalk striping condition	None	N/A	N/A	N/A	

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1z	2z	3z	4z	
Curb ramp does not exist and is needed	X				Install curb ramp; see shapefile for median improvement
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curb side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%					
Curb ramp running slope is greater than 8.33%					
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%					
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"					
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25') in curb ramp/landing/flares					
Temporary obstruction (>0.25') in curb ramp/landing/flares					
No textured surface at base of curb ramp					
No color contrast at base of curb ramp					
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%					
Curb ramp transition onto roadway is greater than 0.25"					
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
Ponding occurs at base of curb ramp					



Corner 1 No Ramp (1z)



Corner 2 No Ramp (2z)



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Kimley-Horn and Associates, Inc. Priority: 6
Project Description for Unsignalized Intersection

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : State Hwy 9 (Main St) **GPS ID:** 1932
Project Name: Intersection of State Hwy 9 (Main St) and SW 6th St **Division:** 1
City: Stigler

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	41	SY	\$ 50.00	\$ 2,050.00
610(I)-4610	Tactile Warning Device - New	40	SF	\$ 25.00	\$ 1,000.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	154	LF	\$ 6.00	\$ 924.00
---	Repave Roadway	1	LS	\$ 5,000.00	\$ 5,000.00
---	Fix Ponding	0	LS	\$ 2,000.00	\$ -
---	Fix Curb Ramp Transition	0	LS	\$ 2,000.00	\$ -
---	Median Nose Modification	0	LS	\$ 5,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Fix Curb Ramp Counter Slope	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

- No Design Completed
- Preliminary Design
- Final Design

Subtotal:	\$	8,974.00
Engineering: (% +/-)	15%	1,725.43
Contingency: (% +/-)	20%	2,300.57
Estimated Project Cost:	\$	13,000.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	Good	N/A	N/A	Good	
Path of travel running slope is greater than 5%		N/A	N/A		
Path of travel cross slope is greater than 2% for stop control approaches	X	N/A		N/A	Repave roadway and install crosswalk pavement markings
Path of travel cross slope is greater than 5% for free-flow approaches	N/A	N/A	N/A		
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	Install crosswalk pavement markings
Crosswalk striping condition	None	N/A	N/A	None	

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1z	2z	3z	4z	
Curb ramp does not exist and is needed	X	X		X	Install curb ramp; see shapefile for median improvement
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curb side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%					
Curb ramp running slope is greater than 8.33%					
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%					
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"					
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25') in curb ramp/landing/flares					
Temporary obstruction (>0.25') in curb ramp/landing/flares					
No textured surface at base of curb ramp					
No color contrast at base of curb ramp					
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%					
Curb ramp transition onto roadway is greater than 0.25"					
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
Ponding occurs at base of curb ramp					

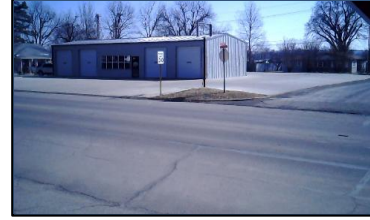
Comment: Existing sidewalk, curb ramp, and/or striping configurations permit pedestrians to cross the major street. An Engineering study is needed to confirm crossing should be accommodated at this location and the current crossing treatment is appropriate.



Corner 1 No Ramp (1z)



Corner 2 No Ramp (2z)



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

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

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : State Hwy 9 (Main St) **GPS ID:** 1933
Project Name: Intersection of State Hwy 9 (Main St) and SW 5th St **Division:** 1
City: Stigler

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	11	SY	\$ 50.00	\$ 550.00
610(I)-4610	Tactile Warning Device - New	11	SF	\$ 25.00	\$ 250.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	103	LF	\$ 6.00	\$ 618.00
---	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:	\$	1,418.00
Engineering: (% +/-)	15%	\$ 249.43
Contingency: (% +/-)	20%	\$ 332.57
Estimated Project Cost:	\$	2,000.00

Project Location



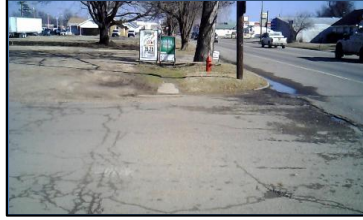
Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	Good	N/A	Good	N/A	
Path of travel running slope is greater than 5%		N/A		N/A	
Path of travel cross slope is greater than 2% for stop control approaches		N/A		N/A	
Path of travel cross slope is greater than 5% for free-flow approaches	N/A	N/A	N/A	N/A	
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	Install crosswalk pavement markings
Crosswalk striping condition	None	N/A	None	N/A	

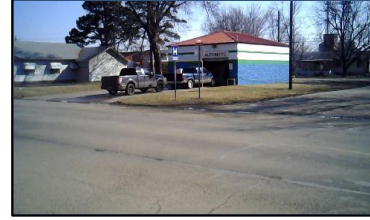
Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1z	2z	3z	4z	
Curb ramp does not exist and is needed		X			Install curb ramp; see shapefile for median improvement
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curb side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%					
Curb ramp running slope is greater than 8.33%					
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%					
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"					
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25') in curb ramp/landing/flares					
Temporary obstruction (>0.25') in curb ramp/landing/flares					
No textured surface at base of curb ramp					
No color contrast at base of curb ramp					
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%					
Curb ramp transition onto roadway is greater than 0.25"					
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
Ponding occurs at base of curb ramp					



Corner 1 No Ramp (1z)



Corner 2 No Ramp (2z)



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

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

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : State Hwy 9 (Main St) **GPS ID:** 1934
Project Name: Intersection of State Hwy 9 (Main St) and NW 4th St **Division:** 1
City: Stigler

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	31	SY	\$ 50.00	\$ 1,550.00
610(I)-4610	Tactile Warning Device - New	30	SF	\$ 25.00	\$ 750.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	108	LF	\$ 6.00	\$ 648.00
---	Repave Roadway	0	LS	\$ 5,000.00	\$ -
---	Fix Ponding	0	LS	\$ 2,000.00	\$ -
---	Fix Curb Ramp Transition	0	LS	\$ 2,000.00	\$ -
---	Median Nose Modification	0	LS	\$ 5,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Fix Curb Ramp Counter Slope	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

- No Design Completed
- Preliminary Design
- Final Design

Subtotal:	\$	2,948.00
Engineering: (% +/-)	15%	\$ 450.86
Contingency: (% +/-)	20%	\$ 601.14
Estimated Project Cost:	\$	4,000.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	Good	N/A	Good	N/A	
Path of travel running slope is greater than 5%		N/A		N/A	
Path of travel cross slope is greater than 2% for stop control approaches		N/A		N/A	
Path of travel cross slope is greater than 5% for free-flow approaches	N/A	N/A	N/A	N/A	
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	Install crosswalk pavement markings
Crosswalk striping condition	None	N/A	None	N/A	

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1z	2z	3z	4z	
Curb ramp does not exist and is needed	X	X	X		Install curb ramp; see shapefile for median improvement
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curb side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%					
Curb ramp running slope is greater than 8.33%					
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%					
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"					
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25') in curb ramp/landing/flares					
Temporary obstruction (>0.25') in curb ramp/landing/flares					
No textured surface at base of curb ramp					
No color contrast at base of curb ramp					
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%					
Curb ramp transition onto roadway is greater than 0.25°					
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
Ponding occurs at base of curb ramp					



Corner 1 No Ramp (1z)



Corner 2 No Ramp (2z)



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

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Kimley-Horn and Associates, Inc. Priority: 2
Project Description for Unsignalized Intersection

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : State Hwy 9 (Main St) **GPS ID:** 1935
Project Name: Intersection of State Hwy 9 (Main St) and 3rd St **Division:** 1
City: Stigler

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	0	SY	\$ 50.00	\$ -
610(I)-4610	Tactile Warning Device - New	0	SF	\$ 25.00	\$ -
610(I)-4615	Tactile Warning Device - Retrofit	10	SF	\$ 60.00	\$ 600.00
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	114	LF	\$ 6.00	\$ 684.00
---	Repave Roadway	1	LS	\$ 5,000.00	\$ 5,000.00
---	Fix Ponding	1	LS	\$ 2,000.00	\$ 2,000.00
---	Fix Curb Ramp Transition	1	LS	\$ 2,000.00	\$ 2,000.00
---	Median Nose Modification	0	LS	\$ 5,000.00	\$ -
---	Remove Temporary Obstruction	1	LS	\$ 500.00	\$ 500.00
---	Fix Curb Ramp Counter Slope	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

- No Design Completed
- Preliminary Design
- Final Design

Subtotal:	\$	10,784.00
Engineering: (% +/-)	15%	\$ 1,806.86
Contingency: (% +/-)	20%	\$ 2,409.14
Estimated Project Cost:	\$	15,000.00

Project Location



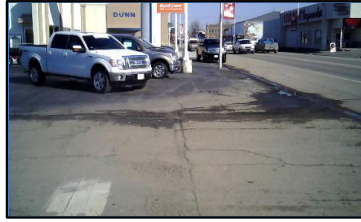
Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	Good	N/A	Good	N/A	
Path of travel running slope is greater than 5%		N/A		N/A	
Path of travel cross slope is greater than 2% for stop control approaches		N/A	X	N/A	Repave roadway and install crosswalk pavement markings
Path of travel cross slope is greater than 5% for free-flow approaches	N/A	N/A	N/A	N/A	
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	Install crosswalk pavement markings
Crosswalk striping condition	None	N/A	None	N/A	

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1A	2z	3z	4z	
Curb ramp does not exist and is needed					
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curb side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%					
Curb ramp running slope is greater than 8.33%					
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%					
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"					
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25') in curb ramp/landing/flares					
Temporary obstruction (>0.25') in curb ramp/landing/flares	X				Remove temporary obstruction
No textured surface at base of curb ramp	X				For intersection ramps and commercial driveway ramps, install color truncated domes
No color contrast at base of curb ramp	X				
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%					
Curb ramp transition onto roadway is greater than 0.25"	X				Fix curb ramp transition
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
Ponding occurs at base of curb ramp	X				Fix ponding



Ramp 1A



Corner 2 No Ramp (2z)



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

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

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : State Hwy 9 (Main St) **GPS ID:** 1936
Project Name: Intersection of State Hwy 9 (Main St) and SW 2nd St **Division:** 1
City: Stigler

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	11	SY	\$ 50.00	\$ 550.00
610(I)-4610	Tactile Warning Device - New	10	SF	\$ 25.00	\$ 250.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	116	LF	\$ 6.00	\$ 696.00
---	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:	\$	1,496.00
Engineering: (% +/-)	15%	\$ 644.57
Contingency: (% +/-)	20%	\$ 859.43
Estimated Project Cost:	\$	3,000.00

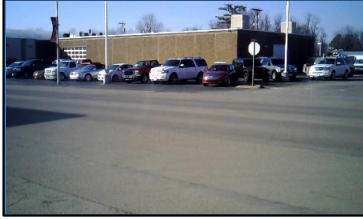
Project Location



Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	Good	N/A	Good	N/A	
Path of travel running slope is greater than 5%		N/A		N/A	
Path of travel cross slope is greater than 2% for stop control approaches		N/A		N/A	
Path of travel cross slope is greater than 5% for free-flow approaches	N/A	N/A	N/A	N/A	
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	Install crosswalk pavement markings
Crosswalk striping condition	None	N/A	None	N/A	

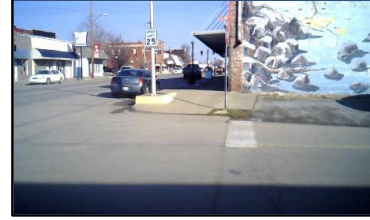
Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1z	2z	3z	4z	
Curb ramp does not exist and is needed			X		Install curb ramp; see shapefile for median improvement
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curb side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%					
Curb ramp running slope is greater than 8.33%					
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%					
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"					
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25') in curb ramp/landing/flares					
Temporary obstruction (>0.25') in curb ramp/landing/flares					
No textured surface at base of curb ramp					
No color contrast at base of curb ramp					
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%					
Curb ramp transition onto roadway is greater than 0.25°					
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
Ponding occurs at base of curb ramp					



Corner 1 No Ramp (1z)



Corner 2 No Ramp (2z)



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Kimley-Horn and Associates, Inc. Priority: 2
Project Description for Unsignalized Intersection

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : State Hwy 9 (Main St) **GPS ID:** 1938
Project Name: Intersection of State Hwy 9 (Main St) and NE 2nd St **Division:** 1
City: Stigler

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	48	SY	\$ 50.00	\$ 2,400.00
610(I)-4610	Tactile Warning Device - New	50	SF	\$ 25.00	\$ 1,250.00
610(I)-4615	Tactile Warning Device - Retrofit	10	SF	\$ 60.00	\$ 600.00
619(B)-4792	Removal of Sidewalk	8	SY	\$ 12.00	\$ 96.00
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	264	LF	\$ 0.25	\$ 66.00
---	Crosswalk Pavement Markings	320	LF	\$ 6.00	\$ 1,920.00
---	Repave Roadway	0	LS	\$ 5,000.00	\$ -
---	Fix Ponding	0	LS	\$ 2,000.00	\$ -
---	Fix Curb Ramp Transition	1	LS	\$ 2,000.00	\$ 2,000.00
---	Median Nose Modification	0	LS	\$ 5,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Fix Curb Ramp Counter Slope	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

- No Design Completed
- Preliminary Design
- Final Design

Subtotal:	\$	8,332.00
Engineering: (% +/-)	15%	\$ 1,572.00
Contingency: (% +/-)	20%	\$ 2,096.00
Estimated Project Cost:	\$	12,000.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Recommendations
	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'	X	X		X	Remove and replace crosswalk pavement markings
Crosswalk striping condition	Worn	Worn	Worn	Worn	

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1A	2A	3z	4z	
Curb ramp does not exist and is needed			X	X	Install curb ramp; see shapefile for median improvement
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curb side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%	X				Remove and replace curb ramp
Curb ramp running slope is greater than 8.33%					
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%					
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"	X				For intersection ramps and commercial driveway ramps, install color truncated domes
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25") in curb ramp/landing/flares	X	X			Fix curb ramp transition
Temporary obstruction (>0.25") in curb ramp/landing/flares	X	X			
No textured surface at base of curb ramp	X	X			
No color contrast at base of curb ramp	X	X			
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%					
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



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

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Kimley-Horn and Associates, Inc. Priority: 2
Project Description for Unsignalized Intersection

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : State Hwy 9 (Main St) **GPS ID:** 1940
Project Name: Intersection of State Hwy 9 (Main St) and NE 4th St **Division:** 1
City: Stigler

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	11	SY	\$ 50.00	\$ 550.00
610(I)-4610	Tactile Warning Device - New	10	SF	\$ 25.00	\$ 250.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	11	SY	\$ 12.00	\$ 132.00
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	124	LF	\$ 6.00	\$ 744.00
---	Repave Roadway	0	LS	\$ 5,000.00	\$ -
---	Fix Ponding	0	LS	\$ 2,000.00	\$ -
---	Fix Curb Ramp Transition	1	LS	\$ 2,000.00	\$ 2,000.00
---	Median Nose Modification	0	LS	\$ 5,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Fix Curb Ramp Counter Slope	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

- No Design Completed
- Preliminary Design
- Final Design

Subtotal:	\$	3,676.00
Engineering: (% +/-)	15%	\$ 567.43
Contingency: (% +/-)	20%	\$ 756.57
Estimated Project Cost:	\$	5,000.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	Good	N/A	Good	N/A	
Path of travel running slope is greater than 5%		N/A		N/A	
Path of travel cross slope is greater than 2% for stop control approaches		N/A		N/A	
Path of travel cross slope is greater than 5% for free-flow approaches	N/A	N/A	N/A	N/A	
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	Remove and replace crosswalk pavement markings
Crosswalk striping condition	None	N/A	Worn	N/A	

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1z	2z	3z	4A	
Curb ramp does not exist and is needed					
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curb side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%					
Curb ramp running slope is greater than 8.33%					
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%					
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"					
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25') in curb ramp/landing/flares			X		
Temporary obstruction (>0.25') in curb ramp/landing/flares			X		
No textured surface at base of curb ramp			X		
No color contrast at base of curb ramp			X		
Landing area does not exist and is needed			X		
Landing area is less than 5' x 5' or slopes greater than 2%			X		
Curb ramp transition onto roadway is greater than 0.25"			X		
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
Ponding occurs at base of curb ramp					

Remove and replace curb ramp

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

Remove and replace landing area

Fix curb ramp transition



Corner 1 No Ramp (1z)



Corner 2 No Ramp (2z)



Corner 3 No Ramp (3z)



Ramp 4A

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Kimley-Horn and Associates, Inc. Priority: 13
Project Description for Unsignalized Intersection

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : State Hwy 9 (Main St) **GPS ID:** 1941
Project Name: Intersection of State Hwy 9 (Main St) and NE 5th St **Division:** 1
City: Stigler

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	0	SY	\$ 50.00	\$ -
610(I)-4610	Tactile Warning Device - New	0	SF	\$ 25.00	\$ -
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	146	LF	\$ 6.00	\$ 876.00
---	Repave Roadway	1	LS	\$ 5,000.00	\$ 5,000.00
---	Fix Ponding	0	LS	\$ 2,000.00	\$ -
---	Fix Curb Ramp Transition	0	LS	\$ 2,000.00	\$ -
---	Median Nose Modification	0	LS	\$ 5,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Fix Curb Ramp Counter Slope	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

- No Design Completed
- Preliminary Design
- Final Design

Subtotal: \$ 5,876.00
 Engineering: (% +/-) 15% \$ 910.29
 Contingency: (% +/-) 20% \$ 1,213.71
Estimated Project Cost: \$ 8,000.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Recommendations
	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	X	N/A		N/A	Repave roadway and install crosswalk pavement markings
Path of travel cross slope is greater than 5% for free-flow approaches	N/A		N/A	N/A	
Crosswalk width is less than 6'	N/A		N/A	N/A	Remove and replace crosswalk pavement markings
Crosswalk striping condition	None	Worn	N/A	N/A	

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1z	2z	3z	4z	
Curb ramp does not exist and is needed					
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curb side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%					
Curb ramp running slope is greater than 8.33%					
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%					
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"					
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25') in curb ramp/landing/flares					
Temporary obstruction (>0.25') in curb ramp/landing/flares					
No textured surface at base of curb ramp					
No color contrast at base of curb ramp					
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%					
Curb ramp transition onto roadway is greater than 0.25"					
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
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.



Corner 1 No Ramp (1z)



Corner 2 No Ramp (2z)



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Kimley-Horn and Associates, Inc. Priority: 13
Project Description for Unsignalized Intersection

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : State Hwy 9 (Main St) **GPS ID:** 1942
Project Name: Intersection of State Hwy 9 (Main St) and SE 6th St **Division:** 1
City: Stigler

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	0	SY	\$ 50.00	\$ -
610(I)-4610	Tactile Warning Device - New	0	SF	\$ 25.00	\$ -
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	50	LF	\$ 6.00	\$ 300.00
---	Repave Roadway	0	LS	\$ 5,000.00	\$ -
---	Fix Ponding	0	LS	\$ 2,000.00	\$ -
---	Fix Curb Ramp Transition	0	LS	\$ 2,000.00	\$ -
---	Median Nose Modification	0	LS	\$ 5,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Fix Curb Ramp Counter Slope	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

- No Design Completed
- Preliminary Design
- Final Design

Subtotal:	\$	300.00
Engineering: (% +/-)	15%	\$ 300.00
Contingency: (% +/-)	20%	\$ 400.00
Estimated Project Cost:	\$	1,000.00

Project Location



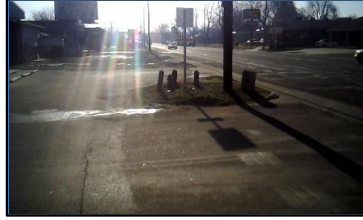
Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	Good	N/A	N/A	N/A	
Path of travel running slope is greater than 5%		N/A	N/A	N/A	
Path of travel cross slope is greater than 2% for stop control approaches		N/A		N/A	
Path of travel cross slope is greater than 5% for free-flow approaches	N/A	N/A	N/A	N/A	
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	Install crosswalk pavement markings
Crosswalk striping condition	None	N/A	N/A	N/A	

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1z	2z	3z	4z	
Curb ramp does not exist and is needed					
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curb side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%					
Curb ramp running slope is greater than 8.33%					
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%					
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"					
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25') in curb ramp/landing/flares					
Temporary obstruction (>0.25') in curb ramp/landing/flares					
No textured surface at base of curb ramp					
No color contrast at base of curb ramp					
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%					
Curb ramp transition onto roadway is greater than 0.25°					
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
Ponding occurs at base of curb ramp					



Corner 1 No Ramp (1z)



Corner 2 No Ramp (2z)



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Client: Oklahoma Department of Transportation Date: 7/28/16
 Program: ADA Self-Evaluation and Transition Plan Prepared By: CMP
 KHA No.: 051279001 Checked By: EPE

Corridor : US Hwy 59 GPS ID: 1985
 Project Name: Intersection of US Hwy 59 and W Division St Division: 1
 City: Stilwell

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	0	SY	\$ 50.00	\$ -
610(I)-4610	Tactile Warning Device - New	0	SF	\$ 25.00	\$ -
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	0	LF	\$ 6.00	\$ -
---	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:	\$	-
Engineering: (% +/-)	15%	\$ -
Contingency: (% +/-)	20%	\$ -
Estimated Project Cost:	\$	-

Project Location



Field Observations

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

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1z	2z	3z	4z	
Curb ramp does not exist and is needed					
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curb side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%					
Curb ramp running slope is greater than 8.33%					
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%					
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"					
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25') in curb ramp/landing/flares					
Temporary obstruction (>0.25') in curb ramp/landing/flares					
No textured surface at base of curb ramp					
No color contrast at base of curb ramp					
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%					
Curb ramp transition onto roadway is greater than 0.25°					
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
Ponding occurs at base of curb ramp					



Corner 1 No Ramp (1z)



Corner 2 No Ramp (2z)



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

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

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : State Hwy 51 / US Hwy 62 (East-West Segment) **GPS ID:** 11016
Project Name: Intersection of State Hwy 51 / US Hwy 62 and Wood Haven **Division:** 1
City: Tahlequah

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	21	SY	\$ 50.00	\$ 1,050.00
610(I)-4610	Tactile Warning Device - New	20	SF	\$ 25.00	\$ 500.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	46	LF	\$ 6.00	\$ 276.00
---	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:	\$	1,826.00
Engineering: (% +/-)	15%	\$ 503.14
Contingency: (% +/-)	20%	\$ 670.86
Estimated Project Cost:	\$	3,000.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	N/A	N/A	Good	N/A	
Path of travel running slope is greater than 5%	N/A	N/A		N/A	
Path of travel cross slope is greater than 2% for stop control approaches		N/A		N/A	
Path of travel cross slope is greater than 5% for free-flow approaches	N/A	N/A	N/A	N/A	
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	Install crosswalk pavement markings
Crosswalk striping condition	N/A	N/A	None	N/A	

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1z	2z	3z	4z	
Curb ramp does not exist and is needed			X	X	Install curb ramp; see shapefile for median improvement
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curb side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%					
Curb ramp running slope is greater than 8.33%					
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%					
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"					
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25') in curb ramp/landing/flares					
Temporary obstruction (>0.25') in curb ramp/landing/flares					
No textured surface at base of curb ramp					
No color contrast at base of curb ramp					
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%					
Curb ramp transition onto roadway is greater than 0.25°					
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
Ponding occurs at base of curb ramp					



Corner 1 No Ramp (1z)



Corner 2 No Ramp (2z)



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Client: Oklahoma Department of Transportation Date: 7/28/16
 Program: ADA Self-Evaluation and Transition Plan Prepared By: CMP
 KHA No.: 051279001 Checked By: EPE

Corridor : State Hwy 51 / US Hwy 62 (East-West Segment) GPS ID: 11017
 Project Name: Intersection of State Hwy 51 / US Hwy 62 and E Ward St Division: 1
 City: Tahlequah

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	0	SY	\$ 50.00	\$ -
610(I)-4610	Tactile Warning Device - New	0	SF	\$ 25.00	\$ -
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	0	LF	\$ 6.00	\$ -
---	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:	\$	-
Engineering: (% +/-)	15%	\$ -
Contingency: (% +/-)	20%	\$ -
Estimated Project Cost:	\$	-

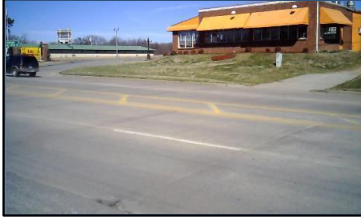
Project Location



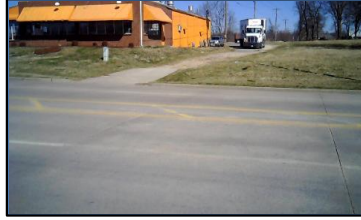
Field Observations

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

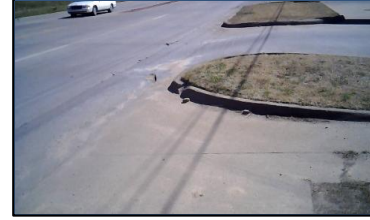
Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1z	2z	3z	4z	
Curb ramp does not exist and is needed					
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curb side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%					
Curb ramp running slope is greater than 8.33%					
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%					
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"					
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25') in curb ramp/landing/flares					
Temporary obstruction (>0.25') in curb ramp/landing/flares					
No textured surface at base of curb ramp					
No color contrast at base of curb ramp					
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%					
Curb ramp transition onto roadway is greater than 0.25°					
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
Ponding occurs at base of curb ramp					



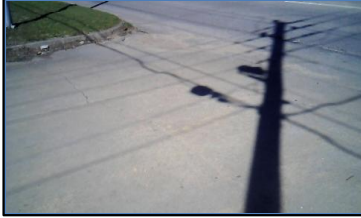
Corner 1 No Ramp (1z)



Corner 2 No Ramp (2z)



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : State Hwy 51 / US Hwy 62 (East-West Segment) **GPS ID:** 11018
Project Name: Intersection of State Hwy 51 / US Hwy 62 and Plaza Dr **Division:** 1
City: Tahlequah

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	0	SY	\$ 50.00	\$ -
610(I)-4610	Tactile Warning Device - New	0	SF	\$ 25.00	\$ -
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	0	LF	\$ 6.00	\$ -
---	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:	\$	-
Engineering: (% +/-)	15%	\$ -
Contingency: (% +/-)	20%	\$ -
Estimated Project Cost:	\$	-

Project Location



Field Observations

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

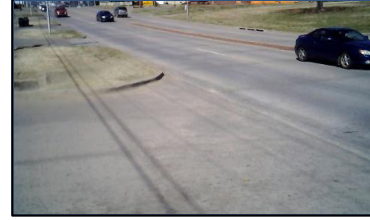
Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1z	2z	3z	4z	
Curb ramp does not exist and is needed					
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curb side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%					
Curb ramp running slope is greater than 8.33%					
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%					
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"					
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25') in curb ramp/landing/flares					
Temporary obstruction (>0.25') in curb ramp/landing/flares					
No textured surface at base of curb ramp					
No color contrast at base of curb ramp					
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%					
Curb ramp transition onto roadway is greater than 0.25°					
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
Ponding occurs at base of curb ramp					



Corner 1 No Ramp (1z)



Corner 2 No Ramp (2z)



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Kimley-Horn and Associates, Inc. Priority: 13
Project Description for Unsignalized Intersection

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : State Hwy 51 / US Hwy 62 (East-West Segment) **GPS ID:** 11019
Project Name: Intersection of State Hwy 51 / US Hwy 62 and Harris Cir **Division:** 1
City: Tahlequah

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	0	SY	\$ 50.00	\$ -
610(I)-4610	Tactile Warning Device - New	0	SF	\$ 25.00	\$ -
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	50	LF	\$ 6.00	\$ 300.00
---	Repave Roadway	1	LS	\$ 5,000.00	\$ 5,000.00
---	Fix Ponding	0	LS	\$ 2,000.00	\$ -
---	Fix Curb Ramp Transition	0	LS	\$ 2,000.00	\$ -
---	Median Nose Modification	0	LS	\$ 5,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Fix Curb Ramp Counter Slope	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

- No Design Completed
- Preliminary Design
- Final Design

Subtotal:	\$	5,300.00
Engineering: (% +/-)	15%	1,157.14
Contingency: (% +/-)	20%	1,542.86
Estimated Project Cost:	\$	8,000.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	N/A	N/A	Good	N/A	
Path of travel running slope is greater than 5%	N/A	N/A		N/A	
Path of travel cross slope is greater than 2% for stop control approaches		N/A	X	N/A	Repave roadway and install crosswalk pavement markings
Path of travel cross slope is greater than 5% for free-flow approaches	N/A	N/A	N/A	N/A	
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	Install crosswalk pavement markings
Crosswalk striping condition	N/A	N/A	None	N/A	

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1z	2z	3z	4z	
Curb ramp does not exist and is needed					
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curb side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%					
Curb ramp running slope is greater than 8.33%					
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%					
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"					
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25') in curb ramp/landing/flares					
Temporary obstruction (>0.25') in curb ramp/landing/flares					
No textured surface at base of curb ramp					
No color contrast at base of curb ramp					
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%					
Curb ramp transition onto roadway is greater than 0.25°					
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
Ponding occurs at base of curb ramp					



Corner 1 No Ramp (1z)



Corner 2 No Ramp (2z)



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Kimley-Horn and Associates, Inc. Priority: 2
Project Description for Unsignalized Intersection

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : State Hwy 82 **GPS ID:** 11060
Project Name: Intersection of State Hwy 82 and Lee St **Division:** 1
City: Vian

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	13	SY	\$ 50.00	\$ 650.00
610(I)-4610	Tactile Warning Device - New	10	SF	\$ 25.00	\$ 250.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	3	SY	\$ 12.00	\$ 36.00
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	90	LF	\$ 6.00	\$ 540.00
---	Repave Roadway	0	LS	\$ 5,000.00	\$ -
---	Fix Ponding	1	LS	\$ 2,000.00	\$ 2,000.00
---	Fix Curb Ramp Transition	1	LS	\$ 2,000.00	\$ 2,000.00
---	Median Nose Modification	0	LS	\$ 5,000.00	\$ -
---	Remove Temporary Obstruction	1	LS	\$ 500.00	\$ 500.00
---	Fix Curb Ramp Counter Slope	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

- No Design Completed
- Preliminary Design
- Final Design

Subtotal:	\$	5,976.00
Engineering: (% +/-)	15%	\$ 1,296.00
Contingency: (% +/-)	20%	\$ 1,728.00
Estimated Project Cost:	\$	9,000.00

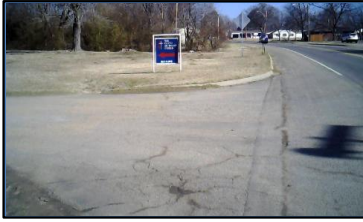
Project Location



Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	N/A	Good	N/A	Good	
Path of travel running slope is greater than 5%	N/A		N/A		
Path of travel cross slope is greater than 2% for stop control approaches	N/A		N/A		
Path of travel cross slope is greater than 5% for free-flow approaches	N/A	N/A	N/A	N/A	
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	Install crosswalk pavement markings
Crosswalk striping condition	N/A	None	N/A	None	

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1z	2z	3z	4A	
Curb ramp does not exist and is needed	X				Install curb ramp; see shapefile for median improvement
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curb side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%					
Curb ramp running slope is greater than 8.33%					
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%					
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"					
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25') in curb ramp/landing/flares					
Temporary obstruction (>0.25') in curb ramp/landing/flares			X		Remove temporary obstruction
No textured surface at base of curb ramp					
No color contrast at base of curb ramp					
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%			X		Remove and replace landing area
Curb ramp transition onto roadway is greater than 0.25"			X		Fix curb ramp transition
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
Ponding occurs at base of curb ramp				X	Fix ponding



Corner 1 No Ramp (1z)



Corner 2 No Ramp (2z)



Corner 3 No Ramp (3z)



Ramp 4A

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

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Kimley-Horn and Associates, Inc. Priority: 2
Project Description for Unsignalized Intersection

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : State Hwy 82 **GPS ID:** 11061
Project Name: Intersection of State Hwy 82 and Sequoyah St **Division:** 1
City: Vian

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	19	SY	\$ 50.00	\$ 950.00
610(I)-4610	Tactile Warning Device - New	10	SF	\$ 25.00	\$ 250.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	17	SY	\$ 12.00	\$ 204.00
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	114	LF	\$ 6.00	\$ 684.00
---	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	2	LS	\$ 500.00	\$ 1,000.00
---	Fix Curb Ramp Counter Slope	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

- No Design Completed
- Preliminary Design
- Final Design

Subtotal:	\$	9,088.00
Engineering: (% +/-)	15%	\$ 1,676.57
Contingency: (% +/-)	20%	\$ 2,235.43
Estimated Project Cost:	\$	13,000.00

Project Location



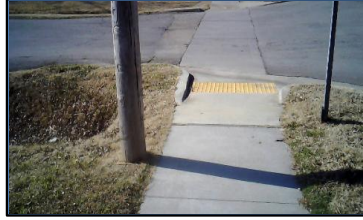
Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	N/A	Good	N/A	Good	
Path of travel running slope is greater than 5%	N/A		N/A		
Path of travel cross slope is greater than 2% for stop control approaches	N/A		N/A		
Path of travel cross slope is greater than 5% for free-flow approaches	N/A	N/A	N/A	N/A	
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	Install crosswalk pavement markings
Crosswalk striping condition	N/A	None	N/A	None	

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1A	2A	3A	4A	
Curb ramp does not exist and is needed					
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curb side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%					
Curb ramp running slope is greater than 8.33%					
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%					
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"		X			
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25') in curb ramp/landing/flares					
Temporary obstruction (>0.25') in curb ramp/landing/flares	X		X		Remove temporary obstruction
No textured surface at base of curb ramp					
No color contrast at base of curb ramp					
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%	X	X	X	X	Remove and replace landing area
Curb ramp transition onto roadway is greater than 0.25"				X	Fix curb ramp transition
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
Ponding occurs at base of curb ramp	X			X	Fix ponding



Ramp 1A



Ramp 2A



Ramp 3A



Ramp 4A

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

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Kimley-Horn and Associates, Inc. Priority: 13
Project Description for Unsignalized Intersection

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : State Hwy 82 **GPS ID:** 11062
Project Name: Intersection of State Hwy 82 and Main St **Division:** 1
City: Vian

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	15	SY	\$ 50.00	\$ 750.00
610(I)-4610	Tactile Warning Device - New	20	SF	\$ 25.00	\$ 500.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	15	SY	\$ 12.00	\$ 180.00
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	340	LF	\$ 6.00	\$ 2,040.00
---	Repave Roadway	0	LS	\$ 5,000.00	\$ -
---	Fix Ponding	1	LS	\$ 2,000.00	\$ 2,000.00
---	Fix Curb Ramp Transition	0	LS	\$ 2,000.00	\$ -
---	Median Nose Modification	0	LS	\$ 5,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Fix Curb Ramp Counter Slope	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

- No Design Completed
- Preliminary Design
- Final Design

Subtotal:	\$	5,470.00
Engineering: (% +/-)	15%	\$ 1,084.29
Contingency: (% +/-)	20%	\$ 1,445.71
Estimated Project Cost:	\$	8,000.00

Project Location



Field Observations

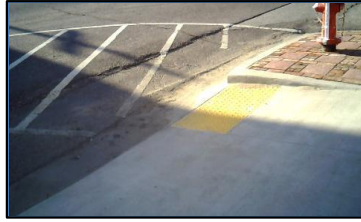
Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	Good	Good	Good	Good	
Path of travel running slope is greater than 5%					
Path of travel cross slope is greater than 2% for stop control approaches	N/A		N/A		
Path of travel cross slope is greater than 5% for 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' or 'l' in ramp label indicates no existing ramp)					Recommendations
	1A	1B	2A	3z	4z	
Curb ramp does not exist and is needed						
Curb ramp does not land in crosswalk						
No 4' x 4' clear space at base of curb ramp						
Curb side is not 90° or has traversable adjacent surface						
Flare cross slope is greater than 10%						
Curb ramp running slope is greater than 8.33%						
Blended transition running slope is greater than 5%						
Cut-thru ramp running slope is greater than 5%						
Curb ramp cross slope is greater than 2%	X	X				Remove and replace curb ramp
Cut-thru ramp cross slope is greater than 2%						
Curb ramp width is less than 48"	X					
Cut-thru ramp width is less than 60"						
Permanent obstruction (>0.25') in curb ramp/landing/flares						
Temporary obstruction (>0.25') in curb ramp/landing/flares						
No textured surface at base of curb ramp						
No color contrast at base of curb ramp						
Landing area does not exist and is needed						
Landing area is less than 5' x 5' or slopes greater than 2%						
Curb ramp transition onto roadway is greater than 0.25"						
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%						
Ponding occurs at base of curb ramp		X				Fix ponding

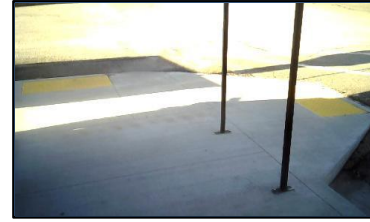
Comment: Existing sidewalk, curb ramp, and/or striping configurations permit pedestrians to cross the major street. An Engineering study is needed to confirm crossing should be accommodated at this location and the current crossing treatment is appropriate.



Ramp 1A



Ramp 1B



Ramp 2A



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

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Project Location Map Sources:

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

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : US Hwy 64 **GPS ID:** 11076
Project Name: Intersection of US Hwy 64 and Blackstone St **Division:** 1
City: Vian

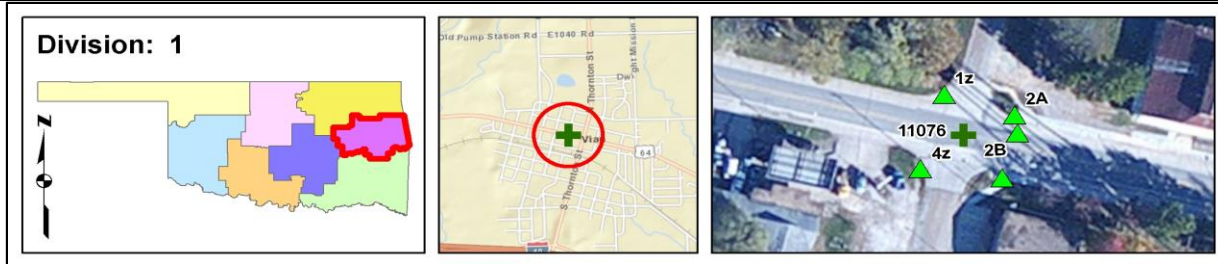
Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	44	SY	\$ 50.00	\$ 2,200.00
610(I)-4610	Tactile Warning Device - New	40	SF	\$ 25.00	\$ 1,000.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	13	SY	\$ 12.00	\$ 156.00
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	172	LF	\$ 6.00	\$ 1,032.00
---	Repave Roadway	2	LS	\$ 5,000.00	\$ 10,000.00
---	Fix Ponding	2	LS	\$ 2,000.00	\$ 4,000.00
---	Fix Curb Ramp Transition	0	LS	\$ 2,000.00	\$ -
---	Median Nose Modification	0	LS	\$ 5,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Fix Curb Ramp Counter Slope	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

- No Design Completed
- Preliminary Design
- Final Design

Subtotal: \$ 18,388.00
 Engineering: (% +/-) 15% \$ 2,833.71
 Contingency: (% +/-) 20% \$ 3,778.29
Estimated Project Cost: \$ 25,000.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Recommendations
	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	X	N/A	X	N/A	Repave roadway and install crosswalk pavement markings
Path of travel cross slope is greater than 5% for free-flow approaches	N/A		N/A	N/A	
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	Install crosswalk pavement markings
Crosswalk striping condition	None	None	None	N/A	

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)					Recommendations
	1z	2A	2B	3A	4z	
Curb ramp does not exist and is needed	X				X	Install curb ramp; see shapefile for median improvement
Curb ramp does not land in crosswalk						
No 4' x 4' clear space at base of curb ramp						Remove and replace curb ramp
Curb side is not 90° or has traversable adjacent surface						
Flare cross slope is greater than 10%		X				
Curb ramp running slope is greater than 8.33%						
Blended transition running slope is greater than 5%						
Cut-thru ramp running slope is greater than 5%						
Curb ramp cross slope is greater than 2%						
Cut-thru ramp cross slope is greater than 2%						
Curb ramp width is less than 48"						
Cut-thru ramp width is less than 60"						
Permanent obstruction (>0.25') in curb ramp/landing/flares						
Temporary obstruction (>0.25') in curb ramp/landing/flares						
No textured surface at base of curb ramp						Remove and replace landing area
No color contrast at base of curb ramp						
Landing area does not exist and is needed						Remove and replace landing area
Landing area is less than 5' x 5' or slopes greater than 2%	X		X			
Curb ramp transition onto roadway is greater than 0.25"						Fix ponding
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%						
Ponding occurs at base of curb ramp			X	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 2B



Ramp 3A



Corner 4 No Ramp (4z)

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Kimley-Horn and Associates, Inc. Priority: 2
Project Description for Unsignalized Intersection

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : US Hwy 64 **GPS ID:** 11077
Project Name: Intersection of US Hwy 64 and Thornton St **Division:** 1
City: Vian

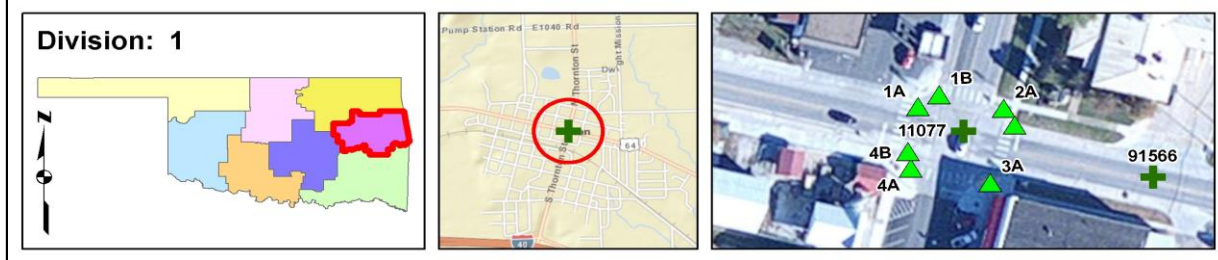
Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	38	SY	\$ 50.00	\$ 1,900.00
610(I)-4610	Tactile Warning Device - New	40	SF	\$ 25.00	\$ 1,000.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	28	SY	\$ 12.00	\$ 336.00
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	318	LF	\$ 6.00	\$ 1,908.00
---	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	2	LS	\$ 500.00	\$ 1,000.00
---	Fix Curb Ramp Counter Slope	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

- No Design Completed
- Preliminary Design
- Final Design

Subtotal: \$ 16,144.00
 Engineering: (% +/-) 15% \$ 2,509.71
 Contingency:(% +/-) 20% \$ 3,346.29
Estimated Project Cost: \$ 22,000.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Recommendations
	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'					
Crosswalk striping condition	Worn	Worn	Worn	Worn	Remove and replace crosswalk pavement markings

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)								Recommendations
	1A	1B	2A	2B	3A	4A	4B		
Curb ramp does not exist and is needed									
Curb ramp does not land in crosswalk									
No 4' x 4' clear space at base of curb ramp									
Curb side is not 90° or has traversable adjacent surface									
Flare cross slope is greater than 10%			X	X				Remove and replace curb ramp	
Curb ramp running slope is greater than 8.33%					X				
Blended transition running slope is greater than 5%					X				
Cut-thru ramp running slope is greater than 5%									
Curb ramp cross slope is greater than 2%			X						
Cut-thru ramp cross slope is greater than 2%									
Curb ramp width is less than 48"									
Cut-thru ramp width is less than 60"									
Permanent obstruction (>0.25') in curb ramp/landing/flares				X		X			Remove temporary obstruction
Temporary obstruction (>0.25') in curb ramp/landing/flares									
No textured surface at base of curb ramp									
No color contrast at base of curb ramp									
Landing area does not exist and is needed		X						Install landing area	
Landing area is less than 5' x 5' or slopes greater than 2%	X					X		Remove and replace landing area	
Curb ramp transition onto roadway is greater than 0.25"							X	Fix curb ramp transition	
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%									
Ponding occurs at base of curb ramp	X	X	X				X	Fix ponding	

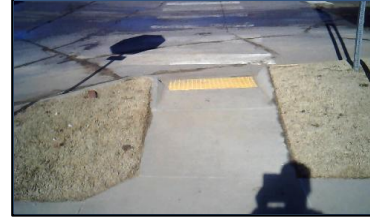
Comment: Existing sidewalk, curb ramp, and/or striping configurations permit pedestrians to cross the major street. An Engineering study is needed to confirm crossing should be accommodated at this location and the current crossing treatment is appropriate.



Ramp 1A



Ramp 1B



Ramp 2A



Ramp 2B



Ramp 3A



Ramp 4A



Ramp 4B

Opinion of Probable Construction Cost Disclaimer:

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Kimley-Horn and Associates, Inc. Priority: 2
Project Description for Unsignalized Intersection

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : US Hwy 64 **GPS ID:** 11078
Project Name: Intersection of US Hwy 64 and McConnell St **Division:** 1
City: Vian

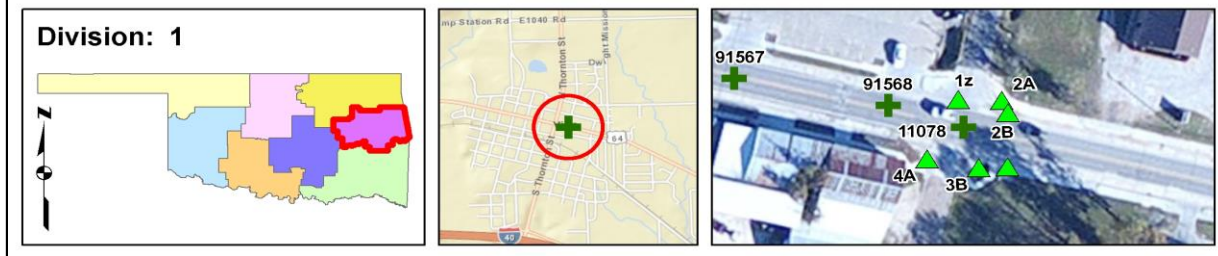
Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	34	SY	\$ 50.00	\$ 1,700.00
610(I)-4610	Tactile Warning Device - New	30	SF	\$ 25.00	\$ 750.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	34	SY	\$ 12.00	\$ 408.00
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	96	LF	\$ 6.00	\$ 576.00
---	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	1	LS	\$ 500.00	\$ 500.00
---	Fix Curb Ramp Counter Slope	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

- No Design Completed
- Preliminary Design
- Final Design

Subtotal:	\$	13,934.00
Engineering: (% +/-)	15%	\$ 2,171.14
Contingency: (% +/-)	20%	\$ 2,894.86
Estimated Project Cost:	\$	19,000.00

Project Location

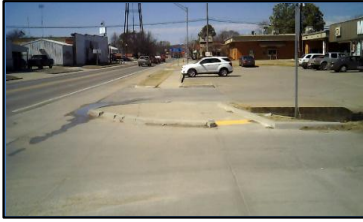


Field Observations

Intersection Issues	Crosswalk				Recommendations
	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	
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	
Crosswalk striping condition	None	No Striping	None	N/A	Install crosswalk pavement markings

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)						Recommendations
	1z	2A	2B	3A	3B	4A	
Curb ramp does not exist and is needed							
Curb ramp does not land in crosswalk							
No 4' x 4' clear space at base of curb ramp							
Curb side is not 90° or has traversable adjacent surface							
Flare cross slope is greater than 10%				X			
Curb ramp running slope is greater than 8.33%							
Blended transition running slope is greater than 5%							
Cut-thru ramp running slope is greater than 5%							
Curb ramp cross slope is greater than 2%				X			Remove and replace curb ramp
Cut-thru ramp cross slope is greater than 2%							
Curb ramp width is less than 48"							
Cut-thru ramp width is less than 60"							
Permanent obstruction (>0.25') in curb ramp/landing/flares	X						Remove temporary obstruction
Temporary obstruction (>0.25') in curb ramp/landing/flares				X			
No textured surface at base of curb ramp							
No color contrast at base of curb ramp							
Landing area does not exist and is needed							
Landing area is less than 5' x 5' or slopes greater than 2%	X	X	X		X		Remove and replace landing area
Curb ramp transition onto roadway is greater than 0.25"					X		Fix curb ramp transition
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%							
Ponding occurs at base of curb ramp	X	X	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 2B



Ramp 3A



Ramp 3B



Ramp 4A

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Kimley-Horn and Associates, Inc. Priority: 2
Project Description for Unsignalized Intersection

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : US Hwy 64 **GPS ID:** 11079
Project Name: Intersection of US Hwy 64 and Wart St **Division:** 1
City: Vian

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	22	SY	\$ 50.00	\$ 1,100.00
610(I)-4610	Tactile Warning Device - New	10	SF	\$ 25.00	\$ 250.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	20	SY	\$ 12.00	\$ 240.00
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	100	LF	\$ 6.00	\$ 600.00
---	Repave Roadway	0	LS	\$ 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	2	LS	\$ 500.00	\$ 1,000.00
---	Fix Curb Ramp Counter Slope	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

- No Design Completed
- Preliminary Design
- Final Design

Subtotal:	\$	9,190.00
Engineering: (% +/-)	15%	\$ 1,632.86
Contingency: (% +/-)	20%	\$ 2,177.14
Estimated Project Cost:	\$	13,000.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	Good	N/A	Good	Good	
Path of travel running slope is greater than 5%		N/A			
Path of travel cross slope is greater than 2% for stop control approaches		N/A		N/A	
Path of travel cross slope is greater than 5% for free-flow approaches	N/A	N/A	N/A	N/A	
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	Install crosswalk pavement markings
Crosswalk striping condition	None	N/A	None	No Striping	

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)						Recommendations
	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							
Curb side is not 90° or has traversable adjacent surface							
Flare cross slope is greater than 10%							
Curb ramp running slope is greater than 8.33%							
Blended transition running slope is greater than 5%							
Cut-thru ramp running slope is greater than 5%							
Curb ramp cross slope is greater than 2%					X		Remove and replace curb ramp
Cut-thru ramp cross slope is greater than 2%							
Curb ramp width is less than 48"							
Cut-thru ramp width is less than 60"							
Permanent obstruction (>0.25') in curb ramp/landing/flares							
Temporary obstruction (>0.25') in curb ramp/landing/flares	X	X					Remove temporary obstruction
No textured surface at base of curb ramp							
No color contrast at base of curb ramp							
Landing area does not exist and is needed							
Landing area is less than 5' x 5' or slopes greater than 2%	X	X	X	X	X		Remove and replace landing area
Curb ramp transition onto roadway is greater than 0.25"							
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%							
Ponding occurs at base of curb ramp	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

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Kimley-Horn and Associates, Inc. Priority: 13
Project Description for Unsignalized Intersection

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : US Hwy 64 **GPS ID:** 11080
Project Name: Intersection of US Hwy 64 and Mittie Martin St **Division:** 1
City: Vian

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	0	SY	\$ 50.00	\$ -
610(I)-4610	Tactile Warning Device - New	0	SF	\$ 25.00	\$ -
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	84	LF	\$ 6.00	\$ 504.00
---	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:	\$	504.00
Engineering: (% +/-)	15%	\$ 212.57
Contingency: (% +/-)	20%	\$ 283.43
Estimated Project Cost:	\$	1,000.00

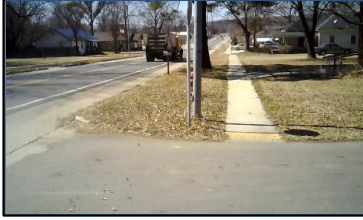
Project Location



Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	Good	N/A	Good	N/A	
Path of travel running slope is greater than 5%		N/A		N/A	
Path of travel cross slope is greater than 2% for stop control approaches		N/A		N/A	
Path of travel cross slope is greater than 5% for free-flow approaches	N/A	N/A	N/A	N/A	
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	Install crosswalk pavement markings
Crosswalk striping condition	None	N/A	None	N/A	

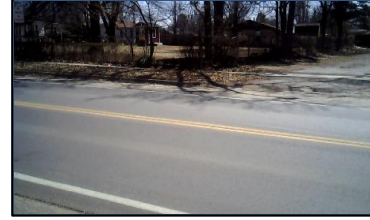
Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1z	2z	3z	4z	
Curb ramp does not exist and is needed					
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curbed side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%					
Curb ramp running slope is greater than 8.33%					
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%					
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"					
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25') in curb ramp/landing/flares					
Temporary obstruction (>0.25') in curb ramp/landing/flares					
No textured surface at base of curb ramp					
No color contrast at base of curb ramp					
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%					
Curb ramp transition onto roadway is greater than 0.25°					
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
Ponding occurs at base of curb ramp					



Corner 1 No Ramp (1z)



Corner 2 No Ramp (2z)



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

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Kimley-Horn and Associates, Inc. Priority: 13
Project Description for Unsignalized Intersection

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : US Hwy 64 **GPS ID:** 11081
Project Name: Intersection of US Hwy 64 and Kennedy St **Division:** 1
City: Vian

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	0	SY	\$ 50.00	\$ -
610(I)-4610	Tactile Warning Device - New	0	SF	\$ 25.00	\$ -
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	56	LF	\$ 6.00	\$ 336.00
---	Repave Roadway	1	LS	\$ 5,000.00	\$ 5,000.00
---	Fix Ponding	0	LS	\$ 2,000.00	\$ -
---	Fix Curb Ramp Transition	0	LS	\$ 2,000.00	\$ -
---	Median Nose Modification	0	LS	\$ 5,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Fix Curb Ramp Counter Slope	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

- No Design Completed
- Preliminary Design
- Final Design

Subtotal:	\$	5,336.00
Engineering: (% +/-)	15%	\$ 1,141.71
Contingency: (% +/-)	20%	\$ 1,522.29
Estimated Project Cost:	\$	8,000.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	N/A	N/A	Good	N/A	
Path of travel running slope is greater than 5%	N/A	N/A		N/A	
Path of travel cross slope is greater than 2% for stop control approaches		N/A	X	N/A	Repave roadway and install crosswalk pavement markings
Path of travel cross slope is greater than 5% for free-flow approaches	N/A	N/A	N/A	N/A	
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	Install crosswalk pavement markings
Crosswalk striping condition	N/A	N/A	None	N/A	

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1z	2z	3z	4z	
Curb ramp does not exist and is needed					
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curb side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%					
Curb ramp running slope is greater than 8.33%					
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%					
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"					
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25') in curb ramp/landing/flares					
Temporary obstruction (>0.25') in curb ramp/landing/flares					
No textured surface at base of curb ramp					
No color contrast at base of curb ramp					
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%					
Curb ramp transition onto roadway is greater than 0.25°					
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
Ponding occurs at base of curb ramp					



Corner 1 No Ramp (1z)



Corner 2 No Ramp (2z)



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

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Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Kimley-Horn and Associates, Inc. Priority: 13
Project Description for Unsignalized Intersection

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : State Hwy 51 (East-West Segment) **GPS ID:** 11104
Project Name: Intersection of State Hwy 51 and N Pierce Ave **Division:** 1
City: Wagoner

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	0	SY	\$ 50.00	\$ -
610(I)-4610	Tactile Warning Device - New	0	SF	\$ 25.00	\$ -
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	51	LF	\$ 6.00	\$ 306.00
---	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:	\$	306.00
Engineering: (% +/-)	15%	\$ 297.43
Contingency: (% +/-)	20%	\$ 396.57
Estimated Project Cost:	\$	1,000.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	N/A	N/A	Good	N/A	
Path of travel running slope is greater than 5%	N/A				
Path of travel cross slope is greater than 2% for stop control approaches		N/A		N/A	
Path of travel cross slope is greater than 5% for free-flow approaches	N/A		N/A		
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	Install crosswalk pavement markings
Crosswalk striping condition	N/A	N/A	None	N/A	

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1z	2z	3z	4z	
Curb ramp does not exist and is needed					
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curb side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%					
Curb ramp running slope is greater than 8.33%					
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%					
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"					
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25') in curb ramp/landing/flares					
Temporary obstruction (>0.25') in curb ramp/landing/flares					
No textured surface at base of curb ramp					
No color contrast at base of curb ramp					
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%					
Curb ramp transition onto roadway is greater than 0.25"					
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
Ponding occurs at base of curb ramp					



Corner 1 No Ramp (1z)



Corner 2 No Ramp (2z)



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

Opinion of Probable Construction Cost Disclaimer:

The Engineer has no control over the cost of labor, materials, equipment, or over the Contractor's methods of determining prices or over competitive bidding or market conditions. Opinions of probable costs provided herein are based on the information known to Engineer at this time and represent only the Engineer's judgment as a design professional familiar with the construction industry. The Engineer cannot and does not guarantee that proposals, bids, or actual construction costs will not vary from its opinions of probable costs.

Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Kimley-Horn and Associates, Inc. Priority: 13
Project Description for Unsignalized Intersection

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : State Hwy 51 (East-West Segment) **GPS ID:** 11105
Project Name: Intersection of State Hwy 51 and S Taylor Ave **Division:** 1
City: Wagoner

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	0	SY	\$ 50.00	\$ -
610(I)-4610	Tactile Warning Device - New	0	SF	\$ 25.00	\$ -
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	100	LF	\$ 6.00	\$ 600.00
---	Repave Roadway	1	LS	\$ 5,000.00	\$ 5,000.00
---	Fix Ponding	0	LS	\$ 2,000.00	\$ -
---	Fix Curb Ramp Transition	0	LS	\$ 2,000.00	\$ -
---	Median Nose Modification	0	LS	\$ 5,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Fix Curb Ramp Counter Slope	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

- No Design Completed
- Preliminary Design
- Final Design

Subtotal:	\$	5,600.00
Engineering: (% +/-)	15%	1,028.57
Contingency: (% +/-)	20%	1,371.43
Estimated Project Cost:	\$	8,000.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	Good	N/A	Good	N/A	
Path of travel running slope is greater than 5%					
Path of travel cross slope is greater than 2% for stop control approaches		N/A	X	N/A	Repave roadway and install crosswalk pavement markings
Path of travel cross slope is greater than 5% for free-flow approaches	N/A		N/A		
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	Install crosswalk pavement markings
Crosswalk striping condition	None	N/A	None	N/A	

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1z	2z	3z	4z	
Curb ramp does not exist and is needed					
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curb side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%					
Curb ramp running slope is greater than 8.33%					
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%					
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"					
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25') in curb ramp/landing/flares					
Temporary obstruction (>0.25') in curb ramp/landing/flares					
No textured surface at base of curb ramp					
No color contrast at base of curb ramp					
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%					
Curb ramp transition onto roadway is greater than 0.25"					
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
Ponding occurs at base of curb ramp					



Corner 1 No Ramp (1z)



Corner 2 No Ramp (2z)



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

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

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : State Hwy 51 (East-West Segment) **GPS ID:** 11106
Project Name: Intersection of State Hwy 51 and S Filmore Ave **Division:** 1
City: Wagoner

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	31	SY	\$ 50.00	\$ 1,550.00
610(I)-4610	Tactile Warning Device - New	30	SF	\$ 25.00	\$ 750.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	104	LF	\$ 6.00	\$ 624.00
---	Repave Roadway	1	LS	\$ 5,000.00	\$ 5,000.00
---	Fix Ponding	0	LS	\$ 2,000.00	\$ -
---	Fix Curb Ramp Transition	0	LS	\$ 2,000.00	\$ -
---	Median Nose Modification	0	LS	\$ 5,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Fix Curb Ramp Counter Slope	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

- No Design Completed
- Preliminary Design
- Final Design

Subtotal:	\$	7,924.00
Engineering: (% +/-)	15%	1,318.29
Contingency: (% +/-)	20%	1,757.71
Estimated Project Cost:	\$	11,000.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	Good	N/A	Good	N/A	
Path of travel running slope is greater than 5%					
Path of travel cross slope is greater than 2% for stop control approaches	X	N/A		N/A	Repave roadway and install crosswalk pavement markings
Path of travel cross slope is greater than 5% for free-flow approaches	N/A		N/A		
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	Install crosswalk pavement markings
Crosswalk striping condition	None	N/A	None	N/A	

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1z	2z	3z	4z	
Curb ramp does not exist and is needed	X	X	X		Install curb ramp; see shapefile for median improvement
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curbed side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%					
Curb ramp running slope is greater than 8.33%					
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%					
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"					
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25') in curb ramp/landing/flares					
Temporary obstruction (>0.25') in curb ramp/landing/flares					
No textured surface at base of curb ramp					
No color contrast at base of curb ramp					
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%					
Curb ramp transition onto roadway is greater than 0.25"					
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
Ponding occurs at base of curb ramp					



Corner 1 No Ramp (1z)



Corner 2 No Ramp (2z)



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

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

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : State Hwy 51 (East-West Segment) **GPS ID:** 11107
Project Name: Intersection of State Hwy 51 and N Moss Ave **Division:** 1
City: Wagoner

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	21	SY	\$ 50.00	\$ 1,050.00
610(I)-4610	Tactile Warning Device - New	20	SF	\$ 25.00	\$ 500.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	62	LF	\$ 6.00	\$ 372.00
---	Repave Roadway	1	LS	\$ 5,000.00	\$ 5,000.00
---	Fix Ponding	0	LS	\$ 2,000.00	\$ -
---	Fix Curb Ramp Transition	0	LS	\$ 2,000.00	\$ -
---	Median Nose Modification	0	LS	\$ 5,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Fix Curb Ramp Counter Slope	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

- No Design Completed
- Preliminary Design
- Final Design

Subtotal:	\$	6,922.00
Engineering: (% +/-)	15%	1,319.14
Contingency: (% +/-)	20%	1,758.86
Estimated Project Cost:	\$	10,000.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	Good	N/A	N/A	N/A	
Path of travel running slope is greater than 5%					
Path of travel cross slope is greater than 2% for stop control approaches	X	N/A		N/A	Repave roadway and install crosswalk pavement markings
Path of travel cross slope is greater than 5% for free-flow approaches	N/A		N/A		
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	Install crosswalk pavement markings
Crosswalk striping condition	None	N/A	N/A	N/A	

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1z	2z	3z	4z	
Curb ramp does not exist and is needed	X	X			Install curb ramp; see shapefile for median improvement
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curb side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%					
Curb ramp running slope is greater than 8.33%					
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%					
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"					
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25') in curb ramp/landing/flares					
Temporary obstruction (>0.25') in curb ramp/landing/flares					
No textured surface at base of curb ramp					
No color contrast at base of curb ramp					
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%					
Curb ramp transition onto roadway is greater than 0.25"					
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
Ponding occurs at base of curb ramp					



Corner 1 No Ramp (1z)



Corner 2 No Ramp (2z)



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Kimley-Horn and Associates, Inc. Priority: 2
Project Description for Unsignalized Intersection

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : State Hwy 51 (East-West Segment) **GPS ID:** 11108
Project Name: Intersection of State Hwy 51 and S Polk Ave **Division:** 1
City: Wagoner

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	59	SY	\$ 50.00	\$ 2,950.00
610(I)-4610	Tactile Warning Device - New	50	SF	\$ 25.00	\$ 1,250.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	27	SY	\$ 12.00	\$ 324.00
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	288	LF	\$ 6.00	\$ 1,728.00
---	Repave Roadway	1	LS	\$ 5,000.00	\$ 5,000.00
---	Fix Ponding	2	LS	\$ 2,000.00	\$ 4,000.00
---	Fix Curb Ramp Transition	1	LS	\$ 2,000.00	\$ 2,000.00
---	Median Nose Modification	0	LS	\$ 5,000.00	\$ -
---	Remove Temporary Obstruction	2	LS	\$ 500.00	\$ 1,000.00
---	Fix Curb Ramp Counter Slope	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

- No Design Completed
- Preliminary Design
- Final Design

Subtotal: \$ 18,252.00
 Engineering: (% +/-) 15% \$ 2,892.00
 Contingency: (% +/-) 20% \$ 3,856.00
Estimated Project Cost: \$ 25,000.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Recommendations
	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	X	N/A		N/A	Repave roadway and install crosswalk pavement markings
Path of travel cross slope is greater than 5% for free-flow approaches	N/A		N/A		
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	Install crosswalk pavement markings
Crosswalk striping condition	None	None	None	None	

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1z	2A	3z	4A	
Curb ramp does not exist and is needed	X				Install curb ramp; see shapefile for median improvement
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					Remove and replace curb ramp
Curb side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%					
Curb ramp running slope is greater than 8.33%	X		X		
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%					
Cut-thru ramp cross slope is greater than 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					Remove temporary obstruction
Temporary obstruction (>0.25') in curb ramp/landing/flares	X	X			
No textured surface at base of curb ramp	X	X			For intersection ramps and commercial driveway ramps, install color truncated domes
No color contrast at base of curb ramp	X	X			
Landing area does not exist and is needed					Remove and replace landing area
Landing area is less than 5' x 5' or slopes greater than 2%	X	X			
Curb ramp transition onto roadway is greater than 0.25"			X		Fix curb ramp transition
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



Corner 3 No Ramp (3z)



Ramp 4A

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Kimley-Horn and Associates, Inc. Priority: 6
Project Description for Unsignalized Intersection

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : State Hwy 51 (East-West Segment) **GPS ID:** 11109
Project Name: Intersection of State Hwy 51 and S Tyler Ave **Division:** 1
City: Wagoner

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	11	SY	\$ 50.00	\$ 550.00
610(I)-4610	Tactile Warning Device - New	10	SF	\$ 25.00	\$ 250.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	60	LF	\$ 6.00	\$ 360.00
---	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:	\$	1,160.00
Engineering: (% +/-)	15%	\$ 360.00
Contingency: (% +/-)	20%	\$ 480.00
Estimated Project Cost:	\$	2,000.00

Project Location



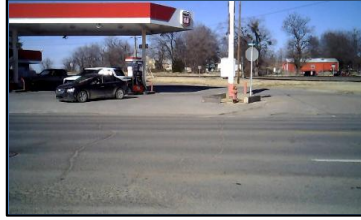
Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	N/A	N/A	Good	N/A	
Path of travel running slope is greater than 5%	N/A				
Path of travel cross slope is greater than 2% for stop control approaches		N/A		N/A	
Path of travel cross slope is greater than 5% for free-flow approaches	N/A		N/A		
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	Install crosswalk pavement markings
Crosswalk striping condition	N/A	N/A	None	N/A	

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1z	2z	3z	4z	
Curb ramp does not exist and is needed			X		Install curb ramp; see shapefile for median improvement
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curb side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%					
Curb ramp running slope is greater than 8.33%					
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%					
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"					
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25') in curb ramp/landing/flares					
Temporary obstruction (>0.25') in curb ramp/landing/flares					
No textured surface at base of curb ramp					
No color contrast at base of curb ramp					
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%					
Curb ramp transition onto roadway is greater than 0.25"					
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
Ponding occurs at base of curb ramp					



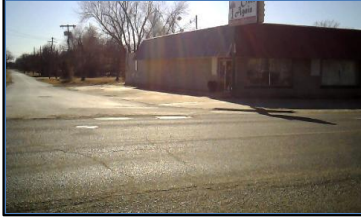
Corner 1 No Ramp (1z)



Corner 2 No Ramp (2z)



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Kimley-Horn and Associates, Inc. Priority: 2
Project Description for Unsignalized Intersection

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : State Hwy 51 (East-West Segment) **GPS ID:** 11110
Project Name: Intersection of State Hwy 51 and N Prairie Ave **Division:** 1
City: Wagoner

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	34	SY	\$ 50.00	\$ 1,700.00
610(I)-4610	Tactile Warning Device - New	30	SF	\$ 25.00	\$ 750.00
610(I)-4615	Tactile Warning Device - Retrofit	10	SF	\$ 60.00	\$ 600.00
619(B)-4792	Removal of Sidewalk	12	SY	\$ 12.00	\$ 144.00
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	122	LF	\$ 6.00	\$ 732.00
---	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	2	LS	\$ 500.00	\$ 1,000.00
---	Fix Curb Ramp Counter Slope	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

- No Design Completed
- Preliminary Design
- Final Design

Subtotal:	\$	8,926.00
Engineering: (% +/-)	15%	\$ 1,746.00
Contingency: (% +/-)	20%	\$ 2,328.00
Estimated Project Cost:	\$	13,000.00

Project Location

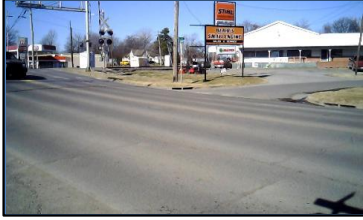


Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	Good	N/A	Good	N/A	
Path of travel running slope is greater than 5%					
Path of travel cross slope is greater than 2% for stop control approaches		N/A		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	N/A	None	N/A	Install crosswalk pavement markings

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)				Recommendations	
	1z	2z	3A	4A		
Curb ramp does not exist and is needed	X	X			Install curb ramp; see shapefile for median improvement	
Curb ramp does not land in crosswalk						
No 4' x 4' clear space at base of curb ramp						
Curb side is not 90° or has traversable adjacent surface						
Flare cross slope is greater than 10%						
Curb ramp running slope is greater than 8.33%				X	Remove and replace curb ramp	
Blended transition running slope is greater than 5%						
Cut-thru ramp running slope is greater than 5%						
Curb ramp cross slope is greater than 2%						
Cut-thru ramp cross slope is greater than 2%						
Curb ramp width is less than 48"						
Cut-thru ramp width is less than 60"						
Permanent obstruction (>0.25') in curb ramp/landing/flares						
Temporary obstruction (>0.25') in curb ramp/landing/flares	X	X				Remove temporary obstruction
No textured surface at base of curb ramp	X	X				For intersection ramps and commercial driveway ramps, install color truncated domes
No color contrast at base of curb ramp	X	X				
Landing area does not exist and is needed						
Landing area is less than 5' x 5' or slopes greater than 2%		X	X		Remove and replace landing area	
Curb ramp transition onto roadway is greater than 0.25"						
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%			NC	NC		
Ponding occurs at base of curb ramp			X	X	Fix ponding	

NC = Not Collected



Corner 1 No Ramp (1z)



Corner 2 No Ramp (2z)



Ramp 3A



Ramp 4A

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Kimley-Horn and Associates, Inc. Priority: 13
Project Description for Unsignalized Intersection

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : State Hwy 51 (East-West Segment) **GPS ID:** 11111
Project Name: Intersection of State Hwy 51 and N Smith Ave **Division:** 1
City: Wagoner

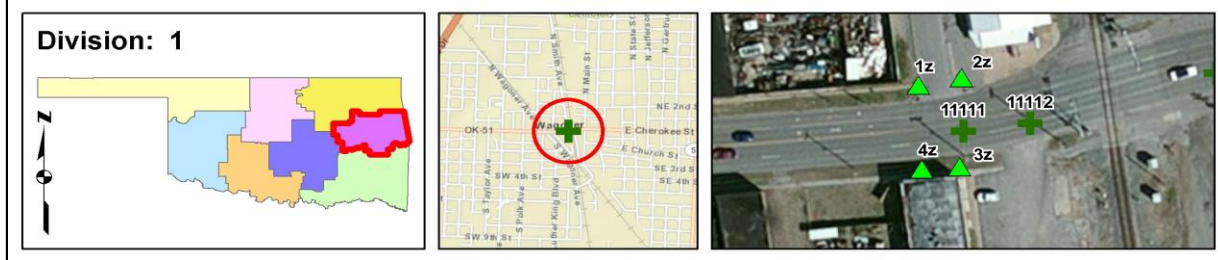
Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	0	SY	\$ 50.00	\$ -
610(I)-4610	Tactile Warning Device - New	0	SF	\$ 25.00	\$ -
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	51	LF	\$ 6.00	\$ 306.00
---	Repave Roadway	1	LS	\$ 5,000.00	\$ 5,000.00
---	Fix Ponding	0	LS	\$ 2,000.00	\$ -
---	Fix Curb Ramp Transition	0	LS	\$ 2,000.00	\$ -
---	Median Nose Modification	0	LS	\$ 5,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Fix Curb Ramp Counter Slope	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

- No Design Completed
- Preliminary Design
- Final Design

Subtotal:	\$	5,306.00
Engineering: (% +/-)	15%	\$ 1,154.57
Contingency: (% +/-)	20%	\$ 1,539.43
Estimated Project Cost:	\$	8,000.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	Good	N/A	N/A	N/A	
Path of travel running slope is greater than 5%					
Path of travel cross slope is greater than 2% for stop control approaches	X	N/A		N/A	Repave roadway and install crosswalk pavement markings
Path of travel cross slope is greater than 5% for free-flow approaches	N/A		N/A		
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	Install crosswalk pavement markings
Crosswalk striping condition	None	N/A	N/A	N/A	

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1z	2z	3z	4z	
Curb ramp does not exist and is needed					
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curb side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%					
Curb ramp running slope is greater than 8.33%					
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%					
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"					
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25') in curb ramp/landing/flares					
Temporary obstruction (>0.25') in curb ramp/landing/flares					
No textured surface at base of curb ramp					
No color contrast at base of curb ramp					
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%					
Curb ramp transition onto roadway is greater than 0.25"					
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
Ponding occurs at base of curb ramp					



Corner 1 No Ramp (1z)



Corner 2 No Ramp (2z)



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Kimley-Horn and Associates, Inc. Priority: 13
Project Description for Unsignalized Intersection

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : State Hwy 51 (East-West Segment) **GPS ID:** 11112
Project Name: Intersection of State Hwy 51 and S Inola Ave **Division:** 1
City: Wagoner

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	0	SY	\$ 50.00	\$ -
610(I)-4610	Tactile Warning Device - New	0	SF	\$ 25.00	\$ -
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	56	LF	\$ 6.00	\$ 336.00
---	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:	\$	336.00
Engineering: (% +/-)	15%	\$ 284.57
Contingency: (% +/-)	20%	\$ 379.43
Estimated Project Cost:	\$	1,000.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	N/A	N/A	Good	N/A	
Path of travel running slope is greater than 5%	N/A				
Path of travel cross slope is greater than 2% for stop control approaches		N/A		N/A	
Path of travel cross slope is greater than 5% for free-flow approaches	N/A		N/A		
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	Install crosswalk pavement markings
Crosswalk striping condition	N/A	N/A	None	N/A	

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1z	2z	3z	4z	
Curb ramp does not exist and is needed					
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curb side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%					
Curb ramp running slope is greater than 8.33%					
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%					
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"					
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25') in curb ramp/landing/flares					
Temporary obstruction (>0.25') in curb ramp/landing/flares					
No textured surface at base of curb ramp					
No color contrast at base of curb ramp					
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%					
Curb ramp transition onto roadway is greater than 0.25"					
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
Ponding occurs at base of curb ramp					



Corner 1 No Ramp (1z)



Corner 2 No Ramp (2z)



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Kimley-Horn and Associates, Inc. Priority: 13
Project Description for Unsignalized Intersection

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : State Hwy 51 (East-West Segment) **GPS ID:** 11113
Project Name: Intersection of State Hwy 51 and Railroad Blvd **Division:** 1
City: Wagoner

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	0	SY	\$ 50.00	\$ -
610(I)-4610	Tactile Warning Device - New	0	SF	\$ 25.00	\$ -
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	46	LF	\$ 6.00	\$ 276.00
---	Repave Roadway	1	LS	\$ 5,000.00	\$ 5,000.00
---	Fix Ponding	0	LS	\$ 2,000.00	\$ -
---	Fix Curb Ramp Transition	0	LS	\$ 2,000.00	\$ -
---	Median Nose Modification	0	LS	\$ 5,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Fix Curb Ramp Counter Slope	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

- No Design Completed
- Preliminary Design
- Final Design

Subtotal:	\$	5,276.00
Engineering: (% +/-)	15%	\$ 1,167.43
Contingency: (% +/-)	20%	\$ 1,556.57
Estimated Project Cost:	\$	8,000.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	N/A	N/A	Poor	N/A	Repave roadway and install crosswalk pavement markings
Path of travel running slope is greater than 5%	N/A				
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	N/A	N/A	None	N/A	

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1z	2z	3z	4z	
Curb ramp does not exist and is needed					
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curb side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%					
Curb ramp running slope is greater than 8.33%					
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%					
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"					
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25') in curb ramp/landing/flares					
Temporary obstruction (>0.25') in curb ramp/landing/flares					
No textured surface at base of curb ramp					
No color contrast at base of curb ramp					
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%					
Curb ramp transition onto roadway is greater than 0.25°					
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
Ponding occurs at base of curb ramp					



Corner 1 No Ramp (1z)



Corner 2 No Ramp (2z)



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

Opinion of Probable Construction Cost Disclaimer:

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Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Kimley-Horn and Associates, Inc. Priority: 2
Project Description for Unsignalized Intersection

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : State Hwy 51 (East-West Segment) **GPS ID:** 11116
Project Name: Intersection of State Hwy 51 and Lee Ave **Division:** 1
City: Wagoner

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	35	SY	\$ 50.00	\$ 1,750.00
610(I)-4610	Tactile Warning Device - New	40	SF	\$ 25.00	\$ 1,000.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	15	SY	\$ 12.00	\$ 180.00
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	413	LF	\$ 6.00	\$ 2,478.00
---	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:	\$	5,408.00
Engineering: (% +/-)	15%	\$ 1,110.86
Contingency: (% +/-)	20%	\$ 1,481.14
Estimated Project Cost:	\$	8,000.00

Project Location



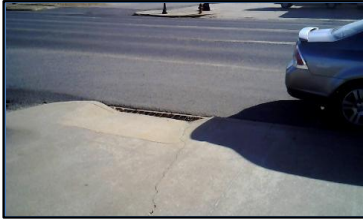
Field Observations

Intersection Issues	Crosswalk				Recommendations
	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' or 'l' in ramp label indicates no existing ramp)					Recommendations
	1A	1B	2z	3z	4z	
Curb ramp does not exist and is needed				X	X	Install curb ramp; see shapefile for median improvement
Curb ramp does not land in crosswalk						
No 4' x 4' clear space at base of curb ramp						Remove and replace curb ramp
Curb side is not 90° or has traversable adjacent surface						
Flare cross slope is greater than 10%	X	X				
Curb ramp running slope is greater than 8.33%						
Blended transition running slope is greater than 5%						
Cut-thru ramp running slope is greater than 5%						
Curb ramp cross slope is greater than 2%						
Cut-thru ramp cross slope is greater than 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						For intersection ramps and commercial driveway ramps, install color truncated domes
Temporary obstruction (>0.25") in curb ramp/landing/flares	X	X				
No textured surface at base of curb ramp	X	X				
No color contrast at base of curb ramp	X	X				
Landing area does not exist and is needed						
Landing area is less than 5' x 5' or slopes greater than 2%						
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%	NC	NC				
Ponding occurs at base of curb ramp						

NC = Not Collected

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



Corner 2 No Ramp (2z)



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

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

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : State Hwy 51 (East-West Segment) **GPS ID:** 11117
Project Name: Intersection of State Hwy 51 and State St **Division:** 1
City: Wagoner

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	61	SY	\$ 50.00	\$ 3,050.00
610(I)-4610	Tactile Warning Device - New	60	SF	\$ 25.00	\$ 1,500.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	358	LF	\$ 6.00	\$ 2,148.00
---	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: \$ 6,698.00
 Engineering: (% +/-) 15% \$ 1,415.14
 Contingency: (% +/-) 20% \$ 1,886.86
Estimated Project Cost: \$ 10,000.00

Project Location



Field Observations

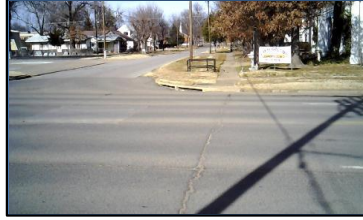
Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	Good	Good	Good	Good	
Path of travel running slope is greater than 5%					
Path of travel cross slope is greater than 2% for stop control approaches		N/A		N/A	
Path of travel cross slope is greater than 5% for 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' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1z	2z	3z	4z	
Curb ramp does not exist and is needed	X	X	X	X	Install curb ramp; see shapefile for median improvement
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curb side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%					
Curb ramp running slope is greater than 8.33%					
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%					
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"					
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25') in curb ramp/landing/flares					
Temporary obstruction (>0.25') in curb ramp/landing/flares					
No textured surface at base of curb ramp					
No color contrast at base of curb ramp					
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%					
Curb ramp transition onto roadway is greater than 0.25"					
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
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.



Corner 1 No Ramp (1z)



Corner 2 No Ramp (2z)



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

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

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : State Hwy 51 (East-West Segment) **GPS ID:** 11118
Project Name: Intersection of State Hwy 51 and N Jefferson Ave **Division:** 1
City: Wagoner

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	41	SY	\$ 50.00	\$ 2,050.00
610(I)-4610	Tactile Warning Device - New	40	SF	\$ 25.00	\$ 1,000.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	288	LF	\$ 6.00	\$ 1,728.00
---	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: \$ 4,778.00
 Engineering: (% +/-) 15% \$ 952.29
 Contingency: (% +/-) 20% \$ 1,269.71
Estimated Project Cost: \$ 7,000.00

Project Location

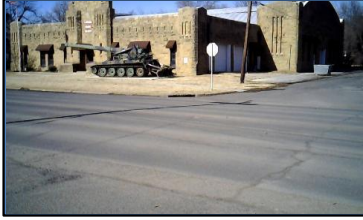


Field Observations

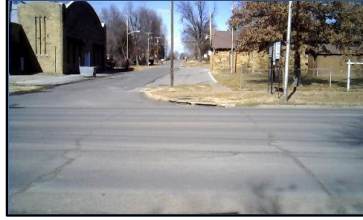
Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	Good	Good	Good	Good	
Path of travel running slope is greater than 5%					
Path of travel cross slope is greater than 2% for stop control approaches		N/A		N/A	
Path of travel cross slope is greater than 5% for 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' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1z	2z	3z	4z	
Curb ramp does not exist and is needed	X	X	X	X	Install curb ramp; see shapefile for median improvement
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curb side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%					
Curb ramp running slope is greater than 8.33%					
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%					
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"					
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25') in curb ramp/landing/flares					
Temporary obstruction (>0.25') in curb ramp/landing/flares					
No textured surface at base of curb ramp					
No color contrast at base of curb ramp					
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%					
Curb ramp transition onto roadway is greater than 0.25"					
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
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.



Corner 1 No Ramp (1z)



Corner 2 No Ramp (2z)



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

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

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : State Hwy 51 (East-West Segment) **GPS ID:** 11119
Project Name: Intersection of State Hwy 51 and S Gertrude Ave **Division:** 1
City: Wagoner

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	41	SY	\$ 50.00	\$ 2,050.00
610(I)-4610	Tactile Warning Device - New	40	SF	\$ 25.00	\$ 1,000.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	294	LF	\$ 6.00	\$ 1,764.00
---	Repave Roadway	1	LS	\$ 5,000.00	\$ 5,000.00
---	Fix Ponding	0	LS	\$ 2,000.00	\$ -
---	Fix Curb Ramp Transition	0	LS	\$ 2,000.00	\$ -
---	Median Nose Modification	0	LS	\$ 5,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Fix Curb Ramp Counter Slope	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

- No Design Completed
- Preliminary Design
- Final Design

Subtotal:	\$	9,814.00
Engineering: (% +/-)	15%	1,794.00
Contingency: (% +/-)	20%	2,392.00
Estimated Project Cost:	\$	14,000.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Recommendations
	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	X	N/A	Repave roadway and install crosswalk pavement markings
Path of travel cross slope is greater than 5% for free-flow approaches	N/A	N/A	N/A	N/A	
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	Install crosswalk pavement markings
Crosswalk striping condition	None	None	None	None	

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1z	2z	3z	4z	
Curb ramp does not exist and is needed	X	X	X	X	Install curb ramp; see shapefile for median improvement
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curb side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%					
Curb ramp running slope is greater than 8.33%					
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%					
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"					
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25') in curb ramp/landing/flares					
Temporary obstruction (>0.25') in curb ramp/landing/flares					
No textured surface at base of curb ramp					
No color contrast at base of curb ramp					
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%					
Curb ramp transition onto roadway is greater than 0.25"					
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
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.



Corner 1 No Ramp (1z)



Corner 2 No Ramp (2z)



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

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

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : State Hwy 51 (East-West Segment) **GPS ID:** 11120
Project Name: Intersection of State Hwy 51 and N Harrill Ave **Division:** 1
City: Wagoner

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	61	SY	\$ 50.00	\$ 3,050.00
610(I)-4610	Tactile Warning Device - New	60	SF	\$ 25.00	\$ 1,500.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	294	LF	\$ 6.00	\$ 1,764.00
---	Repave Roadway	2	LS	\$ 5,000.00	\$ 10,000.00
---	Fix Ponding	0	LS	\$ 2,000.00	\$ -
---	Fix Curb Ramp Transition	0	LS	\$ 2,000.00	\$ -
---	Median Nose Modification	0	LS	\$ 5,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Fix Curb Ramp Counter Slope	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

- No Design Completed
- Preliminary Design
- Final Design

Subtotal:	\$	16,314.00
Engineering: (% +/-)	15%	\$ 2,865.43
Contingency: (% +/-)	20%	\$ 3,820.57
Estimated Project Cost:	\$	23,000.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Recommendations
	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	X	N/A	X	N/A	Repave roadway and install crosswalk pavement markings
Path of travel cross slope is greater than 5% for free-flow approaches	N/A	N/A	N/A	N/A	
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	Install crosswalk pavement markings
Crosswalk striping condition	None	None	None	None	

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1z	2z	3z	4z	
Curb ramp does not exist and is needed	X	X	X	X	Install curb ramp; see shapefile for median improvement
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curb side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%					
Curb ramp running slope is greater than 8.33%					
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%					
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"					
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25') in curb ramp/landing/flares					
Temporary obstruction (>0.25') in curb ramp/landing/flares					
No textured surface at base of curb ramp					
No color contrast at base of curb ramp					
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%					
Curb ramp transition onto roadway is greater than 0.25"					
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
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.



Corner 1 No Ramp (1z)



Corner 2 No Ramp (2z)



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Kimley-Horn and Associates, Inc. Priority: 2
Project Description for Unsignalized Intersection

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : State Hwy 51 (East-West Segment) **GPS ID:** 11121
Project Name: Intersection of State Hwy 51 and S Graham Ave **Division:** 1
City: Wagoner

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	41	SY	\$ 50.00	\$ 2,050.00
610(I)-4610	Tactile Warning Device - New	40	SF	\$ 25.00	\$ 1,000.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	11	SY	\$ 12.00	\$ 132.00
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	287	LF	\$ 6.00	\$ 1,722.00
---	Repave Roadway	1	LS	\$ 5,000.00	\$ 5,000.00
---	Fix Ponding	0	LS	\$ 2,000.00	\$ -
---	Fix Curb Ramp Transition	0	LS	\$ 2,000.00	\$ -
---	Median Nose Modification	0	LS	\$ 5,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Fix Curb Ramp Counter Slope	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

- No Design Completed
- Preliminary Design
- Final Design

Subtotal:	\$	9,904.00
Engineering: (% +/-)	15%	\$ 1,755.43
Contingency: (% +/-)	20%	\$ 2,340.57
Estimated Project Cost:	\$	14,000.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Recommendations
	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	X	N/A	Repave roadway and install crosswalk pavement markings
Path of travel cross slope is greater than 5% for free-flow approaches	N/A	N/A	N/A	N/A	
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	Install crosswalk pavement markings
Crosswalk striping condition	None	None	None	None	

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1z	2z	3z	4A	
Curb ramp does not exist and is needed	X	X	X		Install curb ramp; see shapefile for median improvement
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curb side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%			X		
Curb ramp running slope is greater than 8.33%					
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%					
Cut-thru ramp cross slope is greater than 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					
Temporary obstruction (>0.25') in curb ramp/landing/flares					
No textured surface at base of curb ramp			X		
No color contrast at base of curb ramp			X		
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%			X		
Curb ramp transition onto roadway is greater than 0.25"					
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%				NC	
Ponding occurs at base of curb ramp					

NC = Not Collected

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)



Corner 2 No Ramp (2z)



Corner 3 No Ramp (3z)



Ramp 4A

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Kimley-Horn and Associates, Inc. Priority: 2
Project Description for Unsignalized Intersection

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : State Hwy 51 (North-South Segment) **GPS ID:** 11123
Project Name: Intersection of State Hwy 51 and SE 1st St **Division:** 1
City: Wagoner

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	34	SY	\$ 50.00	\$ 1,700.00
610(I)-4610	Tactile Warning Device - New	30	SF	\$ 25.00	\$ 750.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	10	SY	\$ 12.00	\$ 120.00
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	276	LF	\$ 6.00	\$ 1,656.00
---	Repave Roadway	1	LS	\$ 5,000.00	\$ 5,000.00
---	Fix Ponding	1	LS	\$ 2,000.00	\$ 2,000.00
---	Fix Curb Ramp Transition	0	LS	\$ 2,000.00	\$ -
---	Median Nose Modification	0	LS	\$ 5,000.00	\$ -
---	Remove Temporary Obstruction	1	LS	\$ 500.00	\$ 500.00
---	Fix Curb Ramp Counter Slope	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

- No Design Completed
- Preliminary Design
- Final Design

Subtotal:	\$	11,726.00
Engineering: (% +/-)	15%	\$ 1,831.71
Contingency: (% +/-)	20%	\$ 2,442.29
Estimated Project Cost:	\$	16,000.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Recommendations
	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	X	Repave roadway and install crosswalk pavement markings
Path of travel cross slope is greater than 5% for free-flow approaches		N/A		N/A	
Crosswalk width is less than 6'		N/A		N/A	Install crosswalk pavement markings
Crosswalk striping condition	None	None	None	None	

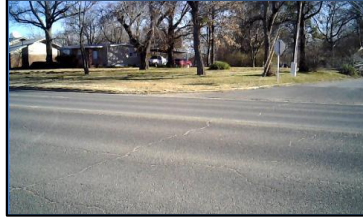
Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1z	2z	3z	4A	
Curb ramp does not exist and is needed	X	X	X		Install curb ramp; see shapefile for median improvement
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curb side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%					
Curb ramp running slope is greater than 8.33%				X	Remove and replace curb ramp
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%					
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"					
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25') in curb ramp/landing/flares					
Temporary obstruction (>0.25') in curb ramp/landing/flares				X	Remove temporary obstruction
No textured surface at base of curb ramp				X	For intersection ramps and commercial driveway ramps, install color truncated domes
No color contrast at base of curb ramp				X	
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%				X	Remove and replace landing area
Curb ramp transition onto roadway is greater than 0.25"					
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%				NC	
Ponding occurs at base of curb ramp				X	Fix ponding

NC = Not Collected

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)



Corner 2 No Ramp (2z)



Corner 3 No Ramp (3z)



Ramp 4A

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Kimley-Horn and Associates, Inc. Priority: 2
Project Description for Unsignalized Intersection

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : State Hwy 51 (North-South Segment) **GPS ID:** 11124
Project Name: Intersection of State Hwy 51 and E Church St **Division:** 1
City: Wagoner

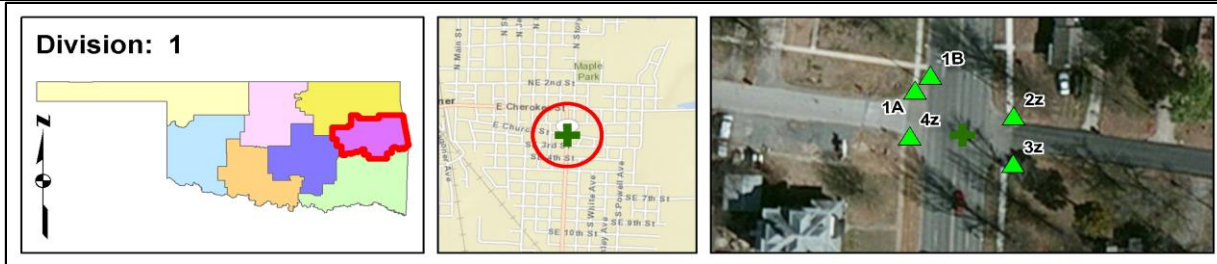
Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	67	SY	\$ 50.00	\$ 3,350.00
610(I)-4610	Tactile Warning Device - New	60	SF	\$ 25.00	\$ 1,500.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	24	SY	\$ 12.00	\$ 288.00
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	290	LF	\$ 6.00	\$ 1,740.00
---	Repave Roadway	1	LS	\$ 5,000.00	\$ 5,000.00
---	Fix Ponding	1	LS	\$ 2,000.00	\$ 2,000.00
---	Fix Curb Ramp Transition	1	LS	\$ 2,000.00	\$ 2,000.00
---	Median Nose Modification	0	LS	\$ 5,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Fix Curb Ramp Counter Slope	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

- No Design Completed
- Preliminary Design
- Final Design

Subtotal:	\$	15,878.00
Engineering: (% +/-)	15%	\$ 2,623.71
Contingency: (% +/-)	20%	\$ 3,498.29
Estimated Project Cost:	\$	22,000.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Recommendations
	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	X	N/A		Repave roadway and install crosswalk pavement markings
Path of travel cross slope is greater than 5% for free-flow approaches		N/A		N/A	
Crosswalk width is less than 6'		N/A	N/A	N/A	Install crosswalk pavement markings
Crosswalk striping condition	None	None	None	None	

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)					Recommendations
	1A	1B	2z	3z	4z	
Curb ramp does not exist and is needed			X	X	X	Install curb ramp; see shapefile for median improvement
Curb ramp does not land in crosswalk						
No 4' x 4' clear space at base of curb ramp						Remove and replace curb ramp
Curb side is not 90° or has traversable adjacent surface						
Flare cross slope is greater than 10%						
Curb ramp running slope is greater than 8.33%						
Blended transition running slope is greater than 5%						
Cut-thru ramp running slope is greater than 5%						
Curb ramp cross slope is greater than 2%						
Cut-thru ramp cross slope is greater than 2%						
Curb ramp width is less than 48"		X				
Cut-thru ramp width is less than 60"						
Permanent obstruction (>0.25') in curb ramp/landing/flares	X					For intersection ramps and commercial driveway ramps, install color truncated domes
Temporary obstruction (>0.25') in curb ramp/landing/flares	X	X				
No textured surface at base of curb ramp	X	X				Remove and replace landing area
No color contrast at base of curb ramp	X	X				
Landing area does not exist and is needed						Fix curb ramp transition
Landing area is less than 5' x 5' or slopes greater than 2%	X	X				
Curb ramp transition onto roadway is greater than 0.25"	X					Fix ponding
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%	NC	NC				
Ponding occurs at base of curb ramp		X				

NC = Not Collected

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



Corner 2 No Ramp (2z)



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

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

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : State Hwy 51 (North-South Segment) **GPS ID:** 11125
Project Name: Intersection of State Hwy 51 and SE 3rd St **Division:** 1
City: Wagoner

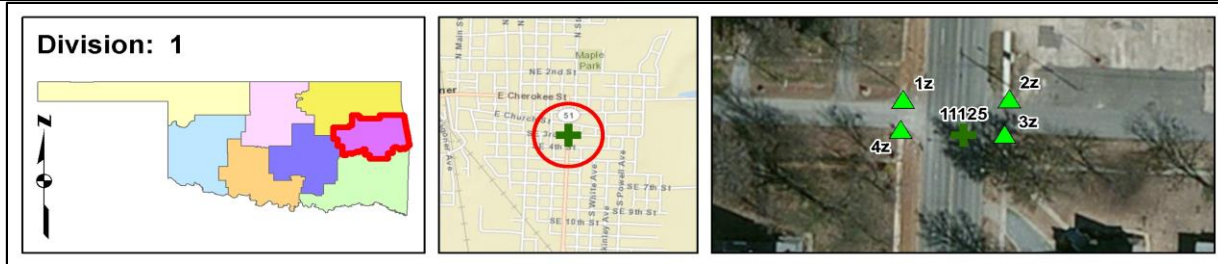
Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	61	SY	\$ 50.00	\$ 3,050.00
610(I)-4610	Tactile Warning Device - New	60	SF	\$ 25.00	\$ 1,500.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	274	LF	\$ 6.00	\$ 1,644.00
---	Repave Roadway	1	LS	\$ 5,000.00	\$ 5,000.00
---	Fix Ponding	0	LS	\$ 2,000.00	\$ -
---	Fix Curb Ramp Transition	0	LS	\$ 2,000.00	\$ -
---	Median Nose Modification	0	LS	\$ 5,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Fix Curb Ramp Counter Slope	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

- No Design Completed
- Preliminary Design
- Final Design

Subtotal:	\$	11,194.00
Engineering: (% +/-)	15%	\$ 2,059.71
Contingency: (% +/-)	20%	\$ 2,746.29
Estimated Project Cost:	\$	16,000.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Recommendations
	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	X	N/A		Repave roadway and install crosswalk pavement markings
Path of travel cross slope is greater than 5% for free-flow approaches		N/A		N/A	
Crosswalk width is less than 6'		N/A		N/A	Install crosswalk pavement markings
Crosswalk striping condition	None	None	None	None	

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1z	2z	3z	4z	
Curb ramp does not exist and is needed	X	X	X	X	Install curb ramp; see shapefile for median improvement
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curb side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%					
Curb ramp running slope is greater than 8.33%					
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%					
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"					
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25') in curb ramp/landing/flares					
Temporary obstruction (>0.25') in curb ramp/landing/flares					
No textured surface at base of curb ramp					
No color contrast at base of curb ramp					
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%					
Curb ramp transition onto roadway is greater than 0.25"					
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
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.



Corner 1 No Ramp (1z)



Corner 2 No Ramp (2z)



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

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

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : State Hwy 51 (North-South Segment) **GPS ID:** 11126
Project Name: Intersection of State Hwy 51 and SE 4th St **Division:** 1
City: Wagoner

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	41	SY	\$ 50.00	\$ 2,050.00
610(I)-4610	Tactile Warning Device - New	40	SF	\$ 25.00	\$ 1,000.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	290	LF	\$ 6.00	\$ 1,740.00
---	Repave Roadway	2	LS	\$ 5,000.00	\$ 10,000.00
---	Fix Ponding	0	LS	\$ 2,000.00	\$ -
---	Fix Curb Ramp Transition	0	LS	\$ 2,000.00	\$ -
---	Median Nose Modification	0	LS	\$ 5,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Fix Curb Ramp Counter Slope	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

- No Design Completed
- Preliminary Design
- Final Design

Subtotal:	\$	14,790.00
Engineering: (% +/-)	15%	\$ 2,232.86
Contingency: (% +/-)	20%	\$ 2,977.14
Estimated Project Cost:	\$	20,000.00

Project Location



Field Observations

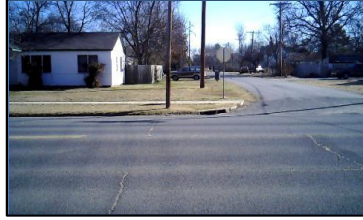
Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	Good	Good	Good	Good	
Path of travel running slope is greater than 5%					
Path of travel cross slope is greater than 2% for stop control approaches	N/A	X	N/A	X	Repave roadway and install crosswalk pavement markings
Path of travel cross slope is greater than 5% for free-flow approaches		N/A		N/A	
Crosswalk width is less than 6'		N/A		N/A	Install crosswalk pavement markings
Crosswalk striping condition	None	None	None	None	

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1z	2z	3z	4z	
Curb ramp does not exist and is needed	X	X	X	X	Install curb ramp; see shapefile for median improvement
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curb side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%					
Curb ramp running slope is greater than 8.33%					
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%					
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"					
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25') in curb ramp/landing/flares					
Temporary obstruction (>0.25') in curb ramp/landing/flares					
No textured surface at base of curb ramp					
No color contrast at base of curb ramp					
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%					
Curb ramp transition onto roadway is greater than 0.25"					
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
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.



Corner 1 No Ramp (1z)



Corner 2 No Ramp (2z)



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

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Kimley-Horn and Associates, Inc. Priority: 2
Project Description for Unsignalized Intersection

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : State Hwy 51 (North-South Segment) **GPS ID:** 11127
Project Name: Intersection of State Hwy 51 and SE 5th St **Division:** 1
City: Wagoner

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	58	SY	\$ 50.00	\$ 2,900.00
610(I)-4610	Tactile Warning Device - New	60	SF	\$ 25.00	\$ 1,500.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	27	SY	\$ 12.00	\$ 324.00
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	284	LF	\$ 6.00	\$ 1,704.00
---	Repave Roadway	2	LS	\$ 5,000.00	\$ 10,000.00
---	Fix Ponding	2	LS	\$ 2,000.00	\$ 4,000.00
---	Fix Curb Ramp Transition	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:	\$	22,428.00
Engineering: (% +/-)	15%	\$ 3,673.71
Contingency: (% +/-)	20%	\$ 4,898.29
Estimated Project Cost:	\$	31,000.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Recommendations
	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	X	N/A	X	Repave roadway and install crosswalk pavement markings
Path of travel cross slope is greater than 5% for free-flow approaches		N/A		N/A	
Crosswalk width is less than 6'		N/A		N/A	Install crosswalk pavement markings
Crosswalk striping condition	None	None	None	None	

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)					Recommendations
	1A	1B	2z	3z	4A	
Curb ramp does not exist and is needed			X	X		Install curb ramp; see shapefile for median improvement
Curb ramp does not land in crosswalk						
No 4' x 4' clear space at base of curb ramp						
Curb side is not 90° or has traversable adjacent surface						
Flare cross slope is greater than 10%						
Curb ramp running slope is greater than 8.33%						
Blended transition running slope is greater than 5%						
Cut-thru ramp running slope is greater than 5%						
Curb ramp cross slope is greater than 2%				X	Remove and replace curb ramp	
Cut-thru ramp cross slope is greater than 2%				X		
Curb ramp width is less than 48"		X				
Cut-thru ramp width is less than 60"						
Permanent obstruction (>0.25') in curb ramp/landing/flares	X			X	For intersection ramps and commercial driveway ramps, install color truncated domes	
Temporary obstruction (>0.25') in curb ramp/landing/flares	X	X		X		
No textured surface at base of curb ramp	X	X		X		
No color contrast at base of curb ramp	X	X		X		
Landing area does not exist and is needed						
Landing area is less than 5' x 5' or slopes greater than 2%		X		X	Remove and replace landing area	
Curb ramp transition onto roadway is greater than 0.25"		X			Fix curb ramp transition	
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%		NC		NC		
Ponding occurs at base of curb ramp		X			Fix ponding	

NC = Not Collected

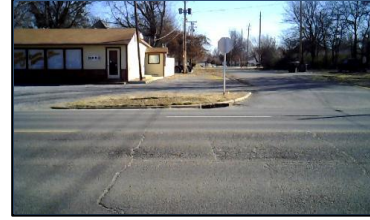
Comment: Existing sidewalk, curb ramp, and/or striping configurations permit pedestrians to cross the major street. An Engineering study is needed to confirm crossing should be accommodated at this location and the current crossing treatment is appropriate.



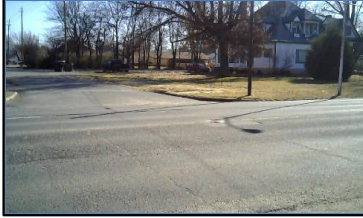
Ramp 1A



Ramp 1B



Corner 2 No Ramp (2z)



Corner 3 No Ramp (3z)



Ramp 4A

Opinion of Probable Construction Cost Disclaimer:

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Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Kimley-Horn and Associates, Inc. Priority: 2
Project Description for Unsignalized Intersection

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : State Hwy 51 (North-South Segment) **GPS ID:** 11128
Project Name: Intersection of State Hwy 51 and SE 6th St **Division:** 1
City: Wagoner

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	64	SY	\$ 50.00	\$ 3,200.00
610(I)-4610	Tactile Warning Device - New	60	SF	\$ 25.00	\$ 1,500.00
610(I)-4615	Tactile Warning Device - Retrofit	10	SF	\$ 60.00	\$ 600.00
619(B)-4792	Removal of Sidewalk	3	SY	\$ 12.00	\$ 36.00
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	187	LF	\$ 6.00	\$ 1,122.00
---	Repave Roadway	0	LS	\$ 5,000.00	\$ -
---	Fix Ponding	1	LS	\$ 2,000.00	\$ 2,000.00
---	Fix Curb Ramp Transition	0	LS	\$ 2,000.00	\$ -
---	Median Nose Modification	0	LS	\$ 5,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Fix Curb Ramp Counter Slope	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

- No Design Completed
- Preliminary Design
- Final Design

Subtotal:	\$	8,458.00
Engineering: (% +/-)	15%	\$ 1,518.00
Contingency: (% +/-)	20%	\$ 2,024.00
Estimated Project Cost:	\$	12,000.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Recommendations
	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	
Crosswalk striping condition	Good	None	None	None	Install crosswalk pavement markings

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1A	2z	3z	4z	
Curb ramp does not exist and is needed		X	X	X	Install curb ramp; see shapefile for median improvement
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curb side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%					
Curb ramp running slope is greater than 8.33%					
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%					
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"					
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25') in curb ramp/landing/flares					
Temporary obstruction (>0.25') in curb ramp/landing/flares					
No textured surface at base of curb ramp	X				For intersection ramps and commercial driveway ramps, install color truncated domes
No color contrast at base of curb ramp	X				
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%	X				Remove and replace landing area
Curb ramp transition onto roadway is greater than 0.25"					
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%	NC				
Ponding occurs at base of curb ramp	X				Fix ponding

NC = Not Collected

Comment: Existing sidewalk, curb ramp, and/or striping configurations permit pedestrians to cross the major street. An Engineering study is needed to confirm crossing should be accommodated at this location and the current crossing treatment is appropriate.



Ramp 1A



Corner 2 No Ramp (2z)



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Kimley-Horn and Associates, Inc. Priority: 2
Project Description for Unsignalized Intersection

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : State Hwy 51 (North-South Segment) **GPS ID:** 11129
Project Name: Intersection of State Hwy 51 and SE 7th St **Division:** 1
City: Wagoner

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	13	SY	\$ 50.00	\$ 650.00
610(I)-4610	Tactile Warning Device - New	10	SF	\$ 25.00	\$ 250.00
610(I)-4615	Tactile Warning Device - Retrofit	10	SF	\$ 60.00	\$ 600.00
619(B)-4792	Removal of Sidewalk	3	SY	\$ 12.00	\$ 36.00
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	140	LF	\$ 6.00	\$ 840.00
---	Repave Roadway	0	LS	\$ 5,000.00	\$ -
---	Fix Ponding	1	LS	\$ 2,000.00	\$ 2,000.00
---	Fix Curb Ramp Transition	0	LS	\$ 2,000.00	\$ -
---	Median Nose Modification	0	LS	\$ 5,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Fix Curb Ramp Counter Slope	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

- No Design Completed
- Preliminary Design
- Final Design

Subtotal:	\$	4,376.00
Engineering: (% +/-)	15%	\$ 696.00
Contingency: (% +/-)	20%	\$ 928.00
Estimated Project Cost:	\$	6,000.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	N/A	N/A	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	N/A	N/A	None	None	Install crosswalk pavement markings

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1A	2z	3z	4z	
Curb ramp does not exist and is needed				X	Install curb ramp; see shapefile for median improvement
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curb side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%					
Curb ramp running slope is greater than 8.33%					
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%					
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"					
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25') in curb ramp/landing/flares					
Temporary obstruction (>0.25') in curb ramp/landing/flares					
No textured surface at base of curb ramp	X				For intersection ramps and commercial driveway ramps, install color truncated domes
No color contrast at base of curb ramp	X				
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%	X				Remove and replace landing area
Curb ramp transition onto roadway is greater than 0.25"					
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%	NC				
Ponding occurs at base of curb ramp	X				Fix ponding

NC = Not Collected

Comment: Existing sidewalk, curb ramp, and/or striping configurations permit pedestrians to cross the major street. An Engineering study is needed to confirm crossing should be accommodated at this location and the current crossing treatment is appropriate.



Ramp 1A



Corner 2 No Ramp (2z)



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

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

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : State Hwy 51 (North-South Segment) **GPS ID:** 11130
Project Name: Intersection of State Hwy 51 and SE 8th St **Division:** 1
City: Wagoner

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	21	SY	\$ 50.00	\$ 1,050.00
610(I)-4610	Tactile Warning Device - New	20	SF	\$ 25.00	\$ 500.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	222	LF	\$ 6.00	\$ 1,332.00
---	Repave Roadway	0	LS	\$ 5,000.00	\$ -
---	Fix Ponding	0	LS	\$ 2,000.00	\$ -
---	Fix Curb Ramp Transition	0	LS	\$ 2,000.00	\$ -
---	Median Nose Modification	0	LS	\$ 5,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Fix Curb Ramp Counter Slope	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

- No Design Completed
- Preliminary Design
- Final Design

Subtotal:	\$	2,882.00
Engineering: (% +/-)	15%	\$ 479.14
Contingency: (% +/-)	20%	\$ 638.86
Estimated Project Cost:	\$	4,000.00

Project Location



Field Observations

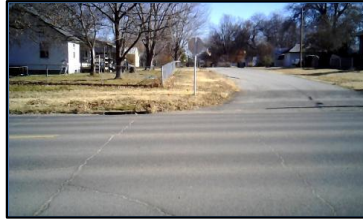
Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	Good	N/A	Good	Good	
Path of travel running slope is greater than 5%		N/A			
Path of travel cross slope is greater than 2% for stop control approaches	N/A		N/A		
Path of travel cross slope is greater than 5% for 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	N/A	None	None	Install crosswalk pavement markings

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1z	2z	3z	4z	
Curb ramp does not exist and is needed	X			X	Install curb ramp; see shapefile for median improvement
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curb side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%					
Curb ramp running slope is greater than 8.33%					
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%					
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"					
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25') in curb ramp/landing/flares					
Temporary obstruction (>0.25') in curb ramp/landing/flares					
No textured surface at base of curb ramp					
No color contrast at base of curb ramp					
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%					
Curb ramp transition onto roadway is greater than 0.25°					
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
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.



Corner 1 No Ramp (1z)



Corner 2 No Ramp (2z)



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Kimley-Horn and Associates, Inc. Priority: 2
Project Description for Unsignalized Intersection

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : State Hwy 51 (North-South Segment) **GPS ID:** 11131
Project Name: Intersection of State Hwy 51 and SE 9th St **Division:** 1
City: Wagoner

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	13	SY	\$ 50.00	\$ 650.00
610(I)-4610	Tactile Warning Device - New	10	SF	\$ 25.00	\$ 250.00
610(I)-4615	Tactile Warning Device - Retrofit	10	SF	\$ 60.00	\$ 600.00
619(B)-4792	Removal of Sidewalk	12	SY	\$ 12.00	\$ 144.00
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	52	LF	\$ 6.00	\$ 312.00
---	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	0	LS	\$ 500.00	\$ -
---	Fix Curb Ramp Counter Slope	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

- No Design Completed
- Preliminary Design
- Final Design

Subtotal:	\$	10,956.00
Engineering: (% +/-)	15%	1,733.14
Contingency: (% +/-)	20%	2,310.86
Estimated Project Cost:	\$	15,000.00

Project Location



Field Observations

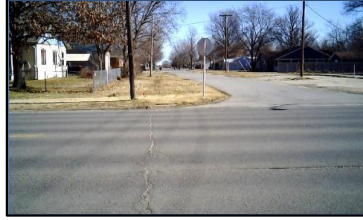
Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	N/A	N/A	N/A	Good	
Path of travel running slope is greater than 5%					
Path of travel cross slope is greater than 2% for stop control approaches	N/A		N/A	X	Repave roadway and install crosswalk pavement markings
Path of travel cross slope is greater than 5% for free-flow approaches		N/A		N/A	
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	Install crosswalk pavement markings
Crosswalk striping condition	N/A	N/A	N/A	None	

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1A	2z	3z	4A	
Curb ramp does not exist and is needed					
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curbed side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%					
Curb ramp running slope is greater than 8.33%					
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%					
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"	X				Remove and replace curb ramp
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25') in curb ramp/landing/flares					
Temporary obstruction (>0.25') in curb ramp/landing/flares					
No textured surface at base of curb ramp	X			X	For intersection ramps and commercial driveway ramps, install color truncated domes
No color contrast at base of curb ramp	X			X	
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%	X			X	Remove and replace landing area
Curb ramp transition onto roadway is greater than 0.25"					
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%	NC			NC	
Ponding occurs at base of curb ramp	X			X	Fix ponding

NC = Not Collected



Ramp 1A



Corner 2 No Ramp (2z)



Corner 3 No Ramp (3z)



Ramp 4A

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : US Hwy 62 (East-West Segment) **GPS ID:** 11230
Project Name: Intersection of US Hwy 62 and Clark St **Division:** 1
City: Westville

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	0	SY	\$ 50.00	\$ -
610(I)-4610	Tactile Warning Device - New	0	SF	\$ 25.00	\$ -
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	0	LF	\$ 6.00	\$ -
---	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:	\$	-
Engineering: (% +/-)	15%	\$ -
Contingency: (% +/-)	20%	\$ -
Estimated Project Cost:	\$	-

Project Location



Field Observations

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

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1z	2z	3z	4z	
Curb ramp does not exist and is needed					
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curb side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%					
Curb ramp running slope is greater than 8.33%					
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%					
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"					
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25') in curb ramp/landing/flares					
Temporary obstruction (>0.25') in curb ramp/landing/flares					
No textured surface at base of curb ramp					
No color contrast at base of curb ramp					
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%					
Curb ramp transition onto roadway is greater than 0.25°					
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
Ponding occurs at base of curb ramp					



Corner 1 No Ramp (1z)



Corner 2 No Ramp (2z)



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Kimley-Horn and Associates, Inc. Priority: 13
Project Description for Unsignalized Intersection

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : US Hwy 62 (East-West Segment) **GPS ID:** 11231
Project Name: Intersection of US Hwy 62 and College Ave **Division:** 1
City: Westville

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	0	SY	\$ 50.00	\$ -
610(I)-4610	Tactile Warning Device - New	0	SF	\$ 25.00	\$ -
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	40	LF	\$ 6.00	\$ 240.00
---	Repave Roadway	1	LS	\$ 5,000.00	\$ 5,000.00
---	Fix Ponding	0	LS	\$ 2,000.00	\$ -
---	Fix Curb Ramp Transition	0	LS	\$ 2,000.00	\$ -
---	Median Nose Modification	0	LS	\$ 5,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Fix Curb Ramp Counter Slope	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

- No Design Completed
- Preliminary Design
- Final Design

Subtotal:	\$	5,240.00
Engineering: (% +/-)	15%	\$ 1,182.86
Contingency: (% +/-)	20%	\$ 1,577.14
Estimated Project Cost:	\$	8,000.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	Good	N/A	N/A	N/A	
Path of travel running slope is greater than 5%		N/A	N/A	N/A	
Path of travel cross slope is greater than 2% for stop control approaches	X	N/A		N/A	Repave roadway and install crosswalk pavement markings
Path of travel cross slope is greater than 5% for free-flow approaches	N/A	N/A	N/A	N/A	
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	Install crosswalk pavement markings
Crosswalk striping condition	None	N/A	N/A	N/A	

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1z	2z	3z	4z	
Curb ramp does not exist and is needed					
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curb side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%					
Curb ramp running slope is greater than 8.33%					
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%					
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"					
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25') in curb ramp/landing/flares					
Temporary obstruction (>0.25') in curb ramp/landing/flares					
No textured surface at base of curb ramp					
No color contrast at base of curb ramp					
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%					
Curb ramp transition onto roadway is greater than 0.25°					
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
Ponding occurs at base of curb ramp					



Corner 1 No Ramp (1z)



Corner 2 No Ramp (2z)



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Kimley-Horn and Associates, Inc. Priority: 13
Project Description for Unsignalized Intersection

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : US Hwy 62 (North-South Segment) **GPS ID:** 11233
Project Name: Intersection of US Hwy 62 and Williams Ave **Division:** 1
City: Westville

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	0	SY	\$ 50.00	\$ -
610(I)-4610	Tactile Warning Device - New	0	SF	\$ 25.00	\$ -
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	106	LF	\$ 6.00	\$ 636.00
---	Repave Roadway	1	LS	\$ 5,000.00	\$ 5,000.00
---	Fix Ponding	0	LS	\$ 2,000.00	\$ -
---	Fix Curb Ramp Transition	0	LS	\$ 2,000.00	\$ -
---	Median Nose Modification	0	LS	\$ 5,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Fix Curb Ramp Counter Slope	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

- No Design Completed
- Preliminary Design
- Final Design

Subtotal:	\$	5,636.00
Engineering: (% +/-)	15%	\$ 1,013.14
Contingency: (% +/-)	20%	\$ 1,350.86
Estimated Project Cost:	\$	8,000.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	N/A	Poor	N/A	Good	Repave roadway and install crosswalk pavement markings
Path of travel running slope is greater than 5%	N/A		N/A		
Path of travel cross slope is greater than 2% for stop control approaches	N/A		N/A		
Path of travel cross slope is greater than 5% for free-flow approaches	N/A	N/A	N/A	N/A	
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	Install crosswalk pavement markings
Crosswalk striping condition	N/A	None	N/A	None	

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1z	2z	3z	4z	
Curb ramp does not exist and is needed					
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curb side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%					
Curb ramp running slope is greater than 8.33%					
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%					
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"					
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25') in curb ramp/landing/flares					
Temporary obstruction (>0.25') in curb ramp/landing/flares					
No textured surface at base of curb ramp					
No color contrast at base of curb ramp					
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%					
Curb ramp transition onto roadway is greater than 0.25"					
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
Ponding occurs at base of curb ramp					



Corner 1 No Ramp (1z)



Corner 2 No Ramp (2z)



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Kimley-Horn and Associates, Inc. Priority: 2
Project Description for Unsignalized Intersection

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : State Hwy 72 **GPS ID:** 90345
Project Name: Intersection of State Hwy 72 and driveway (Lat. 35.9544; Long. -95.6506) **Division:** 1
City: Coweta

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	15	SY	\$ 50.00	\$ 750.00
610(I)-4610	Tactile Warning Device - New	20	SF	\$ 25.00	\$ 500.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	15	SY	\$ 12.00	\$ 180.00
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	0	LF	\$ 6.00	\$ -
---	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:	\$	1,430.00
Engineering: (% +/-)	15%	\$ 244.29
Contingency: (% +/-)	20%	\$ 325.71
Estimated Project Cost:	\$	2,000.00

Project Location



Field Observations

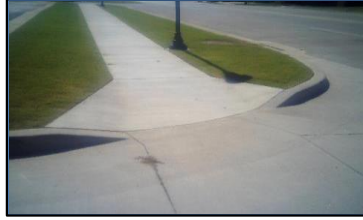
Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition					
Path of travel running slope is greater than 5%					
Path of travel cross slope is greater than 2% for stop control approaches					
Path of travel cross slope is greater than 5% for free-flow approaches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

Curb Ramp Issues	Curb Ramp ID ('2' or '1' in ramp label indicates no existing ramp)		Recommendations
	2A	3A	
Curb ramp does not exist and is needed			Remove and replace curb ramp
Curb ramp does not land in crosswalk			
No 4' x 4' clear space at base of curb ramp			
Curb side is not 90° or has traversable adjacent surface			
Flare cross slope is greater than 10%	X	X	
Curb ramp running slope is greater than 8.33%			
Blended transition running slope is greater than 5%			
Cut-thru ramp running slope is greater than 5%			
Curb ramp cross slope is greater than 2%		X	
Cut-thru ramp cross slope is greater than 2%			
Curb ramp width is less than 48"			For intersection ramps and commercial driveway ramps, install color truncated domes
Cut-thru ramp width is less than 60"			
Permanent obstruction (>0.25') in curb ramp/landing/flares			
Temporary obstruction (>0.25') in curb ramp/landing/flares	X	X	
No textured surface at base of curb ramp	X	X	
No color contrast at base of curb ramp	X	X	
Landing area does not exist and is needed			
Landing area is less than 5' x 5' or slopes greater than 2%			
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%	NC	NC	
Ponding occurs at base of curb ramp			

NC = Not Collected



Ramp 2A



Ramp 3A

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

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

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : State Hwy 72 **GPS ID:** 90352
Project Name: Intersection of State Hwy 72 and driveway (Lat. 35.9441; Long. -95.6503) **Division:** 1
City: Coweta

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	18	SY	\$ 50.00	\$ 900.00
610(I)-4610	Tactile Warning Device - New	20	SF	\$ 25.00	\$ 500.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	18	SY	\$ 12.00	\$ 216.00
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	0	LF	\$ 6.00	\$ -
---	Repave Roadway	0	LS	\$ 5,000.00	\$ -
---	Fix Ponding	0	LS	\$ 2,000.00	\$ -
---	Fix Curb Ramp Transition	1	LS	\$ 2,000.00	\$ 2,000.00
---	Median Nose Modification	0	LS	\$ 5,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Fix Curb Ramp Counter Slope	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

- No Design Completed
- Preliminary Design
- Final Design

Subtotal:	\$	3,616.00
Engineering: (% +/-)	15%	\$ 593.14
Contingency: (% +/-)	20%	\$ 790.86
Estimated Project Cost:	\$	5,000.00

Project Location



Field Observations

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

Curb Ramp Issues	Curb Ramp ID ('2' or '1' in ramp label indicates no existing ramp)		Recommendations
	2A	3A	
Curb ramp does not exist and is needed			Remove and replace curb ramp
Curb ramp does not land in crosswalk			
No 4' x 4' clear space at base of curb ramp			
Curb side is not 90° or has traversable adjacent surface			
Flare cross slope is greater than 10%	X	X	
Curb ramp running slope is greater than 8.33%			
Blended transition running slope is greater than 5%			
Cut-thru ramp running slope is greater than 5%			
Curb ramp cross slope is greater than 2%		X	
Cut-thru ramp cross slope is greater than 2%			
Curb ramp width is less than 48"			
Cut-thru ramp width is less than 60"			
Permanent obstruction (>0.25') in curb ramp/landing/flares			
Temporary obstruction (>0.25') in curb ramp/landing/flares			
No textured surface at base of curb ramp			
No color contrast at base of curb ramp			
Landing area does not exist and is needed			
Landing area is less than 5' x 5' or slopes greater than 2%		X	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%	NC	NC	
Ponding occurs at base of curb ramp			

NC = Not Collected



Ramp 2A



Ramp 3A

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Kimley-Horn and Associates, Inc. Priority: 2
Project Description for Unsignalized Intersection

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : State Hwy 51 **GPS ID:** 90361
Project Name: Intersection of State Hwy 51 and driveway (Lat. 36.0456; Long. -95.7509) **Division:** 1
City: Broken Arrow

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	13	SY	\$ 50.00	\$ 650.00
610(I)-4610	Tactile Warning Device - New	10	SF	\$ 25.00	\$ 250.00
610(I)-4615	Tactile Warning Device - Retrofit	10	SF	\$ 60.00	\$ 600.00
619(B)-4792	Removal of Sidewalk	12	SY	\$ 12.00	\$ 144.00
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	0	LF	\$ 6.00	\$ -
---	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:	\$	1,644.00
Engineering: (% +/-)	15%	\$ 581.14
Contingency: (% +/-)	20%	\$ 774.86
Estimated Project Cost:	\$	3,000.00

Project Location



Field Observations

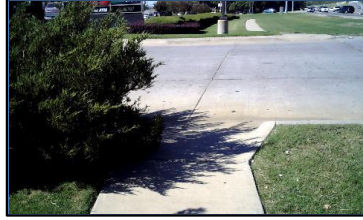
Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition					
Path of travel running slope is greater than 5%					
Path of travel cross slope is greater than 2% for stop control approaches					
Path of travel cross slope is greater than 5% for free-flow approaches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

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)		Recommendations
	1A	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	X		
Curb side is not 90° or has traversable adjacent surface			
Flare cross slope is greater than 10%	X		
Curb ramp running slope is greater than 8.33%			
Blended transition running slope is greater than 5%			
Cut-thru ramp running slope is greater than 5%			
Curb ramp cross slope is greater than 2%			
Cut-thru ramp cross slope is greater than 2%			
Curb ramp width is less than 48"			For intersection ramps and commercial driveway ramps, install color truncated domes
Cut-thru ramp width is less than 60"			
Permanent obstruction (>0.25') in curb ramp/landing/flares			
Temporary obstruction (>0.25') in curb ramp/landing/flares			
No textured surface at base of curb ramp	X	X	
No color contrast at base of curb ramp	X	X	
Landing area does not exist and is needed			
Landing area is less than 5' x 5' or slopes greater than 2%	X	X	
Curb ramp transition onto roadway is greater than 0.25"			
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%	NC	NC	
Ponding occurs at base of curb ramp			Remove and replace landing area

NC = Not Collected



Ramp 1A



Ramp 4A

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

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Kimley-Horn and Associates, Inc. Priority: 2
Project Description for Unsignalized Intersection

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : State Hwy 51 **GPS ID:** 90363
Project Name: Intersection of State Hwy 51 and driveway (Lat. 36.0451; Long. -95.7505) **Division:** 1
City: Broken Arrow

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	13	SY	\$ 50.00	\$ 650.00
610(I)-4610	Tactile Warning Device - New	10	SF	\$ 25.00	\$ 250.00
610(I)-4615	Tactile Warning Device - Retrofit	10	SF	\$ 60.00	\$ 600.00
619(B)-4792	Removal of Sidewalk	12	SY	\$ 12.00	\$ 144.00
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	0	LF	\$ 6.00	\$ -
---	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	2	LS	\$ 500.00	\$ 1,000.00
---	Fix Curb Ramp Counter Slope	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

- No Design Completed
- Preliminary Design
- Final Design

Subtotal:	\$	2,644.00
Engineering: (% +/-)	15%	\$ 581.14
Contingency: (% +/-)	20%	\$ 774.86
Estimated Project Cost:	\$	4,000.00

Project Location

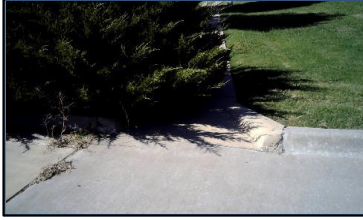


Field Observations

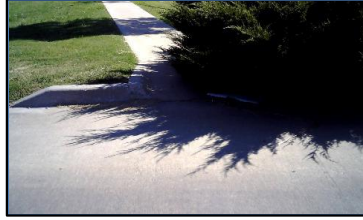
Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition					
Path of travel running slope is greater than 5%					
Path of travel cross slope is greater than 2% for stop control approaches					
Path of travel cross slope is greater than 5% for free-flow approaches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

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)		Recommendations	
	1A	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				
Curb side is not 90° or has traversable adjacent surface				
Flare cross slope is greater than 10%				
Curb ramp running slope is greater than 8.33%				
Blended transition running slope is greater than 5%				
Cut-thru ramp running slope is greater than 5%				
Curb ramp cross slope is greater than 2%	X			
Cut-thru ramp cross slope is greater than 2%				
Curb ramp width is less than 48"			Remove temporary obstruction For intersection ramps and commercial driveway ramps, install color truncated domes	
Cut-thru ramp width is less than 60"				
Permanent obstruction (>0.25') in curb ramp/landing/flares	X	X		
Temporary obstruction (>0.25') in curb ramp/landing/flares	X	X		
No textured surface at base of curb ramp	X	X		
No color contrast at base of curb ramp	X	X		
Landing area does not exist and is needed				Remove and replace landing area
Landing area is less than 5' x 5' or slopes greater than 2%	X	X		
Curb ramp transition onto roadway is greater than 0.25"				
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%	NC	NC		
Ponding occurs at base of curb ramp				

NC = Not Collected



Ramp 1A



Ramp 4A

Opinion of Probable Construction Cost Disclaimer:

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Kimley-Horn and Associates, Inc. Priority: 2
Project Description for Unsignalized Intersection

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : State Hwy 72 **GPS ID:** 90376
Project Name: Intersection of State Hwy 72 and driveway (Lat. 35.9421; Long. -95.65) **Division:** 1
City: Coweta

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	3	SY	\$ 50.00	\$ 150.00
610(I)-4610	Tactile Warning Device - New	0	SF	\$ 25.00	\$ -
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	11	SY	\$ 12.00	\$ 132.00
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	0	LF	\$ 6.00	\$ -
---	Repave Roadway	0	LS	\$ 5,000.00	\$ -
---	Fix Ponding	1	LS	\$ 2,000.00	\$ 2,000.00
---	Fix Curb Ramp Transition	1	LS	\$ 2,000.00	\$ 2,000.00
---	Median Nose Modification	0	LS	\$ 5,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Fix Curb Ramp Counter Slope	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

- No Design Completed
- Preliminary Design
- Final Design

Subtotal:	\$	4,282.00
Engineering: (% +/-)	15%	\$ 736.29
Contingency: (% +/-)	20%	\$ 981.71
Estimated Project Cost:	\$	6,000.00

Project Location



Field Observations

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

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)	Recommendations
Curb ramp does not exist and is needed		
Curb ramp does not land in crosswalk		
No 4' x 4' clear space at base of curb ramp		
Curb side is not 90° or has traversable adjacent surface		
Flare cross slope is greater than 10%		
Curb ramp running slope is greater than 8.33%	X	Remove and replace curb ramp
Blended transition running slope is greater than 5%		
Cut-thru ramp running slope is greater than 5%		
Curb ramp cross slope is greater than 2%		
Cut-thru ramp cross slope is greater than 2%		
Curb ramp width is less than 48"		
Cut-thru ramp width is less than 60"		
Permanent obstruction (>0.25') in curb ramp/landing/flares		
Temporary obstruction (>0.25') in curb ramp/landing/flares		
No textured surface at base of curb ramp	X	
No color contrast at base of curb ramp	X	For intersection ramps and commercial driveway ramps, install color truncated domes
Landing area does not exist and is needed		
Landing area is less than 5' x 5' or slopes greater than 2%	X	Remove and replace landing area
Curb ramp transition onto roadway is greater than 0.25"	X	Fix curb ramp transition
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%	NC	
Ponding occurs at base of curb ramp	X	Fix ponding

NC = Not Collected



Ramp 4A

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Kimley-Horn and Associates, Inc. Priority: 6
Project Description for Unsignalized Intersection

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : US Hwy 69 (North) **GPS ID:** 90862
Project Name: Intersection of US Hwy 69 and alley (Lat. 35.7768; Long. -95.4025) **Division:** 1
City: Muskogee

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	21	SY	\$ 50.00	\$ 1,050.00
610(I)-4610	Tactile Warning Device - New	20	SF	\$ 25.00	\$ 500.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	294	LF	\$ 6.00	\$ 1,764.00
---	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:	\$	3,314.00
Engineering: (% +/-)	15%	\$ 722.57
Contingency: (% +/-)	20%	\$ 963.43
Estimated Project Cost:	\$	5,000.00

Project Location

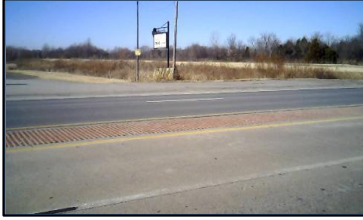


Field Observations

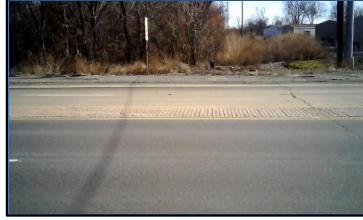
Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	Good	N/A	Good	Good	
Path of travel running slope is greater than 5%		N/A			
Path of travel cross slope is greater than 2% for stop control approaches	N/A		N/A		
Path of travel cross slope is greater than 5% for 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	N/A	None	None	Install crosswalk pavement markings

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1z	2z	3z	4z	
Curb ramp does not exist and is needed	X			X	Install curb ramp; see shapefile for median improvement
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curb side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%					
Curb ramp running slope is greater than 8.33%					
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%					
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"					
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25') in curb ramp/landing/flares					
Temporary obstruction (>0.25') in curb ramp/landing/flares					
No textured surface at base of curb ramp					
No color contrast at base of curb ramp					
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%					
Curb ramp transition onto roadway is greater than 0.25°					
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
Ponding occurs at base of curb ramp					

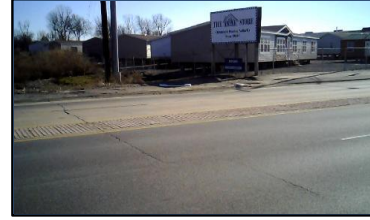
Comment: Existing sidewalk, curb ramp, and/or striping configurations permit pedestrians to cross the major street. An Engineering study is needed to confirm crossing should be accommodated at this location and the current crossing treatment is appropriate.



Corner 1 No Ramp (1z)



Corner 2 No Ramp (2z)



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

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

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : US Hwy 64 / US Hwy 62 Bus **GPS ID:** 90866
Project Name: Intersection of US Hwy 64 / US Hwy 62 Bus and Honor Heights Dr **Division:** 1
City: Muskogee

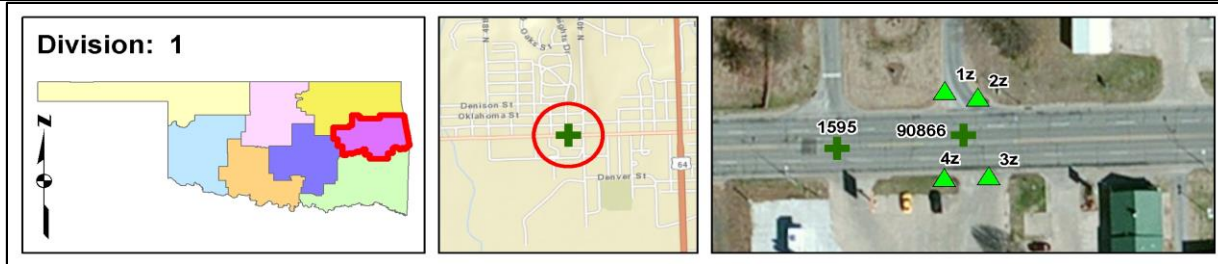
Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	21	SY	\$ 50.00	\$ 1,050.00
610(I)-4610	Tactile Warning Device - New	20	SF	\$ 25.00	\$ 500.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	228	LF	\$ 6.00	\$ 1,368.00
---	Repave Roadway	1	LS	\$ 5,000.00	\$ 5,000.00
---	Fix Ponding	0	LS	\$ 2,000.00	\$ -
---	Fix Curb Ramp Transition	0	LS	\$ 2,000.00	\$ -
---	Median Nose Modification	0	LS	\$ 5,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Fix Curb Ramp Counter Slope	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

- No Design Completed
- Preliminary Design
- Final Design

Subtotal:	\$	7,918.00
Engineering: (% +/-)	15%	1,320.86
Contingency: (% +/-)	20%	1,761.14
Estimated Project Cost:	\$	11,000.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	Good	Good	N/A	Good	
Path of travel running slope is greater than 5%			N/A		
Path of travel cross slope is greater than 2% for stop control approaches	X	N/A		N/A	Repave roadway and install crosswalk pavement markings
Path of travel cross slope is greater than 5% for free-flow approaches	N/A		N/A		
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	Install crosswalk pavement markings
Crosswalk striping condition	None	None	N/A	None	

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1z	2z	3z	4z	
Curb ramp does not exist and is needed	X	X			Install curb ramp; see shapefile for median improvement
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curbed side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%					
Curb ramp running slope is greater than 8.33%					
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%					
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"					
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25') in curb ramp/landing/flares					
Temporary obstruction (>0.25') in curb ramp/landing/flares					
No textured surface at base of curb ramp					
No color contrast at base of curb ramp					
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%					
Curb ramp transition onto roadway is greater than 0.25"					
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
Ponding occurs at base of curb ramp					

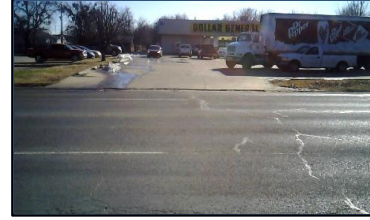
Comment: Existing sidewalk, curb ramp, and/or striping configurations permit pedestrians to cross the major street. An Engineering study is needed to confirm crossing should be accommodated at this location and the current crossing treatment is appropriate.



Corner 1 No Ramp (1z)



Corner 2 No Ramp (2z)



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Kimley-Horn and Associates, Inc. Priority: 9
Project Description for Unsignalized Intersection

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : US Hwy 64 / US Hwy 62 Bus **GPS ID:** 90867
Project Name: Intersection of US Hwy 64 / US Hwy 62 Bus and driveway (Lat. 35.753; Long. -95.3835) **Division:** 1
City: Muskogee

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	11	SY	\$ 50.00	\$ 550.00
610(I)-4610	Tactile Warning Device - New	10	SF	\$ 25.00	\$ 250.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	11	SY	\$ 12.00	\$ 132.00
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	0	LF	\$ 6.00	\$ -
---	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:	\$	932.00
Engineering: (% +/-)	15%	\$ 457.71
Contingency: (% +/-)	20%	\$ 610.29
Estimated Project Cost:	\$	2,000.00

Project Location

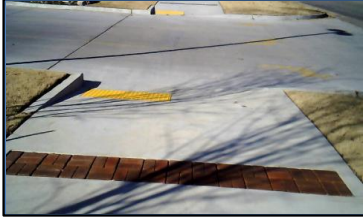


Field Observations

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

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)		Recommendations
	3A	4A	
Curb ramp does not exist and is needed			Remove and replace curb ramp
Curb ramp does not land in crosswalk			
No 4' x 4' clear space at base of curb ramp			
Curb side is not 90° or has traversable adjacent surface			
Flare cross slope is greater than 10%			
Curb ramp running slope is greater than 8.33%			
Blended transition running slope is greater than 5%			
Cut-thru ramp running slope is greater than 5%			
Curb ramp cross slope is greater than 2%	X		
Cut-thru ramp cross slope is greater than 2%			
Curb ramp width is less than 48"			
Cut-thru ramp width is less than 60"			
Permanent obstruction (>0.25') in curb ramp/landing/flares			
Temporary obstruction (>0.25') in curb ramp/landing/flares			
No textured surface at base of curb ramp			Remove and replace landing area
No color contrast at base of curb ramp			
Landing area does not exist and is needed			
Landing area is less than 5' x 5' or slopes greater than 2%	X		
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%	NC	NC	
Ponding occurs at base of curb ramp			

NC = Not Collected



Ramp 3A



Ramp 4A

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Kimley-Horn and Associates, Inc. Priority: 2
Project Description for Unsignalized Intersection

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : US Hwy 64 / US Hwy 62 Bus **GPS ID:** 90868
Project Name: Intersection of US Hwy 64 / US Hwy 62 Bus and driveway (Lat. 35.7526; Long. -95.3826) **Division:** 1
City: Muskogee

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	13	SY	\$ 50.00	\$ 650.00
610(I)-4610	Tactile Warning Device - New	10	SF	\$ 25.00	\$ 250.00
610(I)-4615	Tactile Warning Device - Retrofit	10	SF	\$ 60.00	\$ 600.00
619(B)-4792	Removal of Sidewalk	3	SY	\$ 12.00	\$ 36.00
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	0	LF	\$ 6.00	\$ -
---	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:	\$	1,536.00
Engineering: (% +/-)	15%	\$ 627.43
Contingency: (% +/-)	20%	\$ 836.57
Estimated Project Cost:	\$	3,000.00

Project Location



Field Observations

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

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)		Recommendations
	3z	4A	
Curb ramp does not exist and is needed	X		Install curb ramp; see shapefile for median improvement
Curb ramp does not land in crosswalk			
No 4' x 4' clear space at base of curb ramp			
Curb side is not 90° or has traversable adjacent surface			
Flare cross slope is greater than 10%			
Curb ramp running slope is greater than 8.33%			
Blended transition running slope is greater than 5%			
Cut-thru ramp running slope is greater than 5%			
Curb ramp cross slope is greater than 2%			
Cut-thru ramp cross slope is greater than 2%			
Curb ramp width is less than 48"			
Cut-thru ramp width is less than 60"			
Permanent obstruction (>0.25') in curb ramp/landing/flares			
Temporary obstruction (>0.25') in curb ramp/landing/flares			
No textured surface at base of curb ramp	X		
No color contrast at base of curb ramp	X		For intersection ramps and commercial driveway ramps, install color truncated domes
Landing area does not exist and is needed			Remove and replace landing area
Landing area is less than 5' x 5' or slopes greater than 2%	X		
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%		NC	
Ponding occurs at base of curb ramp			

NC = Not Collected



Corner 3 No Ramp (3z)



Ramp 4A

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Kimley-Horn and Associates, Inc. Priority: 2
Project Description for Unsignalized Intersection

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : US Hwy 64 / US Hwy 62 Bus **GPS ID:** 90869
Project Name: Intersection of US Hwy 64 / US Hwy 62 Bus and driveway (Lat. 35.7521; Long. -95.3811) **Division:** 1
City: Muskogee

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	8	SY	\$ 50.00	\$ 400.00
610(I)-4610	Tactile Warning Device - New	10	SF	\$ 25.00	\$ 250.00
610(I)-4615	Tactile Warning Device - Retrofit	10	SF	\$ 60.00	\$ 600.00
619(B)-4792	Removal of Sidewalk	8	SY	\$ 12.00	\$ 96.00
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	0	LF	\$ 6.00	\$ -
---	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:	\$	1,346.00
Engineering: (% +/-)	15%	\$ 280.29
Contingency: (% +/-)	20%	\$ 373.71
Estimated Project Cost:	\$	2,000.00

Project Location

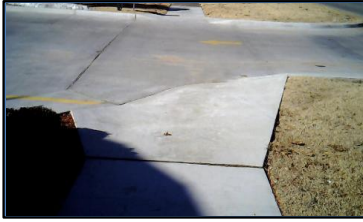


Field Observations

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

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)		Recommendations
	3A	4A	
Curb ramp does not exist and is needed			Remove and replace curb ramp
Curb ramp does not land in crosswalk			
No 4' x 4' clear space at base of curb ramp			
Curb side is not 90° or has traversable adjacent surface			
Flare cross slope is greater than 10%		X	
Curb ramp running slope is greater than 8.33%			
Blended transition running slope is greater than 5%			
Cut-thru ramp running slope is greater than 5%			
Curb ramp cross slope is greater than 2%			
Cut-thru ramp cross slope is greater than 2%			
Curb ramp width is less than 48"			
Cut-thru ramp width is less than 60"			
Permanent obstruction (>0.25') in curb ramp/landing/flares			
Temporary obstruction (>0.25') in curb ramp/landing/flares	X	X	
No textured surface at base of curb ramp	X	X	
No color contrast at base of curb ramp	X	X	
Landing area does not exist and is needed			For intersection ramps and commercial driveway ramps, install color truncated domes
Landing area is less than 5' x 5' or slopes greater than 2%			
Curb ramp transition onto roadway is greater than 0.25°			
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%	NC	NC	
Ponding occurs at base of curb ramp			

NC = Not Collected



Ramp 3A



Ramp 4A

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Kimley-Horn and Associates, Inc. Priority: 2
Project Description for Unsignalized Intersection

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : US Hwy 64 / US Hwy 62 Bus **GPS ID:** 90870
Project Name: Intersection of US Hwy 64 / US Hwy 62 Bus and driveway (Lat. 35.752; Long. -95.3808) **Division:** 1
City: Muskogee

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	15	SY	\$ 50.00	\$ 750.00
610(I)-4610	Tactile Warning Device - New	20	SF	\$ 25.00	\$ 500.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	15	SY	\$ 12.00	\$ 180.00
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	0	LF	\$ 6.00	\$ -
---	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:	\$	1,430.00
Engineering: (% +/-)	15%	\$ 244.29
Contingency: (% +/-)	20%	\$ 325.71
Estimated Project Cost:	\$	2,000.00

Project Location



Field Observations

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

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)		Recommendations
	3A	4A	
Curb ramp does not exist and is needed			Remove and replace curb ramp
Curb ramp does not land in crosswalk			
No 4' x 4' clear space at base of curb ramp			
Curb side is not 90° or has traversable adjacent surface			
Flare cross slope is greater than 10%	X	X	
Curb ramp running slope is greater than 8.33%			
Blended transition running slope is greater than 5%			
Cut-thru ramp running slope is greater than 5%			
Curb ramp cross slope is greater than 2%			
Cut-thru ramp cross slope is greater than 2%			
Curb ramp width is less than 48"			For intersection ramps and commercial driveway ramps, install color truncated domes
Cut-thru ramp width is less than 60"			
Permanent obstruction (>0.25') in curb ramp/landing/flares			
Temporary obstruction (>0.25') in curb ramp/landing/flares	X	X	
No textured surface at base of curb ramp	X	X	
No color contrast at base of curb ramp	X	X	
Landing area does not exist and is needed			
Landing area is less than 5' x 5' or slopes greater than 2%			
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%	NC	NC	
Ponding occurs at base of curb ramp			

NC = Not Collected



Ramp 3A



Ramp 4A

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

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

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : US Hwy 64 / US Hwy 62 Bus **GPS ID:** 90871
Project Name: Intersection of US Hwy 64 / US Hwy 62 Bus and driveway (Lat. 35.7509; Long. -95.3777) **Division:** 1
City: Muskogee

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	21	SY	\$ 50.00	\$ 1,050.00
610(I)-4610	Tactile Warning Device - New	20	SF	\$ 25.00	\$ 500.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	0	LF	\$ 6.00	\$ -
---	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:	\$	1,550.00
Engineering: (% +/-)	15%	\$ 621.43
Contingency: (% +/-)	20%	\$ 828.57
Estimated Project Cost:	\$	3,000.00

Project Location



Field Observations

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

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)		Recommendations
	3z	4z	
Curb ramp does not exist and is needed	X	X	Install curb ramp; see shapefile for median improvement
Curb ramp does not land in crosswalk			
No 4' x 4' clear space at base of curb ramp			
Curb side is not 90° or has traversable adjacent surface			
Flare cross slope is greater than 10%			
Curb ramp running slope is greater than 8.33%			
Blended transition running slope is greater than 5%			
Cut-thru ramp running slope is greater than 5%			
Curb ramp cross slope is greater than 2%			
Cut-thru ramp cross slope is greater than 2%			
Curb ramp width is less than 48"			
Cut-thru ramp width is less than 60"			
Permanent obstruction (>0.25') in curb ramp/landing/flares			
Temporary obstruction (>0.25') in curb ramp/landing/flares			
No textured surface at base of curb ramp			
No color contrast at base of curb ramp			
Landing area does not exist and is needed			
Landing area is less than 5' x 5' or slopes greater than 2%			
Curb ramp transition onto roadway is greater than 0.25°			
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%			
Ponding occurs at base of curb ramp			



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Kimley-Horn and Associates, Inc. Priority: 2
Project Description for Unsignalized Intersection

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : US Hwy 64 / US Hwy 62 Bus **GPS ID:** 90872
Project Name: Intersection of US Hwy 64 / US Hwy 62 Bus and driveway (Lat. 35.75; Long. -95.375) **Division:** 1
City: Muskogee

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	8	SY	\$ 50.00	\$ 400.00
610(I)-4610	Tactile Warning Device - New	10	SF	\$ 25.00	\$ 250.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	8	SY	\$ 12.00	\$ 96.00
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	0	LF	\$ 6.00	\$ -
---	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:	\$	746.00
Engineering: (% +/-)	15%	\$ 537.43
Contingency: (% +/-)	20%	\$ 716.57
Estimated Project Cost:	\$	2,000.00

Project Location



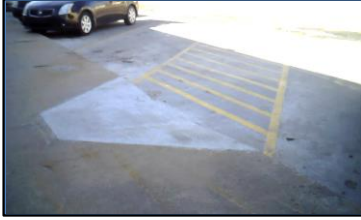
Field Observations

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

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)	Recommendations
Curb ramp does not exist and is needed		
Curb ramp does not land in crosswalk		
No 4' x 4' clear space at base of curb ramp		
Curb side is not 90° or has traversable adjacent surface		
Flare cross slope is greater than 10%		
Curb ramp running slope is greater than 8.33%		
Blended transition running slope is greater than 5%		
Cut-thru ramp running slope is greater than 5%		
Curb ramp cross slope is greater than 2%		
Cut-thru ramp cross slope is greater than 2%		
Curb ramp width is less than 48"	X	
Cut-thru ramp width is less than 60"		
Permanent obstruction (>0.25') in curb ramp/landing/flares		
Temporary obstruction (>0.25') in curb ramp/landing/flares		
No textured surface at base of curb ramp	X	
No color contrast at base of curb ramp	X	
Landing area does not exist and is needed		
Landing area is less than 5' x 5' or slopes greater than 2%		
Curb ramp transition onto roadway is greater than 0.25"		
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%	NC	
Ponding occurs at base of curb ramp		

NC = Not Collected

Comment: 'H' ramp provides access to on-street parking only



Ramp 4H

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

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

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : US Hwy 64 / US Hwy 62 Bus **GPS ID:** 90873
Project Name: Intersection of US Hwy 64 / US Hwy 62 Bus and driveway (Lat. 35.753; Long. -95.3836) **Division:** 1
City: Muskogee

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	21	SY	\$ 50.00	\$ 1,050.00
610(I)-4610	Tactile Warning Device - New	20	SF	\$ 25.00	\$ 500.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	0	LF	\$ 6.00	\$ -
---	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:	\$	1,550.00
Engineering: (% +/-)	15%	\$ 621.43
Contingency: (% +/-)	20%	\$ 828.57
Estimated Project Cost:	\$	3,000.00

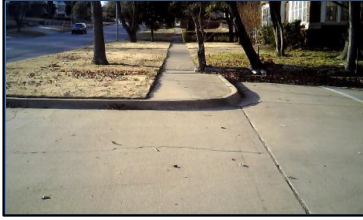
Project Location



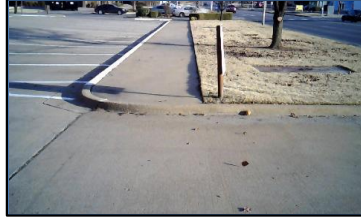
Field Observations

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

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)		Recommendations
	1z	2z	
Curb ramp does not exist and is needed	X	X	Install curb ramp; see shapefile for median improvement
Curb ramp does not land in crosswalk			
No 4' x 4' clear space at base of curb ramp			
Curb side is not 90° or has traversable adjacent surface			
Flare cross slope is greater than 10%			
Curb ramp running slope is greater than 8.33%			
Blended transition running slope is greater than 5%			
Cut-thru ramp running slope is greater than 5%			
Curb ramp cross slope is greater than 2%			
Cut-thru ramp cross slope is greater than 2%			
Curb ramp width is less than 48"			
Cut-thru ramp width is less than 60"			
Permanent obstruction (>0.25') in curb ramp/landing/flares			
Temporary obstruction (>0.25') in curb ramp/landing/flares			
No textured surface at base of curb ramp			
No color contrast at base of curb ramp			
Landing area does not exist and is needed			
Landing area is less than 5' x 5' or slopes greater than 2%			
Curb ramp transition onto roadway is greater than 0.25"			
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%			
Ponding occurs at base of curb ramp			



Corner 1 No Ramp (1z)



Corner 2 No Ramp (2z)

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Kimley-Horn and Associates, Inc. Priority: 2
Project Description for Unsignalized Intersection

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : US Hwy 64 / US Hwy 62 Bus **GPS ID:** 90875
Project Name: Intersection of US Hwy 64 / US Hwy 62 Bus and driveway (Lat. 35.7483; Long. -95.3707) **Division:** 1
City: Muskogee

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	18	SY	\$ 50.00	\$ 900.00
610(I)-4610	Tactile Warning Device - New	20	SF	\$ 25.00	\$ 500.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	18	SY	\$ 12.00	\$ 216.00
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	0	LF	\$ 6.00	\$ -
---	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:	\$	1,616.00
Engineering: (% +/-)	15%	\$ 593.14
Contingency: (% +/-)	20%	\$ 790.86
Estimated Project Cost:	\$	3,000.00

Project Location



Field Observations

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

Curb Ramp Issues	Curb Ramp ID ('2' or '1' in ramp label indicates no existing ramp)		Recommendations	
	1A	2A		
Curb ramp does not exist and is needed			Remove and replace curb ramp	
Curb ramp does not land in crosswalk				
No 4' x 4' clear space at base of curb ramp				
Curb side is not 90° or has traversable adjacent surface				
Flare cross slope is greater than 10%				
Curb ramp running slope is greater than 8.33%				
Blended transition running slope is greater than 5%				
Cut-thru ramp running slope is greater than 5%				
Curb ramp cross slope is greater than 2%	X			
Cut-thru ramp cross slope is greater than 2%		X		
Curb ramp width is less than 48"		X	For intersection ramps and commercial driveway ramps, install color truncated domes	
Cut-thru ramp width is less than 60"		X		
Permanent obstruction (>0.25') in curb ramp/landing/flares				
Temporary obstruction (>0.25') in curb ramp/landing/flares				
No textured surface at base of curb ramp	X	X		
No color contrast at base of curb ramp	X	X		
Landing area does not exist and is needed				Remove and replace landing area
Landing area is less than 5' x 5' or slopes greater than 2%		X		
Curb ramp transition onto roadway is greater than 0.25"		X		
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%	NC	NC		
Ponding occurs at base of curb ramp				

NC = Not Collected



Ramp 1A



Ramp 2A

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Kimley-Horn and Associates, Inc. Priority: 2
Project Description for Unsignalized Intersection

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : US Hwy 64 Bus **GPS ID:** 90876
Project Name: Intersection of US Hwy 64 Bus and driveway (Lat. 35.7526; Long. -95.3668) **Division:** 1
City: Muskogee

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	21	SY	\$ 50.00	\$ 1,050.00
610(I)-4610	Tactile Warning Device - New	20	SF	\$ 25.00	\$ 500.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	21	SY	\$ 12.00	\$ 252.00
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	0	LF	\$ 6.00	\$ -
---	Repave Roadway	0	LS	\$ 5,000.00	\$ -
---	Fix Ponding	1	LS	\$ 2,000.00	\$ 2,000.00
---	Fix Curb Ramp Transition	1	LS	\$ 2,000.00	\$ 2,000.00
---	Median Nose Modification	0	LS	\$ 5,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Fix Curb Ramp Counter Slope	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

- No Design Completed
- Preliminary Design
- Final Design

Subtotal:	\$	5,802.00
Engineering: (% +/-)	15%	\$ 942.00
Contingency: (% +/-)	20%	\$ 1,256.00
Estimated Project Cost:	\$	8,000.00

Project Location



Field Observations

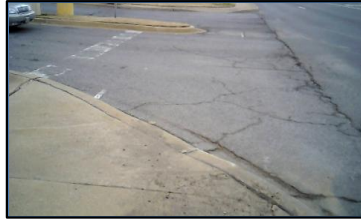
Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition					
Path of travel running slope is greater than 5%					
Path of travel cross slope is greater than 2% for stop control approaches					
Path of travel cross slope is greater than 5% for free-flow approaches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

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)		Recommendations
	1A	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			
Curb side is not 90° or has traversable adjacent surface			
Flare cross slope is greater than 10%			
Curb ramp running slope is greater than 8.33%			
Blended transition running slope is greater than 5%			
Cut-thru ramp running slope is greater than 5%			
Curb ramp cross slope is greater than 2%	X	X	
Cut-thru ramp cross slope is greater than 2%			
Curb ramp width is less than 48"			For intersection ramps and commercial driveway ramps, install color truncated domes
Cut-thru ramp width is less than 60"			
Permanent obstruction (>0.25") in curb ramp/landing/flares	X		
Temporary obstruction (>0.25") in curb ramp/landing/flares	X	X	
No textured surface at base of curb ramp	X	X	
No color contrast at base of curb ramp	X	X	
Landing area does not exist and is needed			
Landing area is less than 5' x 5' or slopes greater than 2%	X	X	
Curb ramp transition onto roadway is greater than 0.25"	X		
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%	NC	NC	
Ponding occurs at base of curb ramp	X		Fix ponding

NC = Not Collected



Ramp 1A



Ramp 4A

Opinion of Probable Construction Cost Disclaimer:

The Engineer has no control over the cost of labor, materials, equipment, or over the Contractor's methods of determining prices or over competitive bidding or market conditions. Opinions of probable costs provided herein are based on the information known to Engineer at this time and represent only the Engineer's judgment as a design professional familiar with the construction industry. The Engineer cannot and does not guarantee that proposals, bids, or actual construction costs will not vary from its opinions of probable costs.

Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

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

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : US Hwy 64 Bus **GPS ID:** 90877
Project Name: Intersection of US Hwy 64 Bus and driveway (Lat. 35.755; Long. -95.3654) **Division:** 1
City: Muskogee

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	21	SY	\$ 50.00	\$ 1,050.00
610(I)-4610	Tactile Warning Device - New	20	SF	\$ 25.00	\$ 500.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	0	LF	\$ 6.00	\$ -
---	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:	\$	1,550.00
Engineering: (% +/-)	15%	\$ 621.43
Contingency: (% +/-)	20%	\$ 828.57
Estimated Project Cost:	\$	3,000.00

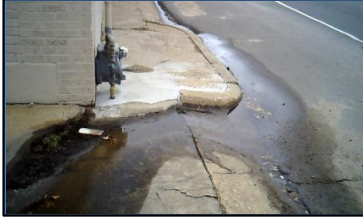
Project Location



Field Observations

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

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)		Recommendations
	1z	4z	
Curb ramp does not exist and is needed	X	X	Install curb ramp; see shapefile for median improvement
Curb ramp does not land in crosswalk			
No 4' x 4' clear space at base of curb ramp			
Curb side is not 90° or has traversable adjacent surface			
Flare cross slope is greater than 10%			
Curb ramp running slope is greater than 8.33%			
Blended transition running slope is greater than 5%			
Cut-thru ramp running slope is greater than 5%			
Curb ramp cross slope is greater than 2%			
Cut-thru ramp cross slope is greater than 2%			
Curb ramp width is less than 48"			
Cut-thru ramp width is less than 60"			
Permanent obstruction (>0.25') in curb ramp/landing/flares			
Temporary obstruction (>0.25') in curb ramp/landing/flares			
No textured surface at base of curb ramp			
No color contrast at base of curb ramp			
Landing area does not exist and is needed			
Landing area is less than 5' x 5' or slopes greater than 2%			
Curb ramp transition onto roadway is greater than 0.25°			
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%			
Ponding occurs at base of curb ramp			



Corner 1 No Ramp (1z)



Corner 4 No Ramp (4z)

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

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

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : US Hwy 64 Bus **GPS ID:** 90878
Project Name: Intersection of US Hwy 64 Bus and driveway (Lat. 35.7564; Long. -95.3646) **Division:** 1
City: Muskogee

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	21	SY	\$ 50.00	\$ 1,050.00
610(I)-4610	Tactile Warning Device - New	20	SF	\$ 25.00	\$ 500.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	0	LF	\$ 6.00	\$ -
---	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:	\$	1,550.00
Engineering: (% +/-)	15%	\$ 621.43
Contingency: (% +/-)	20%	\$ 828.57
Estimated Project Cost:	\$	3,000.00

Project Location



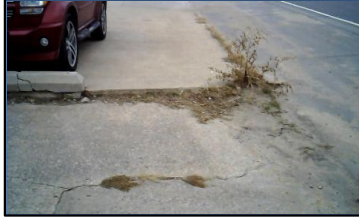
Field Observations

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

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)		Recommendations
	2z	3z	
Curb ramp does not exist and is needed	X	X	Install curb ramp; see shapefile for median improvement
Curb ramp does not land in crosswalk			
No 4' x 4' clear space at base of curb ramp			
Curb side is not 90° or has traversable adjacent surface			
Flare cross slope is greater than 10%			
Curb ramp running slope is greater than 8.33%			
Blended transition running slope is greater than 5%			
Cut-thru ramp running slope is greater than 5%			
Curb ramp cross slope is greater than 2%			
Cut-thru ramp cross slope is greater than 2%			
Curb ramp width is less than 48"			
Cut-thru ramp width is less than 60"			
Permanent obstruction (>0.25') in curb ramp/landing/flares			
Temporary obstruction (>0.25') in curb ramp/landing/flares			
No textured surface at base of curb ramp			
No color contrast at base of curb ramp			
Landing area does not exist and is needed			
Landing area is less than 5' x 5' or slopes greater than 2%			
Curb ramp transition onto roadway is greater than 0.25"			
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%			
Ponding occurs at base of curb ramp			



Corner 2 No Ramp (2z)



Corner 3 No Ramp (3z)

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

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

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : US Hwy 64 Bus **GPS ID:** 90882
Project Name: Intersection of US Hwy 64 Bus and driveway (Lat. 35.747; Long. -95.3699) **Division:** 1
City: Muskogee

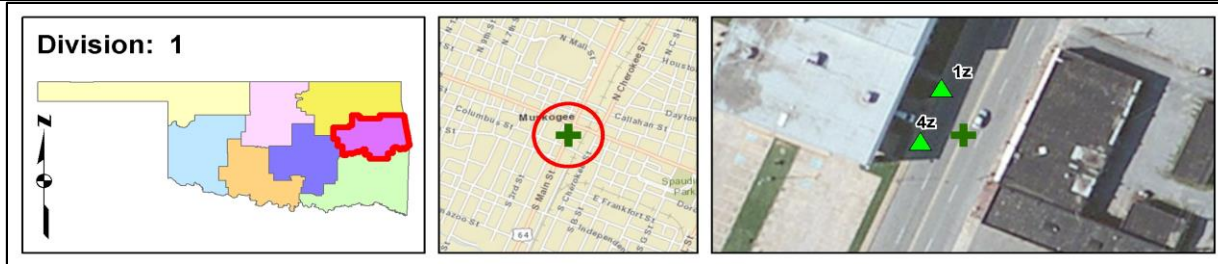
Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	21	SY	\$ 50.00	\$ 1,050.00
610(I)-4610	Tactile Warning Device - New	20	SF	\$ 25.00	\$ 500.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	0	LF	\$ 6.00	\$ -
---	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:	\$	1,550.00
Engineering: (% +/-)	15%	\$ 621.43
Contingency: (% +/-)	20%	\$ 828.57
Estimated Project Cost:	\$	3,000.00

Project Location



Field Observations

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

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)		Recommendations
	1z	4z	
Curb ramp does not exist and is needed	X	X	Install curb ramp; see shapefile for median improvement
Curb ramp does not land in crosswalk			
No 4' x 4' clear space at base of curb ramp			
Curb side is not 90° or has traversable adjacent surface			
Flare cross slope is greater than 10%			
Curb ramp running slope is greater than 8.33%			
Blended transition running slope is greater than 5%			
Cut-thru ramp running slope is greater than 5%			
Curb ramp cross slope is greater than 2%			
Cut-thru ramp cross slope is greater than 2%			
Curb ramp width is less than 48"			
Cut-thru ramp width is less than 60"			
Permanent obstruction (>0.25') in curb ramp/landing/flares			
Temporary obstruction (>0.25') in curb ramp/landing/flares			
No textured surface at base of curb ramp			
No color contrast at base of curb ramp			
Landing area does not exist and is needed			
Landing area is less than 5' x 5' or slopes greater than 2%			
Curb ramp transition onto roadway is greater than 0.25°			
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%			
Ponding occurs at base of curb ramp			



Corner 1 No Ramp (1z)



Corner 4 No Ramp (4z)

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

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

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : US Hwy 64 Bus **GPS ID:** 90884
Project Name: Intersection of US Hwy 64 Bus and driveway (Lat. 35.7444; Long. -95.3714) **Division:** 1
City: Muskogee

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	21	SY	\$ 50.00	\$ 1,050.00
610(I)-4610	Tactile Warning Device - New	20	SF	\$ 25.00	\$ 500.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	0	LF	\$ 6.00	\$ -
---	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:	\$	1,550.00
Engineering: (% +/-)	15%	\$ 621.43
Contingency: (% +/-)	20%	\$ 828.57
Estimated Project Cost:	\$	3,000.00

Project Location



Field Observations

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

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)		Recommendations
	1z	4z	
Curb ramp does not exist and is needed	X	X	Install curb ramp; see shapefile for median improvement
Curb ramp does not land in crosswalk			
No 4' x 4' clear space at base of curb ramp			
Curb side is not 90° or has traversable adjacent surface			
Flare cross slope is greater than 10%			
Curb ramp running slope is greater than 8.33%			
Blended transition running slope is greater than 5%			
Cut-thru ramp running slope is greater than 5%			
Curb ramp cross slope is greater than 2%			
Cut-thru ramp cross slope is greater than 2%			
Curb ramp width is less than 48"			
Cut-thru ramp width is less than 60"			
Permanent obstruction (>0.25') in curb ramp/landing/flares			
Temporary obstruction (>0.25') in curb ramp/landing/flares			
No textured surface at base of curb ramp			
No color contrast at base of curb ramp			
Landing area does not exist and is needed			
Landing area is less than 5' x 5' or slopes greater than 2%			
Curb ramp transition onto roadway is greater than 0.25°			
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%			
Ponding occurs at base of curb ramp			



Corner 1 No Ramp (1z)



Corner 4 No Ramp (4z)

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Kimley-Horn and Associates, Inc. Priority: 2
Project Description for Unsignalized Intersection

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : US Hwy 64 Bus **GPS ID:** 90924
Project Name: Intersection of US Hwy 64 Bus and driveway (Lat. 35.7493; Long. -95.3686) **Division:** 1
City: Muskogee

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	21	SY	\$ 50.00	\$ 1,050.00
610(I)-4610	Tactile Warning Device - New	20	SF	\$ 25.00	\$ 500.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	11	SY	\$ 12.00	\$ 132.00
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	0	LF	\$ 6.00	\$ -
---	Repave Roadway	0	LS	\$ 5,000.00	\$ -
---	Fix Ponding	1	LS	\$ 2,000.00	\$ 2,000.00
---	Fix Curb Ramp Transition	0	LS	\$ 2,000.00	\$ -
---	Median Nose Modification	0	LS	\$ 5,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Fix Curb Ramp Counter Slope	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

- No Design Completed
- Preliminary Design
- Final Design

Subtotal: \$ 3,682.00
 Engineering: (% +/-) 15% \$ 564.86
 Contingency: (% +/-) 20% \$ 753.14
Estimated Project Cost: \$ 5,000.00

Project Location



Field Observations

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

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)		Recommendations
	2z	3A	
Curb ramp does not exist and is needed	X		Install curb ramp; see shapefile for median improvement
Curb ramp does not land in crosswalk			
No 4' x 4' clear space at base of curb ramp			Remove and replace curb ramp
Curb side is not 90° or has traversable adjacent surface			
Flare cross slope is greater than 10%			
Curb ramp running slope is greater than 8.33%	X		
Blended transition running slope is greater than 5%			
Cut-thru ramp running slope is greater than 5%			
Curb ramp cross slope is greater than 2%			
Cut-thru ramp cross slope is greater than 2%			
Curb ramp width is less than 48"	X		
Cut-thru ramp width is less than 60"			
Permanent obstruction (>0.25') in curb ramp/landing/flares			For intersection ramps and commercial driveway ramps, install color truncated domes
Temporary obstruction (>0.25') in curb ramp/landing/flares			
No textured surface at base of curb ramp	X		Remove and replace landing area
No color contrast at base of curb ramp	X		
Landing area does not exist and is needed			Remove and replace landing area
Landing area is less than 5' x 5' or slopes greater than 2%	X		
Curb ramp transition onto roadway is greater than 0.25"			Fix ponding
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%	NC		
Ponding occurs at base of curb ramp		X	

NC = Not Collected



Corner 2 No Ramp (2z)



Ramp 3A

Opinion of Probable Construction Cost Disclaimer:

The Engineer has no control over the cost of labor, materials, equipment, or over the Contractor's methods of determining prices or over competitive bidding or market conditions. Opinions of probable costs provided herein are based on the information known to Engineer at this time and represent only the Engineer's judgment as a design professional familiar with the construction industry. The Engineer cannot and does not guarantee that proposals, bids, or actual construction costs will not vary from its opinions of probable costs.

Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

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

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : US Hwy 64 Bus **GPS ID:** 90925
Project Name: Intersection of US Hwy 64 Bus and driveway (Lat. 35.7441; Long. -95.3716) **Division:** 1
City: Muskogee

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	11	SY	\$ 50.00	\$ 550.00
610(I)-4610	Tactile Warning Device - New	10	SF	\$ 25.00	\$ 250.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	0	LF	\$ 6.00	\$ -
---	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:	\$	800.00
Engineering: (% +/-)	15%	\$ 514.29
Contingency: (% +/-)	20%	\$ 685.71
Estimated Project Cost:	\$	2,000.00

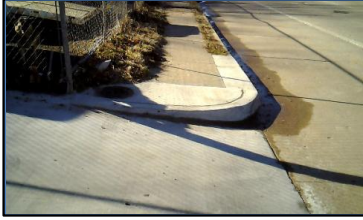
Project Location



Field Observations

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

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)	3z	X	Recommendations
				Install curb ramp; see shapefile for median improvement
Curb ramp does not exist and is needed				
Curb ramp does not land in crosswalk				
No 4' x 4' clear space at base of curb ramp				
Curb side is not 90° or has traversable adjacent surface				
Flare cross slope is greater than 10%				
Curb ramp running slope is greater than 8.33%				
Blended transition running slope is greater than 5%				
Cut-thru ramp running slope is greater than 5%				
Curb ramp cross slope is greater than 2%				
Cut-thru ramp cross slope is greater than 2%				
Curb ramp width is less than 48"				
Cut-thru ramp width is less than 60"				
Permanent obstruction (>0.25') in curb ramp/landing/flares				
Temporary obstruction (>0.25') in curb ramp/landing/flares				
No textured surface at base of curb ramp				
No color contrast at base of curb ramp				
Landing area does not exist and is needed				
Landing area is less than 5' x 5' or slopes greater than 2%				
Curb ramp transition onto roadway is greater than 0.25"				
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%				
Ponding occurs at base of curb ramp				



Corner 3 No Ramp (3z)

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Kimley-Horn and Associates, Inc. Priority: 2
Project Description for Unsignalized Intersection

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : US Hwy 64 Bus **GPS ID:** 90930
Project Name: Intersection of US Hwy 64 Bus and driveway (Lat. 35.7406; Long. -95.3735) **Division:** 1
City: Muskogee

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	21	SY	\$ 50.00	\$ 1,050.00
610(I)-4610	Tactile Warning Device - New	20	SF	\$ 25.00	\$ 500.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	10	SY	\$ 12.00	\$ 120.00
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	0	LF	\$ 6.00	\$ -
---	Repave Roadway	0	LS	\$ 5,000.00	\$ -
---	Fix Ponding	1	LS	\$ 2,000.00	\$ 2,000.00
---	Fix Curb Ramp Transition	0	LS	\$ 2,000.00	\$ -
---	Median Nose Modification	0	LS	\$ 5,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Fix Curb Ramp Counter Slope	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

- No Design Completed
- Preliminary Design
- Final Design

Subtotal:	\$	3,670.00
Engineering: (% +/-)	15%	\$ 570.00
Contingency: (% +/-)	20%	\$ 760.00
Estimated Project Cost:	\$	5,000.00

Project Location



Field Observations

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

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)		Recommendations
	1A	4z	
Curb ramp does not exist and is needed		X	Install curb ramp; see shapefile for median improvement
Curb ramp does not land in crosswalk			
No 4' x 4' clear space at base of curb ramp			Remove and replace curb ramp
Curb side is not 90° or has traversable adjacent surface			
Flare cross slope is greater than 10%	X		
Curb ramp running slope is greater than 8.33%			
Blended transition running slope is greater than 5%			
Cut-thru ramp running slope is greater than 5%			
Curb ramp cross slope is greater than 2%			
Cut-thru ramp cross slope is greater than 2%			
Curb ramp width is less than 48"	X		
Cut-thru ramp width is less than 60"			
Permanent obstruction (>0.25') in curb ramp/landing/flares	X		For intersection ramps and commercial driveway ramps, install color truncated domes
Temporary obstruction (>0.25') in curb ramp/landing/flares	X		
No textured surface at base of curb ramp	X		Remove and replace landing area
No color contrast at base of curb ramp	X		
Landing area does not exist and is needed			Remove and replace landing area
Landing area is less than 5' x 5' or slopes greater than 2%	X		
Curb ramp transition onto roadway is greater than 0.25"			Fix ponding
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%	NC		
Ponding occurs at base of curb ramp		X	

NC = Not Collected



Ramp 1A



Corner 4 No Ramp (4z)

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

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

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : US Hwy 64 Bus **GPS ID:** 90931
Project Name: Intersection of US Hwy 64 Bus and driveway (Lat. 35.7404; Long. -95.3736) **Division:** 1
City: Muskogee

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	21	SY	\$ 50.00	\$ 1,050.00
610(I)-4610	Tactile Warning Device - New	20	SF	\$ 25.00	\$ 500.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	0	LF	\$ 6.00	\$ -
---	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:	\$	1,550.00
Engineering: (% +/-)	15%	\$ 621.43
Contingency: (% +/-)	20%	\$ 828.57
Estimated Project Cost:	\$	3,000.00

Project Location



Field Observations

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

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)		Recommendations
	1z	4z	
Curb ramp does not exist and is needed	X	X	Install curb ramp; see shapefile for median improvement
Curb ramp does not land in crosswalk			
No 4' x 4' clear space at base of curb ramp			
Curb side is not 90° or has traversable adjacent surface			
Flare cross slope is greater than 10%			
Curb ramp running slope is greater than 8.33%			
Blended transition running slope is greater than 5%			
Cut-thru ramp running slope is greater than 5%			
Curb ramp cross slope is greater than 2%			
Cut-thru ramp cross slope is greater than 2%			
Curb ramp width is less than 48"			
Cut-thru ramp width is less than 60"			
Permanent obstruction (>0.25') in curb ramp/landing/flares			
Temporary obstruction (>0.25') in curb ramp/landing/flares			
No textured surface at base of curb ramp			
No color contrast at base of curb ramp			
Landing area does not exist and is needed			
Landing area is less than 5' x 5' or slopes greater than 2%			
Curb ramp transition onto roadway is greater than 0.25"			
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%			
Ponding occurs at base of curb ramp			



Corner 1 No Ramp (1z)



Corner 4 No Ramp (4z)

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

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

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : State Hwy 72 **GPS ID:** 90938
Project Name: Intersection of State Hwy 72 and driveway (Lat. 35.936; Long. -95.6513) **Division:** 1
City: Coweta

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	21	SY	\$ 50.00	\$ 1,050.00
610(I)-4610	Tactile Warning Device - New	20	SF	\$ 25.00	\$ 500.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	0	LF	\$ 6.00	\$ -
---	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:	\$	1,550.00
Engineering: (% +/-)	15%	\$ 621.43
Contingency: (% +/-)	20%	\$ 828.57
Estimated Project Cost:	\$	3,000.00

Project Location



Field Observations

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

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)		Recommendations
	2z	3z	
Curb ramp does not exist and is needed	X	X	Install curb ramp; see shapefile for median improvement
Curb ramp does not land in crosswalk			
No 4' x 4' clear space at base of curb ramp			
Curb side is not 90° or has traversable adjacent surface			
Flare cross slope is greater than 10%			
Curb ramp running slope is greater than 8.33%			
Blended transition running slope is greater than 5%			
Cut-thru ramp running slope is greater than 5%			
Curb ramp cross slope is greater than 2%			
Cut-thru ramp cross slope is greater than 2%			
Curb ramp width is less than 48"			
Cut-thru ramp width is less than 60"			
Permanent obstruction (>0.25') in curb ramp/landing/flares			
Temporary obstruction (>0.25') in curb ramp/landing/flares			
No textured surface at base of curb ramp			
No color contrast at base of curb ramp			
Landing area does not exist and is needed			
Landing area is less than 5' x 5' or slopes greater than 2%			
Curb ramp transition onto roadway is greater than 0.25°			
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%			
Ponding occurs at base of curb ramp			



Corner 2 No Ramp (2z)



Corner 3 No Ramp (3z)

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Kimley-Horn and Associates, Inc. Priority: 2
Project Description for Unsignalized Intersection

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : State Hwy 51 (East-West Segment) **GPS ID:** 90945
Project Name: Intersection of State Hwy 51 and driveway (Lat. 35.9596; Long. -95.3739) **Division:** 1
City: Wagoner

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	18	SY	\$ 50.00	\$ 900.00
610(I)-4610	Tactile Warning Device - New	20	SF	\$ 25.00	\$ 500.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	8	SY	\$ 12.00	\$ 96.00
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	0	LF	\$ 6.00	\$ -
---	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:	\$	1,496.00
Engineering: (% +/-)	15%	\$ 644.57
Contingency: (% +/-)	20%	\$ 859.43
Estimated Project Cost:	\$	3,000.00

Project Location



Field Observations

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

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)		Recommendations
	3z	4A	
Curb ramp does not exist and is needed	X		Install curb ramp; see shapefile for median improvement
Curb ramp does not land in crosswalk			
No 4' x 4' clear space at base of curb ramp			Remove and replace curb ramp
Curb side is not 90° or has traversable adjacent surface			
Flare cross slope is greater than 10%	X		
Curb ramp running slope is greater than 8.33%			
Blended transition running slope is greater than 5%			
Cut-thru ramp running slope is greater than 5%			
Curb ramp cross slope is greater than 2%			
Cut-thru ramp cross slope is greater than 2%			
Curb ramp width is less than 48"	X		
Cut-thru ramp width is less than 60"			
Permanent obstruction (>0.25") in curb ramp/landing/flares	X		For intersection ramps and commercial driveway ramps, install color truncated domes
Temporary obstruction (>0.25") in curb ramp/landing/flares			
No textured surface at base of curb ramp	X		
No color contrast at base of curb ramp	X		
Landing area does not exist and is needed			
Landing area is less than 5' x 5' or slopes greater than 2%			
Curb ramp transition onto roadway is greater than 0.25"			
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%		NC	
Ponding occurs at base of curb ramp			

NC = Not Collected



Corner 3 No Ramp (3z)



Ramp 4A

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Kimley-Horn and Associates, Inc. Priority: 13
Project Description for Unsignalized Intersection

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : State Hwy 51 (East-West Segment) **GPS ID:** 90946
Project Name: Midblock crossing 245' east of N Casaver Ave on State Hwy 51 **Division:** 1
City: Wagoner

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	8	SY	\$ 50.00	\$ 400.00
610(I)-4610	Tactile Warning Device - New	10	SF	\$ 25.00	\$ 250.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	8	SY	\$ 12.00	\$ 96.00
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	0	LF	\$ 6.00	\$ -
---	Repave Roadway	0	LS	\$ 5,000.00	\$ -
---	Fix Ponding	1	LS	\$ 2,000.00	\$ 2,000.00
---	Fix Curb Ramp Transition	0	LS	\$ 2,000.00	\$ -
---	Median Nose Modification	0	LS	\$ 5,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Fix Curb Ramp Counter Slope	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

- No Design Completed
- Preliminary Design
- Final Design

Subtotal:	\$	2,746.00
Engineering: (% +/-)	15%	\$ 537.43
Contingency: (% +/-)	20%	\$ 716.57
Estimated Project Cost:	\$	4,000.00

Project Location



Field Observations

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

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1A	2z	3z	4A	
Curb ramp does not exist and is needed					Remove and replace curb ramp
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curb side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%			X		
Curb ramp running slope is greater than 8.33%					
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%					
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"					
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25') in curb ramp/landing/flares					
Temporary obstruction (>0.25') in curb ramp/landing/flares					
No textured surface at base of curb ramp					
No color contrast at base of curb ramp					
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%					
Curb ramp transition onto roadway is greater than 0.25"					
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%	NC			NC	
Ponding occurs at base of curb ramp			X		Fix ponding

NC = Not Collected

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 4A

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

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

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : State Hwy 51 (East-West Segment) **GPS ID:** 90969
Project Name: Intersection of State Hwy 51 and Wagoner Ave **Division:** 1
City: Wagoner

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	31	SY	\$ 50.00	\$ 1,550.00
610(I)-4610	Tactile Warning Device - New	30	SF	\$ 25.00	\$ 750.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	10	SY	\$ 12.00	\$ 120.00
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	136	LF	\$ 6.00	\$ 816.00
---	Repave Roadway	1	LS	\$ 5,000.00	\$ 5,000.00
---	Fix Ponding	1	LS	\$ 2,000.00	\$ 2,000.00
---	Fix Curb Ramp Transition	0	LS	\$ 2,000.00	\$ -
---	Median Nose Modification	0	LS	\$ 5,000.00	\$ -
---	Remove Temporary Obstruction	1	LS	\$ 500.00	\$ 500.00
---	Fix Curb Ramp Counter Slope	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

- No Design Completed
- Preliminary Design
- Final Design

Subtotal:	\$	10,736.00
Engineering: (% +/-)	15%	1,827.43
Contingency: (% +/-)	20%	2,436.57
Estimated Project Cost:	\$	15,000.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	Good	N/A	Good	N/A	
Path of travel running slope is greater than 5%					
Path of travel cross slope is greater than 2% for stop control approaches		N/A	X	N/A	Repave roadway and install crosswalk pavement markings
Path of travel cross slope is greater than 5% for free-flow approaches	N/A		N/A		
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	Install crosswalk pavement markings
Crosswalk striping condition	None	N/A	None	N/A	

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1z	2z	3A	4z	
Curb ramp does not exist and is needed		X		X	Install curb ramp; see shapefile for median improvement
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curb side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%					
Curb ramp running slope is greater than 8.33%			X		Remove and replace curb ramp
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%					
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"					
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25') in curb ramp/landing/flares					Remove temporary obstruction
Temporary obstruction (>0.25') in curb ramp/landing/flares		X			
No textured surface at base of curb ramp			X		For intersection ramps and commercial driveway ramps, install color truncated domes
No color contrast at base of curb ramp			X		
Landing area does not exist and is needed					Remove and replace landing area
Landing area is less than 5' x 5' or slopes greater than 2%			X		
Curb ramp transition onto roadway is greater than 0.25"					
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%				NC	
Ponding occurs at base of curb ramp				X	Fix ponding

NC = Not Collected



Corner 1 No Ramp (1z)



Corner 2 No Ramp (2z)



Ramp 3A



Corner 4 No Ramp (4z)

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : State Hwy 51 (East-West Segment) **GPS ID:** 90970
Project Name: Intersection of State Hwy 51 and driveway (Lat. 35.96; Long. -95.3883) **Division:** 1
City: Wagoner

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	11	SY	\$ 50.00	\$ 550.00
610(I)-4610	Tactile Warning Device - New	10	SF	\$ 25.00	\$ 250.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	10	SY	\$ 12.00	\$ 120.00
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	0	LF	\$ 6.00	\$ -
---	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:	\$	920.00
Engineering: (% +/-)	15%	\$ 462.86
Contingency: (% +/-)	20%	\$ 617.14
Estimated Project Cost:	\$	2,000.00

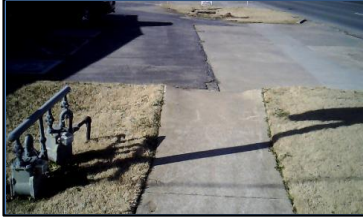
Project Location



Field Observations

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

Curb Ramp Issues	Curb Ramp ID ('Z' or 'I' in ramp label indicates no existing ramp)	Recommendations
Curb ramp does not exist and is needed		
Curb ramp does not land in crosswalk		
No 4' x 4' clear space at base of curb ramp		
Curb side is not 90° or has traversable adjacent surface		
Flare cross slope is greater than 10%		
Curb ramp running slope is greater than 8.33%		
Blended transition running slope is greater than 5%		
Cut-thru ramp running slope is greater than 5%		
Curb ramp cross slope is greater than 2%	X	Remove and replace curb ramp
Cut-thru ramp cross slope is greater than 2%	X	
Curb ramp width is less than 48"	X	
Cut-thru ramp width is less than 60"		
Permanent obstruction (>0.25') in curb ramp/landing/flares		
Temporary obstruction (>0.25') in curb ramp/landing/flares		
No textured surface at base of curb ramp	X	For intersection ramps and commercial driveway ramps, install color truncated domes
No color contrast at base of curb ramp	X	
Landing area does not exist and is needed		
Landing area is less than 5' x 5' or slopes greater than 2%	X	Remove and replace landing area
Curb ramp transition onto roadway is greater than 0.25°		
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%		
Ponding occurs at base of curb ramp		



Ramp 3A

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Kimley-Horn and Associates, Inc. Priority: 2
Project Description for Unsignalized Intersection

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : State Hwy 51 (East-West Segment) **GPS ID:** 90971
Project Name: Intersection of State Hwy 51 and driveway (Lat. 35.9599; Long. -95.3878) **Division:** 1
City: Wagoner

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	21	SY	\$ 50.00	\$ 1,050.00
610(I)-4610	Tactile Warning Device - New	20	SF	\$ 25.00	\$ 500.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	20	SY	\$ 12.00	\$ 240.00
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	0	LF	\$ 6.00	\$ -
---	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: \$ 1,790.00
 Engineering: (% +/-) 15% \$ 518.57
 Contingency: (% +/-) 20% \$ 691.43
Estimated Project Cost: \$ 3,000.00

Project Location



Field Observations

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

Curb Ramp Issues	Curb Ramp ID ('Z' or 'I' in ramp label indicates no existing ramp)		Recommendations
	3A	4A	
Curb ramp does not exist and is needed			
Curb ramp does not land in crosswalk			
No 4' x 4' clear space at base of curb ramp			
Curb side is not 90° or has traversable adjacent surface			
Flare cross slope is greater than 10%			
Curb ramp running slope is greater than 8.33%	X	X	
Blended transition running slope is greater than 5%			
Cut-thru ramp running slope is greater than 5%			
Curb ramp cross slope is greater than 2%	X		
Cut-thru ramp cross slope is greater than 2%			
Curb ramp width is less than 48"	X	X	
Cut-thru ramp width is less than 60"			
Permanent obstruction (>0.25') in curb ramp/landing/flares			
Temporary obstruction (>0.25') in curb ramp/landing/flares			
No textured surface at base of curb ramp	X	X	
No color contrast at base of curb ramp	X	X	
Landing area does not exist and is needed			
Landing area is less than 5' x 5' or slopes greater than 2%	X	X	
Curb ramp transition onto roadway is greater than 0.25°			
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%			
Ponding occurs at base of curb ramp			



Ramp 3A



Ramp 4A

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Kimley-Horn and Associates, Inc. Priority: 2
Project Description for Unsignalized Intersection

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : State Hwy 51B **GPS ID:** 90975
Project Name: Intersection of State Hwy 51B and driveway (Lat. 35.8653; Long. -95.5225) **Division:** 1
City: Porter

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	0	SY	\$ 50.00	\$ -
610(I)-4610	Tactile Warning Device - New	0	SF	\$ 25.00	\$ -
610(I)-4615	Tactile Warning Device - Retrofit	10	SF	\$ 60.00	\$ 600.00
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	0	LF	\$ 6.00	\$ -
---	Repave Roadway	0	LS	\$ 5,000.00	\$ -
---	Fix Ponding	1	LS	\$ 2,000.00	\$ 2,000.00
---	Fix Curb Ramp Transition	0	LS	\$ 2,000.00	\$ -
---	Median Nose Modification	0	LS	\$ 5,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Fix Curb Ramp Counter Slope	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

- No Design Completed
- Preliminary Design
- Final Design

Subtotal:	\$	2,600.00
Engineering: (% +/-)	15%	\$ 600.00
Contingency: (% +/-)	20%	\$ 800.00
Estimated Project Cost:	\$	4,000.00

Project Location



Field Observations

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

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)	Recommendations
Curb ramp does not exist and is needed		
Curb ramp does not land in crosswalk		
No 4' x 4' clear space at base of curb ramp		
Curb side is not 90° or has traversable adjacent surface		
Flare cross slope is greater than 10%		
Curb ramp running slope is greater than 8.33%		
Blended transition running slope is greater than 5%		
Cut-thru ramp running slope is greater than 5%		
Curb ramp cross slope is greater than 2%		
Cut-thru ramp cross slope is greater than 2%		
Curb ramp width is less than 48"		
Cut-thru ramp width is less than 60"		
Permanent obstruction (>0.25') in curb ramp/landing/flares		
Temporary obstruction (>0.25') in curb ramp/landing/flares		
No textured surface at base of curb ramp	X	For intersection ramps and commercial driveway ramps, install color truncated domes
No color contrast at base of curb ramp	X	
Landing area does not exist and is needed		
Landing area is less than 5' x 5' or slopes greater than 2%		
Curb ramp transition onto roadway is greater than 0.25°		
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%		
Ponding occurs at base of curb ramp	X	Fix ponding



Ramp 1A

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Kimley-Horn and Associates, Inc. Priority: 2
Project Description for Unsignalized Intersection

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : State Hwy 51B **GPS ID:** 90994
Project Name: Intersection of State Hwy 51B and driveway (Lat. 35.869; Long. -95.5225) **Division:** 1
City: Porter

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	3	SY	\$ 50.00	\$ 150.00
610(I)-4610	Tactile Warning Device - New	0	SF	\$ 25.00	\$ -
610(I)-4615	Tactile Warning Device - Retrofit	20	SF	\$ 60.00	\$ 1,200.00
619(B)-4792	Removal of Sidewalk	3	SY	\$ 12.00	\$ 36.00
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	0	LF	\$ 6.00	\$ -
---	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: \$ 1,386.00
 Engineering: (% +/-) 15% \$ 263.14
 Contingency: (% +/-) 20% \$ 350.86
Estimated Project Cost: \$ 2,000.00

Project Location



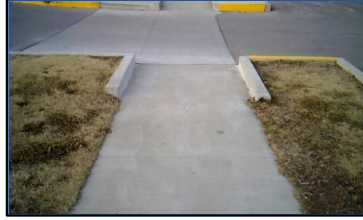
Field Observations

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

Curb Ramp Issues	Curb Ramp ID ('2' or '1' in ramp label indicates no existing ramp)		Recommendations
	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			
Curb side is not 90° or has traversable adjacent surface			
Flare cross slope is greater than 10%			
Curb ramp running slope is greater than 8.33%			
Blended transition running slope is greater than 5%			
Cut-thru ramp running slope is greater than 5%			
Curb ramp cross slope is greater than 2%			
Cut-thru ramp cross slope is greater than 2%			
Curb ramp width is less than 48"			
Cut-thru ramp width is less than 60"			
Permanent obstruction (>0.25') in curb ramp/landing/flares			
Temporary obstruction (>0.25') in curb ramp/landing/flares			
No textured surface at base of curb ramp	X	X	For intersection ramps and commercial driveway ramps, install color truncated domes
No color contrast at base of curb ramp	X	X	
Landing area does not exist and is needed			Remove and replace landing area
Landing area is less than 5' x 5' or slopes greater than 2%	X		
Curb ramp transition onto roadway is greater than 0.25°			
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%			
Ponding occurs at base of curb ramp			



Ramp 2A



Ramp 3A

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Client: Oklahoma Department of Transportation Date: 7/28/16
 Program: ADA Self-Evaluation and Transition Plan Prepared By: CMP
 KHA No.: 051279001 Checked By: EPE

Corridor : State Hwy 72 GPS ID: 91005
 Project Name: Intersection of State Hwy 72 and driveway (Lat. 35.6484; Long. -95.6561) Division: 1
 City: Boynton

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	0	SY	\$ 50.00	\$ -
610(I)-4610	Tactile Warning Device - New	0	SF	\$ 25.00	\$ -
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	0	LF	\$ 6.00	\$ -
---	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:	\$	-
Engineering: (% +/-)	15%	\$ -
Contingency: (% +/-)	20%	\$ -
Estimated Project Cost:	\$	-

Project Location



Field Observations

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

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)	Recommendations
Curb ramp does not exist and is needed		
Curb ramp does not land in crosswalk		
No 4' x 4' clear space at base of curb ramp		
Curb side is not 90° or has traversable adjacent surface		
Flare cross slope is greater than 10%		
Curb ramp running slope is greater than 8.33%		
Blended transition running slope is greater than 5%		
Cut-thru ramp running slope is greater than 5%		
Curb ramp cross slope is greater than 2%		
Cut-thru ramp cross slope is greater than 2%		
Curb ramp width is less than 48"		
Cut-thru ramp width is less than 60"		
Permanent obstruction (>0.25') in curb ramp/landing/flares		
Temporary obstruction (>0.25') in curb ramp/landing/flares		
No textured surface at base of curb ramp		
No color contrast at base of curb ramp		
Landing area does not exist and is needed		
Landing area is less than 5' x 5' or slopes greater than 2%		
Curb ramp transition onto roadway is greater than 0.25°		
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%		
Ponding occurs at base of curb ramp		



Ramp 1A

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Kimley-Horn and Associates, Inc. Priority: 2
Project Description for Unsignalized Intersection

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : US Hwy 64 / State Hwy 72 **GPS ID:** 91016
Project Name: Intersection of US Hwy 64 / State Hwy 72 and driveway (Lat. 35.8187; Long. -95.675) **Division:** 1
City: Haskell

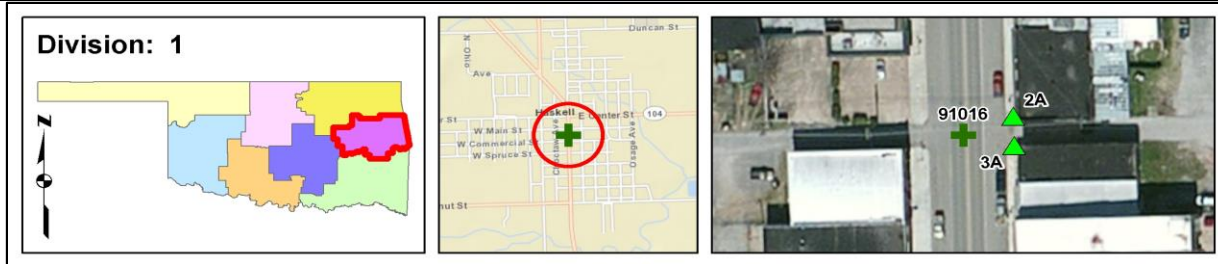
Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	11	SY	\$ 50.00	\$ 550.00
610(I)-4610	Tactile Warning Device - New	11	SF	\$ 25.00	\$ 250.00
610(I)-4615	Tactile Warning Device - Retrofit	10	SF	\$ 60.00	\$ 600.00
619(B)-4792	Removal of Sidewalk	11	SY	\$ 12.00	\$ 132.00
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	0	LF	\$ 6.00	\$ -
---	Repave Roadway	0	LS	\$ 5,000.00	\$ -
---	Fix Ponding	1	LS	\$ 2,000.00	\$ 2,000.00
---	Fix Curb Ramp Transition	1	LS	\$ 2,000.00	\$ 2,000.00
---	Median Nose Modification	0	LS	\$ 5,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Fix Curb Ramp Counter Slope	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

- No Design Completed
- Preliminary Design
- Final Design

Subtotal: \$ 5,532.00
 Engineering: (% +/-) 15% \$ 1,057.71
 Contingency: (% +/-) 20% \$ 1,410.29
Estimated Project Cost: \$ 8,000.00

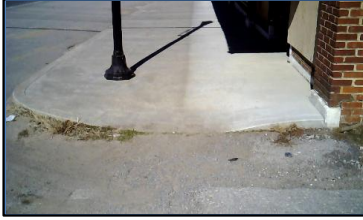
Project Location



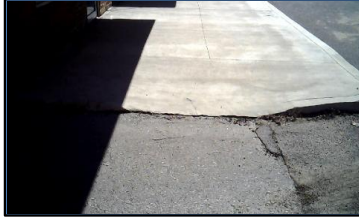
Field Observations

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

Curb Ramp Issues	Curb Ramp ID ('2' or '1' in ramp label indicates no existing ramp)		Recommendations
	2A	3A	
Curb ramp does not exist and is needed			Remove and replace curb ramp
Curb ramp does not land in crosswalk			
No 4' x 4' clear space at base of curb ramp			
Curb side is not 90° or has traversable adjacent surface			
Flare cross slope is greater than 10%	X		
Curb ramp running slope is greater than 8.33%			
Blended transition running slope is greater than 5%			
Cut-thru ramp running slope is greater than 5%			
Curb ramp cross slope is greater than 2%			
Cut-thru ramp cross slope is greater than 2%			
Curb ramp width is less than 48"			For intersection ramps and commercial driveway ramps, install color truncated domes
Cut-thru ramp width is less than 60"			
Permanent obstruction (>0.25') in curb ramp/landing/flares			
Temporary obstruction (>0.25') in curb ramp/landing/flares	X	X	
No textured surface at base of curb ramp	X	X	
No color contrast at base of curb ramp	X	X	
Landing area does not exist and is needed			
Landing area is less than 5' x 5' or slopes greater than 2%	X		
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		Fix ponding



Ramp 2A



Ramp 3A

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

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

Client: Oklahoma Department of Transportation Date: 7/28/16
 Program: ADA Self-Evaluation and Transition Plan Prepared By: CMP
 KHA No.: 051279001 Checked By: EPE

Corridor : US Hwy 62 Bus GPS ID: 91133
 Project Name: Intersection of US Hwy 62 Bus (Poplar St) and driveway (Lat. 35.7983; Long. -95.2485) Division: 1
 City: Fort Gibson

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	11	SY	\$ 50.00	\$ 550.00
610(I)-4610	Tactile Warning Device - New	10	SF	\$ 25.00	\$ 250.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	0	LF	\$ 6.00	\$ -
---	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:	\$	800.00
Engineering: (% +/-)	15%	\$ 514.29
Contingency: (% +/-)	20%	\$ 685.71
Estimated Project Cost:	\$	2,000.00

Project Location



Field Observations

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

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)	1z	X	Recommendations
				Install curb ramp; see shapefile for median improvement
Curb ramp does not exist and is needed				
Curb ramp does not land in crosswalk				
No 4' x 4' clear space at base of curb ramp				
Curb side is not 90° or has traversable adjacent surface				
Flare cross slope is greater than 10%				
Curb ramp running slope is greater than 8.33%				
Blended transition running slope is greater than 5%				
Cut-thru ramp running slope is greater than 5%				
Curb ramp cross slope is greater than 2%				
Cut-thru ramp cross slope is greater than 2%				
Curb ramp width is less than 48"				
Cut-thru ramp width is less than 60"				
Permanent obstruction (>0.25') in curb ramp/landing/flares				
Temporary obstruction (>0.25') in curb ramp/landing/flares				
No textured surface at base of curb ramp				
No color contrast at base of curb ramp				
Landing area does not exist and is needed				
Landing area is less than 5' x 5' or slopes greater than 2%				
Curb ramp transition onto roadway is greater than 0.25"				
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%				
Ponding occurs at base of curb ramp				



Corner 1 No Ramp (1z)

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

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Kimley-Horn and Associates, Inc. Priority: 2
Project Description for Unsignalized Intersection

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : State Hwy 80 **GPS ID:** 91151
Project Name: Intersection of State Hwy 80 and driveway (Lat. 35.7965; Long. -95.2496) **Division:** 1
City: Fort Gibson

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	11	SY	\$ 50.00	\$ 550.00
610(I)-4610	Tactile Warning Device - New	10	SF	\$ 25.00	\$ 250.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	11	SY	\$ 12.00	\$ 132.00
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	0	LF	\$ 6.00	\$ -
---	Repave Roadway	0	LS	\$ 5,000.00	\$ -
---	Fix Ponding	0	LS	\$ 2,000.00	\$ -
---	Fix Curb Ramp Transition	1	LS	\$ 2,000.00	\$ 2,000.00
---	Median Nose Modification	0	LS	\$ 5,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Fix Curb Ramp Counter Slope	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

- No Design Completed
- Preliminary Design
- Final Design

Subtotal:	\$	2,932.00
Engineering: (% +/-)	15%	\$ 457.71
Contingency: (% +/-)	20%	\$ 610.29
Estimated Project Cost:	\$	4,000.00

Project Location



Field Observations

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

Curb Ramp Issues	Curb Ramp ID ('2' or '1' in ramp label indicates no existing ramp)	Recommendations
Curb ramp does not exist and is needed		
Curb ramp does not land in crosswalk		
No 4' x 4' clear space at base of curb ramp		
Curb side is not 90° or has traversable adjacent surface		
Flare cross slope is greater than 10%		
Curb ramp running slope is greater than 8.33%		
Blended transition running slope is greater than 5%		
Cut-thru ramp running slope is greater than 5%		
Curb ramp cross slope is greater than 2%	X	Remove and replace curb ramp
Cut-thru ramp cross slope is greater than 2%	X	
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		For intersection ramps and commercial driveway ramps, install color truncated domes
Temporary obstruction (>0.25') in curb ramp/landing/flares		
No textured surface at base of curb ramp	X	Remove and replace landing area
No color contrast at base of curb ramp	X	
Landing area does not exist and is needed		Fix curb ramp transition
Landing area is less than 5' x 5' or slopes greater than 2%	X	
Curb ramp transition onto roadway is greater than 0.25"	X	
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%		
Ponding occurs at base of curb ramp		



Ramp 2A

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Kimley-Horn and Associates, Inc. Priority: 2
Project Description for Unsignalized Intersection

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : State Hwy 80 **GPS ID:** 91153
Project Name: Intersection of State Hwy 80 and E Maple Ave **Division:** 1
City: Fort Gibson

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	46	SY	\$ 50.00	\$ 2,300.00
610(I)-4610	Tactile Warning Device - New	40	SF	\$ 25.00	\$ 1,000.00
610(I)-4615	Tactile Warning Device - Retrofit	10	SF	\$ 60.00	\$ 600.00
619(B)-4792	Removal of Sidewalk	39	SY	\$ 12.00	\$ 468.00
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	359	LF	\$ 6.00	\$ 2,154.00
---	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:	\$	12,522.00
Engineering: (% +/-)	15%	\$ 1,919.14
Contingency: (% +/-)	20%	\$ 2,558.86
Estimated Project Cost:	\$	17,000.00

Project Location



Field Observations

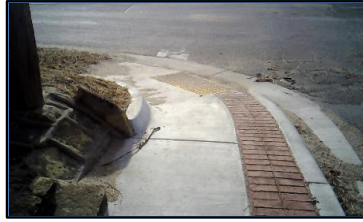
Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	Good	Good	Good	Good	
Path of travel running slope is greater than 5%					
Path of travel cross slope is greater than 2% for stop control approaches	N/A		N/A		
Path of travel cross slope is greater than 5% for 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' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1A	2A	3A	4A	
Curb ramp does not exist and is needed					
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curb side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%					
Curb ramp running slope is greater than 8.33%		X			Remove and replace curb ramp
Blended transition running slope is greater than 5%		X			
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%	X				
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"					
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25') in curb ramp/landing/flares			X		For intersection ramps and commercial driveway ramps, install color truncated domes
Temporary obstruction (>0.25') in curb ramp/landing/flares					
No textured surface at base of curb ramp			X	X	Remove and replace landing area
No color contrast at base of curb ramp			X	X	
Landing area does not exist and is needed					Fix curb ramp transition
Landing area is less than 5' x 5' or slopes greater than 2%	X		X	X	
Curb ramp transition onto roadway is greater than 0.25"			X		Fix ponding
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
Ponding occurs at base of curb ramp	X		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

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

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Kimley-Horn and Associates, Inc. Priority: 2
Project Description for Unsignalized Intersection

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : State Hwy 80 **GPS ID:** 91154
Project Name: Intersection of State Hwy 80 and driveway (Lat. 35.7963; Long. -95.2495) **Division:** 1
City: Fort Gibson

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	15	SY	\$ 50.00	\$ 750.00
610(I)-4610	Tactile Warning Device - New	20	SF	\$ 25.00	\$ 500.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	15	SY	\$ 12.00	\$ 180.00
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	0	LF	\$ 6.00	\$ -
---	Repave Roadway	0	LS	\$ 5,000.00	\$ -
---	Fix Ponding	1	LS	\$ 2,000.00	\$ 2,000.00
---	Fix Curb Ramp Transition	0	LS	\$ 2,000.00	\$ -
---	Median Nose Modification	0	LS	\$ 5,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Fix Curb Ramp Counter Slope	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

- No Design Completed
- Preliminary Design
- Final Design

Subtotal:	\$	3,430.00
Engineering: (% +/-)	15%	\$ 672.86
Contingency: (% +/-)	20%	\$ 897.14
Estimated Project Cost:	\$	5,000.00

Project Location



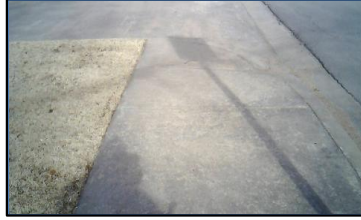
Field Observations

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

Curb Ramp Issues	Curb Ramp ID (' or 'I' in ramp label indicates no existing ramp)		Recommendations
	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			
Curb side is not 90° or has traversable adjacent surface	X	X	
Flare cross slope is greater than 10%			
Curb ramp running slope is greater than 8.33%			
Blended transition running slope is greater than 5%			
Cut-thru ramp running slope is greater than 5%			
Curb ramp cross slope is greater than 2%		X	
Cut-thru ramp cross slope is greater than 2%			
Curb ramp width is less than 48"			For intersection ramps and commercial driveway ramps, install color truncated domes
Cut-thru ramp width is less than 60"			
Permanent obstruction (>0.25') in curb ramp/landing/flares			
Temporary obstruction (>0.25') in curb ramp/landing/flares			
No textured surface at base of curb ramp	X	X	
No color contrast at base of curb ramp	X	X	
Landing area does not exist and is needed			
Landing area is less than 5' x 5' or slopes greater than 2%			
Curb ramp transition onto roadway is greater than 0.25°			
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%			
Ponding occurs at base of curb ramp	X		Fix ponding



Ramp 1A



Ramp 4A

Opinion of Probable Construction Cost Disclaimer:

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Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Kimley-Horn and Associates, Inc. Priority: 2
Project Description for Unsignalized Intersection

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : State Hwy 80 **GPS ID:** 91162
Project Name: Intersection of State Hwy 80 and Walnut St **Division:** 1
City: Fort Gibson

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	21	SY	\$ 50.00	\$ 1,050.00
610(I)-4610	Tactile Warning Device - New	20	SF	\$ 25.00	\$ 500.00
610(I)-4615	Tactile Warning Device - Retrofit	20	SF	\$ 60.00	\$ 1,200.00
619(B)-4792	Removal of Sidewalk	21	SY	\$ 12.00	\$ 252.00
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	196	LF	\$ 6.00	\$ 1,176.00
---	Repave Roadway	1	LS	\$ 5,000.00	\$ 5,000.00
---	Fix Ponding	4	LS	\$ 2,000.00	\$ 8,000.00
---	Fix Curb Ramp Transition	2	LS	\$ 2,000.00	\$ 4,000.00
---	Median Nose Modification	0	LS	\$ 5,000.00	\$ -
---	Remove Temporary Obstruction	1	LS	\$ 500.00	\$ 500.00
---	Fix Curb Ramp Counter Slope	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

- No Design Completed
- Preliminary Design
- Final Design

Subtotal:	\$	21,678.00
Engineering: (% +/-)	15%	3,566.57
Contingency: (% +/-)	20%	4,755.43
Estimated Project Cost:	\$	30,000.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	N/A	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	X	Repave roadway and install crosswalk pavement markings
Path of travel cross slope is greater than 5% for free-flow approaches		N/A		N/A	
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	Install crosswalk pavement markings
Crosswalk striping condition	N/A	None	None	None	

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1A	2A	3A	4A	
Curb ramp does not exist and is needed					
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curb side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%					
Curb ramp running slope is greater than 8.33%					
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%					
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"		X			
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25') in curb ramp/landing/flares	X	X	X		
Temporary obstruction (>0.25') in curb ramp/landing/flares			X		Remove temporary obstruction
No textured surface at base of curb ramp	X	X	X	X	For intersection ramps and commercial driveway ramps, install color truncated domes
No color contrast at base of curb ramp	X	X	X	X	
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%	X	X			Remove and replace landing area
Curb ramp transition onto roadway is greater than 0.25"	X		X		Fix curb ramp transition
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
Ponding occurs at base of curb ramp	X	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

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Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Kimley-Horn and Associates, Inc. Priority: 2
Project Description for Unsignalized Intersection

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : State Hwy 80 **GPS ID:** 91164
Project Name: Intersection of State Hwy 80 and Pine St **Division:** 1
City: Fort Gibson

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	18	SY	\$ 50.00	\$ 900.00
610(I)-4610	Tactile Warning Device - New	20	SF	\$ 25.00	\$ 500.00
610(I)-4615	Tactile Warning Device - Retrofit	20	SF	\$ 60.00	\$ 1,200.00
619(B)-4792	Removal of Sidewalk	18	SY	\$ 12.00	\$ 216.00
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	90	LF	\$ 6.00	\$ 540.00
---	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	\$ -

Basis for Cost Projection

- No Design Completed
- Preliminary Design
- Final Design

Subtotal:	\$	14,356.00
Engineering: (% +/-)	15%	\$ 2,418.86
Contingency: (% +/-)	20%	\$ 3,225.14
Estimated Project Cost:	\$	20,000.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	N/A	Good	N/A	Good	
Path of travel running slope is greater than 5%					
Path of travel cross slope is greater than 2% for stop control approaches	N/A	X	N/A		Repave roadway and install crosswalk pavement markings
Path of travel cross slope is greater than 5% for free-flow approaches		N/A		N/A	
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	Install crosswalk pavement markings
Crosswalk striping condition	N/A	None	N/A	None	

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1A	2A	3A	4A	
Curb ramp does not exist and is needed					
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curb side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%					
Curb ramp running slope is greater than 8.33%					
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%			X		Remove and replace curb ramp
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"					
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25') in curb ramp/landing/flares	X		X		
Temporary obstruction (>0.25') in curb ramp/landing/flares	X		X		
No textured surface at base of curb ramp	X	X	X	X	For intersection ramps and commercial driveway ramps, install color truncated domes
No color contrast at base of curb ramp	X	X	X	X	
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%		X			Remove and replace landing area
Curb ramp transition onto roadway is greater than 0.25"					
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
Ponding occurs at base of curb ramp	X	X	X		Fix ponding



Ramp 1A



Ramp 2A



Ramp 3A



Ramp 4A

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Kimley-Horn and Associates, Inc. Priority: 2
Project Description for Unsignalized Intersection

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : State Hwy 80 **GPS ID:** 91166
Project Name: Intersection of State Hwy 80 and Cedar St **Division:** 1
City: Fort Gibson

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	21	SY	\$ 50.00	\$ 1,050.00
610(I)-4610	Tactile Warning Device - New	20	SF	\$ 25.00	\$ 500.00
610(I)-4615	Tactile Warning Device - Retrofit	30	SF	\$ 60.00	\$ 1,800.00
619(B)-4792	Removal of Sidewalk	21	SY	\$ 12.00	\$ 252.00
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	104	LF	\$ 6.00	\$ 624.00
---	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	\$ -

Basis for Cost Projection

- No Design Completed
- Preliminary Design
- Final Design

Subtotal:	\$	14,226.00
Engineering: (% +/-)	15%	\$ 2,474.57
Contingency: (% +/-)	20%	\$ 3,299.43
Estimated Project Cost:	\$	20,000.00

Project Location



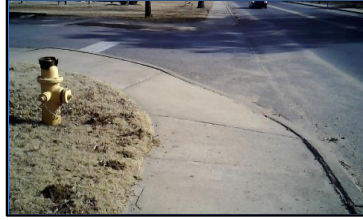
Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	N/A	Good	N/A	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	N/A	None	N/A	None	Install crosswalk pavement markings

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)					Recommendations
	1A	2A	3A	3B	4A	
Curb ramp does not exist and is needed						
Curb ramp does not land in crosswalk						
No 4' x 4' clear space at base of curb ramp						
Curb side is not 90° or has traversable adjacent surface						
Flare cross slope is greater than 10%						
Curb ramp running slope is greater than 8.33%						
Blended transition running slope is greater than 5%						
Cut-thru ramp running slope is greater than 5%						
Curb ramp cross slope is greater than 2%				X		Remove and replace curb ramp
Cut-thru ramp cross slope is greater than 2%						
Curb ramp width is less than 48"						
Cut-thru ramp width is less than 60"						
Permanent obstruction (>0.25') in curb ramp/landing/flares				X		
Temporary obstruction (>0.25') in curb ramp/landing/flares						
No textured surface at base of curb ramp	X	X	X	X	X	For intersection ramps and commercial driveway ramps, install color truncated domes
No color contrast at base of curb ramp	X	X	X	X	X	
Landing area does not exist and is needed						
Landing area is less than 5' x 5' or slopes greater than 2%	X	X				Remove and replace landing area
Curb ramp transition onto roadway is greater than 0.25"				X		Fix curb ramp transition
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%						
Ponding occurs at base of curb ramp	X	X	X	X		Fix ponding



Ramp 1A



Ramp 2A



Ramp 3A



Ramp 3B



Ramp 4A

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Kimley-Horn and Associates, Inc. Priority: 2
Project Description for Unsignalized Intersection

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : State Hwy 80 **GPS ID:** 91172
Project Name: Intersection of State Hwy 80 and South Ave **Division:** 1
City: Fort Gibson

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	3	SY	\$ 50.00	\$ 150.00
610(I)-4610	Tactile Warning Device - New	0	SF	\$ 25.00	\$ -
610(I)-4615	Tactile Warning Device - Retrofit	20	SF	\$ 60.00	\$ 1,200.00
619(B)-4792	Removal of Sidewalk	3	SY	\$ 12.00	\$ 36.00
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	149	LF	\$ 6.00	\$ 894.00
---	Repave Roadway	1	LS	\$ 5,000.00	\$ 5,000.00
---	Fix Ponding	1	LS	\$ 2,000.00	\$ 2,000.00
---	Fix Curb Ramp Transition	0	LS	\$ 2,000.00	\$ -
---	Median Nose Modification	0	LS	\$ 5,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Fix Curb Ramp Counter Slope	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

- No Design Completed
- Preliminary Design
- Final Design

Subtotal:	\$	9,280.00
Engineering: (% +/-)	15%	\$ 1,594.29
Contingency: (% +/-)	20%	\$ 2,125.71
Estimated Project Cost:	\$	13,000.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	Good	Good	N/A	N/A	
Path of travel running slope is greater than 5%					
Path of travel cross slope is greater than 2% for stop control approaches	N/A	X	N/A		Repave roadway and install crosswalk pavement markings
Path of travel cross slope is greater than 5% for free-flow approaches		N/A		N/A	
Crosswalk width is less than 6'		N/A		N/A	
Crosswalk striping condition	Worn	None	N/A	N/A	Remove and replace crosswalk pavement markings

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1A	2A	3z	4z	
Curb ramp does not exist and is needed					
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curb side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%					
Curb ramp running slope is greater than 8.33%					
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%					
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"					
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25') in curb ramp/landing/flares					
Temporary obstruction (>0.25') in curb ramp/landing/flares					
No textured surface at base of curb ramp	X	X			For intersection ramps and commercial driveway ramps, install color truncated domes
No color contrast at base of curb ramp	X	X			
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%		X			Remove and replace landing area
Curb ramp transition onto roadway is greater than 0.25"					
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
Ponding occurs at base of curb ramp	X				Fix ponding

Comment: Existing sidewalk, curb ramp, and/or striping configurations permit pedestrians to cross the major street. An Engineering study is needed to confirm crossing should be accommodated at this location and the current crossing treatment is appropriate.



Ramp 1A



Ramp 2A



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Kimley-Horn and Associates, Inc. Priority: 9
Project Description for Unsignalized Intersection

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : State Hwy 51 **GPS ID:** 91222
Project Name: Midblock crossing 160' east of S Broadway St on State Hwy 51 **Division:** 1
City: Hulbert

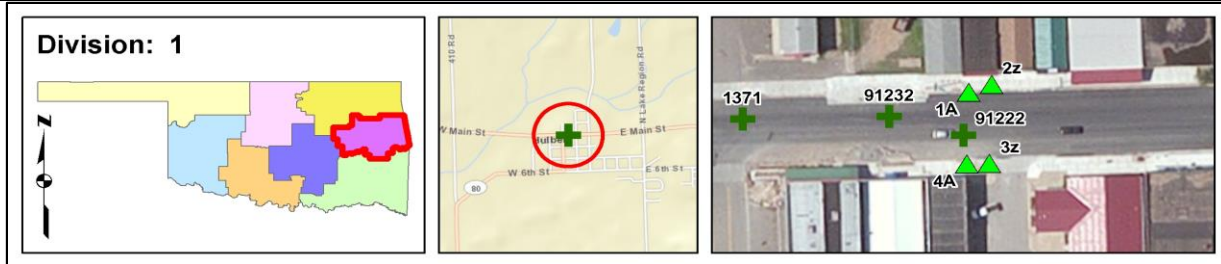
Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	3	SY	\$ 50.00	\$ 150.00
610(I)-4610	Tactile Warning Device - New	0	SF	\$ 25.00	\$ -
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	3	SY	\$ 12.00	\$ 36.00
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	0	LF	\$ 6.00	\$ -
---	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: \$ 4,186.00
 Engineering: (% +/-) 15% \$ 777.43
 Contingency: (% +/-) 20% \$ 1,036.57
Estimated Project Cost: \$ 6,000.00

Project Location

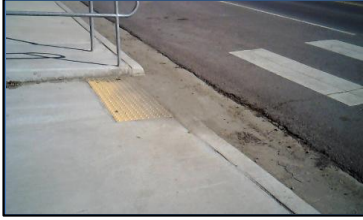


Field Observations

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

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1A	2z	3z	4A	
Curb ramp does not exist and is needed					
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curb side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%					
Curb ramp running slope is greater than 8.33%					
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%					
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"					
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25') in curb ramp/landing/flares					
Temporary obstruction (>0.25') in curb ramp/landing/flares					
No textured surface at base of curb ramp					
No color contrast at base of curb ramp					
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%	X				Remove and replace landing area
Curb ramp transition onto roadway is greater than 0.25"					
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
Ponding occurs at base of curb ramp	X		X		Fix ponding

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 4A

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Kimley-Horn and Associates, Inc. Priority: 2
Project Description for Unsignalized Intersection

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : State Hwy 51 **GPS ID:** 91225
Project Name: Intersection of State Hwy 51 and driveway (Lat. 35.9328; Long. -95.1406) **Division:** 1
City: Hulbert

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	0	SY	\$ 50.00	\$ -
610(I)-4610	Tactile Warning Device - New	0	SF	\$ 25.00	\$ -
610(I)-4615	Tactile Warning Device - Retrofit	20	SF	\$ 60.00	\$ 1,200.00
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	0	LF	\$ 6.00	\$ -
---	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:	\$	1,200.00
Engineering: (% +/-)	15%	\$ 342.86
Contingency: (% +/-)	20%	\$ 457.14
Estimated Project Cost:	\$	2,000.00

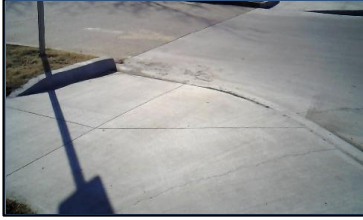
Project Location



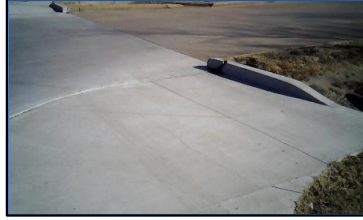
Field Observations

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

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)		Recommendations
	3A	4A	
Curb ramp does not exist and is needed			
Curb ramp does not land in crosswalk			
No 4' x 4' clear space at base of curb ramp			
Curb side is not 90° or has traversable adjacent surface			
Flare cross slope is greater than 10%			
Curb ramp running slope is greater than 8.33%			
Blended transition running slope is greater than 5%			
Cut-thru ramp running slope is greater than 5%			
Curb ramp cross slope is greater than 2%			
Cut-thru ramp cross slope is greater than 2%			
Curb ramp width is less than 48"			
Cut-thru ramp width is less than 60"			
Permanent obstruction (>0.25') in curb ramp/landing/flares			
Temporary obstruction (>0.25') in curb ramp/landing/flares			
No textured surface at base of curb ramp	X	X	For intersection ramps and commercial driveway ramps, install color truncated domes
No color contrast at base of curb ramp	X	X	
Landing area does not exist and is needed			
Landing area is less than 5' x 5' or slopes greater than 2%			
Curb ramp transition onto roadway is greater than 0.25°			
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%			
Ponding occurs at base of curb ramp			



Ramp 3A



Ramp 4A

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Kimley-Horn and Associates, Inc. Priority: 2
Project Description for Unsignalized Intersection

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : State Hwy 51 **GPS ID:** 91226
Project Name: Midblock crossing 290' east of N Birch St on State Hwy 51 **Division:** 1
City: Hulbert

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	0	SY	\$ 50.00	\$ -
610(I)-4610	Tactile Warning Device - New	0	SF	\$ 25.00	\$ -
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	0	LF	\$ 6.00	\$ -
---	Repave Roadway	0	LS	\$ 5,000.00	\$ -
---	Fix Ponding	1	LS	\$ 2,000.00	\$ 2,000.00
---	Fix Curb Ramp Transition	0	LS	\$ 2,000.00	\$ -
---	Median Nose Modification	0	LS	\$ 5,000.00	\$ -
---	Remove Temporary Obstruction	1	LS	\$ 500.00	\$ 500.00
---	Fix Curb Ramp Counter Slope	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

- No Design Completed
- Preliminary Design
- Final Design

Subtotal:	\$	2,500.00
Engineering: (% +/-)	15%	\$ 642.86
Contingency: (% +/-)	20%	\$ 857.14
Estimated Project Cost:	\$	4,000.00

Project Location



Field Observations

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

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1A	2z	3z	4A	
Curb ramp does not exist and is needed					
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curb side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%					
Curb ramp running slope is greater than 8.33%					
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%					
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"					
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25') in curb ramp/landing/flares					
Temporary obstruction (>0.25') in curb ramp/landing/flares			X		Remove temporary obstruction
No textured surface at base of curb ramp					
No color contrast at base of curb ramp					
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%					
Curb ramp transition onto roadway is greater than 0.25"					
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
Ponding occurs at base of curb ramp			X		Fix ponding

Comment: Existing sidewalk, curb ramp, and/or striping configurations permit pedestrians to cross the major street. An Engineering study is needed to confirm crossing should be accommodated at this location and the current crossing treatment is appropriate.



Ramp 1A



Ramp 4A

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Kimley-Horn and Associates, Inc. Priority: 2
Project Description for Unsignalized Intersection

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : State Hwy 51 **GPS ID:** 91229
Project Name: Intersection of State Hwy 51 and driveway (Lat. 35.9328; Long. -95.1401) **Division:** 1
City: Hulbert

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	0	SY	\$ 50.00	\$ -
610(I)-4610	Tactile Warning Device - New	0	SF	\$ 25.00	\$ -
610(I)-4615	Tactile Warning Device - Retrofit	20	SF	\$ 60.00	\$ 1,200.00
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	0	LF	\$ 6.00	\$ -
---	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: \$ 1,200.00
 Engineering: (% +/-) 15% \$ 342.86
 Contingency: (% +/-) 20% \$ 457.14
Estimated Project Cost: \$ 2,000.00

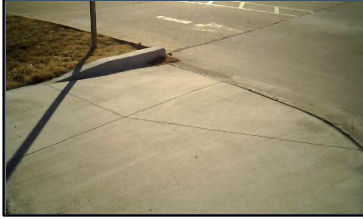
Project Location



Field Observations

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

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)		Recommendations
	3A	4A	
Curb ramp does not exist and is needed			
Curb ramp does not land in crosswalk			
No 4' x 4' clear space at base of curb ramp			
Curb side is not 90° or has traversable adjacent surface			
Flare cross slope is greater than 10%			
Curb ramp running slope is greater than 8.33%			
Blended transition running slope is greater than 5%			
Cut-thru ramp running slope is greater than 5%			
Curb ramp cross slope is greater than 2%			
Cut-thru ramp cross slope is greater than 2%			
Curb ramp width is less than 48"			
Cut-thru ramp width is less than 60"			
Permanent obstruction (>0.25') in curb ramp/landing/flares			
Temporary obstruction (>0.25') in curb ramp/landing/flares			
No textured surface at base of curb ramp	X	X	For intersection ramps and commercial driveway ramps, install color truncated domes
No color contrast at base of curb ramp	X	X	
Landing area does not exist and is needed			
Landing area is less than 5' x 5' or slopes greater than 2%			
Curb ramp transition onto roadway is greater than 0.25°			
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%			
Ponding occurs at base of curb ramp			



Ramp 3A



Ramp 4A

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Kimley-Horn and Associates, Inc. Priority: 9
Project Description for Unsignalized Intersection

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : State Hwy 51 **GPS ID:** 91232
Project Name: Intersection of State Hwy 51 and driveway (Lat. 35.9328; Long. -95.1435) **Division:** 1
City: Hulbert

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	3	SY	\$ 50.00	\$ 150.00
610(I)-4610	Tactile Warning Device - New	0	SF	\$ 25.00	\$ -
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	3	SY	\$ 12.00	\$ 36.00
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	0	LF	\$ 6.00	\$ -
---	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:	\$	186.00
Engineering: (% +/-)	15%	\$ 348.86
Contingency: (% +/-)	20%	\$ 465.14
Estimated Project Cost:	\$	1,000.00

Project Location

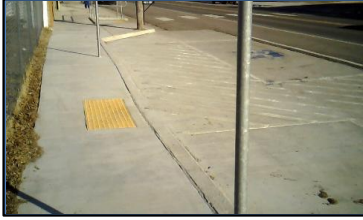


Field Observations

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

Curb Ramp Issues	Curb Ramp ID ('Z' or 'I' in ramp label indicates no existing ramp)	Recommendations
Curb ramp does not exist and is needed		
Curb ramp does not land in crosswalk		
No 4' x 4' clear space at base of curb ramp		
Curb side is not 90° or has traversable adjacent surface		
Flare cross slope is greater than 10%		
Curb ramp running slope is greater than 8.33%		
Blended transition running slope is greater than 5%		
Cut-thru ramp running slope is greater than 5%		
Curb ramp cross slope is greater than 2%		
Cut-thru ramp cross slope is greater than 2%		
Curb ramp width is less than 48"		
Cut-thru ramp width is less than 60"		
Permanent obstruction (>0.25') in curb ramp/landing/flares		
Temporary obstruction (>0.25') in curb ramp/landing/flares		
No textured surface at base of curb ramp		
No color contrast at base of curb ramp		
Landing area does not exist and is needed		
Landing area is less than 5' x 5' or slopes greater than 2%	X	Remove and replace landing area
Curb ramp transition onto roadway is greater than 0.25"		
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%		
Ponding occurs at base of curb ramp		

Comment: 'H' ramp provides access to on-street parking only



Ramp 1H

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

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

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : US Hwy 75 Alt **GPS ID:** 91234
Project Name: Intersection of US Hwy 75 Alt and driveway (Lat. 35.7436; Long. -96.07) **Division:** 1
City: Beggs

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	21	SY	\$ 50.00	\$ 1,050.00
610(I)-4610	Tactile Warning Device - New	20	SF	\$ 25.00	\$ 500.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	0	LF	\$ 6.00	\$ -
---	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:	\$	1,550.00
Engineering: (% +/-)	15%	\$ 621.43
Contingency: (% +/-)	20%	\$ 828.57
Estimated Project Cost:	\$	3,000.00

Project Location



Field Observations

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

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)		Recommendations
	1z	4z	
Curb ramp does not exist and is needed	X	X	Install curb ramp; see shapefile for median improvement
Curb ramp does not land in crosswalk			
No 4' x 4' clear space at base of curb ramp			
Curb side is not 90° or has traversable adjacent surface			
Flare cross slope is greater than 10%			
Curb ramp running slope is greater than 8.33%			
Blended transition running slope is greater than 5%			
Cut-thru ramp running slope is greater than 5%			
Curb ramp cross slope is greater than 2%			
Cut-thru ramp cross slope is greater than 2%			
Curb ramp width is less than 48"			
Cut-thru ramp width is less than 60"			
Permanent obstruction (>0.25') in curb ramp/landing/flares			
Temporary obstruction (>0.25') in curb ramp/landing/flares			
No textured surface at base of curb ramp			
No color contrast at base of curb ramp			
Landing area does not exist and is needed			
Landing area is less than 5' x 5' or slopes greater than 2%			
Curb ramp transition onto roadway is greater than 0.25"			
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%			
Ponding occurs at base of curb ramp			



Corner 1 No Ramp (1z)



Corner 4 No Ramp (4z)

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

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

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : US Hwy 75 Alt **GPS ID:** 91235
Project Name: Intersection of US Hwy 75 Alt and driveway (Lat. 35.7434; Long. -96.07) **Division:** 1
City: Beggs

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	21	SY	\$ 50.00	\$ 1,050.00
610(I)-4610	Tactile Warning Device - New	20	SF	\$ 25.00	\$ 500.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	0	LF	\$ 6.00	\$ -
---	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:	\$	1,550.00
Engineering: (% +/-)	15%	\$ 621.43
Contingency: (% +/-)	20%	\$ 828.57
Estimated Project Cost:	\$	3,000.00

Project Location



Field Observations

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

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)		Recommendations
	1z	4z	
Curb ramp does not exist and is needed	X	X	Install curb ramp; see shapefile for median improvement
Curb ramp does not land in crosswalk			
No 4' x 4' clear space at base of curb ramp			
Curb side is not 90° or has traversable adjacent surface			
Flare cross slope is greater than 10%			
Curb ramp running slope is greater than 8.33%			
Blended transition running slope is greater than 5%			
Cut-thru ramp running slope is greater than 5%			
Curb ramp cross slope is greater than 2%			
Cut-thru ramp cross slope is greater than 2%			
Curb ramp width is less than 48"			
Cut-thru ramp width is less than 60"			
Permanent obstruction (>0.25') in curb ramp/landing/flares			
Temporary obstruction (>0.25') in curb ramp/landing/flares			
No textured surface at base of curb ramp			
No color contrast at base of curb ramp			
Landing area does not exist and is needed			
Landing area is less than 5' x 5' or slopes greater than 2%			
Curb ramp transition onto roadway is greater than 0.25"			
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%			
Ponding occurs at base of curb ramp			



Corner 1 No Ramp (1z)



Corner 4 No Ramp (4z)

Opinion of Probable Construction Cost Disclaimer:

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

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : US Hwy 75 Alt **GPS ID:** 91236
Project Name: Intersection of US Hwy 75 Alt and driveway (Lat. 35.7433; Long. -96.07) **Division:** 1
City: Beggs

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	21	SY	\$ 50.00	\$ 1,050.00
610(I)-4610	Tactile Warning Device - New	20	SF	\$ 25.00	\$ 500.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	0	LF	\$ 6.00	\$ -
---	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:	\$	1,550.00
Engineering: (% +/-)	15%	\$ 621.43
Contingency: (% +/-)	20%	\$ 828.57
Estimated Project Cost:	\$	3,000.00

Project Location



Field Observations

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

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)		Recommendations
	1z	3z	
Curb ramp does not exist and is needed	X	X	Install curb ramp; see shapefile for median improvement
Curb ramp does not land in crosswalk			
No 4' x 4' clear space at base of curb ramp			
Curb side is not 90° or has traversable adjacent surface			
Flare cross slope is greater than 10%			
Curb ramp running slope is greater than 8.33%			
Blended transition running slope is greater than 5%			
Cut-thru ramp running slope is greater than 5%			
Curb ramp cross slope is greater than 2%			
Cut-thru ramp cross slope is greater than 2%			
Curb ramp width is less than 48"			
Cut-thru ramp width is less than 60"			
Permanent obstruction (>0.25') in curb ramp/landing/flares			
Temporary obstruction (>0.25') in curb ramp/landing/flares			
No textured surface at base of curb ramp			
No color contrast at base of curb ramp			
Landing area does not exist and is needed			
Landing area is less than 5' x 5' or slopes greater than 2%			
Curb ramp transition onto roadway is greater than 0.25"			
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%			
Ponding occurs at base of curb ramp			



Corner 1 No Ramp (1z)



Corner 3 No Ramp (3z)

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

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

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : US Hwy 75 Alt **GPS ID:** 91237
Project Name: Intersection of US Hwy 75 Alt and driveway (Lat. 35.7422; Long. -96.07) **Division:** 1
City: Beggs

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	21	SY	\$ 50.00	\$ 1,050.00
610(I)-4610	Tactile Warning Device - New	20	SF	\$ 25.00	\$ 500.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	0	LF	\$ 6.00	\$ -
---	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:	\$	1,550.00
Engineering: (% +/-)	15%	\$ 621.43
Contingency: (% +/-)	20%	\$ 828.57
Estimated Project Cost:	\$	3,000.00

Project Location



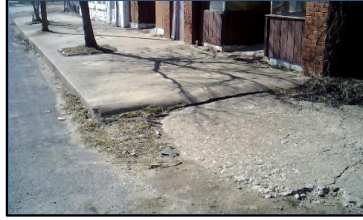
Field Observations

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

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)		Recommendations
	1z	2z	
Curb ramp does not exist and is needed	X	X	Install curb ramp; see shapefile for median improvement
Curb ramp does not land in crosswalk			
No 4' x 4' clear space at base of curb ramp			
Curb side is not 90° or has traversable adjacent surface			
Flare cross slope is greater than 10%			
Curb ramp running slope is greater than 8.33%			
Blended transition running slope is greater than 5%			
Cut-thru ramp running slope is greater than 5%			
Curb ramp cross slope is greater than 2%			
Cut-thru ramp cross slope is greater than 2%			
Curb ramp width is less than 48"			
Cut-thru ramp width is less than 60"			
Permanent obstruction (>0.25') in curb ramp/landing/flares			
Temporary obstruction (>0.25') in curb ramp/landing/flares			
No textured surface at base of curb ramp			
No color contrast at base of curb ramp			
Landing area does not exist and is needed			
Landing area is less than 5' x 5' or slopes greater than 2%			
Curb ramp transition onto roadway is greater than 0.25"			
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%			
Ponding occurs at base of curb ramp			



Corner 1 No Ramp (1z)



Corner 2 No Ramp (2z)

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

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

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : US Hwy 75 Alt **GPS ID:** 91238
Project Name: Intersection of US Hwy 75 Alt and driveway (Lat. 35.7417; Long. -96.07) **Division:** 1
City: Beggs

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	31	SY	\$ 50.00	\$ 1,550.00
610(I)-4610	Tactile Warning Device - New	30	SF	\$ 25.00	\$ 750.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	0	LF	\$ 6.00	\$ -
---	Repave Roadway	0	LS	\$ 5,000.00	\$ -
---	Fix Ponding	0	LS	\$ 2,000.00	\$ -
---	Fix Curb Ramp Transition	0	LS	\$ 2,000.00	\$ -
---	Median Nose Modification	0	LS	\$ 5,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Fix Curb Ramp Counter Slope	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

- No Design Completed
- Preliminary Design
- Final Design

Subtotal:	\$	2,300.00
Engineering: (% +/-)	15%	\$ 728.57
Contingency: (% +/-)	20%	\$ 971.43
Estimated Project Cost:	\$	4,000.00

Project Location



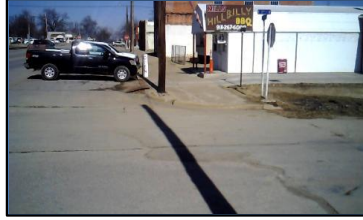
Field Observations

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

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1z	2z	3z	4z	
Curb ramp does not exist and is needed		X	X	X	Install curb ramp; see shapefile for median improvement
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curb side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%					
Curb ramp running slope is greater than 8.33%					
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%					
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"					
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25') in curb ramp/landing/flares					
Temporary obstruction (>0.25') in curb ramp/landing/flares					
No textured surface at base of curb ramp					
No color contrast at base of curb ramp					
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%					
Curb ramp transition onto roadway is greater than 0.25"					
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
Ponding occurs at base of curb ramp					



Corner 1 No Ramp (1z)



Corner 2 No Ramp (2z)



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

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

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : State Hwy 52 **GPS ID:** 91241
Project Name: Intersection of State Hwy 52 and driveway (Lat. 35.6071; Long. -95.8602) **Division:** 1
City: Morris

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	11	SY	\$ 50.00	\$ 550.00
610(I)-4610	Tactile Warning Device - New	10	SF	\$ 25.00	\$ 250.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	0	LF	\$ 6.00	\$ -
---	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:	\$	800.00
Engineering: (% +/-)	15%	\$ 514.29
Contingency: (% +/-)	20%	\$ 685.71
Estimated Project Cost:	\$	2,000.00

Project Location



Field Observations

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

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)	Recommendations
Curb ramp does not exist and is needed	X	Install curb ramp; see shapefile for median improvement
Curb ramp does not land in crosswalk		
No 4' x 4' clear space at base of curb ramp		
Curb side is not 90° or has traversable adjacent surface		
Flare cross slope is greater than 10%		
Curb ramp running slope is greater than 8.33%		
Blended transition running slope is greater than 5%		
Cut-thru ramp running slope is greater than 5%		
Curb ramp cross slope is greater than 2%		
Cut-thru ramp cross slope is greater than 2%		
Curb ramp width is less than 48"		
Cut-thru ramp width is less than 60"		
Permanent obstruction (>0.25') in curb ramp/landing/flares		
Temporary obstruction (>0.25') in curb ramp/landing/flares		
No textured surface at base of curb ramp		
No color contrast at base of curb ramp		
Landing area does not exist and is needed		
Landing area is less than 5' x 5' or slopes greater than 2%		
Curb ramp transition onto roadway is greater than 0.25"		
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%		
Ponding occurs at base of curb ramp		



Corner 2 No Ramp (2z)

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

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

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : US Hwy 62 **GPS ID:** 91258
Project Name: Intersection of US Hwy 62 and driveway (Lat. 35.6077; Long. -95.8609) **Division:** 1
City: Morris

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	21	SY	\$ 50.00	\$ 1,050.00
610(I)-4610	Tactile Warning Device - New	20	SF	\$ 25.00	\$ 500.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	0	LF	\$ 6.00	\$ -
---	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:	\$	1,550.00
Engineering: (% +/-)	15%	\$ 621.43
Contingency: (% +/-)	20%	\$ 828.57
Estimated Project Cost:	\$	3,000.00

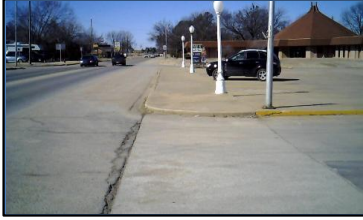
Project Location



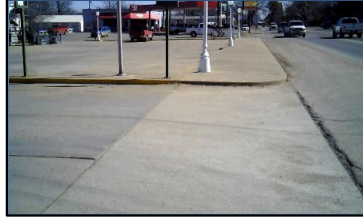
Field Observations

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

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)		Recommendations
	1z	2z	
Curb ramp does not exist and is needed	X	X	Install curb ramp; see shapefile for median improvement
Curb ramp does not land in crosswalk			
No 4' x 4' clear space at base of curb ramp			
Curb side is not 90° or has traversable adjacent surface			
Flare cross slope is greater than 10%			
Curb ramp running slope is greater than 8.33%			
Blended transition running slope is greater than 5%			
Cut-thru ramp running slope is greater than 5%			
Curb ramp cross slope is greater than 2%			
Cut-thru ramp cross slope is greater than 2%			
Curb ramp width is less than 48"			
Cut-thru ramp width is less than 60"			
Permanent obstruction (>0.25') in curb ramp/landing/flares			
Temporary obstruction (>0.25') in curb ramp/landing/flares			
No textured surface at base of curb ramp			
No color contrast at base of curb ramp			
Landing area does not exist and is needed			
Landing area is less than 5' x 5' or slopes greater than 2%			
Curb ramp transition onto roadway is greater than 0.25"			
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%			
Ponding occurs at base of curb ramp			



Corner 1 No Ramp (1z)



Corner 2 No Ramp (2z)

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

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

Client: Oklahoma Department of Transportation Date: 7/28/16
 Program: ADA Self-Evaluation and Transition Plan Prepared By: CMP
 KHA No.: 051279001 Checked By: EPE

Corridor : State Hwy 52 GPS ID: 91267
 Project Name: Intersection of State Hwy 52 and driveway (Lat. 35.608; Long. -95.8602) Division: 1
 City: Morris

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	11	SY	\$ 50.00	\$ 550.00
610(I)-4610	Tactile Warning Device - New	10	SF	\$ 25.00	\$ 250.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	0	LF	\$ 6.00	\$ -
---	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:	\$	800.00
Engineering: (% +/-)	15%	\$ 514.29
Contingency: (% +/-)	20%	\$ 685.71
Estimated Project Cost:	\$	2,000.00

Project Location



Field Observations

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

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)	Recommendations
Curb ramp does not exist and is needed	X	Install curb ramp; see shapefile for median improvement
Curb ramp does not land in crosswalk		
No 4' x 4' clear space at base of curb ramp		
Curbed side is not 90° or has traversable adjacent surface		
Flare cross slope is greater than 10%		
Curb ramp running slope is greater than 8.33%		
Blended transition running slope is greater than 5%		
Cut-thru ramp running slope is greater than 5%		
Curb ramp cross slope is greater than 2%		
Cut-thru ramp cross slope is greater than 2%		
Curb ramp width is less than 48"		
Cut-thru ramp width is less than 60"		
Permanent obstruction (>0.25') in curb ramp/landing/flares		
Temporary obstruction (>0.25') in curb ramp/landing/flares		
No textured surface at base of curb ramp		
No color contrast at base of curb ramp		
Landing area does not exist and is needed		
Landing area is less than 5' x 5' or slopes greater than 2%		
Curb ramp transition onto roadway is greater than 0.25"		
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%		
Ponding occurs at base of curb ramp		



Corner 4 No Ramp (4z)

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Kimley-Horn and Associates, Inc. Priority: 2
Project Description for Unsignalized Intersection

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : State Hwy 52 **GPS ID:** 91268
Project Name: Intersection of State Hwy 52 and E Young St **Division:** 1
City: Morris

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	21	SY	\$ 50.00	\$ 1,050.00
610(I)-4610	Tactile Warning Device - New	20	SF	\$ 25.00	\$ 500.00
610(I)-4615	Tactile Warning Device - Retrofit	30	SF	\$ 60.00	\$ 1,800.00
619(B)-4792	Removal of Sidewalk	19	SY	\$ 12.00	\$ 228.00
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	72	LF	\$ 0.25	\$ 18.00
---	Crosswalk Pavement Markings	264	LF	\$ 6.00	\$ 1,584.00
---	Repave Roadway	2	LS	\$ 5,000.00	\$ 10,000.00
---	Fix Ponding	3	LS	\$ 2,000.00	\$ 6,000.00
---	Fix Curb Ramp Transition	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:	\$	23,680.00
Engineering: (% +/-)	15%	\$ 3,565.71
Contingency: (% +/-)	20%	\$ 4,754.29
Estimated Project Cost:	\$	32,000.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Recommendations
	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	X	N/A	X	Repave roadway and install crosswalk pavement markings
Path of travel cross slope is greater than 5% for free-flow approaches		N/A		N/A	
Crosswalk width is less than 6'	X	N/A	N/A	N/A	Remove and replace crosswalk pavement markings
Crosswalk striping condition	Worn	None	None	None	

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)						Recommendations
	1A	1B	2A	2B	3z	4A	
Curb ramp does not exist and is needed							
Curb ramp does not land in crosswalk							
No 4' x 4' clear space at base of curb ramp							
Curb side is not 90° or has traversable adjacent surface							
Flare cross slope is greater than 10%							
Curb ramp running slope is greater than 8.33%							
Blended transition running slope is greater than 5%							
Cut-thru ramp running slope is greater than 5%							
Curb ramp cross slope is greater than 2%	X			X			Remove and replace curb ramp
Cut-thru ramp cross slope is greater than 2%							
Curb ramp width is less than 48"							
Cut-thru ramp width is less than 60"							
Permanent obstruction (>0.25') in curb ramp/landing/flares		X					Remove temporary obstruction
Temporary obstruction (>0.25') in curb ramp/landing/flares		X					Remove temporary obstruction
No textured surface at base of curb ramp	X	X	X	X	X	X	For intersection ramps and commercial driveway ramps, install color truncated domes
No color contrast at base of curb ramp	X	X	X	X	X	X	For intersection ramps and commercial driveway ramps, install color truncated domes
Landing area does not exist and is needed							
Landing area is less than 5' x 5' or slopes greater than 2%							
Curb ramp transition onto roadway is greater than 0.25"							
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%		X					Fix curb ramp counter slope
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 2B



Corner 3 No Ramp (3z)



Ramp 4A

Opinion of Probable Construction Cost Disclaimer:

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Kimley-Horn and Associates, Inc. Priority: 2
Project Description for Unsignalized Intersection

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : State Hwy 52 **GPS ID:** 91274
Project Name: Intersection of State Hwy 52 and W Peoria Ave **Division:** 1
City: Morris

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	35	SY	\$ 50.00	\$ 1,750.00
610(I)-4610	Tactile Warning Device - New	40	SF	\$ 25.00	\$ 1,000.00
610(I)-4615	Tactile Warning Device - Retrofit	20	SF	\$ 60.00	\$ 1,200.00
619(B)-4792	Removal of Sidewalk	42	SY	\$ 12.00	\$ 504.00
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	60	LF	\$ 0.25	\$ 15.00
---	Crosswalk Pavement Markings	158	LF	\$ 6.00	\$ 948.00
---	Repave Roadway	1	LS	\$ 5,000.00	\$ 5,000.00
---	Fix Ponding	4	LS	\$ 2,000.00	\$ 8,000.00
---	Fix Curb Ramp Transition	0	LS	\$ 2,000.00	\$ -
---	Median Nose Modification	0	LS	\$ 5,000.00	\$ -
---	Remove Temporary Obstruction	3	LS	\$ 500.00	\$ 1,500.00
---	Fix Curb Ramp Counter Slope	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

- No Design Completed
- Preliminary Design
- Final Design

Subtotal:	\$	19,917.00
Engineering: (% +/-)	15%	\$ 3,035.57
Contingency: (% +/-)	20%	\$ 4,047.43
Estimated Project Cost:	\$	27,000.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	N/A	Good	Good	Good	
Path of travel running slope is greater than 5%	N/A				
Path of travel cross slope is greater than 2% for stop control approaches	N/A		N/A	X	Repave roadway and install crosswalk pavement markings
Path of travel cross slope is greater than 5% for free-flow approaches	N/A	N/A		N/A	
Crosswalk width is less than 6'	N/A	N/A	X	N/A	Remove and replace crosswalk pavement markings
Crosswalk striping condition	N/A	None	Worn	None	

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)								Recommendations
	1A	1B	2A	2B	3A	3B	4A	4B	
Curb ramp does not exist and is needed									
Curb ramp does not land in crosswalk									
No 4' x 4' clear space at base of curb ramp									
Curbed side is not 90° or has traversable adjacent surface									
Flare cross slope is greater than 10%									
Curb ramp running slope is greater than 8.33%			X	X	X			X	
Blended transition running slope is greater than 5%									
Cut-thru ramp running slope is greater than 5%			X					X	
Curb ramp cross slope is greater than 2%									
Cut-thru ramp cross slope is greater than 2%									
Curb ramp width is less than 48"		X							
Cut-thru ramp width is less than 60"									
Permanent obstruction (>0.25') in curb ramp/landing/flares				X			X	X	
Temporary obstruction (>0.25') in curb ramp/landing/flares	X	X	X	X	X	X	X	X	
No textured surface at base of curb ramp	X	X	X	X	X	X	X	X	
No color contrast at base of curb ramp	X	X	X	X	X	X	X	X	
Landing area does not exist and is needed									
Landing area is less than 5' x 5' or slopes greater than 2%									
Curb ramp transition onto roadway is greater than 0.25"									
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%									
Ponding occurs at base of curb ramp			X	X	X	X			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 2B



Ramp 3A



Ramp 3B



Ramp 4A



Ramp 4B

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Kimley-Horn and Associates, Inc. Priority: 2
Project Description for Unsignalized Intersection

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : State Hwy 52 **GPS ID:** 91389
Project Name: Intersection of State Hwy 52 and E Pekin Ave **Division:** 1
City: Morris

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	11	SY	\$ 50.00	\$ 550.00
610(I)-4610	Tactile Warning Device - New	10	SF	\$ 25.00	\$ 250.00
610(I)-4615	Tactile Warning Device - Retrofit	60	SF	\$ 60.00	\$ 3,600.00
619(B)-4792	Removal of Sidewalk	10	SY	\$ 12.00	\$ 120.00
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	198	LF	\$ 6.00	\$ 1,188.00
---	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	4	LS	\$ 500.00	\$ 2,000.00
---	Fix Curb Ramp Counter Slope	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

- No Design Completed
- Preliminary Design
- Final Design

Subtotal: \$ 17,708.00
 Engineering: (% +/-) 15% \$ 2,696.57
 Contingency:(% +/-) 20% \$ 3,595.43
Estimated Project Cost: \$ 24,000.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Recommendations
	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' or 'l' in ramp label indicates no existing ramp)								Recommendations
	1A	1B	2A	2B	3A	4A	4B		
Curb ramp does not exist and is needed									
Curb ramp does not land in crosswalk									
No 4' x 4' clear space at base of curb ramp									
Curb side is not 90° or has traversable adjacent surface				X					
Flare cross slope is greater than 10%					X				
Curb ramp running slope is greater than 8.33%						X			
Blended transition running slope is greater than 5%							X		
Cut-thru ramp running slope is greater than 5%									
Curb ramp cross slope is greater than 2%					X				
Cut-thru ramp cross slope is greater than 2%									
Curb ramp width is less than 48"									
Cut-thru ramp width is less than 60"									
Permanent obstruction (>0.25') in curb ramp/landing/flares									
Temporary obstruction (>0.25') in curb ramp/landing/flares	X	X	X		X			Remove temporary obstruction	
No textured surface at base of curb ramp	X	X	X	X	X	X	X	For intersection ramps and commercial driveway ramps, install color truncated domes	
No color contrast at base of curb ramp	X	X	X	X	X	X	X		
Landing area does not exist and is needed									
Landing area is less than 5' x 5' or slopes greater than 2%					X			Remove and replace landing area	
Curb ramp transition onto roadway is greater than 0.25"			X					Fix curb ramp transition	
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%									
Ponding occurs at base of curb ramp	X	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 2B



Ramp 3A



Ramp 4A



Ramp 4B

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Kimley-Horn and Associates, Inc. Priority: 2
Project Description for Unsignalized Intersection

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : State Hwy 52 **GPS ID:** 91396
Project Name: Intersection of State Hwy 52 and W Elmwood Ave **Division:** 1
City: Morris

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	76	SY	\$ 50.00	\$ 3,800.00
610(I)-4610	Tactile Warning Device - New	80	SF	\$ 25.00	\$ 2,000.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	73	SY	\$ 12.00	\$ 876.00
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	148	LF	\$ 6.00	\$ 888.00
---	Repave Roadway	0	LS	\$ 5,000.00	\$ -
---	Fix Ponding	8	LS	\$ 2,000.00	\$ 16,000.00
---	Fix Curb Ramp Transition	0	LS	\$ 2,000.00	\$ -
---	Median Nose Modification	0	LS	\$ 5,000.00	\$ -
---	Remove Temporary Obstruction	8	LS	\$ 500.00	\$ 4,000.00
---	Fix Curb Ramp Counter Slope	1	LS	\$ 2,000.00	\$ 2,000.00

Basis for Cost Projection

- No Design Completed
- Preliminary Design
- Final Design

Subtotal:	\$	29,564.00
Engineering: (% +/-)	15%	\$ 4,472.57
Contingency: (% +/-)	20%	\$ 5,963.43
Estimated Project Cost:	\$	40,000.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition		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	
Crosswalk striping condition	No Striping	None	None	None	Install crosswalk pavement markings

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)								Recommendations
	1A	1B	2A	2B	3A	3B	4A	4B	
Curb ramp does not exist and is needed									
Curb ramp does not land in crosswalk									
No 4' x 4' clear space at base of curb ramp									
Curb side is not 90° or has traversable adjacent surface									
Flare cross slope is greater than 10%									
Curb ramp running slope is greater than 8.33%	X			X	X				
Blended transition running slope is greater than 5%									
Cut-thru ramp running slope is greater than 5%									
Curb ramp cross slope is greater than 2%	X		X			X	X	X	
Cut-thru ramp cross slope is greater than 2%									
Curb ramp width is less than 48"					X	X	X		
Cut-thru ramp width is less than 60"									
Permanent obstruction (>0.25') in curb ramp/landing/flares	X	X							
Temporary obstruction (>0.25') in curb ramp/landing/flares	X	X	X	X	X	X	X	X	
No textured surface at base of curb ramp	X	X	X	X	X	X	X	X	
No color contrast at base of curb ramp	X	X	X	X	X	X	X	X	
Landing area does not exist and is needed									
Landing area is less than 5' x 5' or slopes greater than 2%			X	X	X	X	X	X	
Curb ramp transition onto roadway is greater than 0.25"									
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%								X	
Ponding occurs at base of curb ramp	X	X	X	X	X	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 1B



Ramp 2A



Ramp 2B



Ramp 3A



Ramp 3B



Ramp 4A



Ramp 4B

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Kimley-Horn and Associates, Inc. Priority: 2
Project Description for Unsignalized Intersection

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : US Hwy 62 **GPS ID:** 91403
Project Name: Intersection of US Hwy 62 and State Hwy 52 **Division:** 1
City: Morris

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	54	SY	\$ 50.00	\$ 2,700.00
610(I)-4610	Tactile Warning Device - New	50	SF	\$ 25.00	\$ 1,250.00
610(I)-4615	Tactile Warning Device - Retrofit	30	SF	\$ 60.00	\$ 1,800.00
619(B)-4792	Removal of Sidewalk	48	SY	\$ 12.00	\$ 576.00
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	306	LF	\$ 0.25	\$ 76.50
---	Crosswalk Pavement Markings	420	LF	\$ 6.00	\$ 2,520.00
---	Repave Roadway	0	LS	\$ 5,000.00	\$ -
---	Fix Ponding	6	LS	\$ 2,000.00	\$ 12,000.00
---	Fix Curb Ramp Transition	2	LS	\$ 2,000.00	\$ 4,000.00
---	Median Nose Modification	0	LS	\$ 5,000.00	\$ -
---	Remove Temporary Obstruction	2	LS	\$ 500.00	\$ 1,000.00
---	Fix Curb Ramp Counter Slope	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

- No Design Completed
- Preliminary Design
- Final Design

Subtotal: \$ 25,922.50
 Engineering: (% +/-) 15% \$ 3,890.36
 Contingency: (% +/-) 20% \$ 5,187.14
Estimated Project Cost: \$ 35,000.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Recommendations
	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'		X	X	X	Remove and replace crosswalk pavement markings
Crosswalk striping condition	Worn	Worn	Worn	Worn	

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)								Recommendations
	1A	1B	2A	2B	3A	3B	4A	4B	
Curb ramp does not exist and is needed									Remove and replace curb ramp
Curb ramp does not land in crosswalk									
No 4' x 4' clear space at base of curb ramp									
Curb side is not 90° or has traversable adjacent surface									
Flare cross slope is greater than 10%									
Curb ramp running slope is greater than 8.33%									
Blended transition running slope is greater than 5%									
Cut-thru ramp running slope is greater than 5%									
Curb ramp cross slope is greater than 2%							X		
Cut-thru ramp cross slope is greater than 2%									
Curb ramp width is less than 48"	X		X	X					
Cut-thru ramp width is less than 60"									
Permanent obstruction (>0.25') in curb ramp/landing/flares	X			X			X	X	
Temporary obstruction (>0.25') in curb ramp/landing/flares	X					X			
No textured surface at base of curb ramp	X	X	X	X	X	X	X	X	
No color contrast at base of curb ramp	X	X	X	X	X	X	X	X	
Landing area does not exist and is needed			X	X					
Landing area is less than 5' x 5' or slopes greater than 2%					X	X	X	X	
Curb ramp transition onto roadway is greater than 0.25"							X	X	
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%									
Ponding occurs at base of curb ramp	X	X	X			X	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 1B



Ramp 2A



Ramp 2B



Ramp 3A



Ramp 3B



Ramp 4A



Ramp 4B

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Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

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

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : US Hwy 62 **GPS ID:** 91405
Project Name: Intersection of US Hwy 62 and S 3rd St **Division:** 1
City: Morris

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	31	SY	\$ 50.00	\$ 1,550.00
610(I)-4610	Tactile Warning Device - New	30	SF	\$ 25.00	\$ 750.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	100	LF	\$ 6.00	\$ 600.00
---	Repave Roadway	0	LS	\$ 5,000.00	\$ -
---	Fix Ponding	0	LS	\$ 2,000.00	\$ -
---	Fix Curb Ramp Transition	0	LS	\$ 2,000.00	\$ -
---	Median Nose Modification	0	LS	\$ 5,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Fix Curb Ramp Counter Slope	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

- No Design Completed
- Preliminary Design
- Final Design

Subtotal:	\$	2,900.00
Engineering: (% +/-)	15%	\$ 471.43
Contingency: (% +/-)	20%	\$ 628.57
Estimated Project Cost:	\$	4,000.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	Good	N/A	Good	N/A	
Path of travel running slope is greater than 5%		N/A		N/A	
Path of travel cross slope is greater than 2% for stop control approaches		N/A		N/A	
Path of travel cross slope is greater than 5% for free-flow approaches	N/A	N/A	N/A	N/A	
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	Install crosswalk pavement markings
Crosswalk striping condition	None	N/A	None	N/A	

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1z	2z	3z	4z	
Curb ramp does not exist and is needed	X		X	X	Install curb ramp; see shapefile for median improvement
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curb side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%					
Curb ramp running slope is greater than 8.33%					
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%					
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"					
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25') in curb ramp/landing/flares					
Temporary obstruction (>0.25') in curb ramp/landing/flares					
No textured surface at base of curb ramp					
No color contrast at base of curb ramp					
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%					
Curb ramp transition onto roadway is greater than 0.25°					
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
Ponding occurs at base of curb ramp					



Corner 1 No Ramp (1z)



Corner 2 No Ramp (2z)



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

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

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : US Hwy 62 **GPS ID:** 91406
Project Name: Intersection of US Hwy 62 and S 4th St **Division:** 1
City: Morris

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	41	SY	\$ 50.00	\$ 2,050.00
610(I)-4610	Tactile Warning Device - New	40	SF	\$ 25.00	\$ 1,000.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	100	LF	\$ 6.00	\$ 600.00
---	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: \$ 3,650.00
 Engineering: (% +/-) 15% \$ 578.57
 Contingency: (% +/-) 20% \$ 771.43
Estimated Project Cost: \$ 5,000.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	Good	N/A	Good	N/A	
Path of travel running slope is greater than 5%		N/A		N/A	
Path of travel cross slope is greater than 2% for stop control approaches		N/A		N/A	
Path of travel cross slope is greater than 5% for free-flow approaches	N/A	N/A	N/A	N/A	
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	Install crosswalk pavement markings
Crosswalk striping condition	None	N/A	None	N/A	

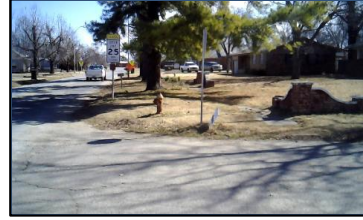
Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1z	2z	3z	4z	
Curb ramp does not exist and is needed	X	X	X	X	Install curb ramp; see shapefile for median improvement
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curb side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%					
Curb ramp running slope is greater than 8.33%					
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%					
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"					
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25') in curb ramp/landing/flares					
Temporary obstruction (>0.25') in curb ramp/landing/flares					
No textured surface at base of curb ramp					
No color contrast at base of curb ramp					
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%					
Curb ramp transition onto roadway is greater than 0.25°					
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
Ponding occurs at base of curb ramp					



Corner 1 No Ramp (1z)



Corner 2 No Ramp (2z)



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

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

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : US Hwy 62 **GPS ID:** 91409
Project Name: Intersection of US Hwy 62 and S 5th St **Division:** 1
City: Morris

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	31	SY	\$ 50.00	\$ 1,550.00
610(I)-4610	Tactile Warning Device - New	30	SF	\$ 25.00	\$ 750.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	80	LF	\$ 6.00	\$ 480.00
---	Repave Roadway	0	LS	\$ 5,000.00	\$ -
---	Fix Ponding	0	LS	\$ 2,000.00	\$ -
---	Fix Curb Ramp Transition	0	LS	\$ 2,000.00	\$ -
---	Median Nose Modification	0	LS	\$ 5,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Fix Curb Ramp Counter Slope	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

- No Design Completed
- Preliminary Design
- Final Design

Subtotal: \$ 2,780.00
 Engineering: (% +/-) 15% \$ 522.86
 Contingency: (% +/-) 20% \$ 697.14
Estimated Project Cost: \$ 4,000.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	Good	N/A	Good	N/A	
Path of travel running slope is greater than 5%		N/A		N/A	
Path of travel cross slope is greater than 2% for stop control approaches		N/A		N/A	
Path of travel cross slope is greater than 5% for free-flow approaches	N/A	N/A	N/A	N/A	
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	Install crosswalk pavement markings
Crosswalk striping condition	None	N/A	None	N/A	

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1z	2z	3z	4z	
Curb ramp does not exist and is needed	X		X		Install curb ramp; see shapefile for median improvement
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curb side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%					
Curb ramp running slope is greater than 8.33%					
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%					
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"					
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25') in curb ramp/landing/flares					
Temporary obstruction (>0.25') in curb ramp/landing/flares					
No textured surface at base of curb ramp					
No color contrast at base of curb ramp					
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%					
Curb ramp transition onto roadway is greater than 0.25"					
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
Ponding occurs at base of curb ramp					

Comment: No perpendicular sidewalk exists on corners 4 or 1; west side is currently being accommodated. An engineering study is needed to confirm this crossing should be accommodated and the current crossing treatment is appropriate.



Corner 1 No Ramp (1z)



Corner 2 No Ramp (2z)



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Kimley-Horn and Associates, Inc. Priority: 13
Project Description for Unsignalized Intersection

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : US Hwy 62 **GPS ID:** 91411
Project Name: Intersection of US Hwy 62 and S 6th St **Division:** 1
City: Morris

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	0	SY	\$ 50.00	\$ -
610(I)-4610	Tactile Warning Device - New	0	SF	\$ 25.00	\$ -
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	76	LF	\$ 6.00	\$ 456.00
---	Repave Roadway	1	LS	\$ 5,000.00	\$ 5,000.00
---	Fix Ponding	0	LS	\$ 2,000.00	\$ -
---	Fix Curb Ramp Transition	0	LS	\$ 2,000.00	\$ -
---	Median Nose Modification	0	LS	\$ 5,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Fix Curb Ramp Counter Slope	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

- No Design Completed
- Preliminary Design
- Final Design

Subtotal:	\$	5,456.00
Engineering: (% +/-)	15%	1,090.29
Contingency: (% +/-)	20%	1,453.71
Estimated Project Cost:	\$	8,000.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	Good	N/A	Good	N/A	
Path of travel running slope is greater than 5%		N/A		N/A	
Path of travel cross slope is greater than 2% for stop control approaches	X	N/A		N/A	Repave roadway and install crosswalk pavement markings
Path of travel cross slope is greater than 5% for free-flow approaches	N/A	N/A	N/A	N/A	
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	Install crosswalk pavement markings
Crosswalk striping condition	None	N/A	None	N/A	

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1z	2z	3z	4z	
Curb ramp does not exist and is needed					
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curb side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%					
Curb ramp running slope is greater than 8.33%					
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%					
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"					
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25') in curb ramp/landing/flares					
Temporary obstruction (>0.25') in curb ramp/landing/flares					
No textured surface at base of curb ramp					
No color contrast at base of curb ramp					
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%					
Curb ramp transition onto roadway is greater than 0.25"					
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
Ponding occurs at base of curb ramp					

Comment: No perpendicular sidewalk exists on corners 2 or 3; east side is currently being accommodated. An engineering study is needed to confirm this crossing should be accommodated and the current crossing treatment is appropriate.



Corner 1 No Ramp (1z)



Corner 2 No Ramp (2z)



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Kimley-Horn and Associates, Inc. Priority: 2
Project Description for Unsignalized Intersection

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : State Hwy 52 **GPS ID:** 91413
Project Name: Intersection of State Hwy 52 and W Okmulgee St **Division:** 1
City: Morris

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	44	SY	\$ 50.00	\$ 2,200.00
610(I)-4610	Tactile Warning Device - New	40	SF	\$ 25.00	\$ 1,000.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	55	SY	\$ 12.00	\$ 660.00
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	104	LF	\$ 6.00	\$ 624.00
---	Repave Roadway	0	LS	\$ 5,000.00	\$ -
---	Fix Ponding	5	LS	\$ 2,000.00	\$ 10,000.00
---	Fix Curb Ramp Transition	1	LS	\$ 2,000.00	\$ 2,000.00
---	Median Nose Modification	0	LS	\$ 5,000.00	\$ -
---	Remove Temporary Obstruction	3	LS	\$ 500.00	\$ 1,500.00
---	Fix Curb Ramp Counter Slope	1	LS	\$ 2,000.00	\$ 2,000.00

Basis for Cost Projection

- No Design Completed
- Preliminary Design
- Final Design

Subtotal:	\$	19,984.00
Engineering: (% +/-)	15%	\$ 3,006.86
Contingency: (% +/-)	20%	\$ 4,009.14
Estimated Project Cost:	\$	27,000.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	N/A	Good	N/A	Good	
Path of travel running slope is greater than 5%	N/A		N/A		
Path of travel cross slope is greater than 2% for stop control approaches	N/A		N/A		
Path of travel cross slope is greater than 5% for free-flow approaches	N/A	N/A	N/A	N/A	
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	
Crosswalk striping condition	N/A	None	N/A	None	Install crosswalk pavement markings

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)						Recommendations
	1A	1B	2A	3A	3B	4A	
Curb ramp does not exist and is needed							
Curb ramp does not land in crosswalk							
No 4' x 4' clear space at base of curb ramp							
Curb side is not 90° or has traversable adjacent surface							
Flare cross slope is greater than 10%							
Curb ramp running slope is greater than 8.33%		X		X	X	X	X
Blended transition running slope is greater than 5%							
Cut-thru ramp running slope is greater than 5%							
Curb ramp cross slope is greater than 2%	X		X	X		X	X
Cut-thru ramp cross slope is greater than 2%							
Curb ramp width is less than 48"				X		X	
Cut-thru ramp width is less than 60"							
Permanent obstruction (>0.25') in curb ramp/landing/flares		X	X				X
Temporary obstruction (>0.25') in curb ramp/landing/flares	X	X	X	X	X	X	X
No textured surface at base of curb ramp	X	X	X	X	X	X	X
No color contrast at base of curb ramp	X	X	X	X	X	X	X
Landing area does not exist and is needed			X				
Landing area is less than 5' x 5' or slopes greater than 2%				X	X	X	X
Curb ramp transition onto roadway is greater than 0.25"	X						
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	X			X	X

- Remove and replace curb ramp
- Remove temporary obstruction
- For intersection ramps and commercial driveway ramps, install color truncated domes
- Install landing area
- Remove and replace landing area
- Fix curb ramp transition
- Fix curb ramp counter slope
- Fix ponding



Ramp 1A



Ramp 1B



Ramp 2A



Ramp 3A



Ramp 3B



Ramp 4A



Ramp 4B

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

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

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : US Hwy 62 **GPS ID:** 91417
Project Name: Intersection of US Hwy 62 and S 2nd St **Division:** 1
City: Morris

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	41	SY	\$ 50.00	\$ 2,050.00
610(I)-4610	Tactile Warning Device - New	40	SF	\$ 25.00	\$ 1,000.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	96	LF	\$ 6.00	\$ 576.00
---	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:	\$	3,626.00
Engineering: (% +/-)	15%	\$ 588.86
Contingency: (% +/-)	20%	\$ 785.14
Estimated Project Cost:	\$	5,000.00

Project Location



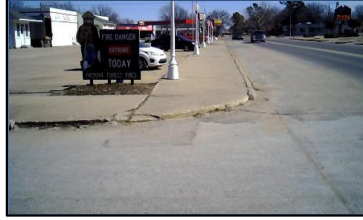
Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	Good	N/A	Good	N/A	
Path of travel running slope is greater than 5%		N/A		N/A	
Path of travel cross slope is greater than 2% for stop control approaches		N/A		N/A	
Path of travel cross slope is greater than 5% for free-flow approaches	N/A	N/A	N/A	N/A	
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	Install crosswalk pavement markings
Crosswalk striping condition	None	N/A	None	N/A	

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1z	2z	3z	4z	
Curb ramp does not exist and is needed	X	X	X	X	Install curb ramp; see shapefile for median improvement
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curb side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%					
Curb ramp running slope is greater than 8.33%					
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%					
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"					
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25') in curb ramp/landing/flares					
Temporary obstruction (>0.25') in curb ramp/landing/flares					
No textured surface at base of curb ramp					
No color contrast at base of curb ramp					
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%					
Curb ramp transition onto roadway is greater than 0.25°					
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
Ponding occurs at base of curb ramp					



Corner 1 No Ramp (1z)



Corner 2 No Ramp (2z)



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

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

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : US Hwy 62 **GPS ID:** 91420
Project Name: Intersection of US Hwy 62 and S 1st St **Division:** 1
City: Morris

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	41	SY	\$ 50.00	\$ 2,050.00
610(I)-4610	Tactile Warning Device - New	40	SF	\$ 25.00	\$ 1,000.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	90	LF	\$ 6.00	\$ 540.00
---	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:	\$	3,590.00
Engineering: (% +/-)	15%	\$ 604.29
Contingency: (% +/-)	20%	\$ 805.71
Estimated Project Cost:	\$	5,000.00

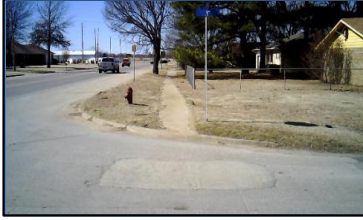
Project Location



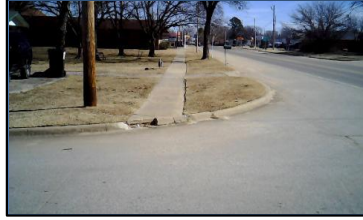
Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	Good	N/A	Good	N/A	
Path of travel running slope is greater than 5%		N/A		N/A	
Path of travel cross slope is greater than 2% for stop control approaches		N/A		N/A	
Path of travel cross slope is greater than 5% for free-flow approaches	N/A	N/A	N/A	N/A	
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	Install crosswalk pavement markings
Crosswalk striping condition	None	N/A	None	N/A	

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1z	2z	3z	4z	
Curb ramp does not exist and is needed	X	X	X	X	Install curb ramp; see shapefile for median improvement
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curb side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%					
Curb ramp running slope is greater than 8.33%					
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%					
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"					
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25') in curb ramp/landing/flares					
Temporary obstruction (>0.25') in curb ramp/landing/flares					
No textured surface at base of curb ramp					
No color contrast at base of curb ramp					
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%					
Curb ramp transition onto roadway is greater than 0.25°					
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
Ponding occurs at base of curb ramp					



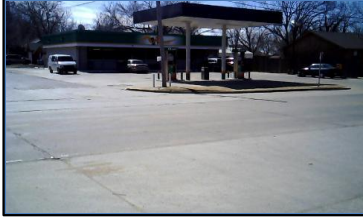
Corner 1 No Ramp (1z)



Corner 2 No Ramp (2z)



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

Opinion of Probable Construction Cost Disclaimer:

The Engineer has no control over the cost of labor, materials, equipment, or over the Contractor's methods of determining prices or over competitive bidding or market conditions. Opinions of probable costs provided herein are based on the information known to Engineer at this time and represent only the Engineer's judgment as a design professional familiar with the construction industry. The Engineer cannot and does not guarantee that proposals, bids, or actual construction costs will not vary from its opinions of probable costs.

Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Kimley-Horn and Associates, Inc. Priority: 2
Project Description for Unsignalized Intersection

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : US Hwy 75 **GPS ID:** 91430
Project Name: Intersection of US Hwy 75 and driveway (Lat. 35.6243; Long. -95.9604) **Division:** 1
City: Okmulgee

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	18	SY	\$ 50.00	\$ 900.00
610(I)-4610	Tactile Warning Device - New	20	SF	\$ 25.00	\$ 500.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	18	SY	\$ 12.00	\$ 216.00
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	0	LF	\$ 6.00	\$ -
---	Repave Roadway	0	LS	\$ 5,000.00	\$ -
---	Fix Ponding	0	LS	\$ 2,000.00	\$ -
---	Fix Curb Ramp Transition	1	LS	\$ 2,000.00	\$ 2,000.00
---	Median Nose Modification	0	LS	\$ 5,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Fix Curb Ramp Counter Slope	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

- No Design Completed
- Preliminary Design
- Final Design

Subtotal:	\$	3,616.00
Engineering: (% +/-)	15%	\$ 593.14
Contingency: (% +/-)	20%	\$ 790.86
Estimated Project Cost:	\$	5,000.00

Project Location



Field Observations

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

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)		Recommendations
	1A	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			
Curb side is not 90° or has traversable adjacent surface			
Flare cross slope is greater than 10%			
Curb ramp running slope is greater than 8.33%			
Blended transition running slope is greater than 5%			
Cut-thru ramp running slope is greater than 5%			
Curb ramp cross slope is greater than 2%			
Cut-thru ramp cross slope is greater than 2%			
Curb ramp width is less than 48"			
Cut-thru ramp width is less than 60"			
Permanent obstruction (>0.25') in curb ramp/landing/flares	X	X	
Temporary obstruction (>0.25') in curb ramp/landing/flares	X	X	
No textured surface at base of curb ramp	X	X	
No color contrast at base of curb ramp	X	X	
Landing area does not exist and is needed			For intersection ramps and commercial driveway ramps, install color truncated domes
Landing area is less than 5' x 5' or slopes greater than 2%	X		
Curb ramp transition onto roadway is greater than 0.25"	X		Remove and replace landing area
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%			
Ponding occurs at base of curb ramp			Fix curb ramp transition



Ramp 1A



Ramp 4A

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Kimley-Horn and Associates, Inc. Priority: 2
Project Description for Unsignalized Intersection

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : US Hwy 75 **GPS ID:** 91431
Project Name: Intersection of US Hwy 75 and driveway (Lat. 35.624; Long. -95.9604) **Division:** 1
City: Okmulgee

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	0	SY	\$ 50.00	\$ -
610(I)-4610	Tactile Warning Device - New	0	SF	\$ 25.00	\$ -
610(I)-4615	Tactile Warning Device - Retrofit	10	SF	\$ 60.00	\$ 600.00
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	0	LF	\$ 6.00	\$ -
---	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:	\$	600.00
Engineering: (% +/-)	15%	\$ 171.43
Contingency: (% +/-)	20%	\$ 228.57
Estimated Project Cost:	\$	1,000.00

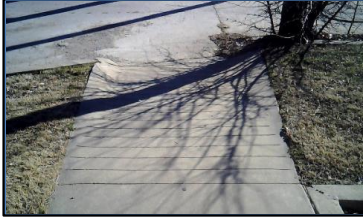
Project Location



Field Observations

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

Curb Ramp Issues	Curb Ramp ID ('Z' or 'I' in ramp label indicates no existing ramp)	Recommendations
Curb ramp does not exist and is needed		
Curb ramp does not land in crosswalk		
No 4' x 4' clear space at base of curb ramp		
Curbed side is not 90° or has traversable adjacent surface		
Flare cross slope is greater than 10%		
Curb ramp running slope is greater than 8.33%		
Blended transition running slope is greater than 5%		
Cut-thru ramp running slope is greater than 5%		
Curb ramp cross slope is greater than 2%		
Cut-thru ramp cross slope is greater than 2%		
Curb ramp width is less than 48"		
Cut-thru ramp width is less than 60"		
Permanent obstruction (>0.25') in curb ramp/landing/flares		
Temporary obstruction (>0.25') in curb ramp/landing/flares		
No textured surface at base of curb ramp	X	For intersection ramps and commercial driveway ramps, install color truncated domes
No color contrast at base of curb ramp	X	
Landing area does not exist and is needed		
Landing area is less than 5' x 5' or slopes greater than 2%		
Curb ramp transition onto roadway is greater than 0.25°		
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%		
Ponding occurs at base of curb ramp		



Ramp 1A

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

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

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : US Hwy 75 **GPS ID:** 91432
Project Name: Intersection of US Hwy 75 and driveway (Lat. 35.6238; Long. -95.9604) **Division:** 1
City: Okmulgee

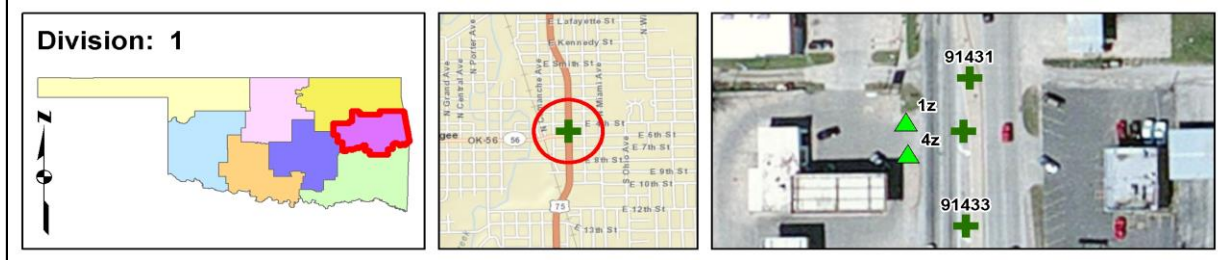
Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	21	SY	\$ 50.00	\$ 1,050.00
610(I)-4610	Tactile Warning Device - New	20	SF	\$ 25.00	\$ 500.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	0	LF	\$ 6.00	\$ -
---	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:	\$	1,550.00
Engineering: (% +/-)	15%	\$ 621.43
Contingency: (% +/-)	20%	\$ 828.57
Estimated Project Cost:	\$	3,000.00

Project Location



Field Observations

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

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)		Recommendations
	1z	4z	
Curb ramp does not exist and is needed	X	X	Install curb ramp; see shapefile for median improvement
Curb ramp does not land in crosswalk			
No 4' x 4' clear space at base of curb ramp			
Curb side is not 90° or has traversable adjacent surface			
Flare cross slope is greater than 10%			
Curb ramp running slope is greater than 8.33%			
Blended transition running slope is greater than 5%			
Cut-thru ramp running slope is greater than 5%			
Curb ramp cross slope is greater than 2%			
Cut-thru ramp cross slope is greater than 2%			
Curb ramp width is less than 48"			
Cut-thru ramp width is less than 60"			
Permanent obstruction (>0.25') in curb ramp/landing/flares			
Temporary obstruction (>0.25') in curb ramp/landing/flares			
No textured surface at base of curb ramp			
No color contrast at base of curb ramp			
Landing area does not exist and is needed			
Landing area is less than 5' x 5' or slopes greater than 2%			
Curb ramp transition onto roadway is greater than 0.25"			
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%			
Ponding occurs at base of curb ramp			



Corner 1 No Ramp (1z)



Corner 4 No Ramp (4z)

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

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

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : US Hwy 75 **GPS ID:** 91433
Project Name: Intersection of US Hwy 75 and driveway (Lat. 35.6236; Long. -95.9604) **Division:** 1
City: Okmulgee

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	21	SY	\$ 50.00	\$ 1,050.00
610(I)-4610	Tactile Warning Device - New	20	SF	\$ 25.00	\$ 500.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	0	LF	\$ 6.00	\$ -
---	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:	\$	1,550.00
Engineering: (% +/-)	15%	\$ 621.43
Contingency: (% +/-)	20%	\$ 828.57
Estimated Project Cost:	\$	3,000.00

Project Location



Field Observations

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

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)		Recommendations
	1z	4z	
Curb ramp does not exist and is needed	X	X	Install curb ramp; see shapefile for median improvement
Curb ramp does not land in crosswalk			
No 4' x 4' clear space at base of curb ramp			
Curb side is not 90° or has traversable adjacent surface			
Flare cross slope is greater than 10%			
Curb ramp running slope is greater than 8.33%			
Blended transition running slope is greater than 5%			
Cut-thru ramp running slope is greater than 5%			
Curb ramp cross slope is greater than 2%			
Cut-thru ramp cross slope is greater than 2%			
Curb ramp width is less than 48"			
Cut-thru ramp width is less than 60"			
Permanent obstruction (>0.25') in curb ramp/landing/flares			
Temporary obstruction (>0.25') in curb ramp/landing/flares			
No textured surface at base of curb ramp			
No color contrast at base of curb ramp			
Landing area does not exist and is needed			
Landing area is less than 5' x 5' or slopes greater than 2%			
Curb ramp transition onto roadway is greater than 0.25"			
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%			
Ponding occurs at base of curb ramp			



Corner 1 No Ramp (1z)



Corner 4 No Ramp (4z)

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Kimley-Horn and Associates, Inc. Priority: 6
Project Description for Unsignalized Intersection

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : US Hwy 75 **GPS ID:** 91456
Project Name: Intersection of US Hwy 75 and driveway (Lat. 35.6207; Long. -95.9604) **Division:** 1
City: Okmulgee

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	21	SY	\$ 50.00	\$ 1,050.00
610(I)-4610	Tactile Warning Device - New	20	SF	\$ 25.00	\$ 500.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	0	LF	\$ 6.00	\$ -
---	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:	\$	1,550.00
Engineering: (% +/-)	15%	621.43
Contingency: (% +/-)	20%	828.57
Estimated Project Cost:	\$	3,000.00

Project Location



Field Observations

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

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)		Recommendations
	1z	4z	
Curb ramp does not exist and is needed	X	X	Install curb ramp; see shapefile for median improvement
Curb ramp does not land in crosswalk			
No 4' x 4' clear space at base of curb ramp			
Curb side is not 90° or has traversable adjacent surface			
Flare cross slope is greater than 10%			
Curb ramp running slope is greater than 8.33%			
Blended transition running slope is greater than 5%			
Cut-thru ramp running slope is greater than 5%			
Curb ramp cross slope is greater than 2%			
Cut-thru ramp cross slope is greater than 2%			
Curb ramp width is less than 48"			
Cut-thru ramp width is less than 60"			
Permanent obstruction (>0.25') in curb ramp/landing/flares			
Temporary obstruction (>0.25') in curb ramp/landing/flares			
No textured surface at base of curb ramp			
No color contrast at base of curb ramp			
Landing area does not exist and is needed			
Landing area is less than 5' x 5' or slopes greater than 2%			
Curb ramp transition onto roadway is greater than 0.25°			
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%			
Ponding occurs at base of curb ramp			



Corner 1 No Ramp (1z)



Corner 4 No Ramp (4z)

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Kimley-Horn and Associates, Inc. Priority: 6
Project Description for Unsignalized Intersection

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : US Hwy 75 **GPS ID:** 91472
Project Name: Intersection of US Hwy 75 and driveway (Lat. 35.6198; Long. -95.9604) **Division:** 1
City: Okmulgee

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	11	SY	\$ 50.00	\$ 550.00
610(I)-4610	Tactile Warning Device - New	10	SF	\$ 25.00	\$ 250.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	0	LF	\$ 6.00	\$ -
---	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:	\$	800.00
Engineering: (% +/-)	15%	\$ 514.29
Contingency: (% +/-)	20%	\$ 685.71
Estimated Project Cost:	\$	2,000.00

Project Location



Field Observations

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

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)	3z	X	Recommendations
Curb ramp does not land in crosswalk				
No 4' x 4' clear space at base of curb ramp				
Curbed side is not 90° or has traversable adjacent surface				
Flare cross slope is greater than 10%				
Curb ramp running slope is greater than 8.33%				
Blended transition running slope is greater than 5%				
Cut-thru ramp running slope is greater than 5%				
Curb ramp cross slope is greater than 2%				
Cut-thru ramp cross slope is greater than 2%				
Curb ramp width is less than 48"				
Cut-thru ramp width is less than 60"				
Permanent obstruction (>0.25') in curb ramp/landing/flares				
Temporary obstruction (>0.25') in curb ramp/landing/flares				
No textured surface at base of curb ramp				
No color contrast at base of curb ramp				
Landing area does not exist and is needed				
Landing area is less than 5' x 5' or slopes greater than 2%				
Curb ramp transition onto roadway is greater than 0.25°				
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%				
Ponding occurs at base of curb ramp				



Corner 3 No Ramp (3z)

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

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

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : US Hwy 75 **GPS ID:** 91473
Project Name: Intersection of US Hwy 75 and E 10th St **Division:** 1
City: Okmulgee

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	11	SY	\$ 50.00	\$ 550.00
610(I)-4610	Tactile Warning Device - New	10	SF	\$ 25.00	\$ 250.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	10	SY	\$ 12.00	\$ 120.00
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	52	LF	\$ 6.00	\$ 312.00
---	Repave Roadway	1	LS	\$ 5,000.00	\$ 5,000.00
---	Fix Ponding	0	LS	\$ 2,000.00	\$ -
---	Fix Curb Ramp Transition	0	LS	\$ 2,000.00	\$ -
---	Median Nose Modification	0	LS	\$ 5,000.00	\$ -
---	Remove Temporary Obstruction	1	LS	\$ 500.00	\$ 500.00
---	Fix Curb Ramp Counter Slope	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

- No Design Completed
- Preliminary Design
- Final Design

Subtotal:	\$	6,732.00
Engineering: (% +/-)	15%	1,400.57
Contingency: (% +/-)	20%	1,867.43
Estimated Project Cost:	\$	10,000.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Recommendations
	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	X	N/A		Repave roadway and install crosswalk pavement markings
Path of travel cross slope is greater than 5% for free-flow approaches	N/A	N/A	N/A	N/A	
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	Install crosswalk pavement markings
Crosswalk striping condition	N/A	None	N/A	N/A	

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1z	2A	3A	4z	
Curb ramp does not exist and is needed					
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curb side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%		X			
Curb ramp running slope is greater than 8.33%					
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%		X			Remove and replace curb ramp
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"					
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25') in curb ramp/landing/flares					
Temporary obstruction (>0.25') in curb ramp/landing/flares		X			Remove temporary obstruction
No textured surface at base of curb ramp					
No color contrast at base of curb ramp					
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%			X		Remove and replace landing area
Curb ramp transition onto roadway is greater than 0.25"					
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
Ponding occurs at base of curb ramp					



Corner 1 No Ramp (1z)



Ramp 2A



Ramp 3A



Corner 4 No Ramp (4z)

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Kimley-Horn and Associates, Inc. Priority: 2
Project Description for Unsignalized Intersection

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : US Hwy 75 **GPS ID:** 91489
Project Name: Intersection of US Hwy 75 and driveway (Lat. 35.6095; Long. -95.9617) **Division:** 1
City: Okmulgee

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	21	SY	\$ 50.00	\$ 1,050.00
610(I)-4610	Tactile Warning Device - New	20	SF	\$ 25.00	\$ 500.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	20	SY	\$ 12.00	\$ 240.00
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	0	LF	\$ 6.00	\$ -
---	Repave Roadway	0	LS	\$ 5,000.00	\$ -
---	Fix Ponding	1	LS	\$ 2,000.00	\$ 2,000.00
---	Fix Curb Ramp Transition	0	LS	\$ 2,000.00	\$ -
---	Median Nose Modification	0	LS	\$ 5,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Fix Curb Ramp Counter Slope	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

- No Design Completed
- Preliminary Design
- Final Design

Subtotal:	\$	3,790.00
Engineering: (% +/-)	15%	\$ 947.14
Contingency: (% +/-)	20%	\$ 1,262.86
Estimated Project Cost:	\$	6,000.00

Project Location



Field Observations

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

Curb Ramp Issues	Curb Ramp ID ('2' or '1' in ramp label indicates no existing ramp)		Recommendations
	2A	3A	
Curb ramp does not exist and is needed			Remove and replace curb ramp
Curb ramp does not land in crosswalk			
No 4' x 4' clear space at base of curb ramp			
Curb side is not 90° or has traversable adjacent surface			
Flare cross slope is greater than 10%		X	
Curb ramp running slope is greater than 8.33%			
Blended transition running slope is greater than 5%			
Cut-thru ramp running slope is greater than 5%			
Curb ramp cross slope is greater than 2%			
Cut-thru ramp cross slope is greater than 2%			
Curb ramp width is less than 48"			
Cut-thru ramp width is less than 60"			
Permanent obstruction (>0.25') in curb ramp/landing/flares	X		
Temporary obstruction (>0.25') in curb ramp/landing/flares			
No textured surface at base of curb ramp			
No color contrast at base of curb ramp			
Landing area does not exist and is needed			Remove and replace landing area
Landing area is less than 5' x 5' or slopes greater than 2%	X	X	
Curb ramp transition onto roadway is greater than 0.25"			
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%			
Ponding occurs at base of curb ramp		X	Fix ponding



Ramp 2A



Ramp 3A

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

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

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : US Hwy 266 **GPS ID:** 91503
Project Name: Intersection of US Hwy 266 and driveway (Lat. 35.4705; Long. -95.5248) **Division:** 1
City: Checotah

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	21	SY	\$ 50.00	\$ 1,050.00
610(I)-4610	Tactile Warning Device - New	20	SF	\$ 25.00	\$ 500.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	0	LF	\$ 6.00	\$ -
---	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:	\$	1,550.00
Engineering: (% +/-)	15%	\$ 621.43
Contingency: (% +/-)	20%	\$ 828.57
Estimated Project Cost:	\$	3,000.00

Project Location



Field Observations

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

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)		Recommendations
	1z	2z	
Curb ramp does not exist and is needed	X	X	Install curb ramp; see shapefile for median improvement
Curb ramp does not land in crosswalk			
No 4' x 4' clear space at base of curb ramp			
Curb side is not 90° or has traversable adjacent surface			
Flare cross slope is greater than 10%			
Curb ramp running slope is greater than 8.33%			
Blended transition running slope is greater than 5%			
Cut-thru ramp running slope is greater than 5%			
Curb ramp cross slope is greater than 2%			
Cut-thru ramp cross slope is greater than 2%			
Curb ramp width is less than 48"			
Cut-thru ramp width is less than 60"			
Permanent obstruction (>0.25') in curb ramp/landing/flares			
Temporary obstruction (>0.25') in curb ramp/landing/flares			
No textured surface at base of curb ramp			
No color contrast at base of curb ramp			
Landing area does not exist and is needed			
Landing area is less than 5' x 5' or slopes greater than 2%			
Curb ramp transition onto roadway is greater than 0.25"			
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%			
Ponding occurs at base of curb ramp			



Corner 1 No Ramp (1z)



Corner 2 No Ramp (2z)

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

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

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : US Hwy 266 **GPS ID:** 91504
Project Name: Intersection of US Hwy 266 and driveway (Lat. 35.4705; Long. -95.5246) **Division:** 1
City: Checotah

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	21	SY	\$ 50.00	\$ 1,050.00
610(I)-4610	Tactile Warning Device - New	20	SF	\$ 25.00	\$ 500.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	0	LF	\$ 6.00	\$ -
---	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:	\$	1,550.00
Engineering: (% +/-)	15%	\$ 621.43
Contingency: (% +/-)	20%	\$ 828.57
Estimated Project Cost:	\$	3,000.00

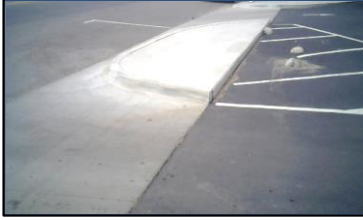
Project Location



Field Observations

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

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)		Recommendations
	1z	2z	
Curb ramp does not exist and is needed	X	X	Install curb ramp; see shapefile for median improvement
Curb ramp does not land in crosswalk			
No 4' x 4' clear space at base of curb ramp			
Curb side is not 90° or has traversable adjacent surface			
Flare cross slope is greater than 10%			
Curb ramp running slope is greater than 8.33%			
Blended transition running slope is greater than 5%			
Cut-thru ramp running slope is greater than 5%			
Curb ramp cross slope is greater than 2%			
Cut-thru ramp cross slope is greater than 2%			
Curb ramp width is less than 48"			
Cut-thru ramp width is less than 60"			
Permanent obstruction (>0.25') in curb ramp/landing/flares			
Temporary obstruction (>0.25') in curb ramp/landing/flares			
No textured surface at base of curb ramp			
No color contrast at base of curb ramp			
Landing area does not exist and is needed			
Landing area is less than 5' x 5' or slopes greater than 2%			
Curb ramp transition onto roadway is greater than 0.25°			
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%			
Ponding occurs at base of curb ramp			



Corner 1 No Ramp (1z)



Corner 2 No Ramp (2z)

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

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

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : US Hwy 266 **GPS ID:** 91505
Project Name: Intersection of US Hwy 266 and driveway (Lat. 35.4705; Long. -95.5245) **Division:** 1
City: Checotah

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	21	SY	\$ 50.00	\$ 1,050.00
610(I)-4610	Tactile Warning Device - New	20	SF	\$ 25.00	\$ 500.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	0	LF	\$ 6.00	\$ -
---	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:	\$	1,550.00
Engineering: (% +/-)	15%	\$ 621.43
Contingency: (% +/-)	20%	\$ 828.57
Estimated Project Cost:	\$	3,000.00

Project Location



Field Observations

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

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)		Recommendations
	1z	2z	
Curb ramp does not exist and is needed	X	X	Install curb ramp; see shapefile for median improvement
Curb ramp does not land in crosswalk			
No 4' x 4' clear space at base of curb ramp			
Curb side is not 90° or has traversable adjacent surface			
Flare cross slope is greater than 10%			
Curb ramp running slope is greater than 8.33%			
Blended transition running slope is greater than 5%			
Cut-thru ramp running slope is greater than 5%			
Curb ramp cross slope is greater than 2%			
Cut-thru ramp cross slope is greater than 2%			
Curb ramp width is less than 48"			
Cut-thru ramp width is less than 60"			
Permanent obstruction (>0.25') in curb ramp/landing/flares			
Temporary obstruction (>0.25') in curb ramp/landing/flares			
No textured surface at base of curb ramp			
No color contrast at base of curb ramp			
Landing area does not exist and is needed			
Landing area is less than 5' x 5' or slopes greater than 2%			
Curb ramp transition onto roadway is greater than 0.25"			
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%			
Ponding occurs at base of curb ramp			



Corner 1 No Ramp (1z)



Corner 2 No Ramp (2z)

Opinion of Probable Construction Cost Disclaimer:

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Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

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

Client: Oklahoma Department of Transportation Date: 7/28/16
 Program: ADA Self-Evaluation and Transition Plan Prepared By: CMP
 KHA No.: 051279001 Checked By: EPE

Corridor : US Hwy 266 GPS ID: 91506
 Project Name: Intersection of US Hwy 266 and driveway (Lat. 35.4704; Long. -95.5243) Division: 1
 City: Checotah

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	21	SY	\$ 50.00	\$ 1,050.00
610(I)-4610	Tactile Warning Device - New	20	SF	\$ 25.00	\$ 500.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	0	LF	\$ 6.00	\$ -
---	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:	\$	1,550.00
Engineering: (% +/-)	15%	\$ 621.43
Contingency: (% +/-)	20%	\$ 828.57
Estimated Project Cost:	\$	3,000.00

Project Location



Field Observations

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

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)		Recommendations
	1z	2z	
Curb ramp does not exist and is needed	X	X	Install curb ramp; see shapefile for median improvement
Curb ramp does not land in crosswalk			
No 4' x 4' clear space at base of curb ramp			
Curb side is not 90° or has traversable adjacent surface			
Flare cross slope is greater than 10%			
Curb ramp running slope is greater than 8.33%			
Blended transition running slope is greater than 5%			
Cut-thru ramp running slope is greater than 5%			
Curb ramp cross slope is greater than 2%			
Cut-thru ramp cross slope is greater than 2%			
Curb ramp width is less than 48"			
Cut-thru ramp width is less than 60"			
Permanent obstruction (>0.25') in curb ramp/landing/flares			
Temporary obstruction (>0.25') in curb ramp/landing/flares			
No textured surface at base of curb ramp			
No color contrast at base of curb ramp			
Landing area does not exist and is needed			
Landing area is less than 5' x 5' or slopes greater than 2%			
Curb ramp transition onto roadway is greater than 0.25°			
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%			
Ponding occurs at base of curb ramp			



Corner 1 No Ramp (1z)



Corner 2 No Ramp (2z)

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

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

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : US Hwy 266 **GPS ID:** 91507
Project Name: Intersection of US Hwy 266 and driveway (Lat. 35.4703; Long. -95.5236) **Division:** 1
City: Checotah

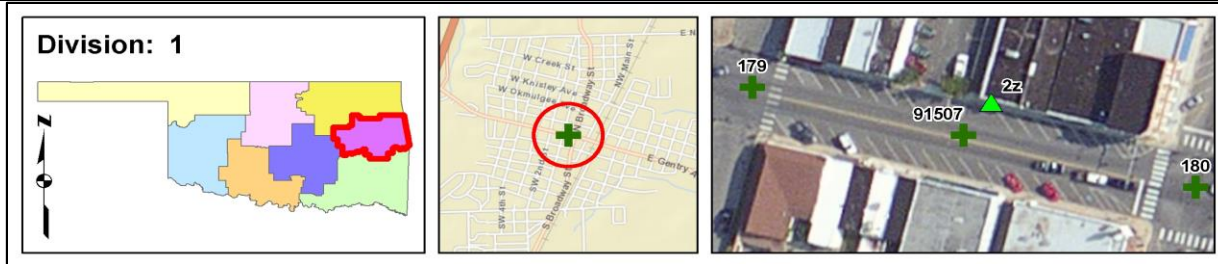
Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	11	SY	\$ 50.00	\$ 550.00
610(I)-4610	Tactile Warning Device - New	10	SF	\$ 25.00	\$ 250.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	0	LF	\$ 6.00	\$ -
---	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:	\$	800.00
Engineering: (% +/-)	15%	\$ 514.29
Contingency: (% +/-)	20%	\$ 685.71
Estimated Project Cost:	\$	2,000.00

Project Location



Field Observations

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

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)	Recommendations
Curb ramp does not exist and is needed	X	Install curb ramp; see shapefile for median improvement
Curb ramp does not land in crosswalk		
No 4' x 4' clear space at base of curb ramp		
Curb side is not 90° or has traversable adjacent surface		
Flare cross slope is greater than 10%		
Curb ramp running slope is greater than 8.33%		
Blended transition running slope is greater than 5%		
Cut-thru ramp running slope is greater than 5%		
Curb ramp cross slope is greater than 2%		
Cut-thru ramp cross slope is greater than 2%		
Curb ramp width is less than 48"		
Cut-thru ramp width is less than 60"		
Permanent obstruction (>0.25') in curb ramp/landing/flares		
Temporary obstruction (>0.25') in curb ramp/landing/flares		
No textured surface at base of curb ramp		
No color contrast at base of curb ramp		
Landing area does not exist and is needed		
Landing area is less than 5' x 5' or slopes greater than 2%		
Curb ramp transition onto roadway is greater than 0.25"		
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%		
Ponding occurs at base of curb ramp		



Corner 2 No Ramp (2z)

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

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

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : US Hwy 266 **GPS ID:** 91508
Project Name: Intersection of US Hwy 266 and driveway (Lat. 35.47; Long. -95.5225) **Division:** 1
City: Checotah

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	21	SY	\$ 50.00	\$ 1,050.00
610(I)-4610	Tactile Warning Device - New	20	SF	\$ 25.00	\$ 500.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	0	LF	\$ 6.00	\$ -
---	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:	\$	1,550.00
Engineering: (% +/-)	15%	\$ 621.43
Contingency: (% +/-)	20%	\$ 828.57
Estimated Project Cost:	\$	3,000.00

Project Location



Field Observations

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

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)		Recommendations
	3z	4z	
Curb ramp does not exist and is needed	X	X	Install curb ramp; see shapefile for median improvement
Curb ramp does not land in crosswalk			
No 4' x 4' clear space at base of curb ramp			
Curb side is not 90° or has traversable adjacent surface			
Flare cross slope is greater than 10%			
Curb ramp running slope is greater than 8.33%			
Blended transition running slope is greater than 5%			
Cut-thru ramp running slope is greater than 5%			
Curb ramp cross slope is greater than 2%			
Cut-thru ramp cross slope is greater than 2%			
Curb ramp width is less than 48"			
Cut-thru ramp width is less than 60"			
Permanent obstruction (>0.25') in curb ramp/landing/flares			
Temporary obstruction (>0.25') in curb ramp/landing/flares			
No textured surface at base of curb ramp			
No color contrast at base of curb ramp			
Landing area does not exist and is needed			
Landing area is less than 5' x 5' or slopes greater than 2%			
Curb ramp transition onto roadway is greater than 0.25"			
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%			
Ponding occurs at base of curb ramp			



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Kimley-Horn and Associates, Inc. Priority: 2
Project Description for Unsignalized Intersection

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : US Hwy 266 **GPS ID:** 91509
Project Name: Intersection of US Hwy 266 and driveway (Lat. 35.4711; Long. -95.5272) **Division:** 1
City: Checotah

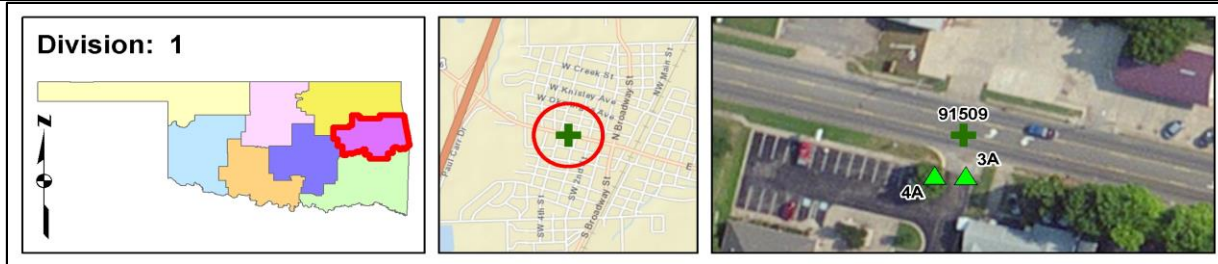
Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	21	SY	\$ 50.00	\$ 1,050.00
610(I)-4610	Tactile Warning Device - New	20	SF	\$ 25.00	\$ 500.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	20	SY	\$ 12.00	\$ 240.00
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	0	LF	\$ 6.00	\$ -
---	Repave Roadway	0	LS	\$ 5,000.00	\$ -
---	Fix Ponding	1	LS	\$ 2,000.00	\$ 2,000.00
---	Fix Curb Ramp Transition	2	LS	\$ 2,000.00	\$ 4,000.00
---	Median Nose Modification	0	LS	\$ 5,000.00	\$ -
---	Remove Temporary Obstruction	1	LS	\$ 500.00	\$ 500.00
---	Fix Curb Ramp Counter Slope	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

- No Design Completed
- Preliminary Design
- Final Design

Subtotal:	\$	8,290.00
Engineering: (% +/-)	15%	\$ 1,590.00
Contingency: (% +/-)	20%	\$ 2,120.00
Estimated Project Cost:	\$	12,000.00

Project Location



Field Observations

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

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)		Recommendations	
	3A	4A		
Curb ramp does not exist and is needed			Remove and replace curb ramp	
Curb ramp does not land in crosswalk				
No 4' x 4' clear space at base of curb ramp				
Curb side is not 90° or has traversable adjacent surface				
Flare cross slope is greater than 10%				
Curb ramp running slope is greater than 8.33%				
Blended transition running slope is greater than 5%				
Cut-thru ramp running slope is greater than 5%				
Curb ramp cross slope is greater than 2%				
Cut-thru ramp cross slope is greater than 2%				
Curb ramp width is less than 48"	X	X	Remove temporary obstruction For intersection ramps and commercial driveway ramps, install color truncated domes	
Cut-thru ramp width is less than 60"				
Permanent obstruction (>0.25") in curb ramp/landing/flares	X	X		
Temporary obstruction (>0.25") in curb ramp/landing/flares	X	X		
No textured surface at base of curb ramp	X	X		
No color contrast at base of curb ramp	X	X		
Landing area does not exist and is needed				Remove and replace landing area
Landing area is less than 5' x 5' or slopes greater than 2%	X	X		
Curb ramp transition onto roadway is greater than 0.25"	X	X		
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%				Fix curb ramp transition
Ponding occurs at base of curb ramp	X		Fix ponding	



Ramp 3A



Ramp 4A

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Kimley-Horn and Associates, Inc. Priority: 13
Project Description for Unsignalized Intersection

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : S Broadway St **GPS ID:** 91510
Project Name: Intersection of Broadway and NW Elm Ave **Division:** 1
City: Checotah

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	0	SY	\$ 50.00	\$ -
610(I)-4610	Tactile Warning Device - New	0	SF	\$ 25.00	\$ -
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	30	LF	\$ 6.00	\$ 180.00
---	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:	\$	180.00
Engineering: (% +/-)	15%	\$ 351.43
Contingency: (% +/-)	20%	\$ 468.57
Estimated Project Cost:	\$	1,000.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	N/A	N/A	N/A	Good	
Path of travel running slope is greater than 5%	N/A	N/A	N/A		
Path of travel cross slope is greater than 2% for stop control approaches	N/A		N/A		
Path of travel cross slope is greater than 5% for free-flow approaches	N/A	N/A	N/A	N/A	
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	Install crosswalk pavement markings
Crosswalk striping condition	N/A	N/A	N/A	None	

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1z	2z	3z	4z	
Curb ramp does not exist and is needed					
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curb side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%					
Curb ramp running slope is greater than 8.33%					
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%					
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"					
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25') in curb ramp/landing/flares					
Temporary obstruction (>0.25') in curb ramp/landing/flares					
No textured surface at base of curb ramp					
No color contrast at base of curb ramp					
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%					
Curb ramp transition onto roadway is greater than 0.25"					
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
Ponding occurs at base of curb ramp					



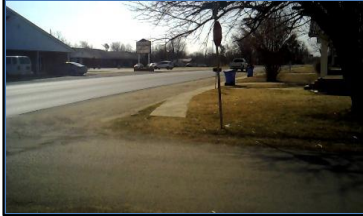
Corner 1 No Ramp (1z)



Corner 2 No Ramp (2z)



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Kimley-Horn and Associates, Inc. Priority: 13
Project Description for Unsignalized Intersection

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : S Broadway St **GPS ID:** 91511
Project Name: Intersection of Broadway and W Indianola Ave **Division:** 1
City: Checotah

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	0	SY	\$ 50.00	\$ -
610(I)-4610	Tactile Warning Device - New	0	SF	\$ 25.00	\$ -
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	40	LF	\$ 6.00	\$ 240.00
---	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:	\$	240.00
Engineering: (% +/-)	15%	\$ 325.71
Contingency: (% +/-)	20%	\$ 434.29
Estimated Project Cost:	\$	1,000.00

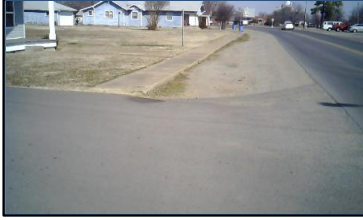
Project Location



Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	N/A	N/A	N/A	Good	
Path of travel running slope is greater than 5%	N/A	N/A	N/A		
Path of travel cross slope is greater than 2% for stop control approaches	N/A		N/A		
Path of travel cross slope is greater than 5% for free-flow approaches	N/A	N/A		N/A	
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	Install crosswalk pavement markings
Crosswalk striping condition	N/A	N/A	N/A	None	

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1z	2z	3z	4z	
Curb ramp does not exist and is needed					
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curb side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%					
Curb ramp running slope is greater than 8.33%					
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%					
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"					
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25') in curb ramp/landing/flares					
Temporary obstruction (>0.25') in curb ramp/landing/flares					
No textured surface at base of curb ramp					
No color contrast at base of curb ramp					
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%					
Curb ramp transition onto roadway is greater than 0.25°					
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
Ponding occurs at base of curb ramp					



Corner 1 No Ramp (1z)



Corner 2 No Ramp (2z)



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Kimley-Horn and Associates, Inc. Priority: 13
Project Description for Unsignalized Intersection

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : S Broadway St **GPS ID:** 91512
Project Name: Intersection of Broadway and Creek St **Division:** 1
City: Checotah

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	0	SY	\$ 50.00	\$ -
610(I)-4610	Tactile Warning Device - New	0	SF	\$ 25.00	\$ -
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	38	LF	\$ 6.00	\$ 228.00
---	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:	\$	228.00
Engineering: (% +/-)	15%	\$ 330.86
Contingency: (% +/-)	20%	\$ 441.14
Estimated Project Cost:	\$	1,000.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	N/A	N/A	N/A	Good	
Path of travel running slope is greater than 5%	N/A	N/A	N/A		
Path of travel cross slope is greater than 2% for stop control approaches	N/A		N/A		
Path of travel cross slope is greater than 5% for free-flow approaches	N/A	N/A	N/A	N/A	
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	Install crosswalk pavement markings
Crosswalk striping condition	N/A	N/A	N/A	None	

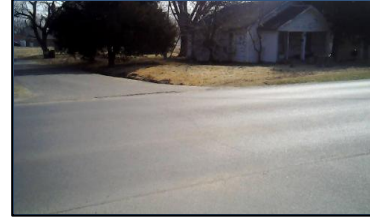
Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1z	2z	3z	4z	
Curb ramp does not exist and is needed					
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curb side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%					
Curb ramp running slope is greater than 8.33%					
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%					
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"					
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25') in curb ramp/landing/flares					
Temporary obstruction (>0.25') in curb ramp/landing/flares					
No textured surface at base of curb ramp					
No color contrast at base of curb ramp					
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%					
Curb ramp transition onto roadway is greater than 0.25"					
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
Ponding occurs at base of curb ramp					



Corner 1 No Ramp (1z)



Corner 2 No Ramp (2z)



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

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

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : S Broadway St **GPS ID:** 91513
Project Name: Intersection of Broadway and W Race Ave **Division:** 1
City: Checotah

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	21	SY	\$ 50.00	\$ 1,050.00
610(I)-4610	Tactile Warning Device - New	20	SF	\$ 25.00	\$ 500.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	40	LF	\$ 6.00	\$ 240.00
---	Repave Roadway	1	LS	\$ 5,000.00	\$ 5,000.00
---	Fix Ponding	0	LS	\$ 2,000.00	\$ -
---	Fix Curb Ramp Transition	0	LS	\$ 2,000.00	\$ -
---	Median Nose Modification	0	LS	\$ 5,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Fix Curb Ramp Counter Slope	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

- No Design Completed
- Preliminary Design
- Final Design

Subtotal:	\$	6,790.00
Engineering: (% +/-)	15%	\$ 1,375.71
Contingency: (% +/-)	20%	\$ 1,834.29
Estimated Project Cost:	\$	10,000.00

Project Location



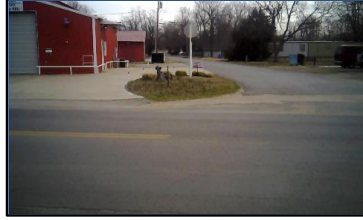
Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	N/A	N/A	N/A	Poor	Repave roadway and install crosswalk pavement markings
Path of travel running slope is greater than 5%	N/A	N/A	N/A		
Path of travel cross slope is greater than 2% for stop control approaches	N/A		N/A		
Path of travel cross slope is greater than 5% for free-flow approaches	N/A	N/A	N/A	N/A	
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	Install crosswalk pavement markings
Crosswalk striping condition	N/A	N/A	N/A	None	

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1z	2z	3z	4z	
Curb ramp does not exist and is needed	X			X	Install curb ramp; see shapefile for median improvement
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curb side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%					
Curb ramp running slope is greater than 8.33%					
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%					
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"					
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25') in curb ramp/landing/flares					
Temporary obstruction (>0.25') in curb ramp/landing/flares					
No textured surface at base of curb ramp					
No color contrast at base of curb ramp					
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%					
Curb ramp transition onto roadway is greater than 0.25°					
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
Ponding occurs at base of curb ramp					



Corner 1 No Ramp (1z)



Corner 2 No Ramp (2z)



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

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

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : S Broadway St **GPS ID:** 91514
Project Name: Intersection of Broadway and NW Park Ave **Division:** 1
City: Checotah

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	11	SY	\$ 50.00	\$ 550.00
610(I)-4610	Tactile Warning Device - New	10	SF	\$ 25.00	\$ 250.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	48	LF	\$ 6.00	\$ 288.00
---	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:	\$	1,088.00
Engineering: (% +/-)	15%	\$ 390.86
Contingency: (% +/-)	20%	\$ 521.14
Estimated Project Cost:	\$	2,000.00

Project Location



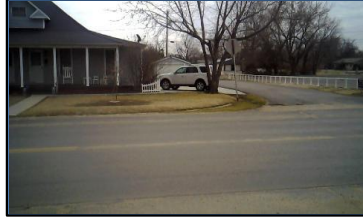
Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	N/A	N/A	N/A	Good	
Path of travel running slope is greater than 5%	N/A	N/A	N/A		
Path of travel cross slope is greater than 2% for stop control approaches	N/A		N/A		
Path of travel cross slope is greater than 5% for free-flow approaches	N/A	N/A	N/A	N/A	
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	Install crosswalk pavement markings
Crosswalk striping condition	N/A	N/A	N/A	None	

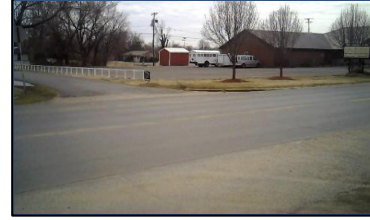
Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1z	2z	3z	4z	
Curb ramp does not exist and is needed				X	Install curb ramp; see shapefile for median improvement
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curbed side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%					
Curb ramp running slope is greater than 8.33%					
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%					
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"					
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25') in curb ramp/landing/flares					
Temporary obstruction (>0.25') in curb ramp/landing/flares					
No textured surface at base of curb ramp					
No color contrast at base of curb ramp					
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%					
Curb ramp transition onto roadway is greater than 0.25°					
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
Ponding occurs at base of curb ramp					



Corner 1 No Ramp (1z)



Corner 2 No Ramp (2z)



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

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

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : S Broadway St **GPS ID:** 91515
Project Name: Intersection of Broadway and NW Knisley Ave **Division:** 1
City: Checotah

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	21	SY	\$ 50.00	\$ 1,050.00
610(I)-4610	Tactile Warning Device - New	20	SF	\$ 25.00	\$ 500.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	50	LF	\$ 6.00	\$ 300.00
---	Repave Roadway	0	LS	\$ 5,000.00	\$ -
---	Fix Ponding	0	LS	\$ 2,000.00	\$ -
---	Fix Curb Ramp Transition	0	LS	\$ 2,000.00	\$ -
---	Median Nose Modification	0	LS	\$ 5,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Fix Curb Ramp Counter Slope	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

- No Design Completed
- Preliminary Design
- Final Design

Subtotal:	\$	1,850.00
Engineering: (% +/-)	15%	\$ 492.86
Contingency: (% +/-)	20%	\$ 657.14
Estimated Project Cost:	\$	3,000.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	N/A	N/A	N/A	Good	
Path of travel running slope is greater than 5%	N/A	N/A	N/A		
Path of travel cross slope is greater than 2% for stop control approaches	N/A		N/A		
Path of travel cross slope is greater than 5% for free-flow approaches	N/A	N/A	N/A	N/A	
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	
Crosswalk striping condition	N/A	N/A	N/A	None	Install crosswalk pavement markings

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1z	2z	3z	4z	
Curb ramp does not exist and is needed	X			X	Install curb ramp; see shapefile for median improvement
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curb side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%					
Curb ramp running slope is greater than 8.33%					
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%					
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"					
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25') in curb ramp/landing/flares					
Temporary obstruction (>0.25') in curb ramp/landing/flares					
No textured surface at base of curb ramp					
No color contrast at base of curb ramp					
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%					
Curb ramp transition onto roadway is greater than 0.25°					
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
Ponding occurs at base of curb ramp					



Corner 1 No Ramp (1z)



Corner 2 No Ramp (2z)



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

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

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : S Broadway St **GPS ID:** 91516
Project Name: Intersection of Broadway and NW Okmulgee Ave **Division:** 1
City: Checotah

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	61	SY	\$ 50.00	\$ 3,050.00
610(I)-4610	Tactile Warning Device - New	60	SF	\$ 25.00	\$ 1,500.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	228	LF	\$ 6.00	\$ 1,368.00
---	Repave Roadway	1	LS	\$ 5,000.00	\$ 5,000.00
---	Fix Ponding	0	LS	\$ 2,000.00	\$ -
---	Fix Curb Ramp Transition	0	LS	\$ 2,000.00	\$ -
---	Median Nose Modification	0	LS	\$ 5,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Fix Curb Ramp Counter Slope	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

- No Design Completed
- Preliminary Design
- Final Design

Subtotal:	\$	10,918.00
Engineering: (% +/-)	15%	\$ 1,749.43
Contingency: (% +/-)	20%	\$ 2,332.57
Estimated Project Cost:	\$	15,000.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	Good	Good	N/A	Good	
Path of travel running slope is greater than 5%			N/A		
Path of travel cross slope is greater than 2% for stop control approaches	N/A		N/A	X	Repave roadway and install crosswalk pavement markings
Path of travel cross slope is greater than 5% for free-flow approaches		N/A	N/A	N/A	
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	Install crosswalk pavement markings
Crosswalk striping condition	None	None	N/A	None	

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1z	2z	3z	4z	
Curb ramp does not exist and is needed	X	X	X	X	Install curb ramp; see shapefile for median improvement
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curb side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%					
Curb ramp running slope is greater than 8.33%					
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%					
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"					
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25') in curb ramp/landing/flares					
Temporary obstruction (>0.25') in curb ramp/landing/flares					
No textured surface at base of curb ramp					
No color contrast at base of curb ramp					
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%					
Curb ramp transition onto roadway is greater than 0.25"					
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
Ponding occurs at base of curb ramp					

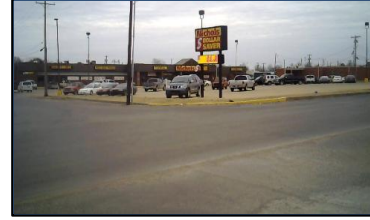
Comment: Existing sidewalk, curb ramp, and/or striping configurations permit pedestrians to cross the major street. An Engineering study is needed to confirm crossing should be accommodated at this location and the current crossing treatment is appropriate.



Corner 1 No Ramp (1z)



Corner 2 No Ramp (2z)



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

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

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : S Broadway St **GPS ID:** 91517
Project Name: Intersection of Broadway and driveway (Lat. 35.472; Long. -95.5224) **Division:** 1
City: Checotah

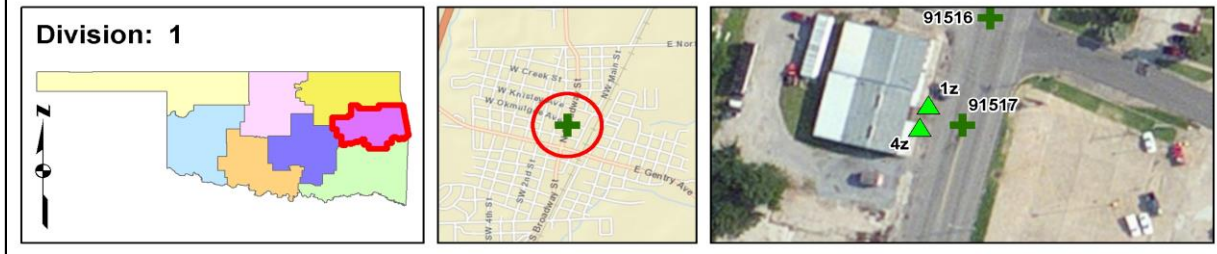
Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	21	SY	\$ 50.00	\$ 1,050.00
610(I)-4610	Tactile Warning Device - New	20	SF	\$ 25.00	\$ 500.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	0	LF	\$ 6.00	\$ -
---	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:	\$	1,550.00
Engineering: (% +/-)	15%	\$ 621.43
Contingency: (% +/-)	20%	\$ 828.57
Estimated Project Cost:	\$	3,000.00

Project Location



Field Observations

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

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)		Recommendations
	1z	4z	
Curb ramp does not exist and is needed	X	X	Install curb ramp; see shapefile for median improvement
Curb ramp does not land in crosswalk			
No 4' x 4' clear space at base of curb ramp			
Curb side is not 90° or has traversable adjacent surface			
Flare cross slope is greater than 10%			
Curb ramp running slope is greater than 8.33%			
Blended transition running slope is greater than 5%			
Cut-thru ramp running slope is greater than 5%			
Curb ramp cross slope is greater than 2%			
Cut-thru ramp cross slope is greater than 2%			
Curb ramp width is less than 48"			
Cut-thru ramp width is less than 60"			
Permanent obstruction (>0.25') in curb ramp/landing/flares			
Temporary obstruction (>0.25') in curb ramp/landing/flares			
No textured surface at base of curb ramp			
No color contrast at base of curb ramp			
Landing area does not exist and is needed			
Landing area is less than 5' x 5' or slopes greater than 2%			
Curb ramp transition onto roadway is greater than 0.25"			
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%			
Ponding occurs at base of curb ramp			



Corner 1 No Ramp (1z)



Corner 4 No Ramp (4z)

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Kimley-Horn and Associates, Inc. Priority: 2
Project Description for Unsignalized Intersection

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : S Broadway St **GPS ID:** 91518
Project Name: Intersection of Broadway and NW Spaulding Ave **Division:** 1
City: Checotah

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	65	SY	\$ 50.00	\$ 3,250.00
610(I)-4610	Tactile Warning Device - New	80	SF	\$ 25.00	\$ 2,000.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	22	SY	\$ 12.00	\$ 264.00
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	346	LF	\$ 6.00	\$ 2,076.00
---	Repave Roadway	1	LS	\$ 5,000.00	\$ 5,000.00
---	Fix Ponding	2	LS	\$ 2,000.00	\$ 4,000.00
---	Fix Curb Ramp Transition	2	LS	\$ 2,000.00	\$ 4,000.00
---	Median Nose Modification	0	LS	\$ 5,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Fix Curb Ramp Counter Slope	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

- No Design Completed
- Preliminary Design
- Final Design

Subtotal:	\$	20,590.00
Engineering: (% +/-)	15%	\$ 3,175.71
Contingency: (% +/-)	20%	\$ 4,234.29
Estimated Project Cost:	\$	28,000.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Recommendations
	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	X	Repave roadway and install crosswalk pavement markings
Path of travel cross slope is greater than 5% for free-flow approaches		N/A		N/A	
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	Install crosswalk pavement markings
Crosswalk striping condition	None	None	None	None	

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1A	2A	3z	4A	
Curb ramp does not exist and is needed			X		Install curb ramp; see shapefile for median improvement
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curb side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%	X				Remove and replace curb ramp
Curb ramp running slope is greater than 8.33%					
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%	X				For intersection ramps and commercial driveway ramps, install color truncated domes
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"	X				
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25") in curb ramp/landing/flares	X	X	X		Fix curb ramp transition
Temporary obstruction (>0.25") in curb ramp/landing/flares					
No textured surface at base of curb ramp	X	X	X		Fix ponding
No color contrast at base of curb ramp	X	X	X		
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%					
Curb ramp transition onto roadway is greater than 0.25"	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		

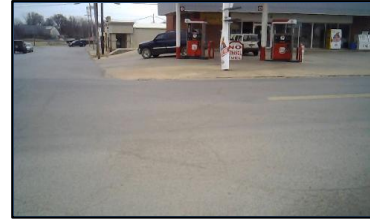
Comment: Existing sidewalk, curb ramp, and/or striping configurations permit pedestrians to cross the major street. An Engineering study is needed to confirm crossing should be accommodated at this location and the current crossing treatment is appropriate.



Ramp 1A



Ramp 2A



Corner 3 No Ramp (3z)



Ramp 4A

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Kimley-Horn and Associates, Inc. Priority: 2
Project Description for Unsignalized Intersection

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : S Broadway St **GPS ID:** 91519
Project Name: Intersection of Broadway and Lafayette Ave **Division:** 1
City: Checotah

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	61	SY	\$ 50.00	\$ 3,050.00
610(I)-4610	Tactile Warning Device - New	60	SF	\$ 25.00	\$ 1,500.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	26	SY	\$ 12.00	\$ 312.00
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	346	LF	\$ 6.00	\$ 2,076.00
---	Repave Roadway	1	LS	\$ 5,000.00	\$ 5,000.00
---	Fix Ponding	1	LS	\$ 2,000.00	\$ 2,000.00
---	Fix Curb Ramp Transition	1	LS	\$ 2,000.00	\$ 2,000.00
---	Median Nose Modification	0	LS	\$ 5,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Fix Curb Ramp Counter Slope	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

- No Design Completed
- Preliminary Design
- Final Design

Subtotal:	\$	15,938.00
Engineering: (% +/-)	15%	\$ 2,598.00
Contingency: (% +/-)	20%	\$ 3,464.00
Estimated Project Cost:	\$	22,000.00

Project Location



Field Observations

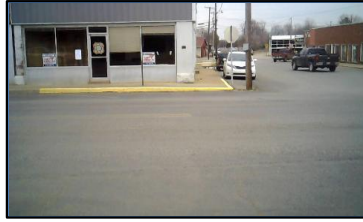
Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	Good	Good	Good	Good	
Path of travel running slope is greater than 5%					
Path of travel cross slope is greater than 2% for stop control approaches	N/A		N/A	X	Repave roadway and install crosswalk pavement markings
Path of travel cross slope is greater than 5% for free-flow approaches		N/A		N/A	
Crosswalk width is less than 6'	N/A	N/A		N/A	Remove and replace crosswalk pavement markings
Crosswalk striping condition	None	None	Worn	None	

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1A	2z	3z	4A	
Curb ramp does not exist and is needed		X			Install curb ramp; see shapefile for median improvement
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curb side is not 90° or has traversable adjacent surface	X				Remove and replace curb ramp
Flare cross slope is greater than 10%					
Curb ramp running slope is greater than 8.33%				X	
Blended transition running slope is greater than 5%				X	
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%					
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"					
Cut-thru ramp width is less than 60"				X	
Permanent obstruction (>0.25') in curb ramp/landing/flares				X	
Temporary obstruction (>0.25') in curb ramp/landing/flares				X	For intersection ramps and commercial driveway ramps, install color truncated domes
No textured surface at base of curb ramp	X			X	
No color contrast at base of curb ramp	X			X	
Landing area does not exist and is needed					Remove and replace landing area
Landing area is less than 5' x 5' or slopes greater than 2%				X	
Curb ramp transition onto roadway is greater than 0.25"				X	Fix curb ramp transition
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
Ponding occurs at base of curb ramp				X	Fix ponding

Comment: Existing sidewalk, curb ramp, and/or striping configurations permit pedestrians to cross the major street. An Engineering study is needed to confirm crossing should be accommodated at this location and the current crossing treatment is appropriate.



Ramp 1A



Corner 2 No Ramp (2z)



Corner 3 No Ramp (3z)



Ramp 4A

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

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

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : S Broadway St **GPS ID:** 91520
Project Name: Intersection of Broadway and W Jefferson Ave **Division:** 1
City: Checotah

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	21	SY	\$ 50.00	\$ 1,050.00
610(I)-4610	Tactile Warning Device - New	20	SF	\$ 25.00	\$ 500.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	200	LF	\$ 6.00	\$ 1,200.00
---	Repave Roadway	2	LS	\$ 5,000.00	\$ 10,000.00
---	Fix Ponding	0	LS	\$ 2,000.00	\$ -
---	Fix Curb Ramp Transition	0	LS	\$ 2,000.00	\$ -
---	Median Nose Modification	0	LS	\$ 5,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Fix Curb Ramp Counter Slope	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

- No Design Completed
- Preliminary Design
- Final Design

Subtotal:	\$	12,750.00
Engineering: (% +/-)	15%	\$ 2,250.00
Contingency: (% +/-)	20%	\$ 3,000.00
Estimated Project Cost:	\$	18,000.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	Poor	N/A	N/A	Good	Repave roadway and install crosswalk pavement markings
Path of travel running slope is greater than 5%		N/A			
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	Remove and replace crosswalk pavement markings
Crosswalk width is less than 6'		N/A	N/A	N/A	
Crosswalk striping condition	Worn	N/A	N/A	None	

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1z	2z	3z	4z	
Curb ramp does not exist and is needed				X	Install curb ramp; see shapefile for median improvement
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curb side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%					
Curb ramp running slope is greater than 8.33%					
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%					
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"					
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25') in curb ramp/landing/flares					
Temporary obstruction (>0.25') in curb ramp/landing/flares					
No textured surface at base of curb ramp					
No color contrast at base of curb ramp					
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%					
Curb ramp transition onto roadway is greater than 0.25"					
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
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.



Corner 1 No Ramp (1z)



Corner 2 No Ramp (2z)



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Kimley-Horn and Associates, Inc. Priority: 13
Project Description for Unsignalized Intersection

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : State Hwy 2 **GPS ID:** 91521
Project Name: Intersection of State Hwy 2 and driveway (Lat. 35.3574; Long. -95.2652) **Division:** 1
City: Porum

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	0	SY	\$ 50.00	\$ -
610(I)-4610	Tactile Warning Device - New	0	SF	\$ 25.00	\$ -
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	0	LF	\$ 6.00	\$ -
---	Repave Roadway	0	LS	\$ 5,000.00	\$ -
---	Fix Ponding	1	LS	\$ 2,000.00	\$ 2,000.00
---	Fix Curb Ramp Transition	0	LS	\$ 2,000.00	\$ -
---	Median Nose Modification	0	LS	\$ 5,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Fix Curb Ramp Counter Slope	2	LS	\$ 2,000.00	\$ 4,000.00

Basis for Cost Projection

- No Design Completed
- Preliminary Design
- Final Design

Subtotal:	\$	6,000.00
Engineering: (% +/-)	15%	\$ 1,285.71
Contingency: (% +/-)	20%	\$ 1,714.29
Estimated Project Cost:	\$	9,000.00

Project Location



Field Observations

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

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)		Recommendations
	1H	2H	
Curb ramp does not exist and is needed			
Curb ramp does not land in crosswalk			
No 4' x 4' clear space at base of curb ramp			
Curb side is not 90° or has traversable adjacent surface			
Flare cross slope is greater than 10%			
Curb ramp running slope is greater than 8.33%			
Blended transition running slope is greater than 5%			
Cut-thru ramp running slope is greater than 5%			
Curb ramp cross slope is greater than 2%			
Cut-thru ramp cross slope is greater than 2%			
Curb ramp width is less than 48"			
Cut-thru ramp width is less than 60"			
Permanent obstruction (>0.25') in curb ramp/landing/flares			
Temporary obstruction (>0.25') in curb ramp/landing/flares			
No textured surface at base of curb ramp			
No color contrast at base of curb ramp			
Landing area does not exist and is needed			
Landing area is less than 5' x 5' or slopes greater than 2%			
Curb ramp transition onto roadway is greater than 0.25"			
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%	X	X	Fix curb ramp counter slope
Ponding occurs at base of curb ramp	X		Fix ponding

Comment: 'H' ramp provides access to on-street parking only



Ramp 1H



Ramp 2H

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Kimley-Horn and Associates, Inc. Priority: 9
Project Description for Unsignalized Intersection

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : State Hwy 2 **GPS ID:** 91522
Project Name: Intersection of State Hwy 2 and driveway (Lat. 35.3584; Long. -95.2652) **Division:** 1
City: Porum

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	13	SY	\$ 50.00	\$ 650.00
610(I)-4610	Tactile Warning Device - New	10	SF	\$ 25.00	\$ 250.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	12	SY	\$ 12.00	\$ 144.00
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	0	LF	\$ 6.00	\$ -
---	Repave Roadway	0	LS	\$ 5,000.00	\$ -
---	Fix Ponding	1	LS	\$ 2,000.00	\$ 2,000.00
---	Fix Curb Ramp Transition	0	LS	\$ 2,000.00	\$ -
---	Median Nose Modification	0	LS	\$ 5,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Fix Curb Ramp Counter Slope	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

- No Design Completed
- Preliminary Design
- Final Design

Subtotal:	\$	3,044.00
Engineering: (% +/-)	15%	\$ 838.29
Contingency: (% +/-)	20%	\$ 1,117.71
Estimated Project Cost:	\$	5,000.00

Project Location



Field Observations

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

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)		Recommendations
	2A	3A	
Curb ramp does not exist and is needed			Remove and replace curb ramp
Curb ramp does not land in crosswalk			
No 4' x 4' clear space at base of curb ramp			
Curb side is not 90° or has traversable adjacent surface	X		
Flare cross slope is greater than 10%			
Curb ramp running slope is greater than 8.33%			
Blended transition running slope is greater than 5%			
Cut-thru ramp running slope is greater than 5%			
Curb ramp cross slope is greater than 2%			
Cut-thru ramp cross slope is greater than 2%			
Curb ramp width is less than 48"			Remove and replace landing area
Cut-thru ramp width is less than 60"			
Permanent obstruction (>0.25') in curb ramp/landing/flares			
Temporary obstruction (>0.25') in curb ramp/landing/flares			
No textured surface at base of curb ramp			
No color contrast at base of curb ramp			
Landing area does not exist and is needed			
Landing area is less than 5' x 5' or slopes greater than 2%	X	X	
Curb ramp transition onto roadway is greater than 0.25"			
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%			
Ponding occurs at base of curb ramp	X		Fix ponding



Ramp 2A



Ramp 3A

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Kimley-Horn and Associates, Inc. Priority: 13
Project Description for Unsignalized Intersection

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : State Hwy 2 **GPS ID:** 91524
Project Name: Intersection of State Hwy 2 and driveway (Lat. 35.3585; Long. -95.2653) **Division:** 1
City: Porum

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	8	SY	\$ 50.00	\$ 400.00
610(I)-4610	Tactile Warning Device - New	10	SF	\$ 25.00	\$ 250.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	8	SY	\$ 12.00	\$ 96.00
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	0	LF	\$ 6.00	\$ -
---	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:	\$	746.00
Engineering: (% +/-)	15%	\$ 537.43
Contingency: (% +/-)	20%	\$ 716.57
Estimated Project Cost:	\$	2,000.00

Project Location



Field Observations

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

Curb Ramp Issues	Curb Ramp ID (' or 'H' in ramp label indicates no existing ramp)	Recommendations
Curb ramp does not exist and is needed		
Curb ramp does not land in crosswalk		
No 4' x 4' clear space at base of curb ramp		
Curb side is not 90° or has traversable adjacent surface		
Flare cross slope is greater than 10%		
Curb ramp running slope is greater than 8.33%		
Blended transition running slope is greater than 5%		
Cut-thru ramp running slope is greater than 5%		
Curb ramp cross slope is greater than 2%	X	Remove and replace curb ramp
Cut-thru ramp cross slope is greater than 2%		
Curb ramp width is less than 48"	X	
Cut-thru ramp width is less than 60"		
Permanent obstruction (>0.25') in curb ramp/landing/flares		
Temporary obstruction (>0.25') in curb ramp/landing/flares		
No textured surface at base of curb ramp		
No color contrast at base of curb ramp		
Landing area does not exist and is needed		
Landing area is less than 5' x 5' or slopes greater than 2%		
Curb ramp transition onto roadway is greater than 0.25"		
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%		
Ponding occurs at base of curb ramp		

Comment: 'H' ramp provides access to on-street parking only



Ramp 1H

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Kimley-Horn and Associates, Inc. Priority: 13
Project Description for Unsignalized Intersection

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : State Hwy 2 **GPS ID:** 91525
Project Name: Intersection of State Hwy 2 and driveway (Lat. 35.358; Long. -95.2653) **Division:** 1
City: Porum

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	0	SY	\$ 50.00	\$ -
610(I)-4610	Tactile Warning Device - New	0	SF	\$ 25.00	\$ -
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	0	LF	\$ 6.00	\$ -
---	Repave Roadway	0	LS	\$ 5,000.00	\$ -
---	Fix Ponding	1	LS	\$ 2,000.00	\$ 2,000.00
---	Fix Curb Ramp Transition	0	LS	\$ 2,000.00	\$ -
---	Median Nose Modification	0	LS	\$ 5,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Fix Curb Ramp Counter Slope	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

- No Design Completed
- Preliminary Design
- Final Design

Subtotal:	\$	2,000.00
Engineering: (% +/-)	15%	\$ 428.57
Contingency: (% +/-)	20%	\$ 571.43
Estimated Project Cost:	\$	3,000.00

Project Location



Field Observations

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

Curb Ramp Issues	Curb Ramp ID ('Z' or 'I' in ramp label indicates no existing ramp)	Recommendations
Curb ramp does not exist and is needed		
Curb ramp does not land in crosswalk		
No 4' x 4' clear space at base of curb ramp		
Curb side is not 90° or has traversable adjacent surface		
Flare cross slope is greater than 10%		
Curb ramp running slope is greater than 8.33%		
Blended transition running slope is greater than 5%		
Cut-thru ramp running slope is greater than 5%		
Curb ramp cross slope is greater than 2%		
Cut-thru ramp cross slope is greater than 2%		
Curb ramp width is less than 48"		
Cut-thru ramp width is less than 60"		
Permanent obstruction (>0.25') in curb ramp/landing/flares		
Temporary obstruction (>0.25') in curb ramp/landing/flares		
No textured surface at base of curb ramp		
No color contrast at base of curb ramp		
Landing area does not exist and is needed		
Landing area is less than 5' x 5' or slopes greater than 2%		
Curb ramp transition onto roadway is greater than 0.25"		
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%		
Ponding occurs at base of curb ramp	X	Fix ponding

Comment: 'H' ramp provides access to on-street parking only



Ramp 1H

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Kimley-Horn and Associates, Inc. Priority: 13
Project Description for Unsignalized Intersection

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : State Hwy 2 **GPS ID:** 91526
Project Name: Intersection of State Hwy 2 and driveway (Lat. 35.3567; Long. -95.2652) **Division:** 1
City: Porum

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	0	SY	\$ 50.00	\$ -
610(I)-4610	Tactile Warning Device - New	0	SF	\$ 25.00	\$ -
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	0	LF	\$ 6.00	\$ -
---	Repave Roadway	0	LS	\$ 5,000.00	\$ -
---	Fix Ponding	1	LS	\$ 2,000.00	\$ 2,000.00
---	Fix Curb Ramp Transition	0	LS	\$ 2,000.00	\$ -
---	Median Nose Modification	0	LS	\$ 5,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Fix Curb Ramp Counter Slope	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

- No Design Completed
- Preliminary Design
- Final Design

Subtotal:	\$	2,000.00
Engineering: (% +/-)	15%	\$ 428.57
Contingency: (% +/-)	20%	\$ 571.43
Estimated Project Cost:	\$	3,000.00

Project Location



Field Observations

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

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)	Recommendations
Curb ramp does not exist and is needed		
Curb ramp does not land in crosswalk		
No 4' x 4' clear space at base of curb ramp		
Curb side is not 90° or has traversable adjacent surface		
Flare cross slope is greater than 10%		
Curb ramp running slope is greater than 8.33%		
Blended transition running slope is greater than 5%		
Cut-thru ramp running slope is greater than 5%		
Curb ramp cross slope is greater than 2%		
Cut-thru ramp cross slope is greater than 2%		
Curb ramp width is less than 48"		
Cut-thru ramp width is less than 60"		
Permanent obstruction (>0.25') in curb ramp/landing/flares		
Temporary obstruction (>0.25') in curb ramp/landing/flares		
No textured surface at base of curb ramp		
No color contrast at base of curb ramp		
Landing area does not exist and is needed		
Landing area is less than 5' x 5' or slopes greater than 2%		
Curb ramp transition onto roadway is greater than 0.25"		
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%		
Ponding occurs at base of curb ramp	X	Fix ponding

Comment: 'H' ramp provides access to on-street parking only



Ramp 1H

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

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

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : US Hwy 69 Bus / State Hwy 9 **GPS ID:** 91527
Project Name: Intersection of US Hwy 69 Bus / State Hwy 9 and driveway (Lat. 35.2836; Long. -95.5827) **Division:** 1
City: Eufaula

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	21	SY	\$ 50.00	\$ 1,050.00
610(I)-4610	Tactile Warning Device - New	20	SF	\$ 25.00	\$ 500.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	0	LF	\$ 6.00	\$ -
---	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:	\$	1,550.00
Engineering: (% +/-)	15%	\$ 621.43
Contingency: (% +/-)	20%	\$ 828.57
Estimated Project Cost:	\$	3,000.00

Project Location



Field Observations

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

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)		Recommendations
	2z	3z	
Curb ramp does not exist and is needed	X	X	Install curb ramp; see shapefile for median improvement
Curb ramp does not land in crosswalk			
No 4' x 4' clear space at base of curb ramp			
Curb side is not 90° or has traversable adjacent surface			
Flare cross slope is greater than 10%			
Curb ramp running slope is greater than 8.33%			
Blended transition running slope is greater than 5%			
Cut-thru ramp running slope is greater than 5%			
Curb ramp cross slope is greater than 2%			
Cut-thru ramp cross slope is greater than 2%			
Curb ramp width is less than 48"			
Cut-thru ramp width is less than 60"			
Permanent obstruction (>0.25') in curb ramp/landing/flares			
Temporary obstruction (>0.25') in curb ramp/landing/flares			
No textured surface at base of curb ramp			
No color contrast at base of curb ramp			
Landing area does not exist and is needed			
Landing area is less than 5' x 5' or slopes greater than 2%			
Curb ramp transition onto roadway is greater than 0.25"			
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%			
Ponding occurs at base of curb ramp			



Corner 2 No Ramp (2z)



Corner 3 No Ramp (3z)

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

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

Client: Oklahoma Department of Transportation Date: 7/28/16
 Program: ADA Self-Evaluation and Transition Plan Prepared By: CMP
 KHA No.: 051279001 Checked By: EPE

Corridor : US Hwy 69 Bus / State Hwy 9 GPS ID: 91528
 Project Name: Intersection of US Hwy 69 Bus / State Hwy 9 and driveway (Lat. 35.2838; Long. -95.5826) Division: 1
 City: Eufaula

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	21	SY	\$ 50.00	\$ 1,050.00
610(I)-4610	Tactile Warning Device - New	20	SF	\$ 25.00	\$ 500.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	0	LF	\$ 6.00	\$ -
---	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:	\$	1,550.00
Engineering: (% +/-)	15%	\$ 621.43
Contingency: (% +/-)	20%	\$ 828.57
Estimated Project Cost:	\$	3,000.00

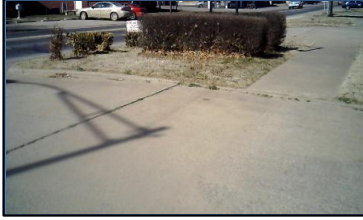
Project Location



Field Observations

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

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)		Recommendations
	2z	3z	
Curb ramp does not exist and is needed	X	X	Install curb ramp; see shapefile for median improvement
Curb ramp does not land in crosswalk			
No 4' x 4' clear space at base of curb ramp			
Curb side is not 90° or has traversable adjacent surface			
Flare cross slope is greater than 10%			
Curb ramp running slope is greater than 8.33%			
Blended transition running slope is greater than 5%			
Cut-thru ramp running slope is greater than 5%			
Curb ramp cross slope is greater than 2%			
Cut-thru ramp cross slope is greater than 2%			
Curb ramp width is less than 48"			
Cut-thru ramp width is less than 60"			
Permanent obstruction (>0.25') in curb ramp/landing/flares			
Temporary obstruction (>0.25') in curb ramp/landing/flares			
No textured surface at base of curb ramp			
No color contrast at base of curb ramp			
Landing area does not exist and is needed			
Landing area is less than 5' x 5' or slopes greater than 2%			
Curb ramp transition onto roadway is greater than 0.25"			
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%			
Ponding occurs at base of curb ramp			



Corner 2 No Ramp (2z)



Corner 3 No Ramp (3z)

Opinion of Probable Construction Cost Disclaimer:

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Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

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

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : US Hwy 69 Bus / State Hwy 9 **GPS ID:** 91529
Project Name: Intersection of US Hwy 69 Bus / State Hwy 9 and driveway (Lat. 35.284; Long. -95.5826) **Division:** 1
City: Eufaula

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	21	SY	\$ 50.00	\$ 1,050.00
610(I)-4610	Tactile Warning Device - New	20	SF	\$ 25.00	\$ 500.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	0	LF	\$ 6.00	\$ -
---	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:	\$	1,550.00
Engineering: (% +/-)	15%	\$ 621.43
Contingency: (% +/-)	20%	\$ 828.57
Estimated Project Cost:	\$	3,000.00

Project Location



Field Observations

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

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)		Recommendations
	2z	3z	
Curb ramp does not exist and is needed	X	X	Install curb ramp; see shapefile for median improvement
Curb ramp does not land in crosswalk			
No 4' x 4' clear space at base of curb ramp			
Curb side is not 90° or has traversable adjacent surface			
Flare cross slope is greater than 10%			
Curb ramp running slope is greater than 8.33%			
Blended transition running slope is greater than 5%			
Cut-thru ramp running slope is greater than 5%			
Curb ramp cross slope is greater than 2%			
Cut-thru ramp cross slope is greater than 2%			
Curb ramp width is less than 48"			
Cut-thru ramp width is less than 60"			
Permanent obstruction (>0.25') in curb ramp/landing/flares			
Temporary obstruction (>0.25') in curb ramp/landing/flares			
No textured surface at base of curb ramp			
No color contrast at base of curb ramp			
Landing area does not exist and is needed			
Landing area is less than 5' x 5' or slopes greater than 2%			
Curb ramp transition onto roadway is greater than 0.25"			
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%			
Ponding occurs at base of curb ramp			



Corner 2 No Ramp (2z)



Corner 3 No Ramp (3z)

Opinion of Probable Construction Cost Disclaimer:

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Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

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

Client: Oklahoma Department of Transportation Date: 7/28/16
 Program: ADA Self-Evaluation and Transition Plan Prepared By: CMP
 KHA No.: 051279001 Checked By: EPE

Corridor : US Hwy 69 Bus / State Hwy 9 GPS ID: 91530
 Project Name: Intersection of US Hwy 69 Bus / State Hwy 9 and driveway (Lat. 35.2891; Long. -95.5824) Division: 1
 City: Eufaula

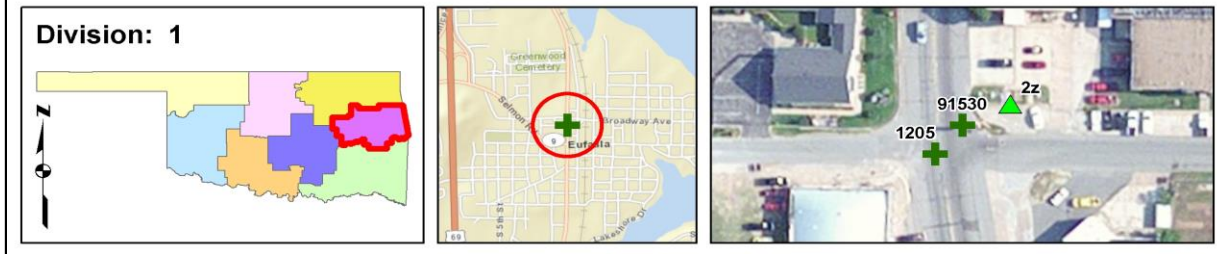
Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
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610(A)-0602	4" Concrete Sidewalk	11	SY	\$ 50.00	\$ 550.00
610(I)-4610	Tactile Warning Device - New	10	SF	\$ 25.00	\$ 250.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
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---	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:	\$	800.00
Engineering: (% +/-)	15%	\$ 514.29
Contingency: (% +/-)	20%	\$ 685.71
Estimated Project Cost:	\$	2,000.00

Project Location



Field Observations

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

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)	Recommendations
Curb ramp does not exist and is needed	X	Install curb ramp; see shapefile for median improvement
Curb ramp does not land in crosswalk		
No 4' x 4' clear space at base of curb ramp		
Curb side is not 90° or has traversable adjacent surface		
Flare cross slope is greater than 10%		
Curb ramp running slope is greater than 8.33%		
Blended transition running slope is greater than 5%		
Cut-thru ramp running slope is greater than 5%		
Curb ramp cross slope is greater than 2%		
Cut-thru ramp cross slope is greater than 2%		
Curb ramp width is less than 48"		
Cut-thru ramp width is less than 60"		
Permanent obstruction (>0.25') in curb ramp/landing/flares		
Temporary obstruction (>0.25') in curb ramp/landing/flares		
No textured surface at base of curb ramp		
No color contrast at base of curb ramp		
Landing area does not exist and is needed		
Landing area is less than 5' x 5' or slopes greater than 2%		
Curb ramp transition onto roadway is greater than 0.25"		
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%		
Ponding occurs at base of curb ramp		



Corner 2 No Ramp (2z)

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Kimley-Horn and Associates, Inc. Priority: 2
Project Description for Unsignalized Intersection

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : US Hwy 69 Bus / State Hwy 9 **GPS ID:** 91531
Project Name: Intersection of US Hwy 69 Bus / State Hwy 9 and alley (Lat. 35.286; Long. -95.5825) **Division:** 1
City: Eufaula

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	18	SY	\$ 50.00	\$ 900.00
610(I)-4610	Tactile Warning Device - New	20	SF	\$ 25.00	\$ 500.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	8	SY	\$ 12.00	\$ 96.00
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	0	LF	\$ 6.00	\$ -
---	Repave Roadway	0	LS	\$ 5,000.00	\$ -
---	Fix Ponding	1	LS	\$ 2,000.00	\$ 2,000.00
---	Fix Curb Ramp Transition	0	LS	\$ 2,000.00	\$ -
---	Median Nose Modification	0	LS	\$ 5,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Fix Curb Ramp Counter Slope	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

- No Design Completed
- Preliminary Design
- Final Design

Subtotal:	\$	3,496.00
Engineering: (% +/-)	15%	\$ 644.57
Contingency: (% +/-)	20%	\$ 859.43
Estimated Project Cost:	\$	5,000.00

Project Location



Field Observations

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

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)		Recommendations
	1A	4z	
Curb ramp does not exist and is needed		X	Install curb ramp; see shapefile for median improvement
Curb ramp does not land in crosswalk			
No 4' x 4' clear space at base of curb ramp			Remove and replace curb ramp
Curb side is not 90° or has traversable adjacent surface			
Flare cross slope is greater than 10%	X		
Curb ramp running slope is greater than 8.33%			
Blended transition running slope is greater than 5%			
Cut-thru ramp running slope is greater than 5%			
Curb ramp cross slope is greater than 2%			
Cut-thru ramp cross slope is greater than 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			For intersection ramps and commercial driveway ramps, install color truncated domes
Temporary obstruction (>0.25') in curb ramp/landing/flares			
No textured surface at base of curb ramp	X		Fix ponding
No color contrast at base of curb ramp	X		
Landing area does not exist and is needed			
Landing area is less than 5' x 5' or slopes greater than 2%			
Curb ramp transition onto roadway is greater than 0.25°			
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%			
Ponding occurs at base of curb ramp	X		



Ramp 1A



Corner 4 No Ramp (4z)

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Kimley-Horn and Associates, Inc. Priority: 2
Project Description for Unsignalized Intersection

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : US Hwy 69 Bus / State Hwy 9 **GPS ID:** 91532
Project Name: Intersection of US Hwy 69 Bus / State Hwy 9 and driveway (Lat. 35.2879; Long. -95.5824) **Division:** 1
City: Eufaula

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	11	SY	\$ 50.00	\$ 550.00
610(I)-4610	Tactile Warning Device - New	11	SF	\$ 25.00	\$ 250.00
610(I)-4615	Tactile Warning Device - Retrofit	10	SF	\$ 60.00	\$ 600.00
619(B)-4792	Removal of Sidewalk	11	SY	\$ 12.00	\$ 132.00
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	0	LF	\$ 6.00	\$ -
---	Repave Roadway	0	LS	\$ 5,000.00	\$ -
---	Fix Ponding	0	LS	\$ 2,000.00	\$ -
---	Fix Curb Ramp Transition	1	LS	\$ 2,000.00	\$ 2,000.00
---	Median Nose Modification	0	LS	\$ 5,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Fix Curb Ramp Counter Slope	1	LS	\$ 2,000.00	\$ 2,000.00

Basis for Cost Projection

- No Design Completed
- Preliminary Design
- Final Design

Subtotal:	\$	5,532.00
Engineering: (% +/-)	15%	\$ 1,057.71
Contingency: (% +/-)	20%	\$ 1,410.29
Estimated Project Cost:	\$	8,000.00

Project Location



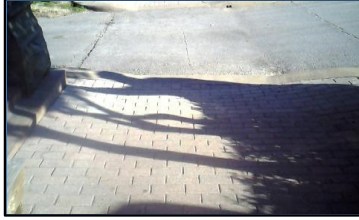
Field Observations

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

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)		Recommendations
	1A	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			
Curb side is not 90° or has traversable adjacent surface			
Flare cross slope is greater than 10%			
Curb ramp running slope is greater than 8.33%			
Blended transition running slope is greater than 5%			
Cut-thru ramp running slope is greater than 5%			
Curb ramp cross slope is greater than 2%	X		
Cut-thru ramp cross slope is greater than 2%			
Curb ramp width is less than 48"			For intersection ramps and commercial driveway ramps, install color truncated domes
Cut-thru ramp width is less than 60"			
Permanent obstruction (>0.25') in curb ramp/landing/flares			
Temporary obstruction (>0.25') in curb ramp/landing/flares	X	X	
No textured surface at base of curb ramp	X	X	
No color contrast at base of curb ramp	X	X	
Landing area does not exist and is needed			
Landing area is less than 5' x 5' or slopes greater than 2%	X		
Curb ramp transition onto roadway is greater than 0.25"	X		
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%	X		
Ponding occurs at base of curb ramp			Fix curb ramp counter slope



Ramp 1A



Ramp 4A

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

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Kimley-Horn and Associates, Inc. Priority: 13
Project Description for Unsignalized Intersection

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : State Hwy 52 **GPS ID:** 91533
Project Name: Intersection of State Hwy 52 and Countryside Rd **Division:** 1
City: Hanna

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	0	SY	\$ 50.00	\$ -
610(I)-4610	Tactile Warning Device - New	0	SF	\$ 25.00	\$ -
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	102	LF	\$ 6.00	\$ 612.00
---	Repave Roadway	2	LS	\$ 5,000.00	\$ 10,000.00
---	Fix Ponding	0	LS	\$ 2,000.00	\$ -
---	Fix Curb Ramp Transition	0	LS	\$ 2,000.00	\$ -
---	Median Nose Modification	0	LS	\$ 5,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Fix Curb Ramp Counter Slope	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

- No Design Completed
- Preliminary Design
- Final Design

Subtotal:	\$	10,612.00
Engineering: (% +/-)	15%	\$ 1,880.57
Contingency: (% +/-)	20%	\$ 2,507.43
Estimated Project Cost:	\$	15,000.00

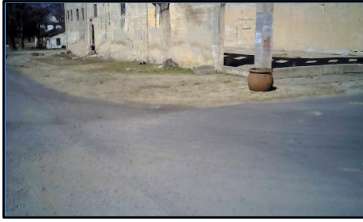
Project Location



Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	N/A	Good	N/A	Good	
Path of travel running slope is greater than 5%	N/A		N/A		
Path of travel cross slope is greater than 2% for stop control approaches	N/A	X	N/A	X	Repave roadway and install crosswalk pavement markings
Path of travel cross slope is greater than 5% for free-flow approaches	N/A	N/A	N/A	N/A	
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	Install crosswalk pavement markings
Crosswalk striping condition	N/A	None	N/A	None	

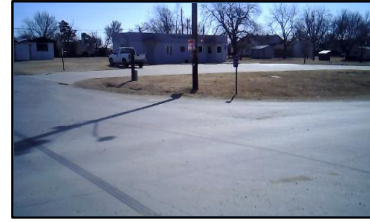
Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1z	2z	3z	4z	
Curb ramp does not exist and is needed					
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curb side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%					
Curb ramp running slope is greater than 8.33%					
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%					
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"					
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25') in curb ramp/landing/flares					
Temporary obstruction (>0.25') in curb ramp/landing/flares					
No textured surface at base of curb ramp					
No color contrast at base of curb ramp					
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%					
Curb ramp transition onto roadway is greater than 0.25"					
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
Ponding occurs at base of curb ramp					



Corner 1 No Ramp (1z)



Corner 2 No Ramp (2z)



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

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

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : US Hwy 62 / US Hwy 75 **GPS ID:** 91534
Project Name: Intersection of US Hwy 62 / US Hwy 75 Bus and 11th St **Division:** 1
City: Henryetta

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	61	SY	\$ 50.00	\$ 3,050.00
610(I)-4610	Tactile Warning Device - New	60	SF	\$ 25.00	\$ 1,500.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	126	LF	\$ 6.00	\$ 756.00
---	Repave Roadway	1	LS	\$ 5,000.00	\$ 5,000.00
---	Fix Ponding	0	LS	\$ 2,000.00	\$ -
---	Fix Curb Ramp Transition	0	LS	\$ 2,000.00	\$ -
---	Median Nose Modification	0	LS	\$ 5,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Fix Curb Ramp Counter Slope	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

- No Design Completed
- Preliminary Design
- Final Design

Subtotal:	\$	10,306.00
Engineering: (% +/-)	15%	\$ 1,583.14
Contingency: (% +/-)	20%	\$ 2,110.86
Estimated Project Cost:	\$	14,000.00

Project Location



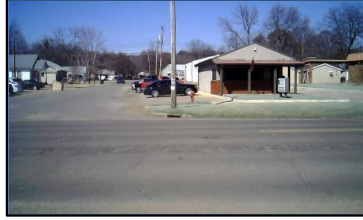
Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	Good	N/A	Poor	N/A	Repave roadway and install crosswalk pavement markings
Path of travel running slope is greater than 5%		N/A		N/A	
Path of travel cross slope is greater than 2% for stop control approaches		N/A		N/A	
Path of travel cross slope is greater than 5% for free-flow approaches	N/A	N/A	N/A	N/A	
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	Install crosswalk pavement markings
Crosswalk striping condition	None	N/A	None	N/A	

Curb Ramp Issues	Curb Ramp ID ('z' or 'i' in ramp label indicates no existing ramp)				Recommendations
	1z	2z	3z	4z	
Curb ramp does not exist and is needed	X	X	X		Install curb ramp; see shapefile for median improvement
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curb side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%					
Curb ramp running slope is greater than 8.33%					
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%					
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"					
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25') in curb ramp/landing/flares					
Temporary obstruction (>0.25') in curb ramp/landing/flares					
No textured surface at base of curb ramp					
No color contrast at base of curb ramp					
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%					
Curb ramp transition onto roadway is greater than 0.25°					
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
Ponding occurs at base of curb ramp					



Corner 1 No Ramp (1z)



Corner 2 No Ramp (2z)



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

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

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : US Hwy 62 / US Hwy 75 **GPS ID:** 91535
Project Name: Intersection of US Hwy 62 / US Hwy 75 Bus and 12th St **Division:** 1
City: Henryetta

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	11	SY	\$ 50.00	\$ 550.00
610(I)-4610	Tactile Warning Device - New	10	SF	\$ 25.00	\$ 250.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	98	LF	\$ 6.00	\$ 588.00
---	Repave Roadway	1	LS	\$ 5,000.00	\$ 5,000.00
---	Fix Ponding	0	LS	\$ 2,000.00	\$ -
---	Fix Curb Ramp Transition	0	LS	\$ 2,000.00	\$ -
---	Median Nose Modification	0	LS	\$ 5,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Fix Curb Ramp Counter Slope	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

- No Design Completed
- Preliminary Design
- Final Design

Subtotal:	\$	6,388.00
Engineering: (% +/-)	15%	\$ 1,119.43
Contingency: (% +/-)	20%	\$ 1,492.57
Estimated Project Cost:	\$	9,000.00

Project Location



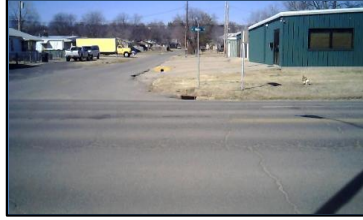
Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	Good	N/A	Good	N/A	
Path of travel running slope is greater than 5%		N/A		N/A	
Path of travel cross slope is greater than 2% for stop control approaches		N/A	X	N/A	Repave roadway and install crosswalk pavement markings
Path of travel cross slope is greater than 5% for free-flow approaches	N/A	N/A	N/A	N/A	
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	Install crosswalk pavement markings
Crosswalk striping condition	None	N/A	None	N/A	

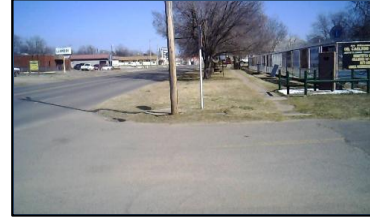
Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1z	2z	3z	4z	
Curb ramp does not exist and is needed		X			Install curb ramp; see shapefile for median improvement
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curbed side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%					
Curb ramp running slope is greater than 8.33%					
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%					
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"					
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25') in curb ramp/landing/flares					
Temporary obstruction (>0.25') in curb ramp/landing/flares					
No textured surface at base of curb ramp					
No color contrast at base of curb ramp					
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%					
Curb ramp transition onto roadway is greater than 0.25°					
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
Ponding occurs at base of curb ramp					



Corner 1 No Ramp (1z)



Corner 2 No Ramp (2z)



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

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

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : US Hwy 62 / US Hwy 75 **GPS ID:** 91536
Project Name: Intersection of US Hwy 62 / US Hwy 75 Bus and 13th St **Division:** 1
City: Henryetta

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	11	SY	\$ 50.00	\$ 550.00
610(I)-4610	Tactile Warning Device - New	10	SF	\$ 25.00	\$ 250.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	50	LF	\$ 6.00	\$ 300.00
---	Repave Roadway	0	LS	\$ 5,000.00	\$ -
---	Fix Ponding	0	LS	\$ 2,000.00	\$ -
---	Fix Curb Ramp Transition	0	LS	\$ 2,000.00	\$ -
---	Median Nose Modification	0	LS	\$ 5,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Fix Curb Ramp Counter Slope	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

- No Design Completed
- Preliminary Design
- Final Design

Subtotal:	\$	1,100.00
Engineering: (% +/-)	15%	\$ 385.71
Contingency: (% +/-)	20%	\$ 514.29
Estimated Project Cost:	\$	2,000.00

Project Location



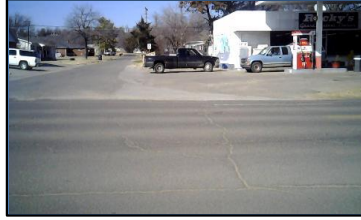
Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	N/A	N/A	Good	N/A	
Path of travel running slope is greater than 5%	N/A	N/A		N/A	
Path of travel cross slope is greater than 2% for stop control approaches		N/A		N/A	
Path of travel cross slope is greater than 5% for free-flow approaches	N/A	N/A	N/A	N/A	
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	Install crosswalk pavement markings
Crosswalk striping condition	N/A	N/A	None	N/A	

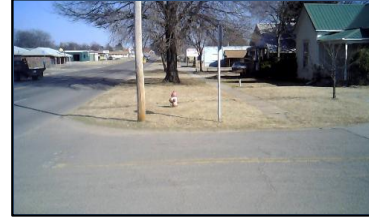
Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1z	2z	3z	4z	
Curb ramp does not exist and is needed				X	Install curb ramp; see shapefile for median improvement
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curbed side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%					
Curb ramp running slope is greater than 8.33%					
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%					
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"					
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25') in curb ramp/landing/flares					
Temporary obstruction (>0.25') in curb ramp/landing/flares					
No textured surface at base of curb ramp					
No color contrast at base of curb ramp					
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%					
Curb ramp transition onto roadway is greater than 0.25°					
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
Ponding occurs at base of curb ramp					



Corner 1 No Ramp (1z)



Corner 2 No Ramp (2z)



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Kimley-Horn and Associates, Inc. Priority: 13
Project Description for Unsignalized Intersection

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : US Hwy 62 / US Hwy 75 **GPS ID:** 91537
Project Name: Intersection of US Hwy 62 / US Hwy 75 Bus and S 14th St **Division:** 1
City: Henryetta

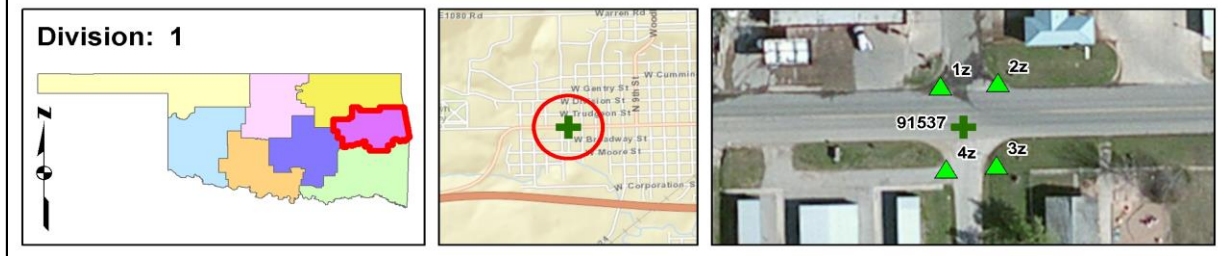
Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	0	SY	\$ 50.00	\$ -
610(I)-4610	Tactile Warning Device - New	0	SF	\$ 25.00	\$ -
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	48	LF	\$ 6.00	\$ 288.00
---	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:	\$	288.00
Engineering: (% +/-)	15%	\$ 305.14
Contingency: (% +/-)	20%	\$ 406.86
Estimated Project Cost:	\$	1,000.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	N/A	N/A	Good	N/A	
Path of travel running slope is greater than 5%	N/A	N/A		N/A	
Path of travel cross slope is greater than 2% for stop control approaches		N/A		N/A	
Path of travel cross slope is greater than 5% for free-flow approaches	N/A	N/A	N/A	N/A	
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	Install crosswalk pavement markings
Crosswalk striping condition	N/A	N/A	None	N/A	

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1z	2z	3z	4z	
Curb ramp does not exist and is needed					
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curb side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%					
Curb ramp running slope is greater than 8.33%					
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%					
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"					
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25') in curb ramp/landing/flares					
Temporary obstruction (>0.25') in curb ramp/landing/flares					
No textured surface at base of curb ramp					
No color contrast at base of curb ramp					
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%					
Curb ramp transition onto roadway is greater than 0.25°					
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
Ponding occurs at base of curb ramp					



Corner 1 No Ramp (1z)



Corner 2 No Ramp (2z)



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Kimley-Horn and Associates, Inc. Priority: 2
Project Description for Unsignalized Intersection

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : US Hwy 62 / US Hwy 75 **GPS ID:** 91538
Project Name: Intersection of US Hwy 62 / US Hwy 75 Bus and driveway (Lat. 35.4398; Long. -95.9926) **Division:** 1
City: Henryetta

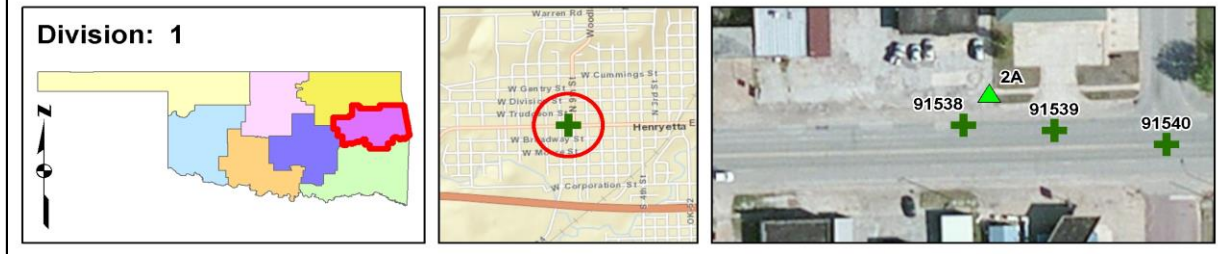
Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	11	SY	\$ 50.00	\$ 550.00
610(I)-4610	Tactile Warning Device - New	11	SF	\$ 25.00	\$ 250.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	10	SY	\$ 12.00	\$ 120.00
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	0	LF	\$ 6.00	\$ -
---	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	1	LS	\$ 500.00	\$ 500.00
---	Fix Curb Ramp Counter Slope	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

- No Design Completed
- Preliminary Design
- Final Design

Subtotal:	\$	1,420.00
Engineering: (% +/-)	15%	\$ 248.57
Contingency: (% +/-)	20%	\$ 331.43
Estimated Project Cost:	\$	2,000.00

Project Location



Field Observations

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

Curb Ramp Issues	Curb Ramp ID ('2' or '1' in ramp label indicates no existing ramp)	Recommendations
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		
Curb side is not 90° or has traversable adjacent surface		
Flare cross slope is greater than 10%		
Curb ramp running slope is greater than 8.33%		
Blended transition running slope is greater than 5%		
Cut-thru ramp running slope is greater than 5%		
Curb ramp cross slope is greater than 2%	X	
Cut-thru ramp cross slope is greater than 2%	X	
Curb ramp width is less than 48"	X	
Cut-thru ramp width is less than 60"		
Permanent obstruction (>0.25') in curb ramp/landing/flares	X	
Temporary obstruction (>0.25') in curb ramp/landing/flares	X	
No textured surface at base of curb ramp	X	
No color contrast at base of curb ramp	X	
Landing area does not exist and is needed		Remove temporary obstruction For intersection ramps and commercial driveway ramps, install color truncated domes
Landing area is less than 5' x 5' or slopes greater than 2%	X	
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%		Remove and replace landing area
Ponding occurs at base of curb ramp		



Ramp 2A

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Kimley-Horn and Associates, Inc. Priority: 2
Project Description for Unsignalized Intersection

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : US Hwy 62 / US Hwy 75 **GPS ID:** 91539
Project Name: Intersection of US Hwy 62 / US Hwy 75 Bus and driveway (Lat. 35.4398; Long. -95.9924) **Division:** 1
City: Henryetta

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	21	SY	\$ 50.00	\$ 1,050.00
610(I)-4610	Tactile Warning Device - New	20	SF	\$ 25.00	\$ 500.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	19	SY	\$ 12.00	\$ 228.00
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	0	LF	\$ 6.00	\$ -
---	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	1	LS	\$ 500.00	\$ 500.00
---	Fix Curb Ramp Counter Slope	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

- No Design Completed
- Preliminary Design
- Final Design

Subtotal:	\$	2,278.00
Engineering: (% +/-)	15%	\$ 738.00
Contingency: (% +/-)	20%	\$ 984.00
Estimated Project Cost:	\$	4,000.00

Project Location



Field Observations

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

Curb Ramp Issues	Curb Ramp ID ('2' or '1' in ramp label indicates no existing ramp)		Recommendations
	1A	2A	
Curb ramp does not exist and is needed			Remove and replace curb ramp
Curb ramp does not land in crosswalk			
No 4' x 4' clear space at base of curb ramp			
Curb side is not 90° or has traversable adjacent surface			
Flare cross slope is greater than 10%			
Curb ramp running slope is greater than 8.33%			
Blended transition running slope is greater than 5%			
Cut-thru ramp running slope is greater than 5%			
Curb ramp cross slope is greater than 2%	X	X	
Cut-thru ramp cross slope is greater than 2%	X	X	
Curb ramp width is less than 48"	X	X	Remove temporary obstruction For intersection ramps and commercial driveway ramps, install color truncated domes
Cut-thru ramp width is less than 60"			
Permanent obstruction (>0.25') in curb ramp/landing/flares		X	
Temporary obstruction (>0.25') in curb ramp/landing/flares		X	
No textured surface at base of curb ramp	X	X	
No color contrast at base of curb ramp	X	X	
Landing area does not exist and is needed			
Landing area is less than 5' x 5' or slopes greater than 2%	X	X	
Curb ramp transition onto roadway is greater than 0.25"			
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%			
Ponding occurs at base of curb ramp			Remove and replace landing area



Ramp 1A



Ramp 2A

Opinion of Probable Construction Cost Disclaimer:

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Kimley-Horn and Associates, Inc. Priority: 2
Project Description for Unsignalized Intersection

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : US Hwy 62 / US Hwy 75 **GPS ID:** 91540
Project Name: Intersection of US Hwy 62 / US Hwy 75 Bus and 9th St **Division:** 1
City: Henryetta

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	51	SY	\$ 50.00	\$ 2,550.00
610(I)-4610	Tactile Warning Device - New	50	SF	\$ 25.00	\$ 1,250.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	10	SY	\$ 12.00	\$ 120.00
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	156	LF	\$ 6.00	\$ 936.00
---	Repave Roadway	0	LS	\$ 5,000.00	\$ -
---	Fix Ponding	1	LS	\$ 2,000.00	\$ 2,000.00
---	Fix Curb Ramp Transition	0	LS	\$ 2,000.00	\$ -
---	Median Nose Modification	0	LS	\$ 5,000.00	\$ -
---	Remove Temporary Obstruction	1	LS	\$ 500.00	\$ 500.00
---	Fix Curb Ramp Counter Slope	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

- No Design Completed
- Preliminary Design
- Final Design

Subtotal:	\$	7,356.00
Engineering: (% +/-)	15%	\$ 1,133.14
Contingency: (% +/-)	20%	\$ 1,510.86
Estimated Project Cost:	\$	10,000.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	Good	N/A	Good	N/A	
Path of travel running slope is greater than 5%		N/A		N/A	
Path of travel cross slope is greater than 2% for stop control approaches		N/A		N/A	
Path of travel cross slope is greater than 5% for free-flow approaches	N/A	N/A	N/A	N/A	
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	
Crosswalk striping condition	None	N/A	None	N/A	Install crosswalk pavement markings

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1A	2z	3z	4z	
Curb ramp does not exist and is needed		X	X		Install curb ramp; see shapefile for median improvement
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					Remove and replace curb ramp
Curb side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%					
Curb ramp running slope is greater than 8.33%					
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%					
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"	X				
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25') in curb ramp/landing/flares	X				Remove temporary obstruction
Temporary obstruction (>0.25') in curb ramp/landing/flares	X				For intersection ramps and commercial driveway ramps, install color truncated domes
No textured surface at base of curb ramp	X				
No color contrast at base of curb ramp	X				
Landing area does not exist and is needed					Remove and replace landing area
Landing area is less than 5' x 5' or slopes greater than 2%	X				
Curb ramp transition onto roadway is greater than 0.25"					
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
Ponding occurs at base of curb ramp	X				Fix ponding



Ramp 1A



Corner 2 No Ramp (2z)



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

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

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : US Hwy 62 / US Hwy 75 **GPS ID:** 91541
Project Name: Intersection of US Hwy 62 / US Hwy 75 Bus and 8th St **Division:** 1
City: Henryetta

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	61	SY	\$ 50.00	\$ 3,050.00
610(I)-4610	Tactile Warning Device - New	60	SF	\$ 25.00	\$ 1,500.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	278	LF	\$ 6.00	\$ 1,668.00
---	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: \$ 6,218.00
 Engineering: (% +/-) 15% \$ 1,192.29
 Contingency: (% +/-) 20% \$ 1,589.71
Estimated Project Cost: \$ 9,000.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	Good	N/A	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	N/A	
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	Install crosswalk pavement markings
Crosswalk striping condition	None	N/A	None	None	

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1z	2z	3z	4z	
Curb ramp does not exist and is needed	X	X	X		Install curb ramp; see shapefile for median improvement
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curb side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%					
Curb ramp running slope is greater than 8.33%					
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%					
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"					
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25') in curb ramp/landing/flares					
Temporary obstruction (>0.25') in curb ramp/landing/flares					
No textured surface at base of curb ramp					
No color contrast at base of curb ramp					
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%					
Curb ramp transition onto roadway is greater than 0.25"					
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
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.



Corner 1 No Ramp (1z)



Corner 2 No Ramp (2z)



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Kimley-Horn and Associates, Inc. Priority: 2
Project Description for Unsignalized Intersection

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : US Hwy 62 / US Hwy 75 **GPS ID:** 91542
Project Name: Intersection of US Hwy 62 / US Hwy 75 Bus and 7th St **Division:** 1
City: Henryetta

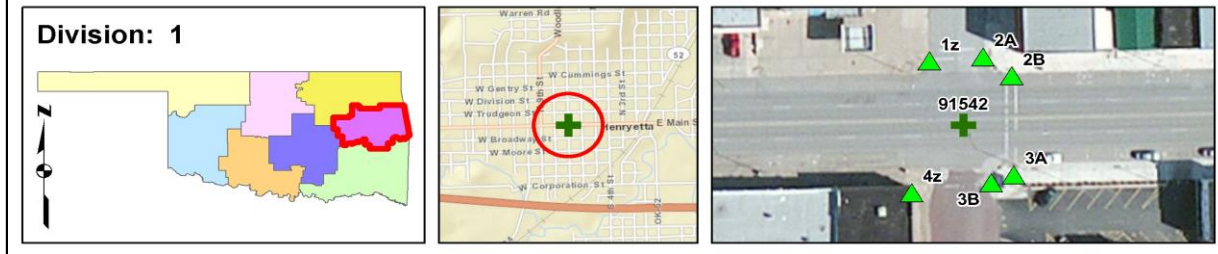
Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	64	SY	\$ 50.00	\$ 3,200.00
610(I)-4610	Tactile Warning Device - New	60	SF	\$ 25.00	\$ 1,500.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	23	SY	\$ 12.00	\$ 276.00
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	214	LF	\$ 0.25	\$ 53.50
---	Crosswalk Pavement Markings	438	LF	\$ 6.00	\$ 2,628.00
---	Repave Roadway	0	LS	\$ 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	1	LS	\$ 500.00	\$ 500.00
---	Fix Curb Ramp Counter Slope	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

- No Design Completed
- Preliminary Design
- Final Design

Subtotal:	\$	14,157.50
Engineering: (% +/-)	15%	\$ 2,503.93
Contingency: (% +/-)	20%	\$ 3,338.57
Estimated Project Cost:	\$	20,000.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	Good	Good	Good	N/A	
Path of travel running slope is greater than 5%					
Path of travel cross slope is greater than 2% for stop control approaches		N/A		N/A	
Path of travel cross slope is greater than 5% for free-flow approaches	N/A		N/A		
Crosswalk width is less than 6'	X	N/A	N/A	X	Install crosswalk pavement markings
Crosswalk striping condition	Good	None	None	N/A	

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)						Recommendations
	1z	2A	2B	3A	3B	4z	
Curb ramp does not exist and is needed	X					X	Install curb ramp; see shapefile for median improvement
Curb ramp does not land in crosswalk							
No 4' x 4' clear space at base of curb ramp							
Curb side is not 90° or has traversable adjacent surface							
Flare cross slope is greater than 10%							
Curb ramp running slope is greater than 8.33%							
Blended transition running slope is greater than 5%							
Cut-thru ramp running slope is greater than 5%							Remove and replace curb ramp
Curb ramp cross slope is greater than 2%			X	X			
Cut-thru ramp cross slope is greater than 2%							
Curb ramp width is less than 48"							
Cut-thru ramp width is less than 60"							
Permanent obstruction (>0.25') in curb ramp/landing/flares							Remove temporary obstruction
Temporary obstruction (>0.25') in curb ramp/landing/flares	X						
No textured surface at base of curb ramp							
No color contrast at base of curb ramp							
Landing area does not exist and is needed							
Landing area is less than 5' x 5' or slopes greater than 2%			X	X	X		Remove and replace landing area
Curb ramp transition onto roadway is greater than 0.25"							
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%							
Ponding occurs at base of curb ramp	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.



Corner 1 No Ramp (1z)



Ramp 2A



Ramp 2B



Ramp 3A



Ramp 3B



Corner 4 No Ramp (4z)

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Kimley-Horn and Associates, Inc. Priority: 2
Project Description for Unsignalized Intersection

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : US Hwy 62 / US Hwy 75 **GPS ID:** 91543
Project Name: Intersection of US Hwy 62 / US Hwy 75 Bus and driveway (Lat. 35.4398; Long. -95.9877) **Division:** 1
City: Henryetta

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	0	SY	\$ 50.00	\$ -
610(I)-4610	Tactile Warning Device - New	0	SF	\$ 25.00	\$ -
610(I)-4615	Tactile Warning Device - Retrofit	10	SF	\$ 60.00	\$ 600.00
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	0	LF	\$ 6.00	\$ -
---	Repave Roadway	0	LS	\$ 5,000.00	\$ -
---	Fix Ponding	1	LS	\$ 2,000.00	\$ 2,000.00
---	Fix Curb Ramp Transition	0	LS	\$ 2,000.00	\$ -
---	Median Nose Modification	0	LS	\$ 5,000.00	\$ -
---	Remove Temporary Obstruction	1	LS	\$ 500.00	\$ 500.00
---	Fix Curb Ramp Counter Slope	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

- No Design Completed
- Preliminary Design
- Final Design

Subtotal:	\$	3,100.00
Engineering: (% +/-)	15%	\$ 814.29
Contingency: (% +/-)	20%	\$ 1,085.71
Estimated Project Cost:	\$	5,000.00

Project Location



Field Observations

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

Curb Ramp Issues	Curb Ramp ID (' or 'H' in ramp label indicates no existing ramp)	Recommendations
Curb ramp does not exist and is needed		
Curb ramp does not land in crosswalk		
No 4' x 4' clear space at base of curb ramp		
Curb side is not 90° or has traversable adjacent surface		
Flare cross slope is greater than 10%		
Curb ramp running slope is greater than 8.33%		
Blended transition running slope is greater than 5%		
Cut-thru ramp running slope is greater than 5%		
Curb ramp cross slope is greater than 2%		
Cut-thru ramp cross slope is greater than 2%		
Curb ramp width is less than 48"		
Cut-thru ramp width is less than 60"		
Permanent obstruction (>0.25') in curb ramp/landing/flares		
Temporary obstruction (>0.25') in curb ramp/landing/flares	X	Remove temporary obstruction
No textured surface at base of curb ramp	X	For intersection ramps and commercial driveway ramps, install color truncated domes
No color contrast at base of curb ramp	X	
Landing area does not exist and is needed		
Landing area is less than 5' x 5' or slopes greater than 2%		
Curb ramp transition onto roadway is greater than 0.25°		
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%		
Ponding occurs at base of curb ramp	X	Fix ponding

Comment: 'H' ramp provides access to on-street parking only



Ramp 1H

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Kimley-Horn and Associates, Inc. Priority: 2
Project Description for Unsignalized Intersection

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : US Hwy 62 / US Hwy 75 **GPS ID:** 91544
Project Name: Intersection of US Hwy 62 / US Hwy 75 Bus and 3rd St **Division:** 1
City: Henryetta

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	80	SY	\$ 50.00	\$ 4,000.00
610(I)-4610	Tactile Warning Device - New	70	SF	\$ 25.00	\$ 1,750.00
610(I)-4615	Tactile Warning Device - Retrofit	10	SF	\$ 60.00	\$ 600.00
619(B)-4792	Removal of Sidewalk	39	SY	\$ 12.00	\$ 468.00
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	334	LF	\$ 6.00	\$ 2,004.00
---	Repave Roadway	1	LS	\$ 5,000.00	\$ 5,000.00
---	Fix Ponding	2	LS	\$ 2,000.00	\$ 4,000.00
---	Fix Curb Ramp Transition	2	LS	\$ 2,000.00	\$ 4,000.00
---	Median Nose Modification	0	LS	\$ 5,000.00	\$ -
---	Remove Temporary Obstruction	2	LS	\$ 500.00	\$ 1,000.00
---	Fix Curb Ramp Counter Slope	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

- No Design Completed
- Preliminary Design
- Final Design

Subtotal: \$ 22,822.00
 Engineering: (% +/-) 15% \$ 3,504.86
 Contingency: (% +/-) 20% \$ 4,673.14
Estimated Project Cost: \$ 31,000.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	Good	N/A	Good	Good	
Path of travel running slope is greater than 5%					
Path of travel cross slope is greater than 2% for stop control approaches	X	N/A		N/A	Repave roadway and install crosswalk pavement markings
Path of travel cross slope is greater than 5% for free-flow approaches	N/A		N/A		
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	Install crosswalk pavement markings
Crosswalk striping condition	None	N/A	None	None	

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)						Recommendations
	1A	1B	2z	3z	4A	4B	
Curb ramp does not exist and is needed			X	X			Install curb ramp; see shapefile for median improvement
Curb ramp does not land in crosswalk							
No 4' x 4' clear space at base of curb ramp							
Curb side is not 90° or has traversable adjacent surface							
Flare cross slope is greater than 10%							
Curb ramp running slope is greater than 8.33%		X			X		Remove and replace curb ramp
Blended transition running slope is greater than 5%							
Cut-thru ramp running slope is greater than 5%							
Curb ramp cross slope is greater than 2%	X						
Cut-thru ramp cross slope is greater than 2%							
Curb ramp width is less than 48"							
Cut-thru ramp width is less than 60"							
Permanent obstruction (>0.25') in curb ramp/landing/flares	X	X					Remove temporary obstruction
Temporary obstruction (>0.25') in curb ramp/landing/flares	X	X			X	X	
No textured surface at base of curb ramp	X	X			X	X	For intersection ramps and commercial driveway ramps, install color truncated domes
No color contrast at base of curb ramp	X	X			X	X	
Landing area does not exist and is needed							
Landing area is less than 5' x 5' or slopes greater than 2%	X	X			X	X	Remove and replace landing area
Curb ramp transition onto roadway is greater than 0.25"	X	X					Fix curb ramp transition
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%							
Ponding occurs at base of curb ramp		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



Corner 2 No Ramp (2z)



Corner 3 No Ramp (3z)



Ramp 4A



Ramp 4B

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

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

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : US Hwy 62 / US Hwy 75 **GPS ID:** 91545
Project Name: Intersection of US Hwy 62 / US Hwy 75 Bus and 2nd St **Division:** 1
City: Henryetta

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	81	SY	\$ 50.00	\$ 4,050.00
610(I)-4610	Tactile Warning Device - New	80	SF	\$ 25.00	\$ 2,000.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	168	LF	\$ 6.00	\$ 1,008.00
---	Repave Roadway	1	LS	\$ 5,000.00	\$ 5,000.00
---	Fix Ponding	0	LS	\$ 2,000.00	\$ -
---	Fix Curb Ramp Transition	0	LS	\$ 2,000.00	\$ -
---	Median Nose Modification	0	LS	\$ 5,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Fix Curb Ramp Counter Slope	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

- No Design Completed
- Preliminary Design
- Final Design

Subtotal:	\$	12,058.00
Engineering: (% +/-)	15%	\$ 2,118.00
Contingency: (% +/-)	20%	\$ 2,824.00
Estimated Project Cost:	\$	17,000.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	Poor	N/A	Good	N/A	Repave roadway and install crosswalk pavement markings
Path of travel running slope is greater than 5%		N/A		N/A	
Path of travel cross slope is greater than 2% for stop control approaches		N/A		N/A	
Path of travel cross slope is greater than 5% for free-flow approaches	N/A	N/A	N/A	N/A	
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	Install crosswalk pavement markings
Crosswalk striping condition	None	N/A	None	N/A	

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1z	2z	3z	4z	
Curb ramp does not exist and is needed	X	X	X	X	Install curb ramp; see shapefile for median improvement
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curb side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%					
Curb ramp running slope is greater than 8.33%					
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%					
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"					
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25') in curb ramp/landing/flares					
Temporary obstruction (>0.25') in curb ramp/landing/flares					
No textured surface at base of curb ramp					
No color contrast at base of curb ramp					
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%					
Curb ramp transition onto roadway is greater than 0.25°					
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
Ponding occurs at base of curb ramp					



Corner 1 No Ramp (1z)



Corner 2 No Ramp (2z)



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Kimley-Horn and Associates, Inc. Priority: 6
Project Description for Unsignalized Intersection

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : US Hwy 62 / US Hwy 75 **GPS ID:** 91546
Project Name: Intersection of US Hwy 62 / US Hwy 75 Bus and 1st St **Division:** 1
City: Henryetta

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	21	SY	\$ 50.00	\$ 1,050.00
610(I)-4610	Tactile Warning Device - New	20	SF	\$ 25.00	\$ 500.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	76	LF	\$ 6.00	\$ 456.00
---	Repave Roadway	0	LS	\$ 5,000.00	\$ -
---	Fix Ponding	0	LS	\$ 2,000.00	\$ -
---	Fix Curb Ramp Transition	0	LS	\$ 2,000.00	\$ -
---	Median Nose Modification	0	LS	\$ 5,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Fix Curb Ramp Counter Slope	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

- No Design Completed
- Preliminary Design
- Final Design

Subtotal:	\$	2,006.00
Engineering: (% +/-)	15%	\$ 426.00
Contingency: (% +/-)	20%	\$ 568.00
Estimated Project Cost:	\$	3,000.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	Good	N/A	N/A	N/A	
Path of travel running slope is greater than 5%		N/A	N/A		
Path of travel cross slope is greater than 2% for stop control approaches		N/A		N/A	
Path of travel cross slope is greater than 5% for free-flow approaches	N/A	N/A	N/A		
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	Install crosswalk pavement markings
Crosswalk striping condition	None	N/A	N/A	N/A	

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1z	2z	3z	4z	
Curb ramp does not exist and is needed	X				Install curb ramp; see shapefile for median improvement
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curb side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%					
Curb ramp running slope is greater than 8.33%					
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%					
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"					
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25') in curb ramp/landing/flares					
Temporary obstruction (>0.25') in curb ramp/landing/flares					
No textured surface at base of curb ramp					
No color contrast at base of curb ramp					
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%					
Curb ramp transition onto roadway is greater than 0.25°					
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
Ponding occurs at base of curb ramp					



Corner 1 No Ramp (1z)



Corner 2 No Ramp (2z)



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

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

Client: Oklahoma Department of Transportation Date: 7/28/16
 Program: ADA Self-Evaluation and Transition Plan Prepared By: CMP
 KHA No.: 051279001 Checked By: EPE

Corridor : US Hwy 62 / US Hwy 75 GPS ID: 91547
 Corridor Name: Intersection of US Hwy 62 / US Hwy 75 Bus and A St Division: 1
 City: Henryetta

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	21	SY	\$ 50.00	\$ 1,050.00
610(I)-4610	Tactile Warning Device - New	20	SF	\$ 25.00	\$ 500.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	46	LF	\$ 6.00	\$ 276.00
---	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:	\$	1,826.00
Engineering: (% +/-)	15%	\$ 503.14
Contingency: (% +/-)	20%	\$ 670.86
Estimated Project Cost:	\$	3,000.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	Good	N/A	N/A	N/A	
Path of travel running slope is greater than 5%		N/A	N/A	N/A	
Path of travel cross slope is greater than 2% for stop control approaches		N/A		N/A	
Path of travel cross slope is greater than 5% for free-flow approaches	N/A	N/A	N/A	N/A	
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	Install crosswalk pavement markings
Crosswalk striping condition	None	N/A	N/A	N/A	

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1z	2z	3z	4z	
Curb ramp does not exist and is needed	X	X			Install curb ramp; see shapefile for median improvement
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curb side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%					
Curb ramp running slope is greater than 8.33%					
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%					
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"					
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25') in curb ramp/landing/flares					
Temporary obstruction (>0.25') in curb ramp/landing/flares					
No textured surface at base of curb ramp					
No color contrast at base of curb ramp					
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%					
Curb ramp transition onto roadway is greater than 0.25°					
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
Ponding occurs at base of curb ramp					



Corner 1 No Ramp (1z)



Corner 2 No Ramp (2z)



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Kimley-Horn and Associates, Inc. Priority: 2
Project Description for Unsignalized Intersection

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : US Hwy 62 / US Hwy 75 **GPS ID:** 91548
Project Name: Intersection of US Hwy 62 / US Hwy 75 Bus and Jack Gibson Dr **Division:** 1
City: Henryetta

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	41	SY	\$ 50.00	\$ 2,050.00
610(I)-4610	Tactile Warning Device - New	40	SF	\$ 25.00	\$ 1,000.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	10	SY	\$ 12.00	\$ 120.00
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	92	LF	\$ 6.00	\$ 552.00
---	Repave Roadway	1	LS	\$ 5,000.00	\$ 5,000.00
---	Fix Ponding	1	LS	\$ 2,000.00	\$ 2,000.00
---	Fix Curb Ramp Transition	0	LS	\$ 2,000.00	\$ -
---	Median Nose Modification	0	LS	\$ 5,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Fix Curb Ramp Counter Slope	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

- No Design Completed
- Preliminary Design
- Final Design

Subtotal:	\$	10,722.00
Engineering: (% +/-)	15%	\$ 1,833.43
Contingency: (% +/-)	20%	\$ 2,444.57
Estimated Project Cost:	\$	15,000.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	Good	N/A	Good	N/A	
Path of travel running slope is greater than 5%		N/A		N/A	
Path of travel cross slope is greater than 2% for stop control approaches	X	N/A		N/A	Repave roadway and install crosswalk pavement markings
Path of travel cross slope is greater than 5% for free-flow approaches	N/A	N/A	N/A	N/A	
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	Install crosswalk pavement markings
Crosswalk striping condition	None	N/A	None	N/A	

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1z	2A	3z	4z	
Curb ramp does not exist and is needed	X		X	X	Install curb ramp; see shapefile for median improvement
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					Remove and replace curb ramp
Curb side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%					
Curb ramp running slope is greater than 8.33%					
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%	X				
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"	X				
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25") in curb ramp/landing/flares	X				For intersection ramps and commercial driveway ramps, install color truncated domes
Temporary obstruction (>0.25") in curb ramp/landing/flares					
No textured surface at base of curb ramp	X				Remove and replace landing area
No color contrast at base of curb ramp	X				
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%	X				
Curb ramp transition onto roadway is greater than 0.25"					Fix ponding
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
Ponding occurs at base of curb ramp	X				



Corner 1 No Ramp (1z)



Ramp 2A



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

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

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : US Hwy 62 / US Hwy 75 **GPS ID:** 91549
Corridor Name: Intersection of US Hwy 62 / US Hwy 75 Bus and C St **Division:** 1
City: Henryetta

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	21	SY	\$ 50.00	\$ 1,050.00
610(I)-4610	Tactile Warning Device - New	20	SF	\$ 25.00	\$ 500.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	50	LF	\$ 6.00	\$ 300.00
---	Repave Roadway	1	LS	\$ 5,000.00	\$ 5,000.00
---	Fix Ponding	0	LS	\$ 2,000.00	\$ -
---	Fix Curb Ramp Transition	0	LS	\$ 2,000.00	\$ -
---	Median Nose Modification	0	LS	\$ 5,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Fix Curb Ramp Counter Slope	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

- No Design Completed
- Preliminary Design
- Final Design

Subtotal:	\$	6,850.00
Engineering: (% +/-)	15%	\$ 1,350.00
Contingency: (% +/-)	20%	\$ 1,800.00
Estimated Project Cost:	\$	10,000.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	Good	N/A	N/A	N/A	
Path of travel running slope is greater than 5%		N/A	N/A	N/A	
Path of travel cross slope is greater than 2% for stop control approaches	X	N/A		N/A	Repave roadway and install crosswalk pavement markings
Path of travel cross slope is greater than 5% for free-flow approaches	N/A	N/A	N/A	N/A	
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	Install crosswalk pavement markings
Crosswalk striping condition	None	N/A	N/A	N/A	

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1z	2z	3z	4z	
Curb ramp does not exist and is needed	X	X			Install curb ramp; see shapefile for median improvement
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curbed side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%					
Curb ramp running slope is greater than 8.33%					
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%					
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"					
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25') in curb ramp/landing/flares					
Temporary obstruction (>0.25') in curb ramp/landing/flares					
No textured surface at base of curb ramp					
No color contrast at base of curb ramp					
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%					
Curb ramp transition onto roadway is greater than 0.25"					
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
Ponding occurs at base of curb ramp					



Corner 1 No Ramp (1z)



Corner 2 No Ramp (2z)



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

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

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : US Hwy 62 / US Hwy 75 **GPS ID:** 91550
Project Name: Intersection of US Hwy 62 / US Hwy 75 Bus and driveway (Lat. 35.4399; Long. -95.9776) **Division:** 1
City: Henryetta

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	21	SY	\$ 50.00	\$ 1,050.00
610(I)-4610	Tactile Warning Device - New	20	SF	\$ 25.00	\$ 500.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	0	LF	\$ 6.00	\$ -
---	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:	\$	1,550.00
Engineering: (% +/-)	15%	\$ 621.43
Contingency: (% +/-)	20%	\$ 828.57
Estimated Project Cost:	\$	3,000.00

Project Location



Field Observations

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

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)		Recommendations
	1z	2z	
Curb ramp does not exist and is needed	X	X	Install curb ramp; see shapefile for median improvement
Curb ramp does not land in crosswalk			
No 4' x 4' clear space at base of curb ramp			
Curb side is not 90° or has traversable adjacent surface			
Flare cross slope is greater than 10%			
Curb ramp running slope is greater than 8.33%			
Blended transition running slope is greater than 5%			
Cut-thru ramp running slope is greater than 5%			
Curb ramp cross slope is greater than 2%			
Cut-thru ramp cross slope is greater than 2%			
Curb ramp width is less than 48"			
Cut-thru ramp width is less than 60"			
Permanent obstruction (>0.25') in curb ramp/landing/flares			
Temporary obstruction (>0.25') in curb ramp/landing/flares			
No textured surface at base of curb ramp			
No color contrast at base of curb ramp			
Landing area does not exist and is needed			
Landing area is less than 5' x 5' or slopes greater than 2%			
Curb ramp transition onto roadway is greater than 0.25"			
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%			
Ponding occurs at base of curb ramp			



Corner 1 No Ramp (1z)



Corner 2 No Ramp (2z)

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

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

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : US Hwy 62 / US Hwy 75 **GPS ID:** 91551
Project Name: Intersection of US Hwy 62 / US Hwy 75 Bus and driveway (Lat. 35.4399; Long. -95.9771) **Division:** 1
City: Henryetta

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	11	SY	\$ 50.00	\$ 550.00
610(I)-4610	Tactile Warning Device - New	10	SF	\$ 25.00	\$ 250.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	0	LF	\$ 6.00	\$ -
---	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:	\$	800.00
Engineering: (% +/-)	15%	\$ 514.29
Contingency: (% +/-)	20%	\$ 685.71
Estimated Project Cost:	\$	2,000.00

Project Location



Field Observations

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

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)	Recommendations
Curb ramp does not exist and is needed	X	Install curb ramp; see shapefile for median improvement
Curb ramp does not land in crosswalk		
No 4' x 4' clear space at base of curb ramp		
Curb side is not 90° or has traversable adjacent surface		
Flare cross slope is greater than 10%		
Curb ramp running slope is greater than 8.33%		
Blended transition running slope is greater than 5%		
Cut-thru ramp running slope is greater than 5%		
Curb ramp cross slope is greater than 2%		
Cut-thru ramp cross slope is greater than 2%		
Curb ramp width is less than 48"		
Cut-thru ramp width is less than 60"		
Permanent obstruction (>0.25') in curb ramp/landing/flares		
Temporary obstruction (>0.25') in curb ramp/landing/flares		
No textured surface at base of curb ramp		
No color contrast at base of curb ramp		
Landing area does not exist and is needed		
Landing area is less than 5' x 5' or slopes greater than 2%		
Curb ramp transition onto roadway is greater than 0.25"		
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%		
Ponding occurs at base of curb ramp		



Corner 2 No Ramp (2z)

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

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

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : US Hwy 62 / US Hwy 75 **GPS ID:** 91552
Project Name: Intersection of US Hwy 62 / US Hwy 75 Bus and driveway (Lat. 35.4399; Long. -95.977) **Division:** 1
City: Henryetta

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	21	SY	\$ 50.00	\$ 1,050.00
610(I)-4610	Tactile Warning Device - New	20	SF	\$ 25.00	\$ 500.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	0	LF	\$ 6.00	\$ -
---	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:	\$	1,550.00
Engineering: (% +/-)	15%	\$ 621.43
Contingency: (% +/-)	20%	\$ 828.57
Estimated Project Cost:	\$	3,000.00

Project Location



Field Observations

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

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)		Recommendations
	1z	2z	
Curb ramp does not exist and is needed	X	X	Install curb ramp; see shapefile for median improvement
Curb ramp does not land in crosswalk			
No 4' x 4' clear space at base of curb ramp			
Curb side is not 90° or has traversable adjacent surface			
Flare cross slope is greater than 10%			
Curb ramp running slope is greater than 8.33%			
Blended transition running slope is greater than 5%			
Cut-thru ramp running slope is greater than 5%			
Curb ramp cross slope is greater than 2%			
Cut-thru ramp cross slope is greater than 2%			
Curb ramp width is less than 48"			
Cut-thru ramp width is less than 60"			
Permanent obstruction (>0.25') in curb ramp/landing/flares			
Temporary obstruction (>0.25') in curb ramp/landing/flares			
No textured surface at base of curb ramp			
No color contrast at base of curb ramp			
Landing area does not exist and is needed			
Landing area is less than 5' x 5' or slopes greater than 2%			
Curb ramp transition onto roadway is greater than 0.25°			
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%			
Ponding occurs at base of curb ramp			



Corner 1 No Ramp (1z)



Corner 2 No Ramp (2z)

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

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

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : US Hwy 62 / US Hwy 75 **GPS ID:** 91553
Corridor Name: Intersection of US Hwy 62 / US Hwy 75 Bus and D St **Division:** 1
City: Henryetta

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	21	SY	\$ 50.00	\$ 1,050.00
610(I)-4610	Tactile Warning Device - New	20	SF	\$ 25.00	\$ 500.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	48	LF	\$ 6.00	\$ 288.00
---	Repave Roadway	1	LS	\$ 5,000.00	\$ 5,000.00
---	Fix Ponding	0	LS	\$ 2,000.00	\$ -
---	Fix Curb Ramp Transition	0	LS	\$ 2,000.00	\$ -
---	Median Nose Modification	0	LS	\$ 5,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Fix Curb Ramp Counter Slope	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

- No Design Completed
- Preliminary Design
- Final Design

Subtotal:	\$	6,838.00
Engineering: (% +/-)	15%	\$ 1,355.14
Contingency: (% +/-)	20%	\$ 1,806.86
Estimated Project Cost:	\$	10,000.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	Good	N/A	N/A	N/A	
Path of travel running slope is greater than 5%		N/A	N/A	N/A	
Path of travel cross slope is greater than 2% for stop control approaches	X	N/A		N/A	Repave roadway and install crosswalk pavement markings
Path of travel cross slope is greater than 5% for free-flow approaches	N/A	N/A	N/A	N/A	
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	Install crosswalk pavement markings
Crosswalk striping condition	None	N/A	N/A	N/A	

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1z	2z	3z	4z	
Curb ramp does not exist and is needed	X	X			Install curb ramp; see shapefile for median improvement
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curb side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%					
Curb ramp running slope is greater than 8.33%					
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%					
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"					
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25') in curb ramp/landing/flares					
Temporary obstruction (>0.25') in curb ramp/landing/flares					
No textured surface at base of curb ramp					
No color contrast at base of curb ramp					
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%					
Curb ramp transition onto roadway is greater than 0.25°					
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
Ponding occurs at base of curb ramp					



Corner 1 No Ramp (1z)



Corner 2 No Ramp (2z)



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

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

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : US Hwy 62 / US Hwy 75 **GPS ID:** 91554
Corridor Name: Intersection of US Hwy 62 / US Hwy 75 Bus and E St **Division:** 1
City: Henryetta

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	41	SY	\$ 50.00	\$ 2,050.00
610(I)-4610	Tactile Warning Device - New	40	SF	\$ 25.00	\$ 1,000.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	90	LF	\$ 6.00	\$ 540.00
---	Repave Roadway	1	LS	\$ 5,000.00	\$ 5,000.00
---	Fix Ponding	0	LS	\$ 2,000.00	\$ -
---	Fix Curb Ramp Transition	0	LS	\$ 2,000.00	\$ -
---	Median Nose Modification	0	LS	\$ 5,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Fix Curb Ramp Counter Slope	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

- No Design Completed
- Preliminary Design
- Final Design

Subtotal:	\$	8,590.00
Engineering: (% +/-)	15%	\$ 1,461.43
Contingency: (% +/-)	20%	\$ 1,948.57
Estimated Project Cost:	\$	12,000.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	Poor	N/A	Good	N/A	Repave roadway and install crosswalk pavement markings
Path of travel running slope is greater than 5%		N/A		N/A	
Path of travel cross slope is greater than 2% for stop control approaches		N/A		N/A	
Path of travel cross slope is greater than 5% for free-flow approaches	N/A	N/A	N/A	N/A	
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	Install crosswalk pavement markings
Crosswalk striping condition	None	N/A	None	N/A	

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1z	2z	3z	4z	
Curb ramp does not exist and is needed	X	X	X	X	Install curb ramp; see shapefile for median improvement
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curb side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%					
Curb ramp running slope is greater than 8.33%					
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%					
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"					
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25') in curb ramp/landing/flares					
Temporary obstruction (>0.25') in curb ramp/landing/flares					
No textured surface at base of curb ramp					
No color contrast at base of curb ramp					
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%					
Curb ramp transition onto roadway is greater than 0.25"					
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
Ponding occurs at base of curb ramp					



Corner 1 No Ramp (1z)



Corner 2 No Ramp (2z)



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

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

Client: Oklahoma Department of Transportation Date: 7/28/16
 Program: ADA Self-Evaluation and Transition Plan Prepared By: CMP
 KHA No.: 051279001 Checked By: EPE

Corridor : US Hwy 62 / US Hwy 75 GPS ID: 91555
 Project Name: Intersection of US Hwy 62 / US Hwy 75 Bus and driveway (Lat. 35.4398; Long. -95.9809) Division: 1
 City: Henryetta

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	11	SY	\$ 50.00	\$ 550.00
610(I)-4610	Tactile Warning Device - New	10	SF	\$ 25.00	\$ 250.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	0	LF	\$ 6.00	\$ -
---	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:	\$	800.00
Engineering: (% +/-)	15%	\$ 514.29
Contingency: (% +/-)	20%	\$ 685.71
Estimated Project Cost:	\$	2,000.00

Project Location



Field Observations

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

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)	4z	X	Recommendations
				Install curb ramp; see shapefile for median improvement
Curb ramp does not exist and is needed				
Curb ramp does not land in crosswalk				
No 4' x 4' clear space at base of curb ramp				
Curb side is not 90° or has traversable adjacent surface				
Flare cross slope is greater than 10%				
Curb ramp running slope is greater than 8.33%				
Blended transition running slope is greater than 5%				
Cut-thru ramp running slope is greater than 5%				
Curb ramp cross slope is greater than 2%				
Cut-thru ramp cross slope is greater than 2%				
Curb ramp width is less than 48"				
Cut-thru ramp width is less than 60"				
Permanent obstruction (>0.25') in curb ramp/landing/flares				
Temporary obstruction (>0.25') in curb ramp/landing/flares				
No textured surface at base of curb ramp				
No color contrast at base of curb ramp				
Landing area does not exist and is needed				
Landing area is less than 5' x 5' or slopes greater than 2%				
Curb ramp transition onto roadway is greater than 0.25"				
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%				
Ponding occurs at base of curb ramp				



Corner 4 No Ramp (4z)

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

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

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : US Hwy 62 / US Hwy 75 **GPS ID:** 91556
Project Name: Intersection of US Hwy 62 / US Hwy 75 Bus and driveway (Lat. 35.4398; Long. -95.9811) **Division:** 1
City: Henryetta

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	21	SY	\$ 50.00	\$ 1,050.00
610(I)-4610	Tactile Warning Device - New	20	SF	\$ 25.00	\$ 500.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	0	LF	\$ 6.00	\$ -
---	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:	\$	1,550.00
Engineering: (% +/-)	15%	\$ 621.43
Contingency: (% +/-)	20%	\$ 828.57
Estimated Project Cost:	\$	3,000.00

Project Location



Field Observations

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

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)		Recommendations
	3z	4z	
Curb ramp does not exist and is needed	X	X	Install curb ramp; see shapefile for median improvement
Curb ramp does not land in crosswalk			
No 4' x 4' clear space at base of curb ramp			
Curbed side is not 90° or has traversable adjacent surface			
Flare cross slope is greater than 10%			
Curb ramp running slope is greater than 8.33%			
Blended transition running slope is greater than 5%			
Cut-thru ramp running slope is greater than 5%			
Curb ramp cross slope is greater than 2%			
Cut-thru ramp cross slope is greater than 2%			
Curb ramp width is less than 48"			
Cut-thru ramp width is less than 60"			
Permanent obstruction (>0.25') in curb ramp/landing/flares			
Temporary obstruction (>0.25') in curb ramp/landing/flares			
No textured surface at base of curb ramp			
No color contrast at base of curb ramp			
Landing area does not exist and is needed			
Landing area is less than 5' x 5' or slopes greater than 2%			
Curb ramp transition onto roadway is greater than 0.25°			
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%			
Ponding occurs at base of curb ramp			



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Kimley-Horn and Associates, Inc. Priority: 2
Project Description for Unsignalized Intersection

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : State Hwy 2 **GPS ID:** 91557
Project Name: Midblock crossing 125' south of 3rd St on State Hwy 2 **Division:** 1
City: Kinta

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	20	SY	\$ 50.00	\$ 1,000.00
610(I)-4610	Tactile Warning Device - New	10	SF	\$ 25.00	\$ 250.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	20	SY	\$ 12.00	\$ 240.00
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	0	LF	\$ 6.00	\$ -
---	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:	\$	1,490.00
Engineering: (% +/-)	15%	\$ 647.14
Contingency: (% +/-)	20%	\$ 862.86
Estimated Project Cost:	\$	3,000.00

Project Location



Field Observations

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

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1z	2A	3z	4z	
Curb ramp does not exist and is needed					Remove and replace curb ramp
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curb side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%					
Curb ramp running slope is greater than 8.33%					
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%	X				
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"					
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25') in curb ramp/landing/flares	X				
Temporary obstruction (>0.25') in curb ramp/landing/flares					
No textured surface at base of curb ramp					
No color contrast at base of curb ramp					
Landing area does not exist and is needed					Remove and replace landing area
Landing area is less than 5' x 5' or slopes greater than 2%	X				
Curb ramp transition onto roadway is greater than 0.25"					
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
Ponding occurs at base of curb ramp					

Comment: Existing sidewalk, curb ramp, and/or striping configurations permit pedestrians to cross the major street. An Engineering study is needed to confirm crossing should be accommodated at this location and the current crossing treatment is appropriate.



Corner 1 No Ramp (1z)



Ramp 2A



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Kimley-Horn and Associates, Inc. Priority: 2
Project Description for Unsignalized Intersection

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : State Hwy 9 (Main St) **GPS ID:** 91558
Project Name: Intersection of State Hwy 9 (Main St) and driveway (Lat. 35.2535; Long. -95.1231) **Division:** 1
City: Stigler

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	11	SY	\$ 50.00	\$ 550.00
610(I)-4610	Tactile Warning Device - New	10	SF	\$ 25.00	\$ 250.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	11	SY	\$ 12.00	\$ 132.00
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	0	LF	\$ 6.00	\$ -
---	Repave Roadway	0	LS	\$ 5,000.00	\$ -
---	Fix Ponding	1	LS	\$ 2,000.00	\$ 2,000.00
---	Fix Curb Ramp Transition	1	LS	\$ 2,000.00	\$ 2,000.00
---	Median Nose Modification	0	LS	\$ 5,000.00	\$ -
---	Remove Temporary Obstruction	1	LS	\$ 500.00	\$ 500.00
---	Fix Curb Ramp Counter Slope	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

- No Design Completed
- Preliminary Design
- Final Design

Subtotal:	\$	5,432.00
Engineering: (% +/-)	15%	\$ 1,100.57
Contingency: (% +/-)	20%	\$ 1,467.43
Estimated Project Cost:	\$	8,000.00

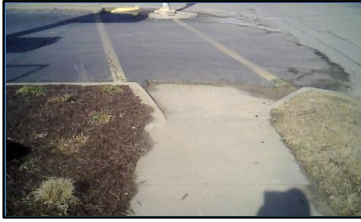
Project Location



Field Observations

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

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)	Recommendations	
			3A
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			
Curb side is not 90° or has traversable adjacent surface			
Flare cross slope is greater than 10%			
Curb ramp running slope is greater than 8.33%			
Blended transition running slope is greater than 5%			
Cut-thru ramp running slope is greater than 5%			
Curb ramp cross slope is greater than 2%			
Cut-thru ramp cross slope is greater than 2%			
Curb ramp width is less than 48"			
Cut-thru ramp width is less than 60"			
Permanent obstruction (>0.25") in curb ramp/landing/flares	X		Remove temporary obstruction
Temporary obstruction (>0.25") in curb ramp/landing/flares	X		
No textured surface at base of curb ramp	X		For intersection ramps and commercial driveway ramps, install color truncated domes
No color contrast at base of curb ramp	X		
Landing area does not exist and is needed		Remove and replace landing area	
Landing area is less than 5' x 5' or slopes greater than 2%	X		
Curb ramp transition onto roadway is greater than 0.25"	X	Fix curb ramp transition	
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%			
Ponding occurs at base of curb ramp	X	Fix ponding	



Ramp 3A

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

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

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : State Hwy 9 **GPS ID:** 91559
Project Name: Intersection of State Hwy 9 and driveway (Lat. 35.2561; Long. -94.9209) **Division:** 1
City: Keota

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	21	SY	\$ 50.00	\$ 1,050.00
610(I)-4610	Tactile Warning Device - New	20	SF	\$ 25.00	\$ 500.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	0	LF	\$ 6.00	\$ -
---	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:	\$	1,550.00
Engineering: (% +/-)	15%	\$ 621.43
Contingency: (% +/-)	20%	\$ 828.57
Estimated Project Cost:	\$	3,000.00

Project Location



Field Observations

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

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)		Recommendations
	3z	4z	
Curb ramp does not exist and is needed	X	X	Install curb ramp; see shapefile for median improvement
Curb ramp does not land in crosswalk			
No 4' x 4' clear space at base of curb ramp			
Curb side is not 90° or has traversable adjacent surface			
Flare cross slope is greater than 10%			
Curb ramp running slope is greater than 8.33%			
Blended transition running slope is greater than 5%			
Cut-thru ramp running slope is greater than 5%			
Curb ramp cross slope is greater than 2%			
Cut-thru ramp cross slope is greater than 2%			
Curb ramp width is less than 48"			
Cut-thru ramp width is less than 60"			
Permanent obstruction (>0.25') in curb ramp/landing/flares			
Temporary obstruction (>0.25') in curb ramp/landing/flares			
No textured surface at base of curb ramp			
No color contrast at base of curb ramp			
Landing area does not exist and is needed			
Landing area is less than 5' x 5' or slopes greater than 2%			
Curb ramp transition onto roadway is greater than 0.25"			
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%			
Ponding occurs at base of curb ramp			



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

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

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : State Hwy 9 **GPS ID:** 91560
Project Name: Intersection of State Hwy 9 and driveway (Lat. 35.2552; Long. -94.9222) **Division:** 1
City: Keota

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	11	SY	\$ 50.00	\$ 550.00
610(I)-4610	Tactile Warning Device - New	10	SF	\$ 25.00	\$ 250.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	0	LF	\$ 6.00	\$ -
---	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:	\$	800.00
Engineering: (% +/-)	15%	\$ 514.29
Contingency: (% +/-)	20%	\$ 685.71
Estimated Project Cost:	\$	2,000.00

Project Location



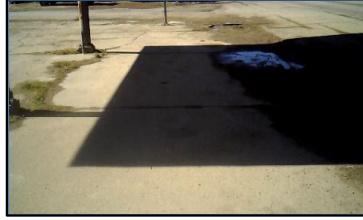
Field Observations

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

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)		Recommendations
	3z	4z	
Curb ramp does not exist and is needed	X		Install curb ramp; see shapefile for median improvement
Curb ramp does not land in crosswalk			
No 4' x 4' clear space at base of curb ramp			
Curb side is not 90° or has traversable adjacent surface			
Flare cross slope is greater than 10%			
Curb ramp running slope is greater than 8.33%			
Blended transition running slope is greater than 5%			
Cut-thru ramp running slope is greater than 5%			
Curb ramp cross slope is greater than 2%			
Cut-thru ramp cross slope is greater than 2%			
Curb ramp width is less than 48"			
Cut-thru ramp width is less than 60"			
Permanent obstruction (>0.25') in curb ramp/landing/flares			
Temporary obstruction (>0.25') in curb ramp/landing/flares			
No textured surface at base of curb ramp			
No color contrast at base of curb ramp			
Landing area does not exist and is needed			
Landing area is less than 5' x 5' or slopes greater than 2%			
Curb ramp transition onto roadway is greater than 0.25°			
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%			
Ponding occurs at base of curb ramp			



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

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

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : State Hwy 9 **GPS ID:** 91561
Project Name: Intersection of State Hwy 9 and driveway (Lat. 35.2554; Long. -94.9219) **Division:** 1
City: Keota

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	21	SY	\$ 50.00	\$ 1,050.00
610(I)-4610	Tactile Warning Device - New	20	SF	\$ 25.00	\$ 500.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	0	LF	\$ 6.00	\$ -
---	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:	\$	1,550.00
Engineering: (% +/-)	15%	\$ 621.43
Contingency: (% +/-)	20%	\$ 828.57
Estimated Project Cost:	\$	3,000.00

Project Location



Field Observations

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

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)		Recommendations
	1z	2z	
Curb ramp does not exist and is needed	X	X	Install curb ramp; see shapefile for median improvement
Curb ramp does not land in crosswalk			
No 4' x 4' clear space at base of curb ramp			
Curb side is not 90° or has traversable adjacent surface			
Flare cross slope is greater than 10%			
Curb ramp running slope is greater than 8.33%			
Blended transition running slope is greater than 5%			
Cut-thru ramp running slope is greater than 5%			
Curb ramp cross slope is greater than 2%			
Cut-thru ramp cross slope is greater than 2%			
Curb ramp width is less than 48"			
Cut-thru ramp width is less than 60"			
Permanent obstruction (>0.25') in curb ramp/landing/flares			
Temporary obstruction (>0.25') in curb ramp/landing/flares			
No textured surface at base of curb ramp			
No color contrast at base of curb ramp			
Landing area does not exist and is needed			
Landing area is less than 5' x 5' or slopes greater than 2%			
Curb ramp transition onto roadway is greater than 0.25°			
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%			
Ponding occurs at base of curb ramp			



Corner 1 No Ramp (1z)



Corner 2 No Ramp (2z)

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

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

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : State Hwy 9 **GPS ID:** 91562
Project Name: Intersection of State Hwy 9 and driveway (Lat. 35.2555; Long. -94.9218) **Division:** 1
City: Keota

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	11	SY	\$ 50.00	\$ 550.00
610(I)-4610	Tactile Warning Device - New	10	SF	\$ 25.00	\$ 250.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	0	LF	\$ 6.00	\$ -
---	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:	\$	800.00
Engineering: (% +/-)	15%	\$ 514.29
Contingency: (% +/-)	20%	\$ 685.71
Estimated Project Cost:	\$	2,000.00

Project Location



Field Observations

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

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)		Recommendations
	1z	2z	
Curb ramp does not exist and is needed	X		Install curb ramp; see shapefile for median improvement
Curb ramp does not land in crosswalk			
No 4' x 4' clear space at base of curb ramp			
Curbed side is not 90° or has traversable adjacent surface			
Flare cross slope is greater than 10%			
Curb ramp running slope is greater than 8.33%			
Blended transition running slope is greater than 5%			
Cut-thru ramp running slope is greater than 5%			
Curb ramp cross slope is greater than 2%			
Cut-thru ramp cross slope is greater than 2%			
Curb ramp width is less than 48"			
Cut-thru ramp width is less than 60"			
Permanent obstruction (>0.25') in curb ramp/landing/flares			
Temporary obstruction (>0.25') in curb ramp/landing/flares			
No textured surface at base of curb ramp			
No color contrast at base of curb ramp			
Landing area does not exist and is needed			
Landing area is less than 5' x 5' or slopes greater than 2%			
Curb ramp transition onto roadway is greater than 0.25°			
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%			
Ponding occurs at base of curb ramp			



Corner 1 No Ramp (1z)



Corner 2 No Ramp (2z)

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

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

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : State Hwy 10 / State Hwy 100 **GPS ID:** 91563
Project Name: Intersection of State Hwy 10 / State Hwy 100 and driveway (Lat. 35.5328; Long. -95.1141) **Division:** 1
City: Gore

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	21	SY	\$ 50.00	\$ 1,050.00
610(I)-4610	Tactile Warning Device - New	20	SF	\$ 25.00	\$ 500.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	0	LF	\$ 6.00	\$ -
---	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:	\$	1,550.00
Engineering: (% +/-)	15%	\$ 621.43
Contingency: (% +/-)	20%	\$ 828.57
Estimated Project Cost:	\$	3,000.00

Project Location



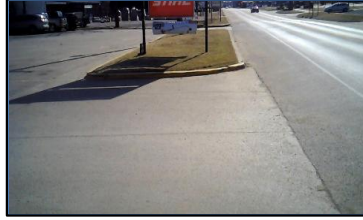
Field Observations

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

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)		Recommendations
	3z	4z	
Curb ramp does not exist and is needed	X	X	Install curb ramp; see shapefile for median improvement
Curb ramp does not land in crosswalk			
No 4' x 4' clear space at base of curb ramp			
Curb side is not 90° or has traversable adjacent surface			
Flare cross slope is greater than 10%			
Curb ramp running slope is greater than 8.33%			
Blended transition running slope is greater than 5%			
Cut-thru ramp running slope is greater than 5%			
Curb ramp cross slope is greater than 2%			
Cut-thru ramp cross slope is greater than 2%			
Curb ramp width is less than 48"			
Cut-thru ramp width is less than 60"			
Permanent obstruction (>0.25') in curb ramp/landing/flares			
Temporary obstruction (>0.25') in curb ramp/landing/flares			
No textured surface at base of curb ramp			
No color contrast at base of curb ramp			
Landing area does not exist and is needed			
Landing area is less than 5' x 5' or slopes greater than 2%			
Curb ramp transition onto roadway is greater than 0.25"			
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%			
Ponding occurs at base of curb ramp			



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Kimley-Horn and Associates, Inc. Priority: 2
Project Description for Unsignalized Intersection

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : State Hwy 10 / State Hwy 100 **GPS ID:** 91564
Project Name: Intersection of State Hwy 10 / State Hwy 100 and driveway (Lat. 35.532; Long. -95.1148) **Division:** 1
City: Gore

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	15	SY	\$ 50.00	\$ 750.00
610(I)-4610	Tactile Warning Device - New	20	SF	\$ 25.00	\$ 500.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	15	SY	\$ 12.00	\$ 180.00
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	0	LF	\$ 6.00	\$ -
---	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:	\$	1,430.00
Engineering: (% +/-)	15%	\$ 244.29
Contingency: (% +/-)	20%	\$ 325.71
Estimated Project Cost:	\$	2,000.00

Project Location



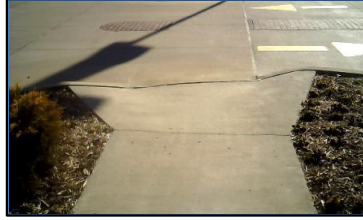
Field Observations

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

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)		Recommendations
	1A	2A	
Curb ramp does not exist and is needed			Remove and replace curb ramp
Curb ramp does not land in crosswalk			
No 4' x 4' clear space at base of curb ramp			
Curb side is not 90° or has traversable adjacent surface			
Flare cross slope is greater than 10%	X	X	
Curb ramp running slope is greater than 8.33%			
Blended transition running slope is greater than 5%			
Cut-thru ramp running slope is greater than 5%			
Curb ramp cross slope is greater than 2%		X	
Cut-thru ramp cross slope is greater than 2%			
Curb ramp width is less than 48"			For intersection ramps and commercial driveway ramps, install color truncated domes
Cut-thru ramp width is less than 60"			
Permanent obstruction (>0.25') in curb ramp/landing/flares			
Temporary obstruction (>0.25') in curb ramp/landing/flares			
No textured surface at base of curb ramp	X	X	
No color contrast at base of curb ramp	X	X	
Landing area does not exist and is needed			
Landing area is less than 5' x 5' or slopes greater than 2%			
Curb ramp transition onto roadway is greater than 0.25°			
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%			
Ponding occurs at base of curb ramp			



Ramp 1A



Ramp 2A

Opinion of Probable Construction Cost Disclaimer:

The Engineer has no control over the cost of labor, materials, equipment, or over the Contractor's methods of determining prices or over competitive bidding or market conditions. Opinions of probable costs provided herein are based on the information known to Engineer at this time and represent only the Engineer's judgment as a design professional familiar with the construction industry. The Engineer cannot and does not guarantee that proposals, bids, or actual construction costs will not vary from its opinions of probable costs.

Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Kimley-Horn and Associates, Inc. Priority: 2
Project Description for Unsignalized Intersection

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : State Hwy 82 **GPS ID:** 91565
Project Name: Intersection of State Hwy 82 and driveway (Lat. 35.4978; Long. -94.9697) **Division:** 1
City: Vian

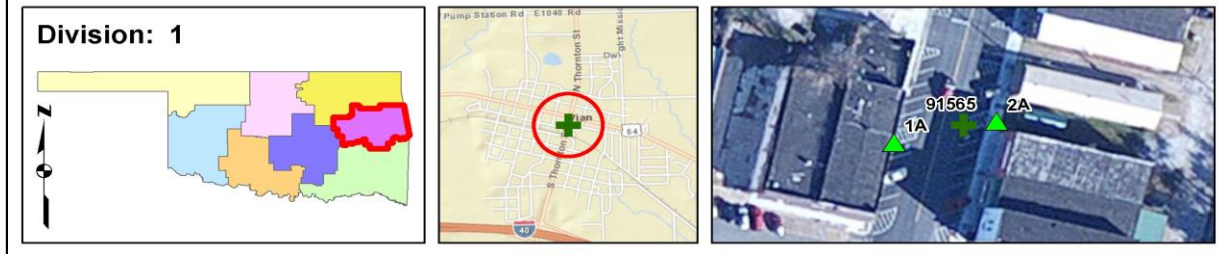
Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	11	SY	\$ 50.00	\$ 550.00
610(I)-4610	Tactile Warning Device - New	10	SF	\$ 25.00	\$ 250.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	11	SY	\$ 12.00	\$ 132.00
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	0	LF	\$ 6.00	\$ -
---	Repave Roadway	0	LS	\$ 5,000.00	\$ -
---	Fix Ponding	0	LS	\$ 2,000.00	\$ -
---	Fix Curb Ramp Transition	1	LS	\$ 2,000.00	\$ 2,000.00
---	Median Nose Modification	0	LS	\$ 5,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Fix Curb Ramp Counter Slope	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

- No Design Completed
- Preliminary Design
- Final Design

Subtotal:	\$	2,932.00
Engineering: (% +/-)	15%	\$ 457.71
Contingency: (% +/-)	20%	\$ 610.29
Estimated Project Cost:	\$	4,000.00

Project Location



Field Observations

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

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)		Recommendations
	1A	2A	
Curb ramp does not exist and is needed			Remove and replace curb ramp
Curb ramp does not land in crosswalk			
No 4' x 4' clear space at base of curb ramp			
Curb side is not 90° or has traversable adjacent surface			
Flare cross slope is greater than 10%			
Curb ramp running slope is greater than 8.33%			
Blended transition running slope is greater than 5%			
Cut-thru ramp running slope is greater than 5%			
Curb ramp cross slope is greater than 2%			
Cut-thru ramp cross slope is greater than 2%			
Curb ramp width is less than 48"			
Cut-thru ramp width is less than 60"			
Permanent obstruction (>0.25") in curb ramp/landing/flares	X		
Temporary obstruction (>0.25") in curb ramp/landing/flares			
No textured surface at base of curb ramp			
No color contrast at base of curb ramp			
Landing area does not exist and is needed			Remove and replace landing area
Landing area is less than 5' x 5' or slopes greater than 2%	X		
Curb ramp transition onto roadway is greater than 0.25"	X		Fix curb ramp transition
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%			
Ponding occurs at base of curb ramp			



Ramp 1A



Ramp 2A

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Kimley-Horn and Associates, Inc. Priority: 2
Project Description for Unsignalized Intersection

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : US Hwy 64 **GPS ID:** 91566
Project Name: Intersection of US Hwy 64 and driveway (Lat. 35.4984; Long. -94.9691) **Division:** 1
City: Vian

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	0	SY	\$ 50.00	\$ -
610(I)-4610	Tactile Warning Device - New	0	SF	\$ 25.00	\$ -
610(I)-4615	Tactile Warning Device - Retrofit	20	SF	\$ 60.00	\$ 1,200.00
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	0	LF	\$ 6.00	\$ -
---	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:	\$	1,200.00
Engineering: (% +/-)	15%	\$ 342.86
Contingency: (% +/-)	20%	\$ 457.14
Estimated Project Cost:	\$	2,000.00

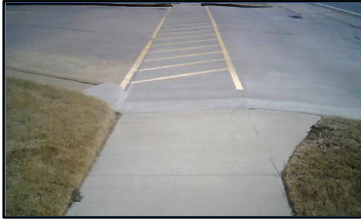
Project Location



Field Observations

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

Curb Ramp Issues	Curb Ramp ID ('2' or '1' in ramp label indicates no existing ramp)		Recommendations
	1A	2A	
Curb ramp does not exist and is needed			
Curb ramp does not land in crosswalk			
No 4' x 4' clear space at base of curb ramp			
Curb side is not 90° or has traversable adjacent surface			
Flare cross slope is greater than 10%			
Curb ramp running slope is greater than 8.33%			
Blended transition running slope is greater than 5%			
Cut-thru ramp running slope is greater than 5%			
Curb ramp cross slope is greater than 2%			
Cut-thru ramp cross slope is greater than 2%			
Curb ramp width is less than 48"			
Cut-thru ramp width is less than 60"			
Permanent obstruction (>0.25') in curb ramp/landing/flares			
Temporary obstruction (>0.25') in curb ramp/landing/flares			
No textured surface at base of curb ramp	X	X	For intersection ramps and commercial driveway ramps, install color truncated domes
No color contrast at base of curb ramp	X	X	
Landing area does not exist and is needed			
Landing area is less than 5' x 5' or slopes greater than 2%			
Curb ramp transition onto roadway is greater than 0.25"			
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%			
Ponding occurs at base of curb ramp			



Ramp 1A



Ramp 2A

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Kimley-Horn and Associates, Inc. Priority: 2
Project Description for Unsignalized Intersection

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : US Hwy 64 **GPS ID:** 91567
Project Name: Intersection of US Hwy 64 and driveway (Lat. 35.4983; Long. -94.9688) **Division:** 1
City: Vian

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	3	SY	\$ 50.00	\$ 150.00
610(I)-4610	Tactile Warning Device - New	0	SF	\$ 25.00	\$ -
610(I)-4615	Tactile Warning Device - Retrofit	20	SF	\$ 60.00	\$ 1,200.00
619(B)-4792	Removal of Sidewalk	3	SY	\$ 12.00	\$ 36.00
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	0	LF	\$ 6.00	\$ -
---	Repave Roadway	0	LS	\$ 5,000.00	\$ -
---	Fix Ponding	1	LS	\$ 2,000.00	\$ 2,000.00
---	Fix Curb Ramp Transition	0	LS	\$ 2,000.00	\$ -
---	Median Nose Modification	0	LS	\$ 5,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Fix Curb Ramp Counter Slope	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

- No Design Completed
- Preliminary Design
- Final Design

Subtotal:	\$	3,386.00
Engineering: (% +/-)	15%	\$ 691.71
Contingency: (% +/-)	20%	\$ 922.29
Estimated Project Cost:	\$	5,000.00

Project Location



Field Observations

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

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)		Recommendations
	1A	2A	
Curb ramp does not exist and is needed			
Curb ramp does not land in crosswalk			
No 4' x 4' clear space at base of curb ramp			
Curb side is not 90° or has traversable adjacent surface			
Flare cross slope is greater than 10%			
Curb ramp running slope is greater than 8.33%			
Blended transition running slope is greater than 5%			
Cut-thru ramp running slope is greater than 5%			
Curb ramp cross slope is greater than 2%			
Cut-thru ramp cross slope is greater than 2%			
Curb ramp width is less than 48"			
Cut-thru ramp width is less than 60"			
Permanent obstruction (>0.25') in curb ramp/landing/flares			
Temporary obstruction (>0.25') in curb ramp/landing/flares			
No textured surface at base of curb ramp	X	X	For intersection ramps and commercial driveway ramps, install color truncated domes
No color contrast at base of curb ramp	X	X	
Landing area does not exist and is needed			Remove and replace landing area
Landing area is less than 5' x 5' or slopes greater than 2%	X		
Curb ramp transition onto roadway is greater than 0.25"			
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%			
Ponding occurs at base of curb ramp	X		Fix ponding



Ramp 1A



Ramp 2A

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Kimley-Horn and Associates, Inc. Priority: 2
Project Description for Unsignalized Intersection

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : US Hwy 64 **GPS ID:** 91568
Project Name: Intersection of US Hwy 64 and driveway (Lat. 35.4983; Long. -94.9685) **Division:** 1
City: Vian

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	11	SY	\$ 50.00	\$ 550.00
610(I)-4610	Tactile Warning Device - New	10	SF	\$ 25.00	\$ 250.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	10	SY	\$ 12.00	\$ 120.00
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	0	LF	\$ 6.00	\$ -
---	Repave Roadway	0	LS	\$ 5,000.00	\$ -
---	Fix Ponding	1	LS	\$ 2,000.00	\$ 2,000.00
---	Fix Curb Ramp Transition	0	LS	\$ 2,000.00	\$ -
---	Median Nose Modification	0	LS	\$ 5,000.00	\$ -
---	Remove Temporary Obstruction	1	LS	\$ 500.00	\$ 500.00
---	Fix Curb Ramp Counter Slope	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

- No Design Completed
- Preliminary Design
- Final Design

Subtotal:	\$	3,420.00
Engineering: (% +/-)	15%	\$ 677.14
Contingency: (% +/-)	20%	\$ 902.86
Estimated Project Cost:	\$	5,000.00

Project Location



Field Observations

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

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)		Recommendations
	1A	2z	
Curb ramp does not exist and is needed			
Curb ramp does not land in crosswalk			
No 4' x 4' clear space at base of curb ramp			
Curb side is not 90° or has traversable adjacent surface			
Flare cross slope is greater than 10%			
Curb ramp running slope is greater than 8.33%			
Blended transition running slope is greater than 5%			
Cut-thru ramp running slope is greater than 5%			
Curb ramp cross slope is greater than 2%	X		Remove and replace curb ramp
Cut-thru ramp cross slope is greater than 2%			
Curb ramp width is less than 48"			
Cut-thru ramp width is less than 60"			
Permanent obstruction (>0.25') in curb ramp/landing/flares	X		Remove temporary obstruction
Temporary obstruction (>0.25') in curb ramp/landing/flares	X		
No textured surface at base of curb ramp	X		For intersection ramps and commercial driveway ramps, install color truncated domes
No color contrast at base of curb ramp	X		
Landing area does not exist and is needed			
Landing area is less than 5' x 5' or slopes greater than 2%	X		Remove and replace landing area
Curb ramp transition onto roadway is greater than 0.25°			
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%			
Ponding occurs at base of curb ramp	X		Fix ponding



Ramp 1A



Corner 2 No Ramp (2z)

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

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

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : US Hwy 64 (East) **GPS ID:** 91569
Project Name: Intersection of US Hwy 64 (East) and driveway (Lat. 35.4608; Long. -94.7844) **Division:** 1
City: Sallisaw

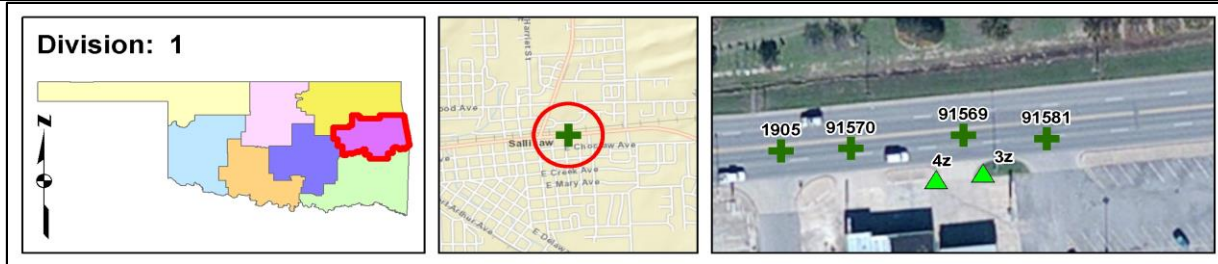
Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	21	SY	\$ 50.00	\$ 1,050.00
610(I)-4610	Tactile Warning Device - New	20	SF	\$ 25.00	\$ 500.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	0	LF	\$ 6.00	\$ -
---	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:	\$	1,550.00
Engineering: (% +/-)	15%	\$ 621.43
Contingency: (% +/-)	20%	\$ 828.57
Estimated Project Cost:	\$	3,000.00

Project Location



Field Observations

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

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)		Recommendations
	3z	4z	
Curb ramp does not exist and is needed	X	X	Install curb ramp; see shapefile for median improvement
Curb ramp does not land in crosswalk			
No 4' x 4' clear space at base of curb ramp			
Curb side is not 90° or has traversable adjacent surface			
Flare cross slope is greater than 10%			
Curb ramp running slope is greater than 8.33%			
Blended transition running slope is greater than 5%			
Cut-thru ramp running slope is greater than 5%			
Curb ramp cross slope is greater than 2%			
Cut-thru ramp cross slope is greater than 2%			
Curb ramp width is less than 48"			
Cut-thru ramp width is less than 60"			
Permanent obstruction (>0.25') in curb ramp/landing/flares			
Temporary obstruction (>0.25') in curb ramp/landing/flares			
No textured surface at base of curb ramp			
No color contrast at base of curb ramp			
Landing area does not exist and is needed			
Landing area is less than 5' x 5' or slopes greater than 2%			
Curb ramp transition onto roadway is greater than 0.25"			
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%			
Ponding occurs at base of curb ramp			



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

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

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : US Hwy 64 (East) **GPS ID:** 91570
Project Name: Intersection of US Hwy 64 (East) and driveway (Lat. 35.4608; Long. -94.7846) **Division:** 1
City: Sallisaw

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	21	SY	\$ 50.00	\$ 1,050.00
610(I)-4610	Tactile Warning Device - New	20	SF	\$ 25.00	\$ 500.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	0	LF	\$ 6.00	\$ -
---	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:	\$	1,550.00
Engineering: (% +/-)	15%	\$ 621.43
Contingency: (% +/-)	20%	\$ 828.57
Estimated Project Cost:	\$	3,000.00

Project Location



Field Observations

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

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)		Recommendations
	3z	4z	
Curb ramp does not exist and is needed	X	X	Install curb ramp; see shapefile for median improvement
Curb ramp does not land in crosswalk			
No 4' x 4' clear space at base of curb ramp			
Curb side is not 90° or has traversable adjacent surface			
Flare cross slope is greater than 10%			
Curb ramp running slope is greater than 8.33%			
Blended transition running slope is greater than 5%			
Cut-thru ramp running slope is greater than 5%			
Curb ramp cross slope is greater than 2%			
Cut-thru ramp cross slope is greater than 2%			
Curb ramp width is less than 48"			
Cut-thru ramp width is less than 60"			
Permanent obstruction (>0.25') in curb ramp/landing/flares			
Temporary obstruction (>0.25') in curb ramp/landing/flares			
No textured surface at base of curb ramp			
No color contrast at base of curb ramp			
Landing area does not exist and is needed			
Landing area is less than 5' x 5' or slopes greater than 2%			
Curb ramp transition onto roadway is greater than 0.25°			
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%			
Ponding occurs at base of curb ramp			



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

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

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : US Hwy 64 (East) **GPS ID:** 91571
Project Name: Intersection of US Hwy 64 (East) and driveway (Lat. 35.4608; Long. -94.7854) **Division:** 1
City: Sallisaw

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	21	SY	\$ 50.00	\$ 1,050.00
610(I)-4610	Tactile Warning Device - New	20	SF	\$ 25.00	\$ 500.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	0	LF	\$ 6.00	\$ -
---	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:	\$	1,550.00
Engineering: (% +/-)	15%	\$ 621.43
Contingency: (% +/-)	20%	\$ 828.57
Estimated Project Cost:	\$	3,000.00

Project Location



Field Observations

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

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)		Recommendations
	3z	4z	
Curb ramp does not exist and is needed	X	X	Install curb ramp; see shapefile for median improvement
Curb ramp does not land in crosswalk			
No 4' x 4' clear space at base of curb ramp			
Curb side is not 90° or has traversable adjacent surface			
Flare cross slope is greater than 10%			
Curb ramp running slope is greater than 8.33%			
Blended transition running slope is greater than 5%			
Cut-thru ramp running slope is greater than 5%			
Curb ramp cross slope is greater than 2%			
Cut-thru ramp cross slope is greater than 2%			
Curb ramp width is less than 48"			
Cut-thru ramp width is less than 60"			
Permanent obstruction (>0.25') in curb ramp/landing/flares			
Temporary obstruction (>0.25') in curb ramp/landing/flares			
No textured surface at base of curb ramp			
No color contrast at base of curb ramp			
Landing area does not exist and is needed			
Landing area is less than 5' x 5' or slopes greater than 2%			
Curb ramp transition onto roadway is greater than 0.25"			
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%			
Ponding occurs at base of curb ramp			



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

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

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : US Hwy 64 (East) **GPS ID:** 91572
Project Name: Intersection of US Hwy 64 (East) and driveway (Lat. 35.4608; Long. -94.7856) **Division:** 1
City: Sallisaw

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	21	SY	\$ 50.00	\$ 1,050.00
610(I)-4610	Tactile Warning Device - New	20	SF	\$ 25.00	\$ 500.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	0	LF	\$ 6.00	\$ -
---	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:	\$	1,550.00
Engineering: (% +/-)	15%	\$ 621.43
Contingency: (% +/-)	20%	\$ 828.57
Estimated Project Cost:	\$	3,000.00

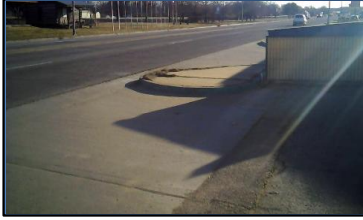
Project Location



Field Observations

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

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)		Recommendations
	3z	4z	
Curb ramp does not exist and is needed	X	X	Install curb ramp; see shapefile for median improvement
Curb ramp does not land in crosswalk			
No 4' x 4' clear space at base of curb ramp			
Curb side is not 90° or has traversable adjacent surface			
Flare cross slope is greater than 10%			
Curb ramp running slope is greater than 8.33%			
Blended transition running slope is greater than 5%			
Cut-thru ramp running slope is greater than 5%			
Curb ramp cross slope is greater than 2%			
Cut-thru ramp cross slope is greater than 2%			
Curb ramp width is less than 48"			
Cut-thru ramp width is less than 60"			
Permanent obstruction (>0.25') in curb ramp/landing/flares			
Temporary obstruction (>0.25') in curb ramp/landing/flares			
No textured surface at base of curb ramp			
No color contrast at base of curb ramp			
Landing area does not exist and is needed			
Landing area is less than 5' x 5' or slopes greater than 2%			
Curb ramp transition onto roadway is greater than 0.25"			
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%			
Ponding occurs at base of curb ramp			



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

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

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : US Hwy 64 (East) **GPS ID:** 91573
Project Name: Intersection of US Hwy 64 (East) and driveway (Lat. 35.4608; Long. -94.7858) **Division:** 1
City: Sallisaw

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	21	SY	\$ 50.00	\$ 1,050.00
610(I)-4610	Tactile Warning Device - New	20	SF	\$ 25.00	\$ 500.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	0	LF	\$ 6.00	\$ -
---	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:	\$	1,550.00
Engineering: (% +/-)	15%	\$ 621.43
Contingency: (% +/-)	20%	\$ 828.57
Estimated Project Cost:	\$	3,000.00

Project Location



Field Observations

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

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)		Recommendations
	3z	4z	
Curb ramp does not exist and is needed	X	X	Install curb ramp; see shapefile for median improvement
Curb ramp does not land in crosswalk			
No 4' x 4' clear space at base of curb ramp			
Curb side is not 90° or has traversable adjacent surface			
Flare cross slope is greater than 10%			
Curb ramp running slope is greater than 8.33%			
Blended transition running slope is greater than 5%			
Cut-thru ramp running slope is greater than 5%			
Curb ramp cross slope is greater than 2%			
Cut-thru ramp cross slope is greater than 2%			
Curb ramp width is less than 48"			
Cut-thru ramp width is less than 60"			
Permanent obstruction (>0.25') in curb ramp/landing/flares			
Temporary obstruction (>0.25') in curb ramp/landing/flares			
No textured surface at base of curb ramp			
No color contrast at base of curb ramp			
Landing area does not exist and is needed			
Landing area is less than 5' x 5' or slopes greater than 2%			
Curb ramp transition onto roadway is greater than 0.25"			
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%			
Ponding occurs at base of curb ramp			



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

Opinion of Probable Construction Cost Disclaimer:

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

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : US Hwy 64 (East) **GPS ID:** 91574
Project Name: Intersection of US Hwy 64 (East) and driveway (Lat. 35.4607; Long. -94.7864) **Division:** 1
City: Sallisaw

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	21	SY	\$ 50.00	\$ 1,050.00
610(I)-4610	Tactile Warning Device - New	20	SF	\$ 25.00	\$ 500.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	0	LF	\$ 6.00	\$ -
---	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:	\$	1,550.00
Engineering: (% +/-)	15%	\$ 621.43
Contingency: (% +/-)	20%	\$ 828.57
Estimated Project Cost:	\$	3,000.00

Project Location



Field Observations

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

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)		Recommendations
	3z	4z	
Curb ramp does not exist and is needed	X	X	Install curb ramp; see shapefile for median improvement
Curb ramp does not land in crosswalk			
No 4' x 4' clear space at base of curb ramp			
Curb side is not 90° or has traversable adjacent surface			
Flare cross slope is greater than 10%			
Curb ramp running slope is greater than 8.33%			
Blended transition running slope is greater than 5%			
Cut-thru ramp running slope is greater than 5%			
Curb ramp cross slope is greater than 2%			
Cut-thru ramp cross slope is greater than 2%			
Curb ramp width is less than 48"			
Cut-thru ramp width is less than 60"			
Permanent obstruction (>0.25') in curb ramp/landing/flares			
Temporary obstruction (>0.25') in curb ramp/landing/flares			
No textured surface at base of curb ramp			
No color contrast at base of curb ramp			
Landing area does not exist and is needed			
Landing area is less than 5' x 5' or slopes greater than 2%			
Curb ramp transition onto roadway is greater than 0.25°			
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%			
Ponding occurs at base of curb ramp			



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

Opinion of Probable Construction Cost Disclaimer:

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

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : US Hwy 64 (East) **GPS ID:** 91575
Project Name: Intersection of US Hwy 64 (East) and driveway (Lat. 35.4607; Long. -94.7867) **Division:** 1
City: Sallisaw

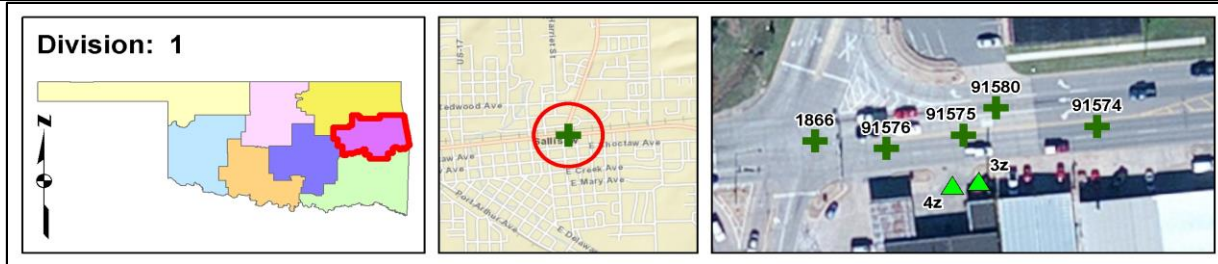
Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	21	SY	\$ 50.00	\$ 1,050.00
610(I)-4610	Tactile Warning Device - New	20	SF	\$ 25.00	\$ 500.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
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---	Median Nose Modification	0	LS	\$ 5,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Fix Curb Ramp Counter Slope	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

- No Design Completed
- Preliminary Design
- Final Design

Subtotal:	\$	1,550.00
Engineering: (% +/-)	15%	\$ 621.43
Contingency: (% +/-)	20%	\$ 828.57
Estimated Project Cost:	\$	3,000.00

Project Location



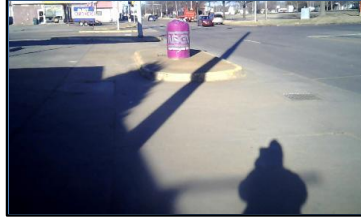
Field Observations

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

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)		Recommendations
	3z	4z	
Curb ramp does not exist and is needed	X	X	Install curb ramp; see shapefile for median improvement
Curb ramp does not land in crosswalk			
No 4' x 4' clear space at base of curb ramp			
Curb side is not 90° or has traversable adjacent surface			
Flare cross slope is greater than 10%			
Curb ramp running slope is greater than 8.33%			
Blended transition running slope is greater than 5%			
Cut-thru ramp running slope is greater than 5%			
Curb ramp cross slope is greater than 2%			
Cut-thru ramp cross slope is greater than 2%			
Curb ramp width is less than 48"			
Cut-thru ramp width is less than 60"			
Permanent obstruction (>0.25') in curb ramp/landing/flares			
Temporary obstruction (>0.25') in curb ramp/landing/flares			
No textured surface at base of curb ramp			
No color contrast at base of curb ramp			
Landing area does not exist and is needed			
Landing area is less than 5' x 5' or slopes greater than 2%			
Curb ramp transition onto roadway is greater than 0.25"			
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%			
Ponding occurs at base of curb ramp			



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

Opinion of Probable Construction Cost Disclaimer:

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

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : US Hwy 64 (East) **GPS ID:** 91576
Project Name: Intersection of US Hwy 64 (East) and driveway (Lat. 35.4607; Long. -94.7869) **Division:** 1
City: Sallisaw

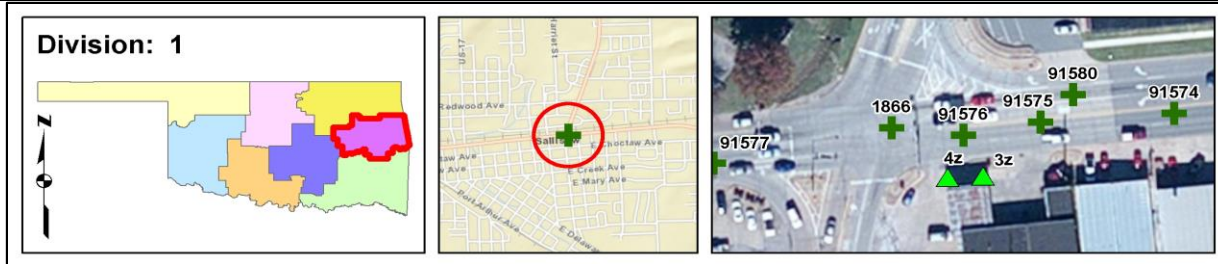
Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	21	SY	\$ 50.00	\$ 1,050.00
610(I)-4610	Tactile Warning Device - New	20	SF	\$ 25.00	\$ 500.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	0	LF	\$ 6.00	\$ -
---	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:	\$	1,550.00
Engineering: (% +/-)	15%	\$ 621.43
Contingency: (% +/-)	20%	\$ 828.57
Estimated Project Cost:	\$	3,000.00

Project Location



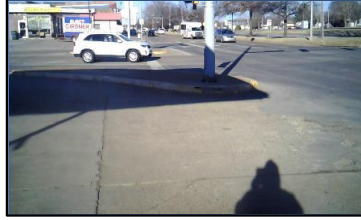
Field Observations

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

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)		Recommendations
	3z	4z	
Curb ramp does not exist and is needed	X	X	Install curb ramp; see shapefile for median improvement
Curb ramp does not land in crosswalk			
No 4' x 4' clear space at base of curb ramp			
Curb side is not 90° or has traversable adjacent surface			
Flare cross slope is greater than 10%			
Curb ramp running slope is greater than 8.33%			
Blended transition running slope is greater than 5%			
Cut-thru ramp running slope is greater than 5%			
Curb ramp cross slope is greater than 2%			
Cut-thru ramp cross slope is greater than 2%			
Curb ramp width is less than 48"			
Cut-thru ramp width is less than 60"			
Permanent obstruction (>0.25') in curb ramp/landing/flares			
Temporary obstruction (>0.25') in curb ramp/landing/flares			
No textured surface at base of curb ramp			
No color contrast at base of curb ramp			
Landing area does not exist and is needed			
Landing area is less than 5' x 5' or slopes greater than 2%			
Curb ramp transition onto roadway is greater than 0.25°			
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%			
Ponding occurs at base of curb ramp			



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

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

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : US Hwy 64 (East) **GPS ID:** 91577
Project Name: Intersection of US Hwy 64 (East) and driveway (Lat. 35.4606; Long. -94.7875) **Division:** 1
City: Sallisaw

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	11	SY	\$ 50.00	\$ 550.00
610(I)-4610	Tactile Warning Device - New	10	SF	\$ 25.00	\$ 250.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	0	LF	\$ 6.00	\$ -
---	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:	\$	800.00
Engineering: (% +/-)	15%	\$ 514.29
Contingency: (% +/-)	20%	\$ 685.71
Estimated Project Cost:	\$	2,000.00

Project Location



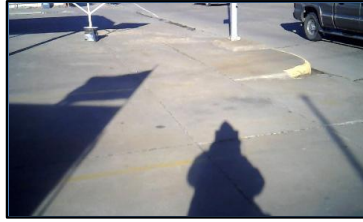
Field Observations

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

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)		Recommendations
	3z	4z	
Curb ramp does not exist and is needed	X		Install curb ramp; see shapefile for median improvement
Curb ramp does not land in crosswalk			
No 4' x 4' clear space at base of curb ramp			
Curb side is not 90° or has traversable adjacent surface			
Flare cross slope is greater than 10%			
Curb ramp running slope is greater than 8.33%			
Blended transition running slope is greater than 5%			
Cut-thru ramp running slope is greater than 5%			
Curb ramp cross slope is greater than 2%			
Cut-thru ramp cross slope is greater than 2%			
Curb ramp width is less than 48"			
Cut-thru ramp width is less than 60"			
Permanent obstruction (>0.25') in curb ramp/landing/flares			
Temporary obstruction (>0.25') in curb ramp/landing/flares			
No textured surface at base of curb ramp			
No color contrast at base of curb ramp			
Landing area does not exist and is needed			
Landing area is less than 5' x 5' or slopes greater than 2%			
Curb ramp transition onto roadway is greater than 0.25"			
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%			
Ponding occurs at base of curb ramp			



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

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

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : US Hwy 64 (East) **GPS ID:** 91578
Project Name: Intersection of US Hwy 64 (East) and driveway (Lat. 35.4604; Long. -94.7921) **Division:** 1
City: Sallisaw

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	21	SY	\$ 50.00	\$ 1,050.00
610(I)-4610	Tactile Warning Device - New	20	SF	\$ 25.00	\$ 500.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	0	LF	\$ 6.00	\$ -
---	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:	\$	1,550.00
Engineering: (% +/-)	15%	\$ 621.43
Contingency: (% +/-)	20%	\$ 828.57
Estimated Project Cost:	\$	3,000.00

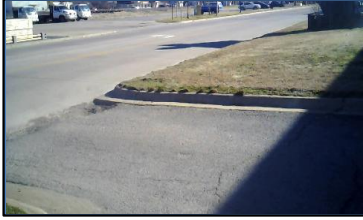
Project Location



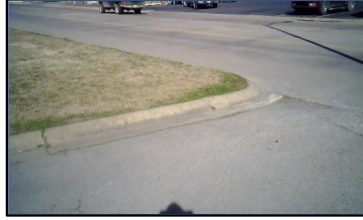
Field Observations

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

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)		Recommendations
	3z	4z	
Curb ramp does not exist and is needed	X	X	Install curb ramp; see shapefile for median improvement
Curb ramp does not land in crosswalk			
No 4' x 4' clear space at base of curb ramp			
Curb side is not 90° or has traversable adjacent surface			
Flare cross slope is greater than 10%			
Curb ramp running slope is greater than 8.33%			
Blended transition running slope is greater than 5%			
Cut-thru ramp running slope is greater than 5%			
Curb ramp cross slope is greater than 2%			
Cut-thru ramp cross slope is greater than 2%			
Curb ramp width is less than 48"			
Cut-thru ramp width is less than 60"			
Permanent obstruction (>0.25') in curb ramp/landing/flares			
Temporary obstruction (>0.25') in curb ramp/landing/flares			
No textured surface at base of curb ramp			
No color contrast at base of curb ramp			
Landing area does not exist and is needed			
Landing area is less than 5' x 5' or slopes greater than 2%			
Curb ramp transition onto roadway is greater than 0.25"			
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%			
Ponding occurs at base of curb ramp			



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Kimley-Horn and Associates, Inc. Priority: 2
Project Description for Unsignalized Intersection

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : US Hwy 64 (East) **GPS ID:** 91579
Project Name: Intersection of US Hwy 64 (East) and driveway (Lat. 35.4602; Long. -94.7958) **Division:** 1
City: Sallisaw

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	11	SY	\$ 50.00	\$ 550.00
610(I)-4610	Tactile Warning Device - New	10	SF	\$ 25.00	\$ 250.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	11	SY	\$ 12.00	\$ 132.00
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	0	LF	\$ 6.00	\$ -
---	Repave Roadway	0	LS	\$ 5,000.00	\$ -
---	Fix Ponding	1	LS	\$ 2,000.00	\$ 2,000.00
---	Fix Curb Ramp Transition	0	LS	\$ 2,000.00	\$ -
---	Median Nose Modification	0	LS	\$ 5,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Fix Curb Ramp Counter Slope	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

- No Design Completed
- Preliminary Design
- Final Design

Subtotal: \$ 2,932.00
 Engineering: (% +/-) 15% \$ 457.71
 Contingency: (% +/-) 20% \$ 610.29
Estimated Project Cost: \$ 4,000.00

Project Location



Field Observations

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

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)	4H	Recommendations
Curb ramp does not land in crosswalk			
No 4' x 4' clear space at base of curb ramp			
Curb side is not 90° or has traversable adjacent surface			
Flare cross slope is greater than 10%			
Curb ramp running slope is greater than 8.33%	X		
Blended transition running slope is greater than 5%			
Cut-thru ramp running slope is greater than 5%			
Curb ramp cross slope is greater than 2%			
Cut-thru ramp cross slope is greater than 2%			
Curb ramp width is less than 48"			
Cut-thru ramp width is less than 60"			
Permanent obstruction (>0.25') in curb ramp/landing/flares			
Temporary obstruction (>0.25') in curb ramp/landing/flares			
No textured surface at base of curb ramp	X		
No color contrast at base of curb ramp	X		
Landing area does not exist and is needed			
Landing area is less than 5' x 5' or slopes greater than 2%	X		
Curb ramp transition onto roadway is greater than 0.25"			
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%			
Ponding occurs at base of curb ramp	X		

Comment: 'H' ramp provides access to on-street parking only



Ramp 4H

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

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

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : US Hwy 64 (East) **GPS ID:** 91580
Project Name: Intersection of US Hwy 64 (East) and driveway (Lat. 35.4608; Long. -94.7866) **Division:** 1
City: Sallisaw

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	11	SY	\$ 50.00	\$ 550.00
610(I)-4610	Tactile Warning Device - New	10	SF	\$ 25.00	\$ 250.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	0	LF	\$ 6.00	\$ -
---	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:	\$	800.00
Engineering: (% +/-)	15%	\$ 514.29
Contingency: (% +/-)	20%	\$ 685.71
Estimated Project Cost:	\$	2,000.00

Project Location



Field Observations

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

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)		Recommendations
	1z	2z	
Curb ramp does not exist and is needed	X		Install curb ramp; see shapefile for median improvement
Curb ramp does not land in crosswalk			
No 4' x 4' clear space at base of curb ramp			
Curb side is not 90° or has traversable adjacent surface			
Flare cross slope is greater than 10%			
Curb ramp running slope is greater than 8.33%			
Blended transition running slope is greater than 5%			
Cut-thru ramp running slope is greater than 5%			
Curb ramp cross slope is greater than 2%			
Cut-thru ramp cross slope is greater than 2%			
Curb ramp width is less than 48"			
Cut-thru ramp width is less than 60"			
Permanent obstruction (>0.25') in curb ramp/landing/flares			
Temporary obstruction (>0.25') in curb ramp/landing/flares			
No textured surface at base of curb ramp			
No color contrast at base of curb ramp			
Landing area does not exist and is needed			
Landing area is less than 5' x 5' or slopes greater than 2%			
Curb ramp transition onto roadway is greater than 0.25"			
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%			
Ponding occurs at base of curb ramp			



Corner 1 No Ramp (1z)



Corner 2 No Ramp (2z)

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

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

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : US Hwy 64 (East) **GPS ID:** 91581
Project Name: Intersection of US Hwy 64 (East) and driveway (Lat. 35.4608; Long. -94.7842) **Division:** 1
City: Sallisaw

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	21	SY	\$ 50.00	\$ 1,050.00
610(I)-4610	Tactile Warning Device - New	20	SF	\$ 25.00	\$ 500.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	0	LF	\$ 6.00	\$ -
---	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:	\$	1,550.00
Engineering: (% +/-)	15%	\$ 621.43
Contingency: (% +/-)	20%	\$ 828.57
Estimated Project Cost:	\$	3,000.00

Project Location



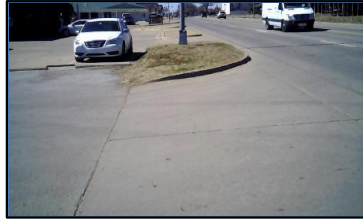
Field Observations

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

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)		Recommendations
	3z	4z	
Curb ramp does not exist and is needed	X	X	Install curb ramp; see shapefile for median improvement
Curb ramp does not land in crosswalk			
No 4' x 4' clear space at base of curb ramp			
Curb side is not 90° or has traversable adjacent surface			
Flare cross slope is greater than 10%			
Curb ramp running slope is greater than 8.33%			
Blended transition running slope is greater than 5%			
Cut-thru ramp running slope is greater than 5%			
Curb ramp cross slope is greater than 2%			
Cut-thru ramp cross slope is greater than 2%			
Curb ramp width is less than 48"			
Cut-thru ramp width is less than 60"			
Permanent obstruction (>0.25') in curb ramp/landing/flares			
Temporary obstruction (>0.25') in curb ramp/landing/flares			
No textured surface at base of curb ramp			
No color contrast at base of curb ramp			
Landing area does not exist and is needed			
Landing area is less than 5' x 5' or slopes greater than 2%			
Curb ramp transition onto roadway is greater than 0.25"			
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%			
Ponding occurs at base of curb ramp			



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

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

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : US Hwy 64 (East) **GPS ID:** 91582
Project Name: Intersection of US Hwy 64 (East) and driveway (Lat. 35.4609; Long. -94.7835) **Division:** 1
City: Sallisaw

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	21	SY	\$ 50.00	\$ 1,050.00
610(I)-4610	Tactile Warning Device - New	20	SF	\$ 25.00	\$ 500.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	0	LF	\$ 6.00	\$ -
---	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:	\$	1,550.00
Engineering: (% +/-)	15%	\$ 621.43
Contingency: (% +/-)	20%	\$ 828.57
Estimated Project Cost:	\$	3,000.00

Project Location



Field Observations

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

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)		Recommendations
	3z	4z	
Curb ramp does not exist and is needed	X	X	Install curb ramp; see shapefile for median improvement
Curb ramp does not land in crosswalk			
No 4' x 4' clear space at base of curb ramp			
Curb side is not 90° or has traversable adjacent surface			
Flare cross slope is greater than 10%			
Curb ramp running slope is greater than 8.33%			
Blended transition running slope is greater than 5%			
Cut-thru ramp running slope is greater than 5%			
Curb ramp cross slope is greater than 2%			
Cut-thru ramp cross slope is greater than 2%			
Curb ramp width is less than 48"			
Cut-thru ramp width is less than 60"			
Permanent obstruction (>0.25') in curb ramp/landing/flares			
Temporary obstruction (>0.25') in curb ramp/landing/flares			
No textured surface at base of curb ramp			
No color contrast at base of curb ramp			
Landing area does not exist and is needed			
Landing area is less than 5' x 5' or slopes greater than 2%			
Curb ramp transition onto roadway is greater than 0.25"			
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%			
Ponding occurs at base of curb ramp			



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

Opinion of Probable Construction Cost Disclaimer:

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

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : US Hwy 64 (East) **GPS ID:** 91583
Project Name: Intersection of US Hwy 64 (East) and driveway (Lat. 35.461; Long. -94.7823) **Division:** 1
City: Sallisaw

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	21	SY	\$ 50.00	\$ 1,050.00
610(I)-4610	Tactile Warning Device - New	20	SF	\$ 25.00	\$ 500.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	0	LF	\$ 6.00	\$ -
---	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:	\$	1,550.00
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Contingency: (% +/-)	20%	\$ 828.57
Estimated Project Cost:	\$	3,000.00

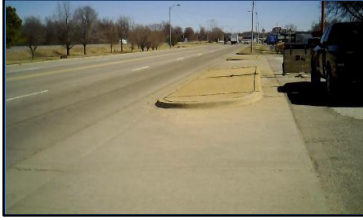
Project Location



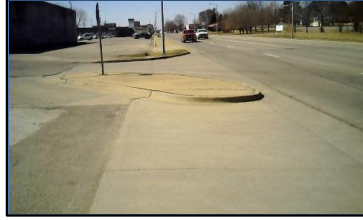
Field Observations

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

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)		Recommendations
	3z	4z	
Curb ramp does not exist and is needed	X	X	Install curb ramp; see shapefile for median improvement
Curb ramp does not land in crosswalk			
No 4' x 4' clear space at base of curb ramp			
Curb side is not 90° or has traversable adjacent surface			
Flare cross slope is greater than 10%			
Curb ramp running slope is greater than 8.33%			
Blended transition running slope is greater than 5%			
Cut-thru ramp running slope is greater than 5%			
Curb ramp cross slope is greater than 2%			
Cut-thru ramp cross slope is greater than 2%			
Curb ramp width is less than 48"			
Cut-thru ramp width is less than 60"			
Permanent obstruction (>0.25') in curb ramp/landing/flares			
Temporary obstruction (>0.25') in curb ramp/landing/flares			
No textured surface at base of curb ramp			
No color contrast at base of curb ramp			
Landing area does not exist and is needed			
Landing area is less than 5' x 5' or slopes greater than 2%			
Curb ramp transition onto roadway is greater than 0.25"			
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%			
Ponding occurs at base of curb ramp			



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

Opinion of Probable Construction Cost Disclaimer:

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

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : US Hwy 64 (East) **GPS ID:** 91584
Project Name: Intersection of US Hwy 64 (East) and driveway (Lat. 35.461; Long. -94.782) **Division:** 1
City: Sallisaw

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	21	SY	\$ 50.00	\$ 1,050.00
610(I)-4610	Tactile Warning Device - New	20	SF	\$ 25.00	\$ 500.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
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---	Repave Roadway	0	LS	\$ 5,000.00	\$ -
---	Fix Ponding	0	LS	\$ 2,000.00	\$ -
---	Fix Curb Ramp Transition	0	LS	\$ 2,000.00	\$ -
---	Median Nose Modification	0	LS	\$ 5,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Fix Curb Ramp Counter Slope	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

- No Design Completed
- Preliminary Design
- Final Design

Subtotal:	\$	1,550.00
Engineering: (% +/-)	15%	\$ 621.43
Contingency: (% +/-)	20%	\$ 828.57
Estimated Project Cost:	\$	3,000.00

Project Location



Field Observations

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

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)		Recommendations
	3z	4z	
Curb ramp does not exist and is needed	X	X	Install curb ramp; see shapefile for median improvement
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No 4' x 4' clear space at base of curb ramp			
Curb side is not 90° or has traversable adjacent surface			
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Cut-thru ramp cross slope is greater than 2%			
Curb ramp width is less than 48"			
Cut-thru ramp width is less than 60"			
Permanent obstruction (>0.25') in curb ramp/landing/flares			
Temporary obstruction (>0.25') in curb ramp/landing/flares			
No textured surface at base of curb ramp			
No color contrast at base of curb ramp			
Landing area does not exist and is needed			
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Curb ramp transition onto roadway is greater than 0.25"			
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%			
Ponding occurs at base of curb ramp			



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

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

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : US Hwy 64 (East) **GPS ID:** 91585
Project Name: Intersection of US Hwy 64 (East) and driveway (Lat. 35.461; Long. -94.7818) **Division:** 1
City: Sallisaw

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	21	SY	\$ 50.00	\$ 1,050.00
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---	Fix Curb Ramp Transition	0	LS	\$ 2,000.00	\$ -
---	Median Nose Modification	0	LS	\$ 5,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Fix Curb Ramp Counter Slope	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

- No Design Completed
- Preliminary Design
- Final Design

Subtotal:	\$	1,550.00
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Contingency: (% +/-)	20%	\$ 828.57
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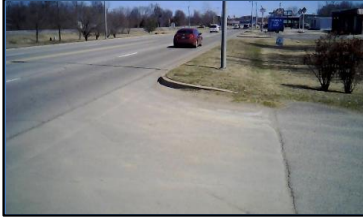
Project Location



Field Observations

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

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)		Recommendations
	3z	4z	
Curb ramp does not exist and is needed	X	X	Install curb ramp; see shapefile for median improvement
Curb ramp does not land in crosswalk			
No 4' x 4' clear space at base of curb ramp			
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Flare cross slope is greater than 10%			
Curb ramp running slope is greater than 8.33%			
Blended transition running slope is greater than 5%			
Cut-thru ramp running slope is greater than 5%			
Curb ramp cross slope is greater than 2%			
Cut-thru ramp cross slope is greater than 2%			
Curb ramp width is less than 48"			
Cut-thru ramp width is less than 60"			
Permanent obstruction (>0.25') in curb ramp/landing/flares			
Temporary obstruction (>0.25') in curb ramp/landing/flares			
No textured surface at base of curb ramp			
No color contrast at base of curb ramp			
Landing area does not exist and is needed			
Landing area is less than 5' x 5' or slopes greater than 2%			
Curb ramp transition onto roadway is greater than 0.25"			
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%			
Ponding occurs at base of curb ramp			



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

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Kimley-Horn and Associates, Inc. Priority: 6
Project Description for Unsignalized Intersection

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : US Hwy 64 (East) **GPS ID:** 91586
Project Name: Intersection of US Hwy 64 (East) and driveway (Lat. 35.461; Long. -94.7811) **Division:** 1
City: Sallisaw

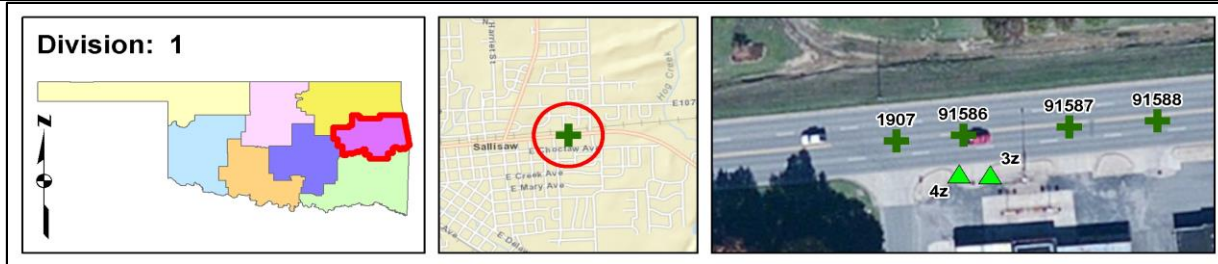
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Basis for Cost Projection

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- Final Design

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Project Location



Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition					
Path of travel running slope is greater than 5%					
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Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)		Recommendations
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Curb ramp cross slope is greater than 2%			
Cut-thru ramp cross slope is greater than 2%			
Curb ramp width is less than 48"			
Cut-thru ramp width is less than 60"			
Permanent obstruction (>0.25') in curb ramp/landing/flares			
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Ponding occurs at base of curb ramp			



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

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Kimley-Horn and Associates, Inc. Priority: 6
Project Description for Unsignalized Intersection

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : US Hwy 64 (East) **GPS ID:** 91587
Project Name: Intersection of US Hwy 64 (East) and driveway (Lat. 35.461; Long. -94.7808) **Division:** 1
City: Sallisaw

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
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Intersection Issues	Crosswalk				Recommendations
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Cut-thru ramp width is less than 60"			
Permanent obstruction (>0.25') in curb ramp/landing/flares			
Temporary obstruction (>0.25') in curb ramp/landing/flares			
No textured surface at base of curb ramp			
No color contrast at base of curb ramp			
Landing area does not exist and is needed			
Landing area is less than 5' x 5' or slopes greater than 2%			
Curb ramp transition onto roadway is greater than 0.25°			
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%			
Ponding occurs at base of curb ramp			



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Kimley-Horn and Associates, Inc. Priority: 6
Project Description for Unsignalized Intersection

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : US Hwy 64 (East) **GPS ID:** 91588
Project Name: Intersection of US Hwy 64 (East) and driveway (Lat. 35.461; Long. -94.7806) **Division:** 1
City: Sallisaw

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	21	SY	\$ 50.00	\$ 1,050.00
610(I)-4610	Tactile Warning Device - New	20	SF	\$ 25.00	\$ 500.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	0	LF	\$ 6.00	\$ -
---	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:	\$	1,550.00
Engineering: (% +/-)	15%	\$ 621.43
Contingency: (% +/-)	20%	\$ 828.57
Estimated Project Cost:	\$	3,000.00

Project Location



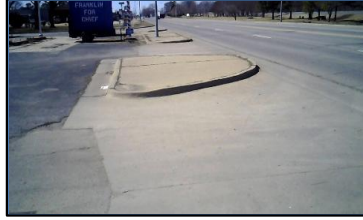
Field Observations

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

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)		Recommendations
	3z	4z	
Curb ramp does not exist and is needed	X	X	Install curb ramp; see shapefile for median improvement
Curb ramp does not land in crosswalk			
No 4' x 4' clear space at base of curb ramp			
Curb side is not 90° or has traversable adjacent surface			
Flare cross slope is greater than 10%			
Curb ramp running slope is greater than 8.33%			
Blended transition running slope is greater than 5%			
Cut-thru ramp running slope is greater than 5%			
Curb ramp cross slope is greater than 2%			
Cut-thru ramp cross slope is greater than 2%			
Curb ramp width is less than 48"			
Cut-thru ramp width is less than 60"			
Permanent obstruction (>0.25') in curb ramp/landing/flares			
Temporary obstruction (>0.25') in curb ramp/landing/flares			
No textured surface at base of curb ramp			
No color contrast at base of curb ramp			
Landing area does not exist and is needed			
Landing area is less than 5' x 5' or slopes greater than 2%			
Curb ramp transition onto roadway is greater than 0.25°			
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%			
Ponding occurs at base of curb ramp			



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

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

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : US Hwy 64 (East) **GPS ID:** 91589
Project Name: Intersection of US Hwy 64 (East) and driveway (Lat. 35.4611; Long. -94.7802) **Division:** 1
City: Sallisaw

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	21	SY	\$ 50.00	\$ 1,050.00
610(I)-4610	Tactile Warning Device - New	20	SF	\$ 25.00	\$ 500.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	0	LF	\$ 6.00	\$ -
---	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:	\$	1,550.00
Engineering: (% +/-)	15%	\$ 621.43
Contingency: (% +/-)	20%	\$ 828.57
Estimated Project Cost:	\$	3,000.00

Project Location



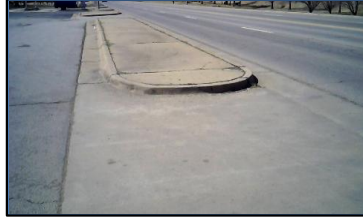
Field Observations

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

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)		Recommendations
	3z	4z	
Curb ramp does not exist and is needed	X	X	Install curb ramp; see shapefile for median improvement
Curb ramp does not land in crosswalk			
No 4' x 4' clear space at base of curb ramp			
Curb side is not 90° or has traversable adjacent surface			
Flare cross slope is greater than 10%			
Curb ramp running slope is greater than 8.33%			
Blended transition running slope is greater than 5%			
Cut-thru ramp running slope is greater than 5%			
Curb ramp cross slope is greater than 2%			
Cut-thru ramp cross slope is greater than 2%			
Curb ramp width is less than 48"			
Cut-thru ramp width is less than 60"			
Permanent obstruction (>0.25') in curb ramp/landing/flares			
Temporary obstruction (>0.25') in curb ramp/landing/flares			
No textured surface at base of curb ramp			
No color contrast at base of curb ramp			
Landing area does not exist and is needed			
Landing area is less than 5' x 5' or slopes greater than 2%			
Curb ramp transition onto roadway is greater than 0.25"			
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%			
Ponding occurs at base of curb ramp			



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

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

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : US Hwy 64 (East) **GPS ID:** 91590
Project Name: Intersection of US Hwy 64 (East) and driveway (Lat. 35.4611; Long. -94.7799) **Division:** 1
City: Sallisaw

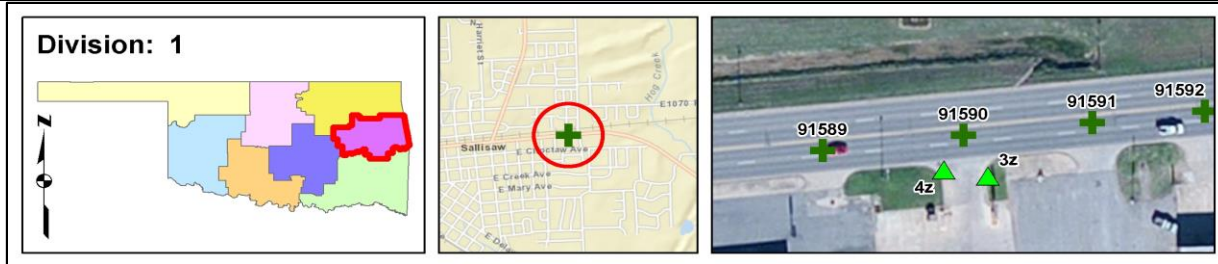
Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	21	SY	\$ 50.00	\$ 1,050.00
610(I)-4610	Tactile Warning Device - New	20	SF	\$ 25.00	\$ 500.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	0	LF	\$ 6.00	\$ -
---	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:	\$	1,550.00
Engineering: (% +/-)	15%	\$ 621.43
Contingency: (% +/-)	20%	\$ 828.57
Estimated Project Cost:	\$	3,000.00

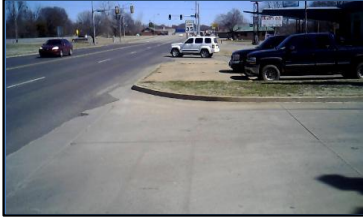
Project Location



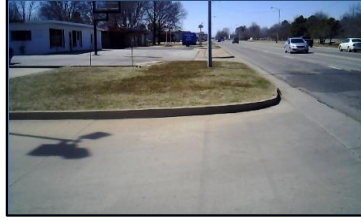
Field Observations

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

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)		Recommendations
	3z	4z	
Curb ramp does not exist and is needed	X	X	Install curb ramp; see shapefile for median improvement
Curb ramp does not land in crosswalk			
No 4' x 4' clear space at base of curb ramp			
Curb side is not 90° or has traversable adjacent surface			
Flare cross slope is greater than 10%			
Curb ramp running slope is greater than 8.33%			
Blended transition running slope is greater than 5%			
Cut-thru ramp running slope is greater than 5%			
Curb ramp cross slope is greater than 2%			
Cut-thru ramp cross slope is greater than 2%			
Curb ramp width is less than 48"			
Cut-thru ramp width is less than 60"			
Permanent obstruction (>0.25') in curb ramp/landing/flares			
Temporary obstruction (>0.25') in curb ramp/landing/flares			
No textured surface at base of curb ramp			
No color contrast at base of curb ramp			
Landing area does not exist and is needed			
Landing area is less than 5' x 5' or slopes greater than 2%			
Curb ramp transition onto roadway is greater than 0.25"			
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%			
Ponding occurs at base of curb ramp			



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

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

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : US Hwy 64 (East) **GPS ID:** 91591
Project Name: Intersection of US Hwy 64 (East) and driveway (Lat. 35.4611; Long. -94.7796) **Division:** 1
City: Sallisaw

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	21	SY	\$ 50.00	\$ 1,050.00
610(I)-4610	Tactile Warning Device - New	20	SF	\$ 25.00	\$ 500.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	0	LF	\$ 6.00	\$ -
---	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:	\$	1,550.00
Engineering: (% +/-)	15%	\$ 621.43
Contingency: (% +/-)	20%	\$ 828.57
Estimated Project Cost:	\$	3,000.00

Project Location



Field Observations

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

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)		Recommendations
	3z	4z	
Curb ramp does not exist and is needed	X	X	Install curb ramp; see shapefile for median improvement
Curb ramp does not land in crosswalk			
No 4' x 4' clear space at base of curb ramp			
Curb side is not 90° or has traversable adjacent surface			
Flare cross slope is greater than 10%			
Curb ramp running slope is greater than 8.33%			
Blended transition running slope is greater than 5%			
Cut-thru ramp running slope is greater than 5%			
Curb ramp cross slope is greater than 2%			
Cut-thru ramp cross slope is greater than 2%			
Curb ramp width is less than 48"			
Cut-thru ramp width is less than 60"			
Permanent obstruction (>0.25') in curb ramp/landing/flares			
Temporary obstruction (>0.25') in curb ramp/landing/flares			
No textured surface at base of curb ramp			
No color contrast at base of curb ramp			
Landing area does not exist and is needed			
Landing area is less than 5' x 5' or slopes greater than 2%			
Curb ramp transition onto roadway is greater than 0.25"			
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%			
Ponding occurs at base of curb ramp			



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

Opinion of Probable Construction Cost Disclaimer:

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

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : US Hwy 64 (East) **GPS ID:** 91592
Project Name: Intersection of US Hwy 64 (East) and driveway (Lat. 35.4611; Long. -94.7793) **Division:** 1
City: Sallisaw

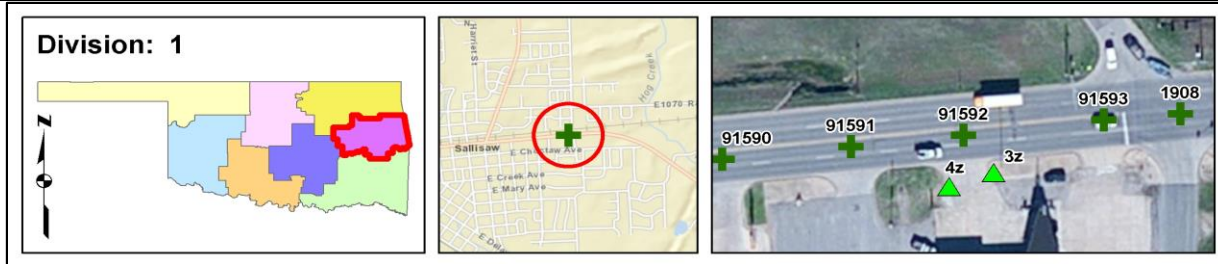
Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
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Basis for Cost Projection

- No Design Completed
- Preliminary Design
- Final Design

Subtotal:	\$	1,550.00
Engineering: (% +/-)	15%	\$ 621.43
Contingency: (% +/-)	20%	\$ 828.57
Estimated Project Cost:	\$	3,000.00

Project Location



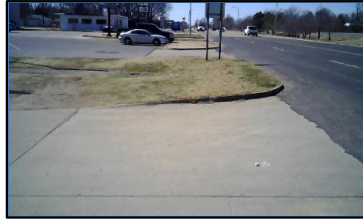
Field Observations

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

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Blended transition running slope is greater than 5%			
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Curb ramp cross slope is greater than 2%			
Cut-thru ramp cross slope is greater than 2%			
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Ponding occurs at base of curb ramp			



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

Opinion of Probable Construction Cost Disclaimer:

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

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : US Hwy 64 (East) **GPS ID:** 91593
Project Name: Intersection of US Hwy 64 (East) and driveway (Lat. 35.4611; Long. -94.779) **Division:** 1
City: Sallisaw

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	21	SY	\$ 50.00	\$ 1,050.00
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---	Fix Curb Ramp Transition	0	LS	\$ 2,000.00	\$ -
---	Median Nose Modification	0	LS	\$ 5,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Fix Curb Ramp Counter Slope	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

- No Design Completed
- Preliminary Design
- Final Design

Subtotal:	\$	1,550.00
Engineering: (% +/-)	15%	\$ 621.43
Contingency: (% +/-)	20%	\$ 828.57
Estimated Project Cost:	\$	3,000.00

Project Location



Field Observations

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

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)		Recommendations
	3z	4z	
Curb ramp does not exist and is needed	X	X	Install curb ramp; see shapefile for median improvement
Curb ramp does not land in crosswalk			
No 4' x 4' clear space at base of curb ramp			
Curb side is not 90° or has traversable adjacent surface			
Flare cross slope is greater than 10%			
Curb ramp running slope is greater than 8.33%			
Blended transition running slope is greater than 5%			
Cut-thru ramp running slope is greater than 5%			
Curb ramp cross slope is greater than 2%			
Cut-thru ramp cross slope is greater than 2%			
Curb ramp width is less than 48"			
Cut-thru ramp width is less than 60"			
Permanent obstruction (>0.25') in curb ramp/landing/flares			
Temporary obstruction (>0.25') in curb ramp/landing/flares			
No textured surface at base of curb ramp			
No color contrast at base of curb ramp			
Landing area does not exist and is needed			
Landing area is less than 5' x 5' or slopes greater than 2%			
Curb ramp transition onto roadway is greater than 0.25"			
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%			
Ponding occurs at base of curb ramp			



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

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

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : US Hwy 64 (East) **GPS ID:** 91594
Project Name: Intersection of US Hwy 64 (East) and driveway (Lat. 35.4612; Long. -94.7779) **Division:** 1
City: Sallisaw

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	21	SY	\$ 50.00	\$ 1,050.00
610(I)-4610	Tactile Warning Device - New	20	SF	\$ 25.00	\$ 500.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	0	LF	\$ 6.00	\$ -
---	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:	\$	1,550.00
Engineering: (% +/-)	15%	\$ 621.43
Contingency: (% +/-)	20%	\$ 828.57
Estimated Project Cost:	\$	3,000.00

Project Location



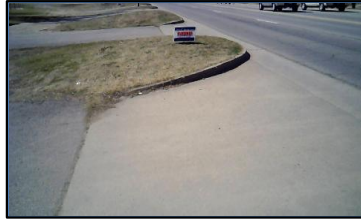
Field Observations

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

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)		Recommendations
	3z	4z	
Curb ramp does not exist and is needed	X	X	Install curb ramp; see shapefile for median improvement
Curb ramp does not land in crosswalk			
No 4' x 4' clear space at base of curb ramp			
Curb side is not 90° or has traversable adjacent surface			
Flare cross slope is greater than 10%			
Curb ramp running slope is greater than 8.33%			
Blended transition running slope is greater than 5%			
Cut-thru ramp running slope is greater than 5%			
Curb ramp cross slope is greater than 2%			
Cut-thru ramp cross slope is greater than 2%			
Curb ramp width is less than 48"			
Cut-thru ramp width is less than 60"			
Permanent obstruction (>0.25') in curb ramp/landing/flares			
Temporary obstruction (>0.25') in curb ramp/landing/flares			
No textured surface at base of curb ramp			
No color contrast at base of curb ramp			
Landing area does not exist and is needed			
Landing area is less than 5' x 5' or slopes greater than 2%			
Curb ramp transition onto roadway is greater than 0.25°			
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%			
Ponding occurs at base of curb ramp			



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

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

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : US Hwy 64 (East) **GPS ID:** 91595
Project Name: Intersection of US Hwy 64 (East) and driveway (Lat. 35.4612; Long. -94.7775) **Division:** 1
City: Sallisaw

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	21	SY	\$ 50.00	\$ 1,050.00
610(I)-4610	Tactile Warning Device - New	20	SF	\$ 25.00	\$ 500.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	0	LF	\$ 6.00	\$ -
---	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:	\$	1,550.00
Engineering: (% +/-)	15%	\$ 621.43
Contingency: (% +/-)	20%	\$ 828.57
Estimated Project Cost:	\$	3,000.00

Project Location



Field Observations

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

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)		Recommendations
	3z	4z	
Curb ramp does not exist and is needed	X	X	Install curb ramp; see shapefile for median improvement
Curb ramp does not land in crosswalk			
No 4' x 4' clear space at base of curb ramp			
Curb side is not 90° or has traversable adjacent surface			
Flare cross slope is greater than 10%			
Curb ramp running slope is greater than 8.33%			
Blended transition running slope is greater than 5%			
Cut-thru ramp running slope is greater than 5%			
Curb ramp cross slope is greater than 2%			
Cut-thru ramp cross slope is greater than 2%			
Curb ramp width is less than 48"			
Cut-thru ramp width is less than 60"			
Permanent obstruction (>0.25') in curb ramp/landing/flares			
Temporary obstruction (>0.25') in curb ramp/landing/flares			
No textured surface at base of curb ramp			
No color contrast at base of curb ramp			
Landing area does not exist and is needed			
Landing area is less than 5' x 5' or slopes greater than 2%			
Curb ramp transition onto roadway is greater than 0.25°			
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%			
Ponding occurs at base of curb ramp			



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

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

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : US Hwy 64 (East) **GPS ID:** 91596
Project Name: Intersection of US Hwy 64 (East) and driveway (Lat. 35.4612; Long. -94.7771) **Division:** 1
City: Sallisaw

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	21	SY	\$ 50.00	\$ 1,050.00
610(I)-4610	Tactile Warning Device - New	20	SF	\$ 25.00	\$ 500.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	0	LF	\$ 6.00	\$ -
---	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:	\$	1,550.00
Engineering: (% +/-)	15%	\$ 621.43
Contingency: (% +/-)	20%	\$ 828.57
Estimated Project Cost:	\$	3,000.00

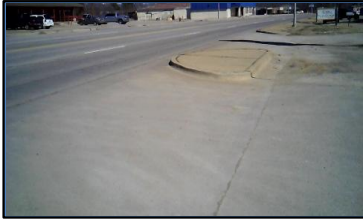
Project Location



Field Observations

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

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)		Recommendations
	3z	4z	
Curb ramp does not exist and is needed	X	X	Install curb ramp; see shapefile for median improvement
Curb ramp does not land in crosswalk			
No 4' x 4' clear space at base of curb ramp			
Curb side is not 90° or has traversable adjacent surface			
Flare cross slope is greater than 10%			
Curb ramp running slope is greater than 8.33%			
Blended transition running slope is greater than 5%			
Cut-thru ramp running slope is greater than 5%			
Curb ramp cross slope is greater than 2%			
Cut-thru ramp cross slope is greater than 2%			
Curb ramp width is less than 48"			
Cut-thru ramp width is less than 60"			
Permanent obstruction (>0.25') in curb ramp/landing/flares			
Temporary obstruction (>0.25') in curb ramp/landing/flares			
No textured surface at base of curb ramp			
No color contrast at base of curb ramp			
Landing area does not exist and is needed			
Landing area is less than 5' x 5' or slopes greater than 2%			
Curb ramp transition onto roadway is greater than 0.25"			
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%			
Ponding occurs at base of curb ramp			



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

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

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : US Hwy 64 (East) **GPS ID:** 91597
Project Name: Intersection of US Hwy 64 (East) and driveway (Lat. 35.4612; Long. -94.7769) **Division:** 1
City: Sallisaw

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	41	SY	\$ 50.00	\$ 2,050.00
610(I)-4610	Tactile Warning Device - New	40	SF	\$ 25.00	\$ 1,000.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	0	LF	\$ 6.00	\$ -
---	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:	\$	3,050.00
Engineering: (% +/-)	15%	\$ 835.71
Contingency: (% +/-)	20%	\$ 1,114.29
Estimated Project Cost:	\$	5,000.00

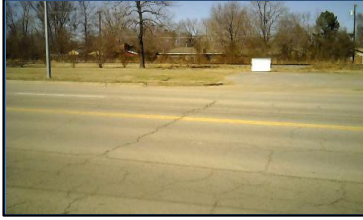
Project Location



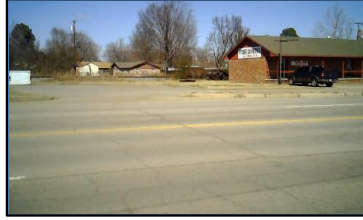
Field Observations

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

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1z	2z	3z	4z	
Curb ramp does not exist and is needed	X	X	X	X	Install curb ramp; see shapefile for median improvement
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curb side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%					
Curb ramp running slope is greater than 8.33%					
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%					
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"					
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25') in curb ramp/landing/flares					
Temporary obstruction (>0.25') in curb ramp/landing/flares					
No textured surface at base of curb ramp					
No color contrast at base of curb ramp					
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%					
Curb ramp transition onto roadway is greater than 0.25"					
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
Ponding occurs at base of curb ramp					



Corner 1 No Ramp (1z)



Corner 2 No Ramp (2z)



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

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

Client: Oklahoma Department of Transportation Date: 7/28/16
 Program: ADA Self-Evaluation and Transition Plan Prepared By: CMP
 KHA No.: 051279001 Checked By: EPE

Corridor : US Hwy 64 (East) GPS ID: 91598
 Project Name: Intersection of US Hwy 64 (East) and driveway (Lat. 35.4612; Long. -94.7766) Division: 1
 City: Sallisaw

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	21	SY	\$ 50.00	\$ 1,050.00
610(I)-4610	Tactile Warning Device - New	20	SF	\$ 25.00	\$ 500.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	0	LF	\$ 6.00	\$ -
---	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:	\$	1,550.00
Engineering: (% +/-)	15%	\$ 621.43
Contingency: (% +/-)	20%	\$ 828.57
Estimated Project Cost:	\$	3,000.00

Project Location



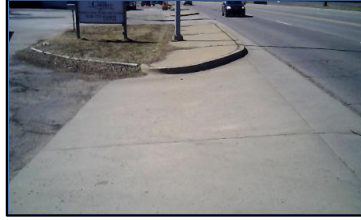
Field Observations

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

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)		Recommendations
	3z	4z	
Curb ramp does not exist and is needed	X	X	Install curb ramp; see shapefile for median improvement
Curb ramp does not land in crosswalk			
No 4' x 4' clear space at base of curb ramp			
Curb side is not 90° or has traversable adjacent surface			
Flare cross slope is greater than 10%			
Curb ramp running slope is greater than 8.33%			
Blended transition running slope is greater than 5%			
Cut-thru ramp running slope is greater than 5%			
Curb ramp cross slope is greater than 2%			
Cut-thru ramp cross slope is greater than 2%			
Curb ramp width is less than 48"			
Cut-thru ramp width is less than 60"			
Permanent obstruction (>0.25') in curb ramp/landing/flares			
Temporary obstruction (>0.25') in curb ramp/landing/flares			
No textured surface at base of curb ramp			
No color contrast at base of curb ramp			
Landing area does not exist and is needed			
Landing area is less than 5' x 5' or slopes greater than 2%			
Curb ramp transition onto roadway is greater than 0.25"			
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%			
Ponding occurs at base of curb ramp			



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

Opinion of Probable Construction Cost Disclaimer:

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

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : US Hwy 64 (East) **GPS ID:** 91599
Project Name: Intersection of US Hwy 64 (East) and driveway (Lat. 35.4612; Long. -94.7763) **Division:** 1
City: Sallisaw

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	41	SY	\$ 50.00	\$ 2,050.00
610(I)-4610	Tactile Warning Device - New	40	SF	\$ 25.00	\$ 1,000.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	0	LF	\$ 6.00	\$ -
---	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:	\$	3,050.00
Engineering: (% +/-)	15%	\$ 835.71
Contingency: (% +/-)	20%	\$ 1,114.29
Estimated Project Cost:	\$	5,000.00

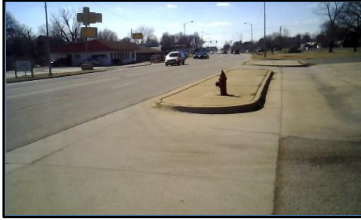
Project Location



Field Observations

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

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1z	2z	3z	4z	
Curb ramp does not exist and is needed	X	X	X	X	Install curb ramp; see shapefile for median improvement
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curb side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%					
Curb ramp running slope is greater than 8.33%					
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%					
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"					
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25') in curb ramp/landing/flares					
Temporary obstruction (>0.25') in curb ramp/landing/flares					
No textured surface at base of curb ramp					
No color contrast at base of curb ramp					
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%					
Curb ramp transition onto roadway is greater than 0.25"					
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
Ponding occurs at base of curb ramp					



Corner 1 No Ramp (1z)



Corner 2 No Ramp (2z)



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

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

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : US Hwy 64 (East) **GPS ID:** 91600
Project Name: Intersection of US Hwy 64 (East) and driveway (Lat. 35.4611; Long. -94.7759) **Division:** 1
City: Sallisaw

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	21	SY	\$ 50.00	\$ 1,050.00
610(I)-4610	Tactile Warning Device - New	20	SF	\$ 25.00	\$ 500.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	0	LF	\$ 6.00	\$ -
---	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:	\$	1,550.00
Engineering: (% +/-)	15%	\$ 621.43
Contingency: (% +/-)	20%	\$ 828.57
Estimated Project Cost:	\$	3,000.00

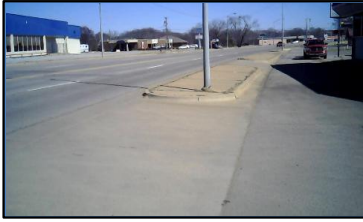
Project Location



Field Observations

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

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)		Recommendations
	3z	4z	
Curb ramp does not exist and is needed	X	X	Install curb ramp; see shapefile for median improvement
Curb ramp does not land in crosswalk			
No 4' x 4' clear space at base of curb ramp			
Curb side is not 90° or has traversable adjacent surface			
Flare cross slope is greater than 10%			
Curb ramp running slope is greater than 8.33%			
Blended transition running slope is greater than 5%			
Cut-thru ramp running slope is greater than 5%			
Curb ramp cross slope is greater than 2%			
Cut-thru ramp cross slope is greater than 2%			
Curb ramp width is less than 48"			
Cut-thru ramp width is less than 60"			
Permanent obstruction (>0.25') in curb ramp/landing/flares			
Temporary obstruction (>0.25') in curb ramp/landing/flares			
No textured surface at base of curb ramp			
No color contrast at base of curb ramp			
Landing area does not exist and is needed			
Landing area is less than 5' x 5' or slopes greater than 2%			
Curb ramp transition onto roadway is greater than 0.25°			
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%			
Ponding occurs at base of curb ramp			



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

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

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : US Hwy 64 (East) **GPS ID:** 91601
Project Name: Intersection of US Hwy 64 (East) and driveway (Lat. 35.4611; Long. -94.7756) **Division:** 1
City: Sallisaw

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	21	SY	\$ 50.00	\$ 1,050.00
610(I)-4610	Tactile Warning Device - New	20	SF	\$ 25.00	\$ 500.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	0	LF	\$ 6.00	\$ -
---	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:	\$	1,550.00
Engineering: (% +/-)	15%	\$ 621.43
Contingency: (% +/-)	20%	\$ 828.57
Estimated Project Cost:	\$	3,000.00

Project Location



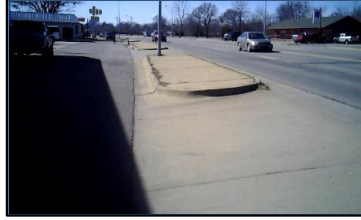
Field Observations

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

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)		Recommendations
	3z	4z	
Curb ramp does not exist and is needed	X	X	Install curb ramp; see shapefile for median improvement
Curb ramp does not land in crosswalk			
No 4' x 4' clear space at base of curb ramp			
Curb side is not 90° or has traversable adjacent surface			
Flare cross slope is greater than 10%			
Curb ramp running slope is greater than 8.33%			
Blended transition running slope is greater than 5%			
Cut-thru ramp running slope is greater than 5%			
Curb ramp cross slope is greater than 2%			
Cut-thru ramp cross slope is greater than 2%			
Curb ramp width is less than 48"			
Cut-thru ramp width is less than 60"			
Permanent obstruction (>0.25') in curb ramp/landing/flares			
Temporary obstruction (>0.25') in curb ramp/landing/flares			
No textured surface at base of curb ramp			
No color contrast at base of curb ramp			
Landing area does not exist and is needed			
Landing area is less than 5' x 5' or slopes greater than 2%			
Curb ramp transition onto roadway is greater than 0.25"			
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%			
Ponding occurs at base of curb ramp			



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

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

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : US Hwy 64 (East) **GPS ID:** 91602
Project Name: Intersection of US Hwy 64 (East) and driveway (Lat. 35.461; Long. -94.7752) **Division:** 1
City: Sallisaw

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	41	SY	\$ 50.00	\$ 2,050.00
610(I)-4610	Tactile Warning Device - New	40	SF	\$ 25.00	\$ 1,000.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	0	LF	\$ 6.00	\$ -
---	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:	\$	3,050.00
Engineering: (% +/-)	15%	\$ 835.71
Contingency: (% +/-)	20%	\$ 1,114.29
Estimated Project Cost:	\$	5,000.00

Project Location



Field Observations

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

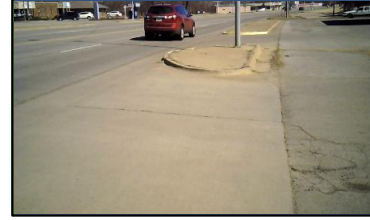
Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1z	2z	3z	4z	
Curb ramp does not exist and is needed	X	X	X	X	Install curb ramp; see shapefile for median improvement
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curb side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%					
Curb ramp running slope is greater than 8.33%					
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%					
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"					
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25') in curb ramp/landing/flares					
Temporary obstruction (>0.25') in curb ramp/landing/flares					
No textured surface at base of curb ramp					
No color contrast at base of curb ramp					
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%					
Curb ramp transition onto roadway is greater than 0.25"					
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
Ponding occurs at base of curb ramp					



Corner 1 No Ramp (1z)



Corner 2 No Ramp (2z)



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

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

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : US Hwy 64 (East) **GPS ID:** 91603
Project Name: Intersection of US Hwy 64 (East) and driveway (Lat. 35.461; Long. -94.775) **Division:** 1
City: Sallisaw

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	41	SY	\$ 50.00	\$ 2,050.00
610(I)-4610	Tactile Warning Device - New	40	SF	\$ 25.00	\$ 1,000.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	0	LF	\$ 6.00	\$ -
---	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:	\$	3,050.00
Engineering: (% +/-)	15%	\$ 835.71
Contingency: (% +/-)	20%	\$ 1,114.29
Estimated Project Cost:	\$	5,000.00

Project Location



Field Observations

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

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1z	2z	3z	4z	
Curb ramp does not exist and is needed	X	X	X	X	Install curb ramp; see shapefile for median improvement
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curb side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%					
Curb ramp running slope is greater than 8.33%					
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%					
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"					
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25') in curb ramp/landing/flares					
Temporary obstruction (>0.25') in curb ramp/landing/flares					
No textured surface at base of curb ramp					
No color contrast at base of curb ramp					
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%					
Curb ramp transition onto roadway is greater than 0.25"					
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
Ponding occurs at base of curb ramp					



Corner 1 No Ramp (1z)



Corner 2 No Ramp (2z)



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

Opinion of Probable Construction Cost Disclaimer:

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

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : US Hwy 64 (East) **GPS ID:** 91604
Project Name: Intersection of US Hwy 64 (East) and driveway (Lat. 35.4609; Long. -94.7745) **Division:** 1
City: Sallisaw

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	31	SY	\$ 50.00	\$ 1,550.00
610(I)-4610	Tactile Warning Device - New	30	SF	\$ 25.00	\$ 750.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
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---	Repave Roadway	0	LS	\$ 5,000.00	\$ -
---	Fix Ponding	0	LS	\$ 2,000.00	\$ -
---	Fix Curb Ramp Transition	0	LS	\$ 2,000.00	\$ -
---	Median Nose Modification	0	LS	\$ 5,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Fix Curb Ramp Counter Slope	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

- No Design Completed
- Preliminary Design
- Final Design

Subtotal:	\$	2,300.00
Engineering: (% +/-)	15%	\$ 728.57
Contingency: (% +/-)	20%	\$ 971.43
Estimated Project Cost:	\$	4,000.00

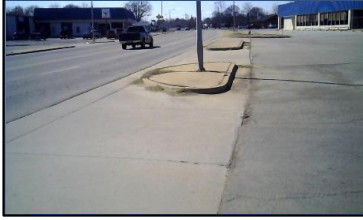
Project Location



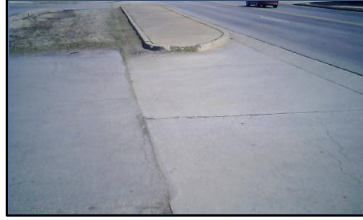
Field Observations

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

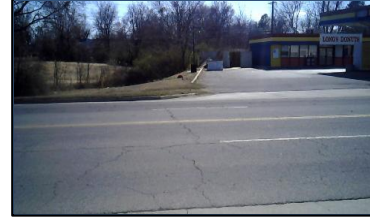
Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1z	2z	3z	4z	
Curb ramp does not exist and is needed	X	X		X	Install curb ramp; see shapefile for median improvement
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curb side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%					
Curb ramp running slope is greater than 8.33%					
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%					
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"					
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25') in curb ramp/landing/flares					
Temporary obstruction (>0.25') in curb ramp/landing/flares					
No textured surface at base of curb ramp					
No color contrast at base of curb ramp					
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%					
Curb ramp transition onto roadway is greater than 0.25"					
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
Ponding occurs at base of curb ramp					



Corner 1 No Ramp (1z)



Corner 2 No Ramp (2z)



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

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

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : US Hwy 64 (East) **GPS ID:** 91605
Project Name: Intersection of US Hwy 64 (East) and driveway (Lat. 35.4609; Long. -94.7747) **Division:** 1
City: Sallisaw

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	21	SY	\$ 50.00	\$ 1,050.00
610(I)-4610	Tactile Warning Device - New	20	SF	\$ 25.00	\$ 500.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	0	LF	\$ 6.00	\$ -
---	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:	\$	1,550.00
Engineering: (% +/-)	15%	\$ 621.43
Contingency: (% +/-)	20%	\$ 828.57
Estimated Project Cost:	\$	3,000.00

Project Location



Field Observations

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

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)		Recommendations
	1z	2z	
Curb ramp does not exist and is needed	X	X	Install curb ramp; see shapefile for median improvement
Curb ramp does not land in crosswalk			
No 4' x 4' clear space at base of curb ramp			
Curb side is not 90° or has traversable adjacent surface			
Flare cross slope is greater than 10%			
Curb ramp running slope is greater than 8.33%			
Blended transition running slope is greater than 5%			
Cut-thru ramp running slope is greater than 5%			
Curb ramp cross slope is greater than 2%			
Cut-thru ramp cross slope is greater than 2%			
Curb ramp width is less than 48"			
Cut-thru ramp width is less than 60"			
Permanent obstruction (>0.25') in curb ramp/landing/flares			
Temporary obstruction (>0.25') in curb ramp/landing/flares			
No textured surface at base of curb ramp			
No color contrast at base of curb ramp			
Landing area does not exist and is needed			
Landing area is less than 5' x 5' or slopes greater than 2%			
Curb ramp transition onto roadway is greater than 0.25"			
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%			
Ponding occurs at base of curb ramp			



Corner 1 No Ramp (1z)



Corner 2 No Ramp (2z)

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

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

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : US Hwy 64 (East) **GPS ID:** 91606
Project Name: Intersection of US Hwy 64 (East) and driveway (Lat. 35.4611; Long. -94.7757) **Division:** 1
City: Sallisaw

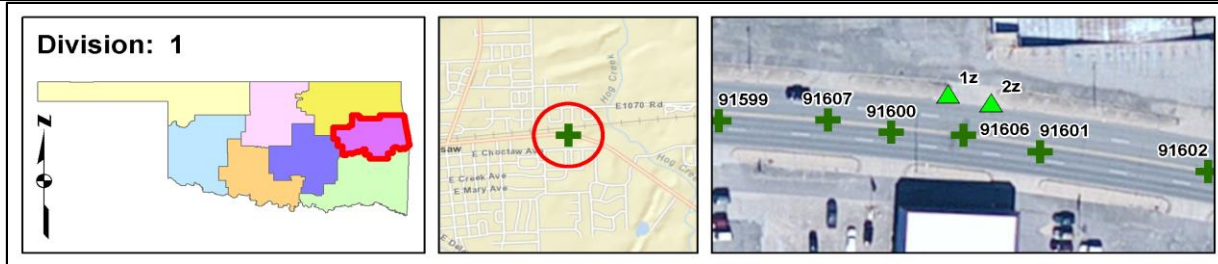
Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	21	SY	\$ 50.00	\$ 1,050.00
610(I)-4610	Tactile Warning Device - New	20	SF	\$ 25.00	\$ 500.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	0	LF	\$ 6.00	\$ -
---	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:	\$	1,550.00
Engineering: (% +/-)	15%	\$ 621.43
Contingency: (% +/-)	20%	\$ 828.57
Estimated Project Cost:	\$	3,000.00

Project Location



Field Observations

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

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)		Recommendations
	1z	2z	
Curb ramp does not exist and is needed	X	X	Install curb ramp; see shapefile for median improvement
Curb ramp does not land in crosswalk			
No 4' x 4' clear space at base of curb ramp			
Curb side is not 90° or has traversable adjacent surface			
Flare cross slope is greater than 10%			
Curb ramp running slope is greater than 8.33%			
Blended transition running slope is greater than 5%			
Cut-thru ramp running slope is greater than 5%			
Curb ramp cross slope is greater than 2%			
Cut-thru ramp cross slope is greater than 2%			
Curb ramp width is less than 48"			
Cut-thru ramp width is less than 60"			
Permanent obstruction (>0.25') in curb ramp/landing/flares			
Temporary obstruction (>0.25') in curb ramp/landing/flares			
No textured surface at base of curb ramp			
No color contrast at base of curb ramp			
Landing area does not exist and is needed			
Landing area is less than 5' x 5' or slopes greater than 2%			
Curb ramp transition onto roadway is greater than 0.25"			
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%			
Ponding occurs at base of curb ramp			



Corner 1 No Ramp (1z)



Corner 2 No Ramp (2z)

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

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

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : US Hwy 64 (East) **GPS ID:** 91607
Project Name: Intersection of US Hwy 64 (East) and driveway (Lat. 35.4612; Long. -94.7761) **Division:** 1
City: Sallisaw

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	21	SY	\$ 50.00	\$ 1,050.00
610(I)-4610	Tactile Warning Device - New	20	SF	\$ 25.00	\$ 500.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	0	LF	\$ 6.00	\$ -
---	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:	\$	1,550.00
Engineering: (% +/-)	15%	\$ 621.43
Contingency: (% +/-)	20%	\$ 828.57
Estimated Project Cost:	\$	3,000.00

Project Location



Field Observations

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

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)		Recommendations
	1z	2z	
Curb ramp does not exist and is needed	X	X	Install curb ramp; see shapefile for median improvement
Curb ramp does not land in crosswalk			
No 4' x 4' clear space at base of curb ramp			
Curb side is not 90° or has traversable adjacent surface			
Flare cross slope is greater than 10%			
Curb ramp running slope is greater than 8.33%			
Blended transition running slope is greater than 5%			
Cut-thru ramp running slope is greater than 5%			
Curb ramp cross slope is greater than 2%			
Cut-thru ramp cross slope is greater than 2%			
Curb ramp width is less than 48"			
Cut-thru ramp width is less than 60"			
Permanent obstruction (>0.25') in curb ramp/landing/flares			
Temporary obstruction (>0.25') in curb ramp/landing/flares			
No textured surface at base of curb ramp			
No color contrast at base of curb ramp			
Landing area does not exist and is needed			
Landing area is less than 5' x 5' or slopes greater than 2%			
Curb ramp transition onto roadway is greater than 0.25°			
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%			
Ponding occurs at base of curb ramp			



Corner 1 No Ramp (1z)



Corner 2 No Ramp (2z)

Opinion of Probable Construction Cost Disclaimer:

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

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : US Hwy 64 (East) **GPS ID:** 91608
Project Name: Intersection of US Hwy 64 (East) and driveway (Lat. 35.4612; Long. -94.7767) **Division:** 1
City: Sallisaw

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	21	SY	\$ 50.00	\$ 1,050.00
610(I)-4610	Tactile Warning Device - New	20	SF	\$ 25.00	\$ 500.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	0	LF	\$ 6.00	\$ -
---	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:	\$	1,550.00
Engineering: (% +/-)	15%	\$ 621.43
Contingency: (% +/-)	20%	\$ 828.57
Estimated Project Cost:	\$	3,000.00

Project Location



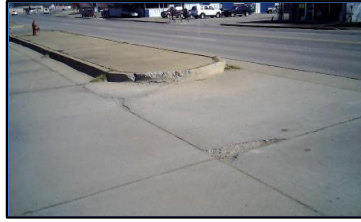
Field Observations

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

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)		Recommendations
	1z	2z	
Curb ramp does not exist and is needed	X	X	Install curb ramp; see shapefile for median improvement
Curb ramp does not land in crosswalk			
No 4' x 4' clear space at base of curb ramp			
Curb side is not 90° or has traversable adjacent surface			
Flare cross slope is greater than 10%			
Curb ramp running slope is greater than 8.33%			
Blended transition running slope is greater than 5%			
Cut-thru ramp running slope is greater than 5%			
Curb ramp cross slope is greater than 2%			
Cut-thru ramp cross slope is greater than 2%			
Curb ramp width is less than 48"			
Cut-thru ramp width is less than 60"			
Permanent obstruction (>0.25') in curb ramp/landing/flares			
Temporary obstruction (>0.25') in curb ramp/landing/flares			
No textured surface at base of curb ramp			
No color contrast at base of curb ramp			
Landing area does not exist and is needed			
Landing area is less than 5' x 5' or slopes greater than 2%			
Curb ramp transition onto roadway is greater than 0.25°			
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%			
Ponding occurs at base of curb ramp			



Corner 1 No Ramp (1z)



Corner 2 No Ramp (2z)

Opinion of Probable Construction Cost Disclaimer:

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

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : US Hwy 64 (East) **GPS ID:** 91609
Project Name: Intersection of US Hwy 64 (East) and driveway (Lat. 35.4538; Long. -94.7629) **Division:** 1
City: Sallisaw

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	21	SY	\$ 50.00	\$ 1,050.00
610(I)-4610	Tactile Warning Device - New	20	SF	\$ 25.00	\$ 500.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	0	LF	\$ 6.00	\$ -
---	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:	\$	1,550.00
Engineering: (% +/-)	15%	\$ 621.43
Contingency: (% +/-)	20%	\$ 828.57
Estimated Project Cost:	\$	3,000.00

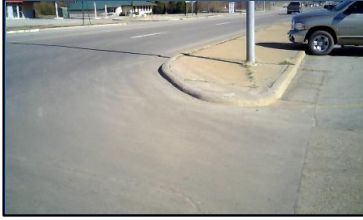
Project Location



Field Observations

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

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)		Recommendations
	3z	4z	
Curb ramp does not exist and is needed	X	X	Install curb ramp; see shapefile for median improvement
Curb ramp does not land in crosswalk			
No 4' x 4' clear space at base of curb ramp			
Curb side is not 90° or has traversable adjacent surface			
Flare cross slope is greater than 10%			
Curb ramp running slope is greater than 8.33%			
Blended transition running slope is greater than 5%			
Cut-thru ramp running slope is greater than 5%			
Curb ramp cross slope is greater than 2%			
Cut-thru ramp cross slope is greater than 2%			
Curb ramp width is less than 48"			
Cut-thru ramp width is less than 60"			
Permanent obstruction (>0.25') in curb ramp/landing/flares			
Temporary obstruction (>0.25') in curb ramp/landing/flares			
No textured surface at base of curb ramp			
No color contrast at base of curb ramp			
Landing area does not exist and is needed			
Landing area is less than 5' x 5' or slopes greater than 2%			
Curb ramp transition onto roadway is greater than 0.25"			
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%			
Ponding occurs at base of curb ramp			



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

Opinion of Probable Construction Cost Disclaimer:

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

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : US Hwy 64 (East) **GPS ID:** 91610
Project Name: Intersection of US Hwy 64 (East) and driveway (Lat. 35.4535; Long. -94.7624) **Division:** 1
City: Sallisaw

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	21	SY	\$ 50.00	\$ 1,050.00
610(I)-4610	Tactile Warning Device - New	20	SF	\$ 25.00	\$ 500.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
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---	Repave Roadway	0	LS	\$ 5,000.00	\$ -
---	Fix Ponding	0	LS	\$ 2,000.00	\$ -
---	Fix Curb Ramp Transition	0	LS	\$ 2,000.00	\$ -
---	Median Nose Modification	0	LS	\$ 5,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Fix Curb Ramp Counter Slope	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

- No Design Completed
- Preliminary Design
- Final Design

Subtotal:	\$	1,550.00
Engineering: (% +/-)	15%	\$ 621.43
Contingency: (% +/-)	20%	\$ 828.57
Estimated Project Cost:	\$	3,000.00

Project Location



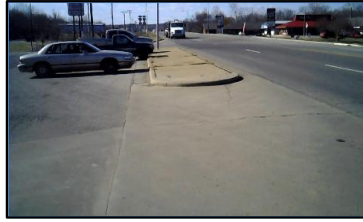
Field Observations

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

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)		Recommendations
	3z	4z	
Curb ramp does not exist and is needed	X	X	Install curb ramp; see shapefile for median improvement
Curb ramp does not land in crosswalk			
No 4' x 4' clear space at base of curb ramp			
Curb side is not 90° or has traversable adjacent surface			
Flare cross slope is greater than 10%			
Curb ramp running slope is greater than 8.33%			
Blended transition running slope is greater than 5%			
Cut-thru ramp running slope is greater than 5%			
Curb ramp cross slope is greater than 2%			
Cut-thru ramp cross slope is greater than 2%			
Curb ramp width is less than 48"			
Cut-thru ramp width is less than 60"			
Permanent obstruction (>0.25') in curb ramp/landing/flares			
Temporary obstruction (>0.25') in curb ramp/landing/flares			
No textured surface at base of curb ramp			
No color contrast at base of curb ramp			
Landing area does not exist and is needed			
Landing area is less than 5' x 5' or slopes greater than 2%			
Curb ramp transition onto roadway is greater than 0.25"			
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%			
Ponding occurs at base of curb ramp			



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Client: Oklahoma Department of Transportation Date: 7/28/16
 Program: ADA Self-Evaluation and Transition Plan Prepared By: CMP
 KHA No.: 051279001 Checked By: EPE

Corridor : State Hwy 64B GPS ID: 91611
 Project Name: Midblock crossing 135' south of 2nd St SE on State Hwy 64B Division: 1
 City: Muldrow

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	0	SY	\$ 50.00	\$ -
610(I)-4610	Tactile Warning Device - New	0	SF	\$ 25.00	\$ -
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	0	LF	\$ 6.00	\$ -
---	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:	\$	-
Engineering: (% +/-)	15%	\$ -
Contingency: (% +/-)	20%	\$ -
Estimated Project Cost:	\$	-

Project Location

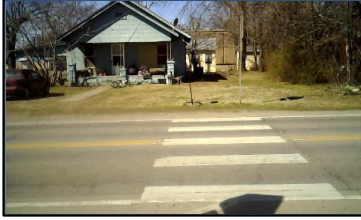


Field Observations

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

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1z	2z	3z	4z	
Curb ramp does not exist and is needed					
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curb side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%					
Curb ramp running slope is greater than 8.33%					
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%					
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"					
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25') in curb ramp/landing/flares					
Temporary obstruction (>0.25') in curb ramp/landing/flares					
No textured surface at base of curb ramp					
No color contrast at base of curb ramp					
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%					
Curb ramp transition onto roadway is greater than 0.25"					
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
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.



Corner 1 No Ramp (1z)



Corner 2 No Ramp (2z)

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

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

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : State Hwy 64B **GPS ID:** 91612
Project Name: Intersection of State Hwy 64B and driveway (Lat. 35.4077; Long. -94.599) **Division:** 1
City: Muldrow

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	21	SY	\$ 50.00	\$ 1,050.00
610(I)-4610	Tactile Warning Device - New	20	SF	\$ 25.00	\$ 500.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	0	LF	\$ 6.00	\$ -
---	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:	\$	1,550.00
Engineering: (% +/-)	15%	\$ 621.43
Contingency: (% +/-)	20%	\$ 828.57
Estimated Project Cost:	\$	3,000.00

Project Location



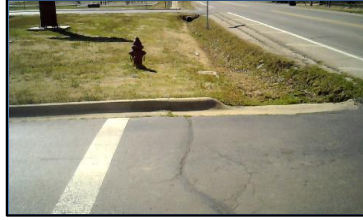
Field Observations

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

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)		Recommendations
	2z	3z	
Curb ramp does not exist and is needed	X	X	Install curb ramp; see shapefile for median improvement
Curb ramp does not land in crosswalk			
No 4' x 4' clear space at base of curb ramp			
Curb side is not 90° or has traversable adjacent surface			
Flare cross slope is greater than 10%			
Curb ramp running slope is greater than 8.33%			
Blended transition running slope is greater than 5%			
Cut-thru ramp running slope is greater than 5%			
Curb ramp cross slope is greater than 2%			
Cut-thru ramp cross slope is greater than 2%			
Curb ramp width is less than 48"			
Cut-thru ramp width is less than 60"			
Permanent obstruction (>0.25') in curb ramp/landing/flares			
Temporary obstruction (>0.25') in curb ramp/landing/flares			
No textured surface at base of curb ramp			
No color contrast at base of curb ramp			
Landing area does not exist and is needed			
Landing area is less than 5' x 5' or slopes greater than 2%			
Curb ramp transition onto roadway is greater than 0.25"			
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%			
Ponding occurs at base of curb ramp			



Corner 2 No Ramp (2z)



Corner 3 No Ramp (3z)

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

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

Client: Oklahoma Department of Transportation Date: 7/28/16
 Program: ADA Self-Evaluation and Transition Plan Prepared By: CMP
 KHA No.: 051279001 Checked By: EPE

Corridor : State Hwy 64B GPS ID: 91613
 Project Name: Intersection of State Hwy 64B and driveway (Lat. 35.4073; Long. -94.5989) Division: 1
 City: Muldrow

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	21	SY	\$ 50.00	\$ 1,050.00
610(I)-4610	Tactile Warning Device - New	20	SF	\$ 25.00	\$ 500.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	0	LF	\$ 6.00	\$ -
---	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:	\$	1,550.00
Engineering: (% +/-)	15%	\$ 621.43
Contingency: (% +/-)	20%	\$ 828.57
Estimated Project Cost:	\$	3,000.00

Project Location



Field Observations

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

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)		Recommendations
	2z	3z	
Curb ramp does not exist and is needed	X	X	Install curb ramp; see shapefile for median improvement
Curb ramp does not land in crosswalk			
No 4' x 4' clear space at base of curb ramp			
Curb side is not 90° or has traversable adjacent surface			
Flare cross slope is greater than 10%			
Curb ramp running slope is greater than 8.33%			
Blended transition running slope is greater than 5%			
Cut-thru ramp running slope is greater than 5%			
Curb ramp cross slope is greater than 2%			
Cut-thru ramp cross slope is greater than 2%			
Curb ramp width is less than 48"			
Cut-thru ramp width is less than 60"			
Permanent obstruction (>0.25') in curb ramp/landing/flares			
Temporary obstruction (>0.25') in curb ramp/landing/flares			
No textured surface at base of curb ramp			
No color contrast at base of curb ramp			
Landing area does not exist and is needed			
Landing area is less than 5' x 5' or slopes greater than 2%			
Curb ramp transition onto roadway is greater than 0.25"			
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%			
Ponding occurs at base of curb ramp			



Corner 2 No Ramp (2z)



Corner 3 No Ramp (3z)

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Kimley-Horn and Associates, Inc. Priority: 13
Project Description for Unsignalized Intersection

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : State Hwy 51 / US Hwy 62 (East-West Segment) **GPS ID:** 91614
Intersection Name: Intersection of State Hwy 51 and Harris Circle West **Division:** 1
City: Tahlequah

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	0	SY	\$ 50.00	\$ -
610(I)-4610	Tactile Warning Device - New	0	SF	\$ 25.00	\$ -
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	42	LF	\$ 6.00	\$ 252.00
---	Repave Roadway	1	LS	\$ 5,000.00	\$ 5,000.00
---	Fix Ponding	0	LS	\$ 2,000.00	\$ -
---	Fix Curb Ramp Transition	0	LS	\$ 2,000.00	\$ -
---	Median Nose Modification	0	LS	\$ 5,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Fix Curb Ramp Counter Slope	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

- No Design Completed
- Preliminary Design
- Final Design

Subtotal:	\$	5,252.00
Engineering: (% +/-)	15%	1,177.71
Contingency: (% +/-)	20%	1,570.29
Estimated Project Cost:	\$	8,000.00

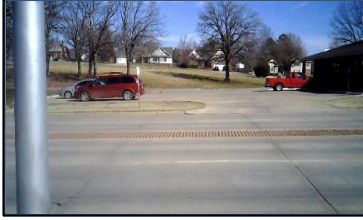
Project Location



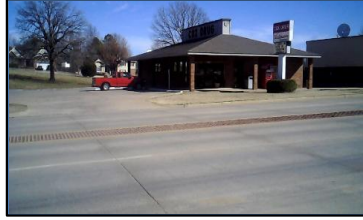
Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	N/A	N/A	Good	N/A	
Path of travel running slope is greater than 5%	N/A	N/A		N/A	
Path of travel cross slope is greater than 2% for stop control approaches		N/A	X	N/A	Repave roadway and install crosswalk pavement markings
Path of travel cross slope is greater than 5% for free-flow approaches	N/A	N/A	N/A	N/A	
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	Install crosswalk pavement markings
Crosswalk striping condition	N/A	N/A	None	N/A	

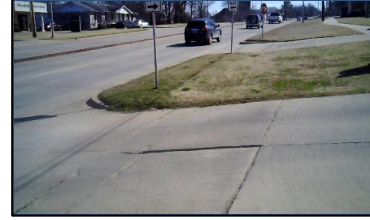
Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1z	2z	3z	4z	
Curb ramp does not exist and is needed					
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curb side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%					
Curb ramp running slope is greater than 8.33%					
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%					
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"					
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25') in curb ramp/landing/flares					
Temporary obstruction (>0.25') in curb ramp/landing/flares					
No textured surface at base of curb ramp					
No color contrast at base of curb ramp					
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%					
Curb ramp transition onto roadway is greater than 0.25°					
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
Ponding occurs at base of curb ramp					



Corner 1 No Ramp (1z)



Corner 2 No Ramp (2z)



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Kimley-Horn and Associates, Inc. Priority: 2
Project Description for Unsignalized Intersection

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : US Hwy 64 **GPS ID:** 91615
Project Name: Intersection of US Hwy 64 and Hugo St **Division:** 1
City: Muldrow

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	15	SY	\$ 50.00	\$ 750.00
610(I)-4610	Tactile Warning Device - New	20	SF	\$ 25.00	\$ 500.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	15	SY	\$ 12.00	\$ 180.00
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	52	LF	\$ 6.00	\$ 312.00
---	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:	\$	1,742.00
Engineering: (% +/-)	15%	\$ 539.14
Contingency: (% +/-)	20%	\$ 718.86
Estimated Project Cost:	\$	3,000.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	Good	N/A	N/A	N/A	
Path of travel running slope is greater than 5%		N/A	N/A	N/A	
Path of travel cross slope is greater than 2% for stop control approaches		N/A		N/A	
Path of travel cross slope is greater than 5% for free-flow approaches	N/A	N/A	N/A	N/A	
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	Install crosswalk pavement markings
Crosswalk striping condition	None	N/A	N/A	N/A	

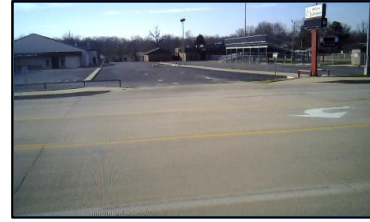
Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1A	2A	3z	4z	
Curb ramp does not exist and is needed					
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curb side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%					
Curb ramp running slope is greater than 8.33%					
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%	X	X			Remove and replace curb ramp
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"		X			
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25') in curb ramp/landing/flares					
Temporary obstruction (>0.25') in curb ramp/landing/flares					
No textured surface at base of curb ramp	X	X			For intersection ramps and commercial driveway ramps, install color truncated domes
No color contrast at base of curb ramp	X	X			
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%					
Curb ramp transition onto roadway is greater than 0.25°					
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
Ponding occurs at base of curb ramp					



Ramp 1A



Ramp 2A



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Kimley-Horn and Associates, Inc. Priority: 2
Project Description for Unsignalized Intersection

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : US Hwy 64 **GPS ID:** 91616
Project Name: Intersection of US Hwy 64 and driveway (Lat. 35.3995; Long. -94.6093) **Division:** 1
City: Muldrow

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	18	SY	\$ 50.00	\$ 900.00
610(I)-4610	Tactile Warning Device - New	20	SF	\$ 25.00	\$ 500.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	18	SY	\$ 12.00	\$ 216.00
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	0	LF	\$ 6.00	\$ -
---	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:	\$	1,616.00
Engineering: (% +/-)	15%	\$ 593.14
Contingency: (% +/-)	20%	\$ 790.86
Estimated Project Cost:	\$	3,000.00

Project Location



Field Observations

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

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)		Recommendations
	1A	2A	
Curb ramp does not exist and is needed			
Curb ramp does not land in crosswalk			
No 4' x 4' clear space at base of curb ramp			
Curb side is not 90° or has traversable adjacent surface			
Flare cross slope is greater than 10%	X	X	
Curb ramp running slope is greater than 8.33%			
Blended transition running slope is greater than 5%			
Cut-thru ramp running slope is greater than 5%			
Curb ramp cross slope is greater than 2%	X	X	
Cut-thru ramp cross slope is greater than 2%			
Curb ramp width is less than 48"			
Cut-thru ramp width is less than 60"			
Permanent obstruction (>0.25') in curb ramp/landing/flares			
Temporary obstruction (>0.25') in curb ramp/landing/flares			
No textured surface at base of curb ramp	X	X	
No color contrast at base of curb ramp	X	X	
Landing area does not exist and is needed			
Landing area is less than 5' x 5' or slopes greater than 2%	X		
Curb ramp transition onto roadway is greater than 0.25"			
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%			
Ponding occurs at base of curb ramp			



Ramp 1A



Ramp 2A

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Kimley-Horn and Associates, Inc. Priority: 2
Project Description for Unsignalized Intersection

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : US Hwy 64 **GPS ID:** 91617
Project Name: Intersection of US Hwy 64 and driveway (Lat. 35.3994; Long. -94.6099) **Division:** 1
City: Muldrow

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	13	SY	\$ 50.00	\$ 650.00
610(I)-4610	Tactile Warning Device - New	10	SF	\$ 25.00	\$ 250.00
610(I)-4615	Tactile Warning Device - Retrofit	10	SF	\$ 60.00	\$ 600.00
619(B)-4792	Removal of Sidewalk	13	SY	\$ 12.00	\$ 156.00
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	0	LF	\$ 6.00	\$ -
---	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:	\$	7,656.00
Engineering: (% +/-)	15%	\$ 1,433.14
Contingency: (% +/-)	20%	\$ 1,910.86
Estimated Project Cost:	\$	11,000.00

Project Location



Field Observations

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

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)		Recommendations
	1A	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			
Curb side is not 90° or has traversable adjacent surface			
Flare cross slope is greater than 10%			
Curb ramp running slope is greater than 8.33%			
Blended transition running slope is greater than 5%			
Cut-thru ramp running slope is greater than 5%			
Curb ramp cross slope is greater than 2%			
Cut-thru ramp cross slope is greater than 2%			
Curb ramp width is less than 48"			For intersection ramps and commercial driveway ramps, install color truncated domes
Cut-thru ramp width is less than 60"			
Permanent obstruction (>0.25') in curb ramp/landing/flares	X		
Temporary obstruction (>0.25') in curb ramp/landing/flares	X	X	
No textured surface at base of curb ramp	X	X	
No color contrast at base of curb ramp	X	X	
Landing area does not exist and is needed			
Landing area is less than 5' x 5' or slopes greater than 2%	X	X	
Curb ramp transition onto roadway is greater than 0.25"	X		
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%			
Ponding occurs at base of curb ramp	X	X	Fix curb ramp transition
			Fix ponding



Ramp 1A



Ramp 4A

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Kimley-Horn and Associates, Inc. Priority: 2
Project Description for Unsignalized Intersection

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : US Hwy 64 **GPS ID:** 91618
Project Name: Intersection of US Hwy 64 and driveway (Lat. 35.399; Long. -94.6114) **Division:** 1
City: Muldrow

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	8	SY	\$ 50.00	\$ 400.00
610(I)-4610	Tactile Warning Device - New	10	SF	\$ 25.00	\$ 250.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	8	SY	\$ 12.00	\$ 96.00
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	0	LF	\$ 6.00	\$ -
---	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:	\$	746.00
Engineering: (% +/-)	15%	\$ 537.43
Contingency: (% +/-)	20%	\$ 716.57
Estimated Project Cost:	\$	2,000.00

Project Location



Field Observations

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

Curb Ramp Issues	Curb Ramp ID ('2' or '1' in ramp label indicates no existing ramp)	Recommendations
Curb ramp does not exist and is needed		
Curb ramp does not land in crosswalk		
No 4' x 4' clear space at base of curb ramp		
Curb side is not 90° or has traversable adjacent surface		
Flare cross slope is greater than 10%		
Curb ramp running slope is greater than 8.33%		
Blended transition running slope is greater than 5%		
Cut-thru ramp running slope is greater than 5%		
Curb ramp cross slope is greater than 2%	X	Remove and replace curb ramp
Cut-thru ramp cross slope is greater than 2%		
Curb ramp width is less than 48"		
Cut-thru ramp width is less than 60"		
Permanent obstruction (>0.25') in curb ramp/landing/flares	X	
Temporary obstruction (>0.25') in curb ramp/landing/flares	X	
No textured surface at base of curb ramp	X	For intersection ramps and commercial driveway ramps, install color truncated domes
No color contrast at base of curb ramp	X	
Landing area does not exist and is needed		
Landing area is less than 5' x 5' or slopes greater than 2%		
Curb ramp transition onto roadway is greater than 0.25°		
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%		
Ponding occurs at base of curb ramp		



Ramp 1A

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Kimley-Horn and Associates, Inc. Priority: 2
Project Description for Unsignalized Intersection

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : US Hwy 64 **GPS ID:** 91619
Project Name: Intersection of US Hwy 64 and Inola Dr **Division:** 1
City: Muldrow

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	40	SY	\$ 50.00	\$ 2,000.00
610(I)-4610	Tactile Warning Device - New	50	SF	\$ 25.00	\$ 1,250.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	22	SY	\$ 12.00	\$ 264.00
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	58	LF	\$ 6.00	\$ 348.00
---	Repave Roadway	0	LS	\$ 5,000.00	\$ -
---	Fix Ponding	1	LS	\$ 2,000.00	\$ 2,000.00
---	Fix Curb Ramp Transition	0	LS	\$ 2,000.00	\$ -
---	Median Nose Modification	0	LS	\$ 5,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Fix Curb Ramp Counter Slope	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

- No Design Completed
- Preliminary Design
- Final Design

Subtotal:	\$	5,862.00
Engineering: (% +/-)	15%	\$ 916.29
Contingency: (% +/-)	20%	\$ 1,221.71
Estimated Project Cost:	\$	8,000.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	N/A	N/A	Good	Good	
Path of travel running slope is greater than 5%	N/A	N/A			
Path of travel cross slope is greater than 2% for stop control approaches		N/A		N/A	
Path of travel cross slope is greater than 5% for free-flow approaches	N/A	N/A	N/A		
Crosswalk width is less than 6'	N/A	N/A	N/A		
Crosswalk striping condition	N/A	N/A	None	Good	Install crosswalk pavement markings

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1A	2z	3A	4A	
Curb ramp does not exist and is needed					
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curb side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%	X				
Curb ramp running slope is greater than 8.33%					
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%	X				
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"					
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25') in curb ramp/landing/flares			X	X	
Temporary obstruction (>0.25') in curb ramp/landing/flares					
No textured surface at base of curb ramp	X	X	X		
No color contrast at base of curb ramp	X	X	X		
Landing area does not exist and is needed			X		
Landing area is less than 5' x 5' or slopes greater than 2%					
Curb ramp transition onto roadway is greater than 0.25"					
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
Ponding occurs at base of curb ramp			X		Fix ponding

Comment: Existing sidewalk, curb ramp, and/or striping configurations permit pedestrians to cross the major street. An Engineering study is needed to confirm crossing should be accommodated at this location and the current crossing treatment is appropriate.



Ramp 1A



Corner 2 No Ramp (2z)



Ramp 3A



Ramp 4A

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Kimley-Horn and Associates, Inc. Priority: 2
Project Description for Unsignalized Intersection

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : US Hwy 64 **GPS ID:** 91620
Project Name: Intersection of US Hwy 64 and driveway (Lat. 35.3994; Long. -94.6096) **Division:** 1
City: Muldrow

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	15	SY	\$ 50.00	\$ 750.00
610(I)-4610	Tactile Warning Device - New	20	SF	\$ 25.00	\$ 500.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	15	SY	\$ 12.00	\$ 180.00
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	0	LF	\$ 6.00	\$ -
---	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:	\$	1,430.00
Engineering: (% +/-)	15%	\$ 244.29
Contingency: (% +/-)	20%	\$ 325.71
Estimated Project Cost:	\$	2,000.00

Project Location



Field Observations

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

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)		Recommendations
	3A	4A	
Curb ramp does not exist and is needed			Remove and replace curb ramp
Curb ramp does not land in crosswalk			
No 4' x 4' clear space at base of curb ramp			
Curb side is not 90° or has traversable adjacent surface			
Flare cross slope is greater than 10%			
Curb ramp running slope is greater than 8.33%			
Blended transition running slope is greater than 5%			
Cut-thru ramp running slope is greater than 5%			
Curb ramp cross slope is greater than 2%	X		
Cut-thru ramp cross slope is greater than 2%			
Curb ramp width is less than 48"			For intersection ramps and commercial driveway ramps, install color truncated domes
Cut-thru ramp width is less than 60"			
Permanent obstruction (>0.25') in curb ramp/landing/flares	X	X	
Temporary obstruction (>0.25') in curb ramp/landing/flares	X	X	
No textured surface at base of curb ramp	X	X	
No color contrast at base of curb ramp	X	X	
Landing area does not exist and is needed			
Landing area is less than 5' x 5' or slopes greater than 2%			
Curb ramp transition onto roadway is greater than 0.25°			
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%			
Ponding occurs at base of curb ramp			



Ramp 3A



Ramp 4A

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Kimley-Horn and Associates, Inc. Priority: 2
Project Description for Unsignalized Intersection

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : US Hwy 64 **GPS ID:** 91621
Project Name: Intersection of US Hwy 64 and driveway (Lat. 35.3997; Long. -94.6084) **Division:** 1
City: Muldrow

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	15	SY	\$ 50.00	\$ 750.00
610(I)-4610	Tactile Warning Device - New	20	SF	\$ 25.00	\$ 500.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	15	SY	\$ 12.00	\$ 180.00
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	0	LF	\$ 6.00	\$ -
---	Repave Roadway	0	LS	\$ 5,000.00	\$ -
---	Fix Ponding	0	LS	\$ 2,000.00	\$ -
---	Fix Curb Ramp Transition	1	LS	\$ 2,000.00	\$ 2,000.00
---	Median Nose Modification	0	LS	\$ 5,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Fix Curb Ramp Counter Slope	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

- No Design Completed
- Preliminary Design
- Final Design

Subtotal:	\$	3,430.00
Engineering: (% +/-)	15%	\$ 672.86
Contingency: (% +/-)	20%	\$ 897.14
Estimated Project Cost:	\$	5,000.00

Project Location



Field Observations

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

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)		Recommendations
	3A	4A	
Curb ramp does not exist and is needed			Remove and replace curb ramp
Curb ramp does not land in crosswalk			
No 4' x 4' clear space at base of curb ramp			
Curb side is not 90° or has traversable adjacent surface			
Flare cross slope is greater than 10%			
Curb ramp running slope is greater than 8.33%			
Blended transition running slope is greater than 5%			
Cut-thru ramp running slope is greater than 5%			
Curb ramp cross slope is greater than 2%	X		
Cut-thru ramp cross slope is greater than 2%			
Curb ramp width is less than 48"			For intersection ramps and commercial driveway ramps, install color truncated domes
Cut-thru ramp width is less than 60"			
Permanent obstruction (>0.25') in curb ramp/landing/flares	X	X	
Temporary obstruction (>0.25') in curb ramp/landing/flares	X	X	
No textured surface at base of curb ramp	X	X	
No color contrast at base of curb ramp	X	X	
Landing area does not exist and is needed			
Landing area is less than 5' x 5' or slopes greater than 2%			
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			Fix curb ramp transition



Ramp 3A



Ramp 4A

Opinion of Probable Construction Cost Disclaimer:

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Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Kimley-Horn and Associates, Inc. Priority: 2
Project Description for Unsignalized Intersection

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : US Hwy 64 **GPS ID:** 91622
Project Name: Intersection of US Hwy 64 and driveway (Lat. 35.3998; Long. -94.6082) **Division:** 1
City: Muldrow

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	15	SY	\$ 50.00	\$ 750.00
610(I)-4610	Tactile Warning Device - New	20	SF	\$ 25.00	\$ 500.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	15	SY	\$ 12.00	\$ 180.00
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	0	LF	\$ 6.00	\$ -
---	Repave Roadway	0	LS	\$ 5,000.00	\$ -
---	Fix Ponding	0	LS	\$ 2,000.00	\$ -
---	Fix Curb Ramp Transition	2	LS	\$ 2,000.00	\$ 4,000.00
---	Median Nose Modification	0	LS	\$ 5,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Fix Curb Ramp Counter Slope	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

- No Design Completed
- Preliminary Design
- Final Design

Subtotal:	\$	5,430.00
Engineering: (% +/-)	15%	\$ 1,101.43
Contingency: (% +/-)	20%	\$ 1,468.57
Estimated Project Cost:	\$	8,000.00

Project Location



Field Observations

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

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)		Recommendations
	3A	4A	
Curb ramp does not exist and is needed			
Curb ramp does not land in crosswalk			
No 4' x 4' clear space at base of curb ramp			
Curb side is not 90° or has traversable adjacent surface			
Flare cross slope is greater than 10%			
Curb ramp running slope is greater than 8.33%			
Blended transition running slope is greater than 5%			
Cut-thru ramp running slope is greater than 5%			
Curb ramp cross slope is greater than 2%	X	X	Remove and replace curb ramp
Cut-thru ramp cross slope is greater than 2%			
Curb ramp width is less than 48"			
Cut-thru ramp width is less than 60"			
Permanent obstruction (>0.25") in curb ramp/landing/flares	X	X	For intersection ramps and commercial driveway ramps, install color truncated domes
Temporary obstruction (>0.25") in curb ramp/landing/flares	X	X	
No textured surface at base of curb ramp	X	X	Fix curb ramp transition
No color contrast at base of curb ramp	X	X	
Landing area does not exist and is needed			
Landing area is less than 5' x 5' or slopes greater than 2%			
Curb ramp transition onto roadway is greater than 0.25"	X	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			



Ramp 3A



Ramp 4A

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Kimley-Horn and Associates, Inc. Priority: 2
Project Description for Unsignalized Intersection

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : US Hwy 64 **GPS ID:** 91623
Project Name: Intersection of US Hwy 64 and Fargo St **Division:** 1
City: Muldrow

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	35	SY	\$ 50.00	\$ 1,750.00
610(I)-4610	Tactile Warning Device - New	40	SF	\$ 25.00	\$ 1,000.00
610(I)-4615	Tactile Warning Device - Retrofit	20	SF	\$ 60.00	\$ 1,200.00
619(B)-4792	Removal of Sidewalk	28	SY	\$ 12.00	\$ 336.00
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	230	LF	\$ 6.00	\$ 1,380.00
---	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	0	LS	\$ 500.00	\$ -
---	Fix Curb Ramp Counter Slope	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

- No Design Completed
- Preliminary Design
- Final Design

Subtotal:	\$	14,666.00
Engineering: (% +/-)	15%	\$ 2,286.00
Contingency: (% +/-)	20%	\$ 3,048.00
Estimated Project Cost:	\$	20,000.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Recommendations
	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	X	N/A	Repave roadway and install crosswalk pavement markings
Path of travel cross slope is greater than 5% for free-flow approaches	N/A		N/A	N/A	
Crosswalk width is less than 6'	N/A		N/A	N/A	Install crosswalk pavement markings
Crosswalk striping condition	None	Good	None	None	

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)					Recommendations
	1A	2A	3A	3B	4A	
Curb ramp does not exist and is needed						
Curb ramp does not land in crosswalk						
No 4' x 4' clear space at base of curb ramp						
Curb side is not 90° or has traversable adjacent surface						
Flare cross slope is greater than 10%						
Curb ramp running slope is greater than 8.33%						
Blended transition running slope is greater than 5%						
Cut-thru ramp running slope is greater than 5%						
Curb ramp cross slope is greater than 2%				X		Remove and replace curb ramp
Cut-thru ramp cross slope is greater than 2%						
Curb ramp width is less than 48"						
Cut-thru ramp width is less than 60"						
Permanent obstruction (>0.25') in curb ramp/landing/flares			X	X		
Temporary obstruction (>0.25') in curb ramp/landing/flares						
No textured surface at base of curb ramp	X	X	X	X	X	For intersection ramps and commercial driveway ramps, install color truncated domes
No color contrast at base of curb ramp	X	X	X	X	X	
Landing area does not exist and is needed						
Landing area is less than 5' x 5' or slopes greater than 2%	X	X				Remove and replace landing area
Curb ramp transition onto roadway is greater than 0.25"						
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%						
Ponding occurs at base of curb ramp	X		X			Fix ponding

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 3B



Ramp 4A

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

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

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : US Hwy 64 **GPS ID:** 91624
Project Name: Intersection of US Hwy 64 and driveway (Lat. 35.4004; Long. -94.606) **Division:** 1
City: Muldrow

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	11	SY	\$ 50.00	\$ 550.00
610(I)-4610	Tactile Warning Device - New	10	SF	\$ 25.00	\$ 250.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	0	LF	\$ 6.00	\$ -
---	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:	\$	800.00
Engineering: (% +/-)	15%	\$ 514.29
Contingency: (% +/-)	20%	\$ 685.71
Estimated Project Cost:	\$	2,000.00

Project Location



Field Observations

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

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)	3z	X	Recommendations



Corner 3 No Ramp (3z)

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

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

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : US Hwy 64 **GPS ID:** 91625
Project Name: Intersection of US Hwy 64 and driveway (Lat. 35.4005; Long. -94.6055) **Division:** 1
City: Muldrow

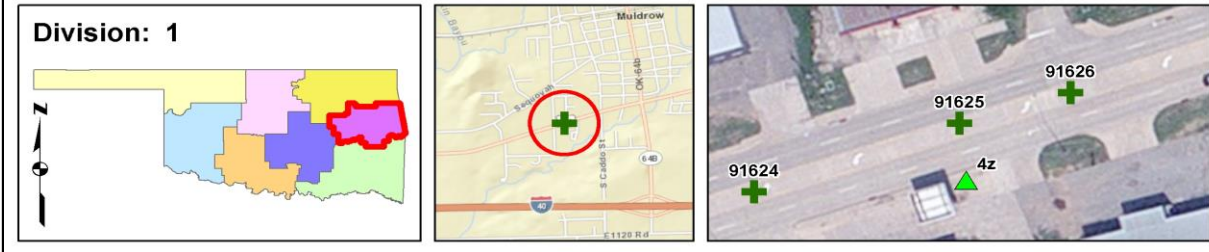
Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	11	SY	\$ 50.00	\$ 550.00
610(I)-4610	Tactile Warning Device - New	10	SF	\$ 25.00	\$ 250.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	0	LF	\$ 6.00	\$ -
---	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:	\$	800.00
Engineering: (% +/-)	15%	\$ 514.29
Contingency: (% +/-)	20%	\$ 685.71
Estimated Project Cost:	\$	2,000.00

Project Location



Field Observations

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

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)	4z	X	Recommendations
				Install curb ramp; see shapefile for median improvement
Curb ramp does not exist and is needed				
Curb ramp does not land in crosswalk				
No 4' x 4' clear space at base of curb ramp				
Curb side is not 90° or has traversable adjacent surface				
Flare cross slope is greater than 10%				
Curb ramp running slope is greater than 8.33%				
Blended transition running slope is greater than 5%				
Cut-thru ramp running slope is greater than 5%				
Curb ramp cross slope is greater than 2%				
Cut-thru ramp cross slope is greater than 2%				
Curb ramp width is less than 48"				
Cut-thru ramp width is less than 60"				
Permanent obstruction (>0.25') in curb ramp/landing/flares				
Temporary obstruction (>0.25') in curb ramp/landing/flares				
No textured surface at base of curb ramp				
No color contrast at base of curb ramp				
Landing area does not exist and is needed				
Landing area is less than 5' x 5' or slopes greater than 2%				
Curb ramp transition onto roadway is greater than 0.25"				
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%				
Ponding occurs at base of curb ramp				



Corner 4 No Ramp (4z)

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Kimley-Horn and Associates, Inc. Priority: 2
Project Description for Unsignalized Intersection

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : US Hwy 64 **GPS ID:** 91626
Project Name: Intersection of US Hwy 64 and Enid St **Division:** 1
City: Muldrow

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	11	SY	\$ 50.00	\$ 550.00
610(I)-4610	Tactile Warning Device - New	10	SF	\$ 25.00	\$ 250.00
610(I)-4615	Tactile Warning Device - Retrofit	10	SF	\$ 60.00	\$ 600.00
619(B)-4792	Removal of Sidewalk	11	SY	\$ 12.00	\$ 132.00
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	68	LF	\$ 6.00	\$ 408.00
---	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:	\$	5,940.00
Engineering: (% +/-)	15%	\$ 1,311.43
Contingency: (% +/-)	20%	\$ 1,748.57
Estimated Project Cost:	\$	9,000.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	Good	N/A	N/A	N/A	
Path of travel running slope is greater than 5%		N/A	N/A	N/A	
Path of travel cross slope is greater than 2% for stop control approaches		N/A		N/A	
Path of travel cross slope is greater than 5% for free-flow approaches	N/A	N/A	N/A	N/A	
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	Install crosswalk pavement markings
Crosswalk striping condition	None	N/A	N/A	N/A	

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1A	2A	3z	4z	
Curb ramp does not exist and is needed					
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curb side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%					
Curb ramp running slope is greater than 8.33%					
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%					
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"					
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25') in curb ramp/landing/flares	X				
Temporary obstruction (>0.25') in curb ramp/landing/flares	X	X			
No textured surface at base of curb ramp	X	X			For intersection ramps and commercial driveway ramps, install color truncated domes
No color contrast at base of curb ramp	X	X			
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%		X			Remove and replace landing area
Curb ramp transition onto roadway is greater than 0.25"					
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
Ponding occurs at base of curb ramp	X	X			Fix ponding



Ramp 1A



Ramp 2A



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Kimley-Horn and Associates, Inc. Priority: 2
Project Description for Unsignalized Intersection

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : US Hwy 64 **GPS ID:** 91627
Project Name: Intersection of US Hwy 64 and Cherry St **Division:** 1
City: Muldrow

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	13	SY	\$ 50.00	\$ 650.00
610(I)-4610	Tactile Warning Device - New	10	SF	\$ 25.00	\$ 250.00
610(I)-4615	Tactile Warning Device - Retrofit	10	SF	\$ 60.00	\$ 600.00
619(B)-4792	Removal of Sidewalk	8	SY	\$ 12.00	\$ 96.00
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	76	LF	\$ 6.00	\$ 456.00
---	Repave Roadway	0	LS	\$ 5,000.00	\$ -
---	Fix Ponding	0	LS	\$ 2,000.00	\$ -
---	Fix Curb Ramp Transition	0	LS	\$ 2,000.00	\$ -
---	Median Nose Modification	0	LS	\$ 5,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Fix Curb Ramp Counter Slope	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

- No Design Completed
- Preliminary Design
- Final Design

Subtotal:	\$	2,052.00
Engineering: (% +/-)	15%	\$ 406.29
Contingency: (% +/-)	20%	\$ 541.71
Estimated Project Cost:	\$	3,000.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	N/A	N/A	Good	N/A	
Path of travel running slope is greater than 5%	N/A	N/A		N/A	
Path of travel cross slope is greater than 2% for stop control approaches		N/A		N/A	
Path of travel cross slope is greater than 5% for free-flow approaches	N/A	N/A	N/A	N/A	
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	
Crosswalk striping condition	N/A	N/A	None	N/A	Install crosswalk pavement markings

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1z	2z	3A	4A	
Curb ramp does not exist and is needed					
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curbed side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%					
Curb ramp running slope is greater than 8.33%					
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%			X		Remove and replace curb ramp
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"					
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25') in curb ramp/landing/flares					
Temporary obstruction (>0.25') in curb ramp/landing/flares					
No textured surface at base of curb ramp		X	X		For intersection ramps and commercial driveway ramps, install color truncated domes Install landing area
No color contrast at base of curb ramp		X	X		
Landing area does not exist and is needed		X	X		
Landing area is less than 5' x 5' or slopes greater than 2%					
Curb ramp transition onto roadway is greater than 0.25°					
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
Ponding occurs at base of curb ramp					



Corner 1 No Ramp (1z)



Corner 2 No Ramp (2z)



Ramp 3A



Ramp 4A

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Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Kimley-Horn and Associates, Inc. Priority: 2
Project Description for Unsignalized Intersection

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : US Hwy 64 **GPS ID:** 91628
Project Name: Intersection of US Hwy 64 and Caddo St **Division:** 1
City: Muldrow

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	41	SY	\$ 50.00	\$ 2,050.00
610(I)-4610	Tactile Warning Device - New	40	SF	\$ 25.00	\$ 1,000.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	35	SY	\$ 12.00	\$ 420.00
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	136	LF	\$ 6.00	\$ 816.00
---	Repave Roadway	2	LS	\$ 5,000.00	\$ 10,000.00
---	Fix Ponding	0	LS	\$ 2,000.00	\$ -
---	Fix Curb Ramp Transition	0	LS	\$ 2,000.00	\$ -
---	Median Nose Modification	0	LS	\$ 5,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Fix Curb Ramp Counter Slope	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

- No Design Completed
- Preliminary Design
- Final Design

Subtotal:	\$	14,286.00
Engineering: (% +/-)	15%	\$ 2,448.86
Contingency: (% +/-)	20%	\$ 3,265.14
Estimated Project Cost:	\$	20,000.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	Good	N/A	Good	N/A	
Path of travel running slope is greater than 5%		N/A		N/A	
Path of travel cross slope is greater than 2% for stop control approaches	X	N/A	X	N/A	Repave roadway and install crosswalk pavement markings
Path of travel cross slope is greater than 5% for free-flow approaches	N/A	N/A	N/A	N/A	
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	Install crosswalk pavement markings
Crosswalk striping condition	None	N/A	None	N/A	

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1A	2A	3A	4A	
Curb ramp does not exist and is needed					
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curb side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%					
Curb ramp running slope is greater than 8.33%					
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%	X	X	X	X	Remove and replace curb ramp
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"					
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25') in curb ramp/landing/flares	X	X	X		For intersection ramps and commercial driveway ramps, install color truncated domes Install landing area Remove and replace landing area
Temporary obstruction (>0.25') in curb ramp/landing/flares					
No textured surface at base of curb ramp	X	X	X	X	
No color contrast at base of curb ramp	X	X	X	X	
Landing area does not exist and is needed			X	X	
Landing area is less than 5' x 5' or slopes greater than 2%	X	X			
Curb ramp transition onto roadway is greater than 0.25°					
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
Ponding occurs at base of curb ramp					



Ramp 1A



Ramp 2A



Ramp 3A



Ramp 4A

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Kimley-Horn and Associates, Inc. Priority: 2
Project Description for Unsignalized Intersection

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : US Hwy 64 **GPS ID:** 91629
Project Name: Intersection of US Hwy 64 and Ada Ave **Division:** 1
City: Muldrow

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	3	SY	\$ 50.00	\$ 150.00
610(I)-4610	Tactile Warning Device - New	0	SF	\$ 25.00	\$ -
610(I)-4615	Tactile Warning Device - Retrofit	20	SF	\$ 60.00	\$ 1,200.00
619(B)-4792	Removal of Sidewalk	3	SY	\$ 12.00	\$ 36.00
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	116	LF	\$ 6.00	\$ 696.00
---	Repave Roadway	0	LS	\$ 5,000.00	\$ -
---	Fix Ponding	0	LS	\$ 2,000.00	\$ -
---	Fix Curb Ramp Transition	0	LS	\$ 2,000.00	\$ -
---	Median Nose Modification	0	LS	\$ 5,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Fix Curb Ramp Counter Slope	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

- No Design Completed
- Preliminary Design
- Final Design

Subtotal:	\$	2,082.00
Engineering: (% +/-)	15%	\$ 393.43
Contingency: (% +/-)	20%	\$ 524.57
Estimated Project Cost:	\$	3,000.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	Good	N/A	Good	N/A	
Path of travel running slope is greater than 5%		N/A		N/A	
Path of travel cross slope is greater than 2% for stop control approaches		N/A		N/A	
Path of travel cross slope is greater than 5% for free-flow approaches	N/A	N/A	N/A	N/A	
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	
Crosswalk striping condition	None	N/A	None	N/A	Install crosswalk pavement markings

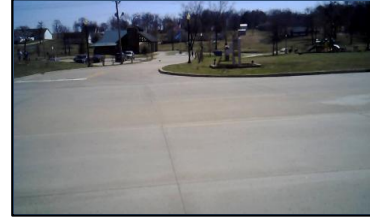
Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)			Recommendations
	1A	2A	4z	
Curb ramp does not exist and is needed				
Curb ramp does not land in crosswalk				
No 4' x 4' clear space at base of curb ramp				
Curb side is not 90° or has traversable adjacent surface				
Flare cross slope is greater than 10%				
Curb ramp running slope is greater than 8.33%				
Blended transition running slope is greater than 5%				
Cut-thru ramp running slope is greater than 5%				
Curb ramp cross slope is greater than 2%				
Cut-thru ramp cross slope is greater than 2%				
Curb ramp width is less than 48"				
Cut-thru ramp width is less than 60"				
Permanent obstruction (>0.25') in curb ramp/landing/flares				
Temporary obstruction (>0.25') in curb ramp/landing/flares				
No textured surface at base of curb ramp	X	X		For intersection ramps and commercial driveway ramps, install color truncated domes
No color contrast at base of curb ramp	X	X		
Landing area does not exist and is needed				Remove and replace landing area
Landing area is less than 5' x 5' or slopes greater than 2%		X		
Curb ramp transition onto roadway is greater than 0.25°				
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%				
Ponding occurs at base of curb ramp				



Ramp 1A



Ramp 2A



Corner 4 No Ramp (4z)

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Kimley-Horn and Associates, Inc. Priority: 2
Project Description for Unsignalized Intersection

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : US Hwy 64 **GPS ID:** 91630
Project Name: Intersection of US Hwy 64 and Birch St **Division:** 1
City: Muldrow

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	11	SY	\$ 50.00	\$ 550.00
610(I)-4610	Tactile Warning Device - New	11	SF	\$ 25.00	\$ 250.00
610(I)-4615	Tactile Warning Device - Retrofit	10	SF	\$ 60.00	\$ 600.00
619(B)-4792	Removal of Sidewalk	11	SY	\$ 12.00	\$ 132.00
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	104	LF	\$ 6.00	\$ 624.00
---	Repave Roadway	1	LS	\$ 5,000.00	\$ 5,000.00
---	Fix Ponding	1	LS	\$ 2,000.00	\$ 2,000.00
---	Fix Curb Ramp Transition	1	LS	\$ 2,000.00	\$ 2,000.00
---	Median Nose Modification	0	LS	\$ 5,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Fix Curb Ramp Counter Slope	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

- No Design Completed
- Preliminary Design
- Final Design

Subtotal:	\$	11,156.00
Engineering: (% +/-)	15%	\$ 2,076.00
Contingency: (% +/-)	20%	\$ 2,768.00
Estimated Project Cost:	\$	16,000.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	Good	N/A	Good	N/A	
Path of travel running slope is greater than 5%		N/A		N/A	
Path of travel cross slope is greater than 2% for stop control approaches		N/A	X	N/A	Repave roadway and install crosswalk pavement markings
Path of travel cross slope is greater than 5% for free-flow approaches	N/A	N/A	N/A	N/A	
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	Install crosswalk pavement markings
Crosswalk striping condition	None	N/A	None	N/A	

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1A	2A	3z	4z	
Curb ramp does not exist and is needed					
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curb side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%					
Curb ramp running slope is greater than 8.33%					
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%					
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"					
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25') in curb ramp/landing/flares	X				
Temporary obstruction (>0.25') in curb ramp/landing/flares	X	X			
No textured surface at base of curb ramp	X	X			
No color contrast at base of curb ramp	X	X			
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%		X			
Curb ramp transition onto roadway is greater than 0.25"	X				
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
Ponding occurs at base of curb ramp	X				

Remove and replace curb ramp

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

Remove and replace landing area

Fix curb ramp transition

Fix ponding



Ramp 1A



Ramp 2A



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Kimley-Horn and Associates, Inc. Priority: 2
Project Description for Unsignalized Intersection

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : US Hwy 64 **GPS ID:** 91631
Project Name: Intersection of US Hwy 64 and Dogwood St **Division:** 1
City: Muldrow

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	11	SY	\$ 50.00	\$ 550.00
610(I)-4610	Tactile Warning Device - New	10	SF	\$ 25.00	\$ 250.00
610(I)-4615	Tactile Warning Device - Retrofit	10	SF	\$ 60.00	\$ 600.00
619(B)-4792	Removal of Sidewalk	11	SY	\$ 12.00	\$ 132.00
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	108	LF	\$ 6.00	\$ 648.00
---	Repave Roadway	1	LS	\$ 5,000.00	\$ 5,000.00
---	Fix Ponding	1	LS	\$ 2,000.00	\$ 2,000.00
---	Fix Curb Ramp Transition	0	LS	\$ 2,000.00	\$ -
---	Median Nose Modification	0	LS	\$ 5,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Fix Curb Ramp Counter Slope	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

- No Design Completed
- Preliminary Design
- Final Design

Subtotal:	\$	9,180.00
Engineering: (% +/-)	15%	1,637.14
Contingency: (% +/-)	20%	2,182.86
Estimated Project Cost:	\$	13,000.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	Good	N/A	Good	N/A	
Path of travel running slope is greater than 5%		N/A		N/A	
Path of travel cross slope is greater than 2% for stop control approaches		N/A	X	N/A	Repave roadway and install crosswalk pavement markings
Path of travel cross slope is greater than 5% for free-flow approaches	N/A	N/A	N/A	N/A	
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	Install crosswalk pavement markings
Crosswalk striping condition	None	N/A	None	N/A	

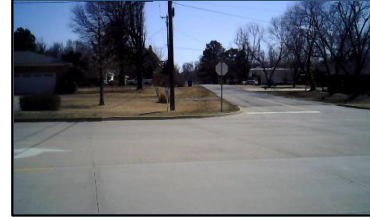
Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1A	2A	3z	4z	
Curb ramp does not exist and is needed					Remove and replace curb ramp
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curb side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%					
Curb ramp running slope is greater than 8.33%					
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%	X				
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"					For intersection ramps and commercial driveway ramps, install color truncated domes
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25') in curb ramp/landing/flares					Remove and replace landing area
Temporary obstruction (>0.25') in curb ramp/landing/flares					
No textured surface at base of curb ramp	X	X			Fix ponding
No color contrast at base of curb ramp	X	X			
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%	X				
Curb ramp transition onto roadway is greater than 0.25"					
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
Ponding occurs at base of curb ramp	X				



Ramp 1A



Ramp 2A



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Kimley-Horn and Associates, Inc. Priority: 13
Project Description for Unsignalized Intersection

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : US Hwy 64 **GPS ID:** 91632
Project Name: Intersection of US Hwy 64 and Fir St **Division:** 1
City: Muldrow

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	0	SY	\$ 50.00	\$ -
610(I)-4610	Tactile Warning Device - New	0	SF	\$ 25.00	\$ -
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	42	LF	\$ 6.00	\$ 252.00
---	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:	\$	252.00
Engineering: (% +/-)	15%	\$ 320.57
Contingency: (% +/-)	20%	\$ 427.43
Estimated Project Cost:	\$	1,000.00

Project Location



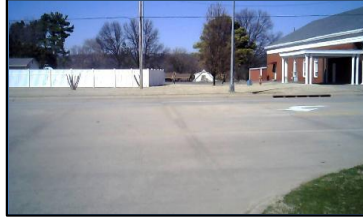
Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	N/A	N/A	Good	N/A	
Path of travel running slope is greater than 5%	N/A	N/A		N/A	
Path of travel cross slope is greater than 2% for stop control approaches		N/A		N/A	
Path of travel cross slope is greater than 5% for free-flow approaches	N/A	N/A	N/A	N/A	
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	Install crosswalk pavement markings
Crosswalk striping condition	N/A	N/A	None	N/A	

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1z	2z	3z	4z	
Curb ramp does not exist and is needed					
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curb side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%					
Curb ramp running slope is greater than 8.33%					
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%					
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"					
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25') in curb ramp/landing/flares					
Temporary obstruction (>0.25') in curb ramp/landing/flares					
No textured surface at base of curb ramp					
No color contrast at base of curb ramp					
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%					
Curb ramp transition onto roadway is greater than 0.25°					
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
Ponding occurs at base of curb ramp					



Corner 1 No Ramp (1z)



Corner 2 No Ramp (2z)



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Kimley-Horn and Associates, Inc. Priority: 2
Project Description for Unsignalized Intersection

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : US Hwy 64 **GPS ID:** 91633
Project Name: Midblock crossing 175' east of Fir St on US Hwy 64 **Division:** 1
City: Muldrow

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	8	SY	\$ 50.00	\$ 400.00
610(I)-4610	Tactile Warning Device - New	10	SF	\$ 25.00	\$ 250.00
610(I)-4615	Tactile Warning Device - Retrofit	10	SF	\$ 60.00	\$ 600.00
619(B)-4792	Removal of Sidewalk	8	SY	\$ 12.00	\$ 96.00
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	0	LF	\$ 6.00	\$ -
---	Repave Roadway	0	LS	\$ 5,000.00	\$ -
---	Fix Ponding	1	LS	\$ 2,000.00	\$ 2,000.00
---	Fix Curb Ramp Transition	1	LS	\$ 2,000.00	\$ 2,000.00
---	Median Nose Modification	0	LS	\$ 5,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Fix Curb Ramp Counter Slope	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

- No Design Completed
- Preliminary Design
- Final Design

Subtotal:	\$	5,346.00
Engineering: (% +/-)	15%	\$ 1,137.43
Contingency: (% +/-)	20%	\$ 1,516.57
Estimated Project Cost:	\$	8,000.00

Project Location



Field Observations

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

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1A	2z	3z	4A	
Curb ramp does not exist and is needed					Remove and replace curb ramp
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curb side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%					
Curb ramp running slope is greater than 8.33%					
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%					
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"					
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25") in curb ramp/landing/flares	X				For intersection ramps and commercial driveway ramps, install color truncated domes
Temporary obstruction (>0.25") in curb ramp/landing/flares	X				
No textured surface at base of curb ramp	X		X		
No color contrast at base of curb ramp	X		X		
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%					
Curb ramp transition onto roadway is greater than 0.25"	X				Fix curb ramp transition
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
Ponding occurs at base of curb ramp	X				Fix ponding

Comment: Existing sidewalk, curb ramp, and/or striping configurations permit pedestrians to cross the major street. An Engineering study is needed to confirm crossing should be accommodated at this location and the current crossing treatment is appropriate.



Ramp 1A



Ramp 4A

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : State Hwy 51 (East-West Segment) **GPS ID:** 93216
Project Name: Intersection of Dewey Ave and wheelchair ramp (Lat. 35.9591; Long. -95.3947) **Division:** 1
City: Wagoner

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	0	SY	\$ 50.00	\$ -
610(I)-4610	Tactile Warning Device - New	0	SF	\$ 25.00	\$ -
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	0	SY	\$ 12.00	\$ -
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	0	LF	\$ 6.00	\$ -
---	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:	\$	-
Engineering: (% +/-)	15%	\$ -
Contingency: (% +/-)	20%	\$ -
Estimated Project Cost:	\$	-

Project Location



Field Observations

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

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)	Recommendations
Curb ramp does not exist and is needed		
Curb ramp does not land in crosswalk		
No 4' x 4' clear space at base of curb ramp		
Curb side is not 90° or has traversable adjacent surface		
Flare cross slope is greater than 10%		
Curb ramp running slope is greater than 8.33%		
Blended transition running slope is greater than 5%		
Cut-thru ramp running slope is greater than 5%		
Curb ramp cross slope is greater than 2%		
Cut-thru ramp cross slope is greater than 2%		
Curb ramp width is less than 48"		
Cut-thru ramp width is less than 60"		
Permanent obstruction (>0.25') in curb ramp/landing/flares		
Temporary obstruction (>0.25') in curb ramp/landing/flares		
No textured surface at base of curb ramp		
No color contrast at base of curb ramp		
Landing area does not exist and is needed		
Landing area is less than 5' x 5' or slopes greater than 2%		
Curb ramp transition onto roadway is greater than 0.25°		
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%		
Ponding occurs at base of curb ramp		



Ramp 2A

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

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

Client: Oklahoma Department of Transportation **Date:** 7/28/16
Program: ADA Self-Evaluation and Transition Plan **Prepared By:** CMP
KHA No.: 051279001 **Checked By:** EPE

Corridor : State Hwy 51 (East-West Segment) **GPS ID:** 93217
Project Name: Intersection of State Hwy 51 and driveway (Lat. 35.959; Long. -95.3979) **Division:** 1
City: Wagoner

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
202(A)-0183	Unclassified Excavation	0	CY	\$ 5.50	\$ -
609(A)-0300	Concrete Curb (6" Barrier-Integral)	0	LF	\$ 7.00	\$ -
610(A)-0602	4" Concrete Sidewalk	22	SY	\$ 50.00	\$ 1,100.00
610(I)-4610	Tactile Warning Device - New	40	SF	\$ 25.00	\$ 1,000.00
610(I)-4615	Tactile Warning Device - Retrofit	0	SF	\$ 60.00	\$ -
619(B)-4792	Removal of Sidewalk	21	SY	\$ 12.00	\$ 252.00
857(F)-8006	Pavement Marking Removal (Traffic Stripe)	0	LF	\$ 0.25	\$ -
---	Crosswalk Pavement Markings	0	LF	\$ 6.00	\$ -
---	Repave Roadway	0	LS	\$ 5,000.00	\$ -
---	Fix Ponding	0	LS	\$ 2,000.00	\$ -
---	Fix Curb Ramp Transition	0	LS	\$ 2,000.00	\$ -
---	Median Nose Modification	0	LS	\$ 5,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Fix Curb Ramp Counter Slope	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

- No Design Completed
- Preliminary Design
- Final Design

Subtotal:	\$	2,352.00
Engineering: (% +/-)	15%	\$ 706.29
Contingency: (% +/-)	20%	\$ 941.71
Estimated Project Cost:	\$	4,000.00

Project Location



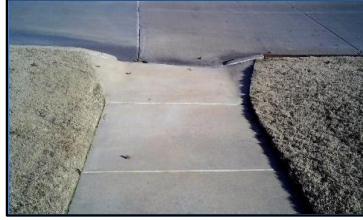
Field Observations

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

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)			Recommendations
	Nz	1A	2A	
Curb ramp does not exist and is needed	X			Install sidewalk across median
Curb ramp does not land in crosswalk				
No 4' x 4' clear space at base of curb ramp				
Curb side is not 90° or has traversable adjacent surface				
Flare cross slope is greater than 10%	X	X		
Curb ramp running slope is greater than 8.33%		X		
Blended transition running slope is greater than 5%				
Cut-thru ramp running slope is greater than 5%				
Curb ramp cross slope is greater than 2%		X		
Cut-thru ramp cross slope is greater than 2%				
Curb ramp width is less than 48"				Remove and replace curb ramp
Cut-thru ramp width is less than 60"				
Permanent obstruction (>0.25') in curb ramp/landing/flares				
Temporary obstruction (>0.25') in curb ramp/landing/flares				
No textured surface at base of curb ramp	X	X		
No color contrast at base of curb ramp	X	X		
Landing area does not exist and is needed				
Landing area is less than 5' x 5' or slopes greater than 2%	X	X		
Curb ramp transition onto roadway is greater than 0.25"				
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%				
Ponding occurs at base of curb ramp				For intersection ramps and commercial driveway ramps, install color truncated domes
				Remove and replace landing area



North Median No Ramp (Nz)



Ramp 1A



Ramp 2A

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