

City of Socorro, Texas

ADA - Transition Plan



PREPARED BY,
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T A B L E O F C O N T E N T S

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The Americans with Disabilities Act

The Americans with Disabilities Act (ADA) of 1990 is a civil rights statute (hereinafter referred to as the Act) that prohibits discrimination against people who have disabilities. There are five separate Titles (sections) of the Act relating to different aspects of potential discrimination.

Title II of the Americans with Disabilities Act (ADA) requires that state and local governments ensure that persons with disabilities have access to the pedestrian routes in the public right of way. Title II of the Act specifically addresses the subject of making public services and public transportation accessible to those with disabilities. With the advent of the Act, designing and constructing facilities for public use that are not accessible by people with disabilities constitutes discrimination.

The Act applies to all facilities, including both facilities built before and after 1990. As a necessary step to a program access plan to provide accessibility under the ADA, state and local government, public entities or agencies are required to perform self-evaluations of their current facilities relative to the accessibility requirements of the ADA. The agencies are then required to develop a Program Access Plan, which can be called a Transition Plan, to address any deficiencies.

An important part of this requirement is the obligation whenever streets, roadways, or highways are altered to provide curb ramps where street level pedestrian walkways cross curbs. This requirement is intended to ensure the accessibility and usability of the pedestrian walkway for persons with disabilities.

An alteration is a change that affects or could affect the usability of all or part of a building or facility. Alterations of streets, roads, or highways include activities such as reconstruction, rehabilitation, resurfacing, widening, and projects of similar scale and effect. Maintenance activities on streets, roads, or highways, such as filling potholes are not alterations.

Without curb ramps, sidewalk travel in urban areas can be dangerous, difficult, or even impossible for people who use wheelchairs, scooters, and other mobility devices. Curb ramps allow people with mobility disabilities to gain access to the sidewalks and to pass through center islands in streets. Otherwise, these individuals are forced to travel in streets and roadways and are put in danger or are prevented from reaching their destination; some people with disabilities may simply choose not to take this risk and will not venture out of their homes or communities.

I. Assessment

U.S. Federal Highway Administration (FHWA) requirement applies to areas in the public right-of-way and includes:

- Pedestrian ramps with appropriate slopes
- Sidewalks with truncated domes to help visually impaired pedestrians



The City of Socorro completed a Master Sidewalk Plan, which identified ADA deficiencies, and an estimate to make improvements was included. During the development of the Master Sidewalk Plan, it was found that existing bus routes and bus stops were not ADA compliant.

The City of Socorro tasked their Engineer to obtain information on barriers to bus accessibility, frequently used transit routes and input on criteria for prioritizing bus stops in the implementation plan.

THE TRANSITION PLAN IS INTENDED TO ACHIEVE THE FOLLOWING:

As prescribed by the ADA, a local agency must conduct self-evaluations of its facilities (including pedestrian right of way) to determine accessibility. The following shall be considered:

1. Identify physical obstacles that limit the accessibility of facilities to individuals with disabilities.
2. Describe the methods to be used to transition to make facilities accessible,
3. Provide a schedule to make the accessible modifications.
4. Identify the public officials responsible for the implementation of the Transition Plan.
5. Gather an inventory of the City's bus routes and bus stops; evaluate the sidewalks and curb ramps to ensure they are ADA compliant.



FOCUS OF THIS PLAN

This ADA Transition Plan focuses on the City of Socorro's pedestrian facilities in public rights-of-way to include sidewalks and curb ramps associated with transportation activities, such as bus routes and bus stops.

The accessibility of pedestrian facilities in the public right-of-way is only one aspect for providing equal access to many citizens in their daily activities.

A bus stop can be ADA compliant but not accessible (no sidewalks, curb cuts, etc.), conversely, a bus stop may not be ADA compliant but could be accessible. Bus stops were evaluated for compliance with the latest ADA Standards, recommended improvements at bus stops that are not ADA-compliant, and accessed access to bus stops; this plan provides cost estimates for the recommended improvements and prioritize the bus stops so that the City of Socorro has a strategy for how to implement the improvements.

II. STEPS TO COMPLIANCE

OVERVIEW

There are 7 steps for a Municipality to be in compliance of requirements of the ADA Act with regard to the accessibility of facilities in the public right-of-way:

1. Designating an ADA Coordinator.
2. Providing notice to the public about ADA requirements.
3. Establishing a grievance procedure.
4. Developing internal design standards, specifications, and details.
5. Assigning personnel for the development of a Transition Plan and completing it.
6. Establishing a schedule and budget for the Transition Plan.
7. Monitoring the progress on the implementation of the Transition Plan.

STEP 1 - DESIGNATING AN ADA COORDINATOR

The City must designate at least one responsible employee to coordinate ADA compliance. The benefits of having an ADA Coordinator are that:

- It makes it easier for members of the public to identify someone to help them with questions and concerns about disability discrimination,
- It provides a single source of information so questions by the Department staff and from outside the Department can be answered quickly and consistently, and
- It provides an individual who can focus on and who can be instrumental in moving compliance plans forward.

The person who is appointed to this position must be familiar with the City's operation, trained in the requirements of the ADA and other laws pertaining to discrimination, and able to deal effectively with advocacy groups, and the public. It is assumed that the coordinator is given sufficient time free of other responsibilities to carryout the Coordinator's functions.

STEP 2 - PROVIDING NOTICE ABOUT THE ADA REQUIREMENTS

A City must provide public notice about the rights of the public under the ADA and the responsibility of the City under the ADA. Providing notice is not a one-time requirement, but a continuing responsibility. The audience of those who may have an interest in accessibility on City facilities might include a large number of individual citizens that would be not be readily identifiable. Groups that are likely to include the target audience include public transit users and advocacy groups. The City has the responsibility to determine the most effective way to provide notice. A notice on the City website lends itself to both the requirement for wide notice and the requirement for continuing notice. The website must in itself be accessible.

Public Outreach Programs The opportunity for the disabled community and other interested parties to participate in developing the Transition Plan is an integral part of the process. The dissemination of information and requests for comments can take place through awareness days, newsletters, and websites. The ability to comment must be linked with public access to information databases. Possible sources of input to the Transition Plan are activists, advocacy groups, general citizens, organizations that support the rights of the disabled, elected officials, and other agencies. Comments can be obtained through comment forms at meetings, transcriptions of meetings, a dedicated hotline, an e-mail address, or a postal address.

STEP 3 - ESTABLISHING A GRIEVANCE PROCEDURE

The public entity is required to adopt and publish procedures for resolving grievances arising under Title II of the ADA. The procedures are intended to set out a system for resolving complaints of disability discrimination in a prompt and fair manner. It is generally thought that filing a complaint with a Department is an appropriate first step, in that it provides an opportunity to resolve a local issue at the local level. However, the exhaustion of a City's grievance procedure is not a prerequisite to filing a complaint with either a federal agency or a court. The Department of Justice has provided a model for Departments to follow. See "Grievance Procedure under the Americans with Disabilities Act".

STEP 4 - DEVELOPMENT OF INTERNAL STANDARDS, SPECIFICATIONS, AND DESIGN DETAILS

The Architectural and Transportation Barrier Compliance Board (alternatively called the Access Board) has developed accessibility guidelines for pedestrian facilities in the public right-of-way. The Federal Highway Administration has recognized these as its currently recommended best practices. The State of Texas has also adopted the Texas Accessibility Standards. A City can adopt these accessibility guidelines into their own system of standards, specifications, and design details with modifications to meet local conditions. Development of design standards and design details within the City allows for consistency in the application of ADA requirements for new facilities.

STEP 5 – ESTABLISHING THE ADA TRANSITION PLAN

The Transition Plan (hereinafter referred to as the Plan) should consist of the following elements:

1. A List of Physical Barriers in the City's Facilities that Limit Accessibility of Individuals with Disabilities (the Self-Evaluation)
2. A Detailed Description of the Methods to Remove these Barriers and Make the Facilities Accessible
3. A Schedule for Taking the Necessary Steps
4. The Name of the Official Responsible for Implementation
5. A Schedule for Providing Curb Ramps

Periodic updates to the Transition Plan are required in order to ensure on-going compliance. Some of these key steps are described further below.

[The Self-Evaluation](#) The first task involved in preparing an ADA Transition Plan is conducting an inventory of existing physical barriers in the facilities operated by the City and listing all the barriers that limit accessibility. This is often referred to as the self-evaluation process. Possible inventory approaches are on-ground surveys, windshield surveys, aerial photo studies, or drawing reviews. Deficiencies very likely to be found in an inventory of facilities are listed on the Self-Evaluation Checklist table-1 provided on next page.

TABLE 1 – Self Evaluation Checklist Table

SELF – EVALUATION CHECKLIST	
ISSUE(S)	POSSIBLE OBSTACLES
Sidewalk and Path way Clear Width	Narrow, Below Guidelines
Sidewalk and Pathway Cross Slope	Steepness, Irregularity, Variability, Warping
Landings Along Sidewalks and Pathways	Less Than 4 feet by 4 feet
Sidewalk and Pathway Grade	Steepness, Angle Points
Materials and Finishes	Deterioration of Surfaces, Deterioration of Markings, Appropriateness of material (ex. Cobblestones)
Gratings	Grating Type, Grate Opening Orientation
Discontinuities	Missing Sections, Gaps, Drops, Steps
Detectable Warning System	Missing, Inappropriate Materials, Inadequate Size, Wrong Location
Obstructions	Signs, Mail Boxes, Fire Hydrants, Benches, Telephones, Traffic Signal Poles, Traffic Signal Controller Boxes, Newspaper Boxes, Drainage Structures, Tree Grates, Pole Mounted Objects, Standing Water, Snow or Ice
Traffic Signal Systems	Lack of Provision for the Visually Impaired such as APS, Inadequate Time Allowed, Inoperable Buttons, Inaccessible Buttons
Curb Ramp	Missing, Doesn't Fall within Marked Crosswalk, Doesn't Conform to Guidelines
Curb Ramp Flares	Missing Where Required, Too Steep

The information developed through the inventory process has to be quantified and presented as a baseline so that progress can be monitored and measured. The inventory information can be presented in a variety of ways including Aerial Photos, a Database or Spreadsheet, Marked Up Drawings, or a Geographic Information System (GIS).

For the Transition Plan for the City of Socorro, all roadways within the City of Socorro were evaluated for accessibility barriers. In evaluating streets or roadways, several considerations were considered for inclusion of improvement required as part of this plan. Criteria for inclusion was as follows:

- Does street / roadway have ADA ramps at intersections?
- Is street / roadway included in the Socorro SRTS program?
- Is the Street / Roadway part of TxDOT planned improvements?

If the answer to any of the questions above was “Yes”, the improvements were not included as part of this Transition Plan. If the answer to the question was “No”, the street was evaluated for ADA compliant improvements.

Several streets in the area around schools are included for sidewalks and ADA ramp improvements as part of the Safe Route to School Plan (See Safe Route to School Program Layout in Appendix A). The following schools are included in the SRTS program:

- Campestre Elementary School
- Ernesto Serna Elementary School
- Escontrias Elementary School
- H.D. Hilley Elementary School
- Hueco Elementary School
- Robert Rojas Elementary School
- Salvador H. Sanchez Elementary School
- Socorro Middle School

The SRTS program was developed in four phases. Phases 1 & 2 have been completed. Since the City of Socorro is actively seeking funding for Phases 3 & 4 as part of SRTS, ADA improvements for these streets in this plan were not included in the Transition Plan.

Several State Highways, Arterials and FM Roads make up a major part of Socorro's transportation network. These State highways, arterials and FM roads are owned and Maintained by the Texas Department of Transportation (TxDOT). TxDOT is responsible for the maintenance of all roadways within the State highway network. TxDOT has recently made improvements to FM 76 and Horizon Blvd., which includes ADA sidewalks and curb ramps and at all intersections. TxDOT is in the process of completing a Corridor study along Alameda Ave (Highway 20) and Interstate 10. Any projects resulting from these studies will include ADA improvements. Therefore, Ramp improvements along these TxDOT facilities were not included as part of the Transition Plan improvements.

The City of Socorro also developed a city wise Master Sidewalk Plan (See Master Sidewalk Plan Layout in Appendix B). The Master Sidewalk includes sidewalks and ADA compliant ramps throughout the City not included in the SRTS Program. The Plan is estimated at approximately \$30.8M for installation of 5 ft. sidewalks (\$45.6M if 7ft Sidewalks are installed) and will be included in the City's Capital Improvement Plan. The Sidewalk Plan is considered a long-term plan and therefore the ADA improvements in Transition Plan are considered priority over the Master Sidewalk Plan.

Recommendations of improvements of the Bus Stops are included in the ADA Compliant Transition Plan. All the City's bus routes and key bus stops were identified, to determine if enhancements or construction of sidewalks and curb ramps were needed for the public to have access to public transportation system. The City has 4 major bus routes that provide public transportation to the general public (see Appendix C). The Transition Plan includes improvements to key bus stops where multiple routes have common scheduled stops (See Transition Bus Stop Layouts in Appendix D). At each bus stop included in the Transition Plan, improvements include Concrete Bus Pad, Canopy and ADA Ramps and Sidewalks (if needed for access). Seven bus stop improvements are included in the Transition plan. The location of the bus stops are:

- 1) Horizon Blvd / Patti Jo
- 2) Horizon Blvd / Homan Dr.
- 3) Alameda Ave / Horizon Blvd
- 4) Alameda Ave / Passmore Rd
- 5) Socorro Rd / Passmore Rd
- 6) Socorro Rd / Bovee Rd.
- 7) Socorro Rd / Winn Rd

The layout and construction Estimates for the seven Bus Stop improvements are included in Appendix D - City Bus Routes & Bus Stops Plan Layout and Details, and in Appendix F - Sheltered Bus Stops Stations Plan Estimates.

All existing subdivisions were evaluated for compliance with current ADA requirements. The subdivisions that did not have existing sidewalks and curb ramps, were included in the Master Sidewalk Plan. Many older subdivisions did have existing sidewalks. Many of the curb ramps in the older subdivisions do not comply with the current ADA requirements but comply with older ADA requirements. These ramps are considered "grandfathered" or by definition "Safe Harbor".

ADA Regulations including the updated ADA Standards for Accessible Design (2010 Standards, as defined in 28 CFR 35.151), specifies that "elements that have not been altered in existing facilities on or after March 15, 2012, and that comply with the corresponding technical and scoping specifications for those elements in either the 1991 Standards or in the Uniform Federal Accessibility Standards (UFAS), are not required to be modified in order to comply with the requirements set forth in the 2010 Standards." 28 C.F.R. 35.150(b)(2)(i).

As a result of this “safe harbor” provision, if a curb ramp was built or altered prior to March 15, 2012, and complies with the requirements for curb ramps in either the 1991 ADA Standards for Accessible Design (1991 Standards, known prior to 2010 as the 1991 ADA Accessibility Guidelines, or the 1991 ADAAG) or UFAS, it does **not** have to be modified to comply with the requirements in the 2010 Standards. However, if that existing curb ramp did not comply with either the 1991 Standards or UFAS as of March 15, 2012, then the safe harbor does not apply and the curb ramp must be brought into compliance with the requirements of the 2010 Standards concurrent with the road alteration. See 28 CFR 35.151(c) and (i).

Based on this criteria, all existing curb ramps were inventoried by subdivision. The Transition Plan excludes curb ramps that comply with the 1991 ADA Standards for replacement. However, curb ramps not complying with the 1991 ADA standards were included in the construction estimate for removal and replacement. A layout of all the Subdivisions with curb ramp replacement is provided (see Appendix G), as well as all the individual Subdivisions Transition Plan Construction Estimates (see Appendix H). The table below provides the Year the subdivisions were approved and built.

TABLE 2 – Subdivisions’ Year Approved and Year Built

SUBDIVISIONS	YEAR PLAT APPROVED	YEAR BUILT	ADA STANDARD	NOTES
Sombras de Misiones	2003	2004	1991	ADA Safe Harbor
Villas del Valle	2007	2011	1991	ADA Safe Harbor
Marina	2000	2002	1991	ADA Safe Harbor
El Campanario	1999	2001	1991	ADA Safe Harbor
Valle del Sol	2002	2002	1991	ADA Safe Harbor
Valle Hermoso	2002	2002	1991	ADA Safe Harbor
Tejano	1997	2003	1991	ADA Safe Harbor
Valley Ridge 01	2002	2002	1991	ADA Safe Harbor
Valley Ridge 02	2002	2002	1991	ADA Safe Harbor
Cielo Azul	1998	1999	1991	ADA Safe Harbor
Los Robles del Valle	1999	2001	1991	ADA Safe Harbor

STEP 6 - SCHEDULE AND BUDGET FOR IMPROVEMENTS

The Transition Plan should include a schedule of improvements to upgrade accessibility in each year following the Transition Plan. Remediation work can be presented for an independent remediation program or as an integral part of regularly scheduled maintenance and improvements project such as Resurfacing Projects, Roadway Rehabilitation and Reconstruction Projects, and Signal System Installation Projects. All new projects, regardless of funding sources, would include pedestrian elements that are consistent with the ADA guidelines. Table 3 below provides the Estimated Summary cost Summary for the estimated cost per Subdivision in the Transition Plan.

TABLE 3 – Subdivision Transition Plan Estimated Summary Cost

CITY OF SOCORRO TRANSITION PLAN SUMMARY OF ESTIMATED COST 7/17/2019	
Valle Hermoso Subdivision	\$ 60,373.76
Los Robles Del Valle Subvision	\$ 12,073.60
Valle Del Sol Subdivision	\$ 342,115.20
Tejano Subdivision	\$ 22,136.96
Cielo Azul Subdivision	\$ 32,199.68
Valley Ridge 01 Subdivision	\$ 41,201.92
Valley Ridge 02 Subdivision	\$ 28,174.08
Marina Subdivision	\$ 40,249.60
Villa Del Valle Subdivision	\$ 4,024.96
Sombra De Misiones Subdivision	\$ 28,174.08
BUS STOPS	\$ 275,412.99
CONSTRUCTION TOTAL:	\$ 886,136.83

Funding Sources: The most immediate source of funds for remediation efforts is the incorporation of improvements into existing programmed remediation projects, incorporation into programmed signalization projects, and incorporation into programmed maintenance work. An accessibility improvement program could be developed as a stand alone project through the Transportation Improvement Program. Potential sources of funding for accessibility improvements also include the following:

- Congestion Mitigation/Air Quality Program
- Highway Safety Improvement Program
- National Highway System Improvements Program
- Railway – Highway Crossing Program
- Recreational Trail Program
- Safe Routes to School Program
- State and Community Traffic Safety Program
- Surface Transportation Program
- Transportation Enhancement Activities Program

Prioritization: The prioritization of improvements that may not be included in an existing programmed project can be based on a number of factors. Generally, priority should be given to transportation facilities, public places, and places of employment. Other factors to consider when prioritizing improvements may include:

- Citizen requests or complaints regarding inaccessible locations
- Pedestrian level of service
- Population density
- Presence of a disabled population
- Cost

STEP 7 – MONITORING THE PROGRESS

In order to be effective, the Transition Plan needs to be utilized in yearly planning of projects and funding decisions, and also needs to be periodically reviewed for compliance and validity. Self-evaluation continues after the Transition Plan is complete. The Transition Plan should be viewed as a “living document” and updated regularly to reflect changes in real world conditions and to address any possible new areas of noncompliance. Periodic reviews and updates to the Plan must be conducted to ensure ongoing compliance with ADA requirements. Self-evaluation activities would then consist of reviewing the Plan to determine the level of compliance, and determine if any additional areas of upgrade are needed. If deficiencies are found, these are catalogued and the Transition Plan updated to detail how and when the barriers to pedestrian access would be removed.

III. CONCLUSION TO THE PROCESS

The ideal conclusion to the Transition Plan process is the elimination of the barriers listed in the Transition Plan and the acceptance of the requirements of the Act as an everyday reality in all future work going forward. Due to the magnitude of the task and the other priorities that a City faces, the ideal scenario has not universally played out

The following sections of this Guide discuss best practices and decisions that Departments have utilized in dealing with implementation issues and the methods that they have used to make progress. In addition to presenting anecdotal evidence from the states in Best Practices, the following sections present “keys to success”. These are called out to help Departments as they are undertaking the ADA tasks associated with drafting and updating a Transition Plan.

IV. CONCLUSION

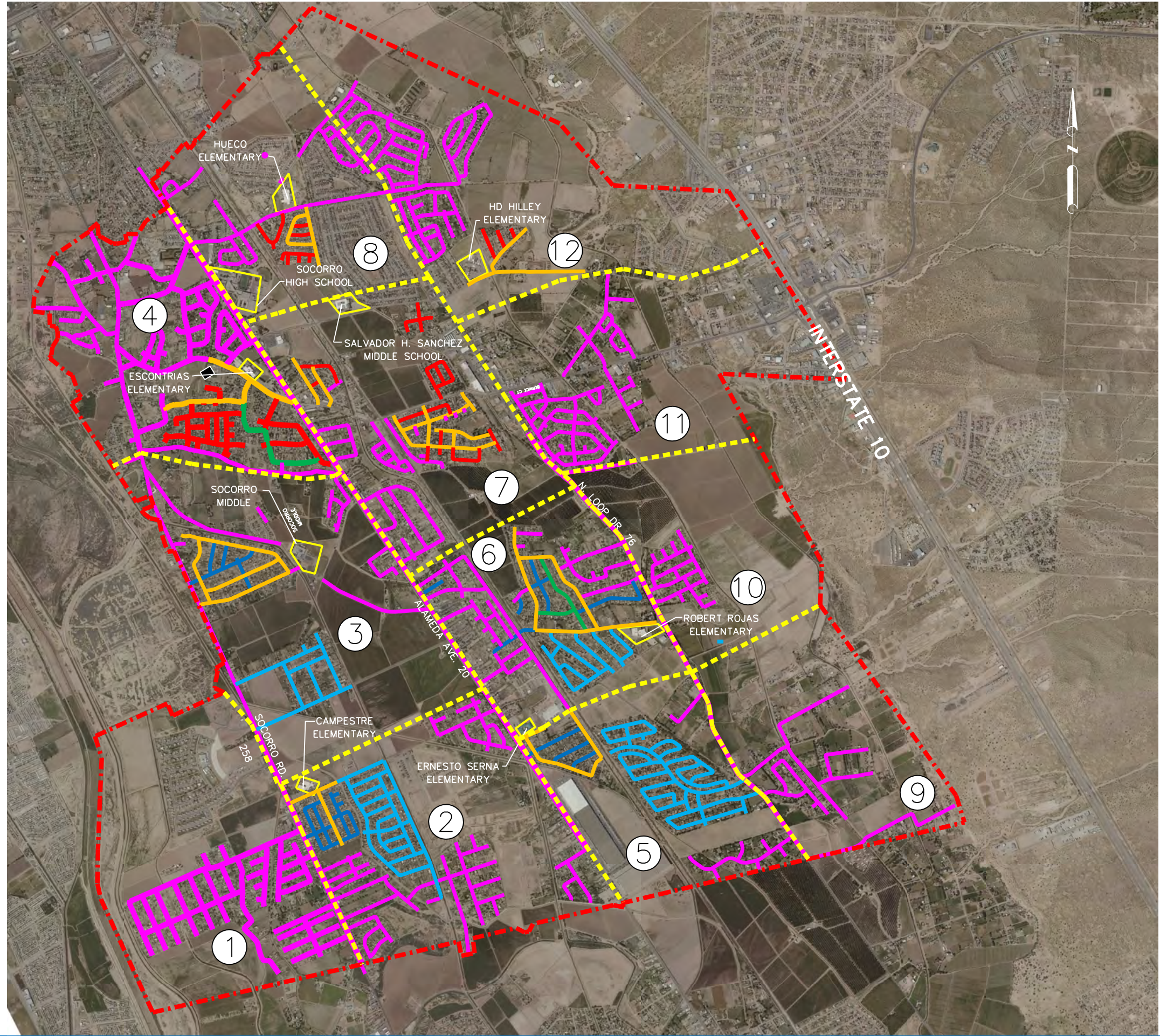
The purpose of this document is to ensure that good ideas, helpful information, and successful practices concerning the development and updating of Program Access Plans or Transition Plans are recognized, recorded, and shared among Departments of Transportation.

The ideal conclusion to this process is the elimination of the barriers and the acceptance of the requirements of the ADA as an everyday reality in all future work going forward. Due to the magnitude of the task and the other priorities that a City faces, the ideal scenario has not universally played out.

By highlighting some of the issues and the methods used to address issues that the City faces when developing and updating their ADA Transition Plans it is desired that going forward the City can make steady progress towards improving access to the facilities. It is recognized that each entity or responsible agency will have to tailor an approach to developing, updating and implementing a Transition Plan based upon their own needs and available resources and that the level of detail and content of the Plan will vary and be presented in a format that will be the most beneficial to them in implementing ADA.

APPENDIX A - Safe Routes to School Program Layout

\$TIME\$
\$DATE\$
\$USER\$
\$FILE\$



LEGEND

- SRTS PHASE I (COMPLETED)
- SRTS PHASE II (COMPLETED)
- SRTS PHASE III-A
- SRTS PHASE III-B
- SRTS PHASE IV
- SIDEWALK MASTER PLAN
- SOCORRO CITY LIMITS
- SIDEWALK MASTER PLAN



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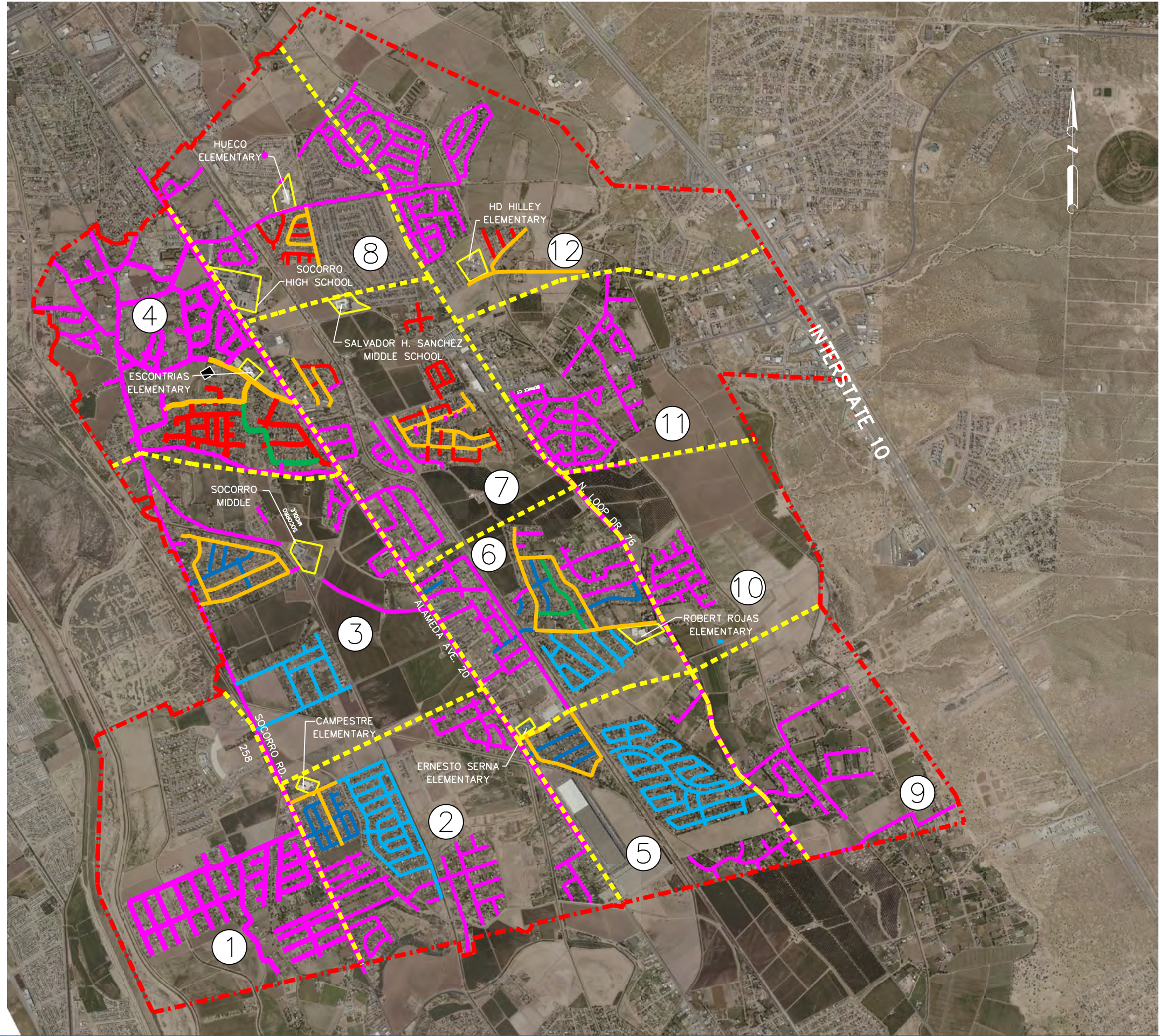
CITY OF SOCORRO

SAFE ROUTES TO SCHOOL
AND MASTER SIDEWALK
SECTION LAYOUT

PROJECT NO.		
18-02		\$XX\$
STATE	CITY	
TEXAS	SOCORRO	
ROADWAY		

APPENDIX B - Master Sidewalk Plan Layout

\$TIME\$
\$DATE\$
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LEGEND

- SRTS PHASE I (COMPLETED)
- SRTS PHASE II (COMPLETED)
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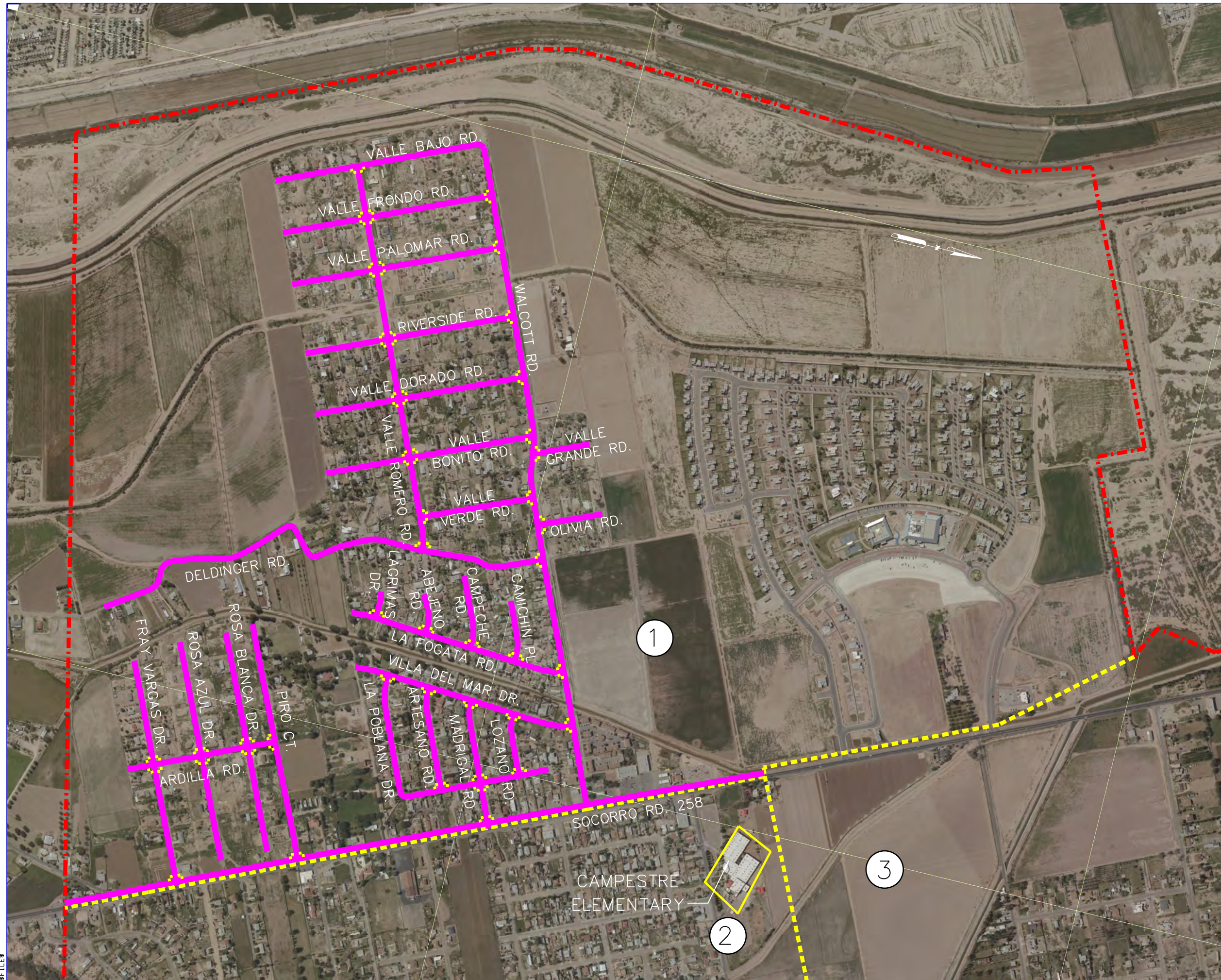
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CITY OF SOCORRO

SAFE ROUTES TO SCHOOL
AND MASTER SIDEWALK
SECTION LAYOUT

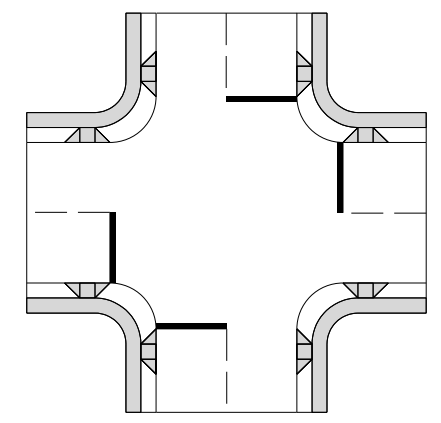
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ROADWAY		

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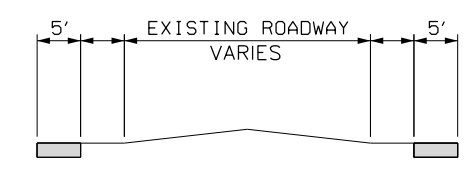


- LEGEND
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 - SOCORRO CITY LIMITS
 - SIDEWALK MASTER PLAN

PROPOSED ADA RAMP



TYPICAL SIDEWALK AND
ADA RAMP AT INTERSECTION



SIDEWALK TYPICAL SECTION



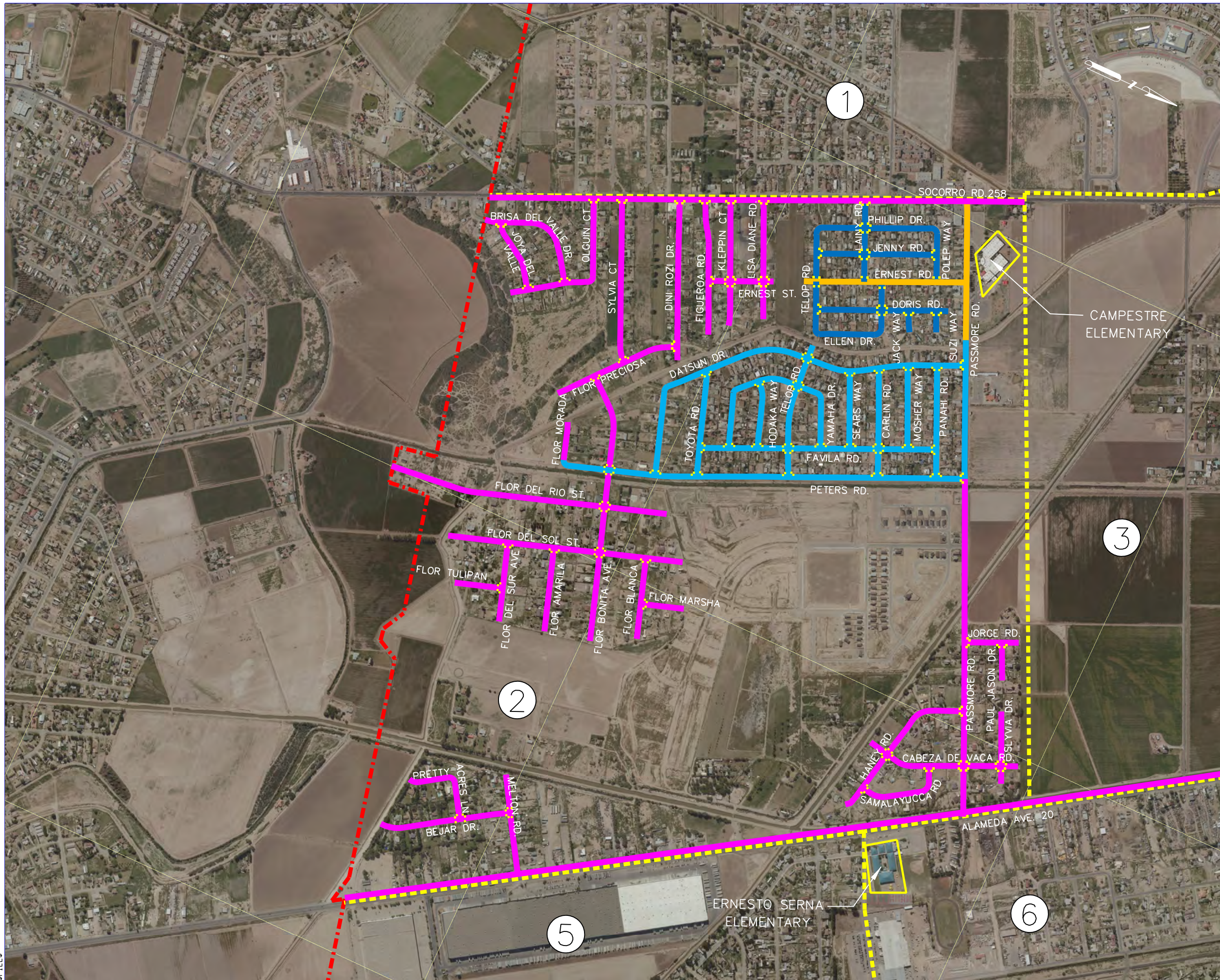
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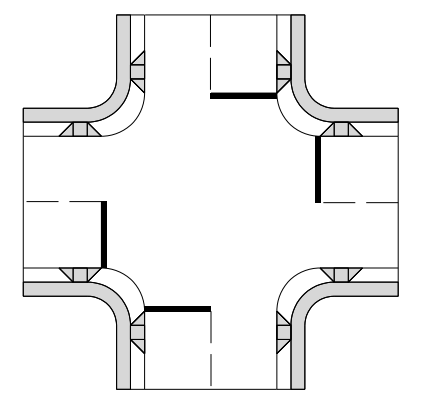
MASTER PLAN SIDEWALK
SECTION 1

SCALE: 1" = 750'

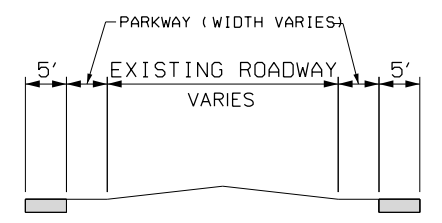
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TYPICAL SIDEWALK AND
ADA RAMPs AT INTERSECTION



SIDEWALK TYPICAL SECTION

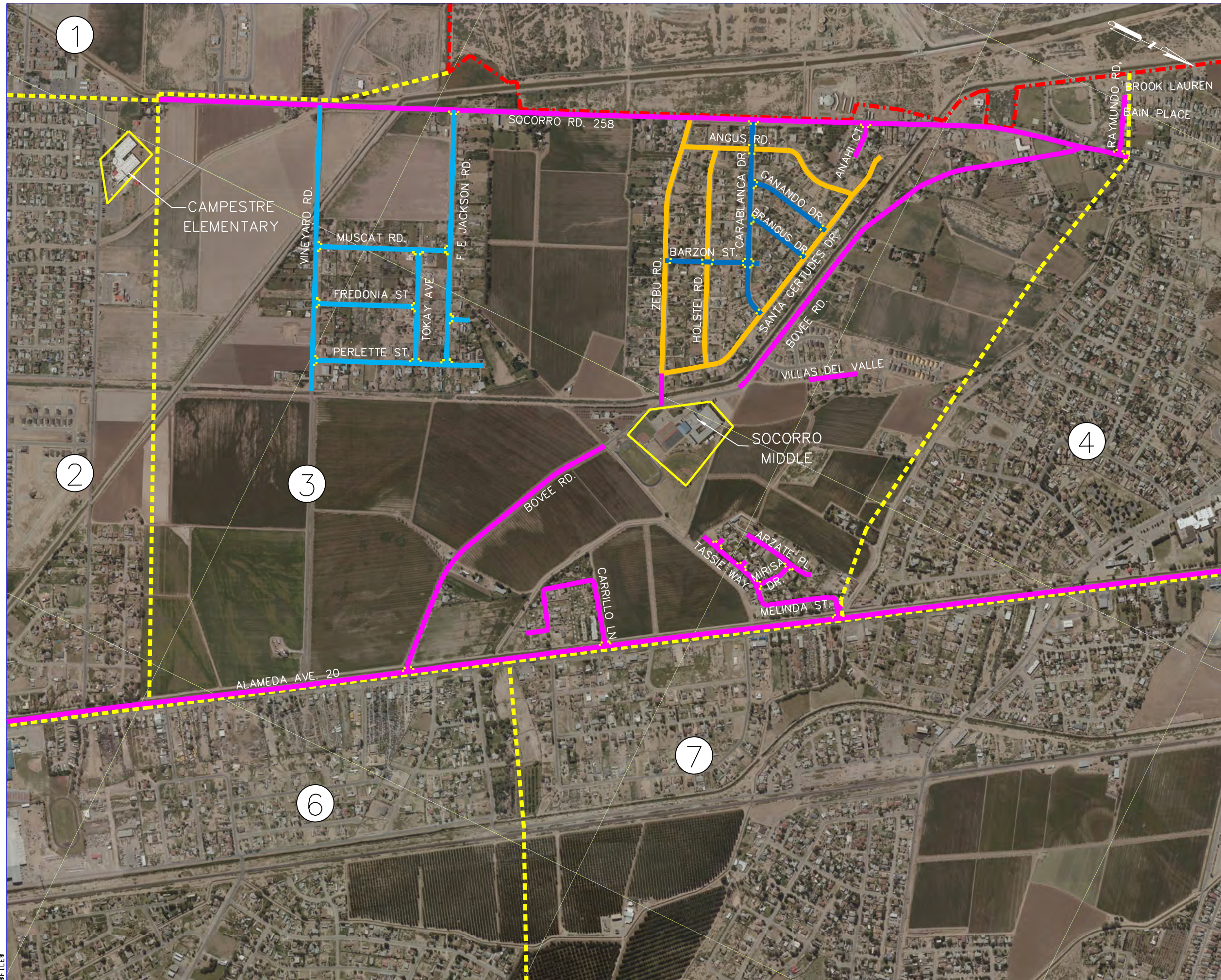


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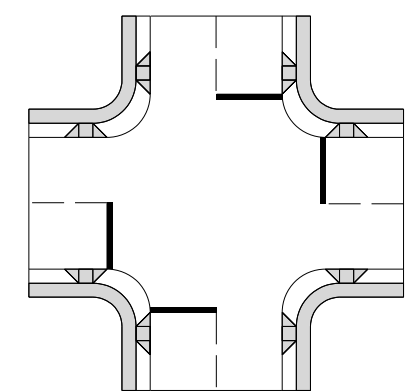
MASTER PLAN SIDEWALK
SECTION 2

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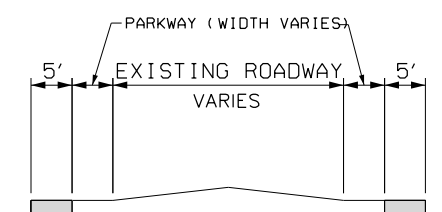


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TYPICAL SIDEWALK AND
ADA RAMP AT INTERSECTION



SIDEWALK TYPICAL SECTION



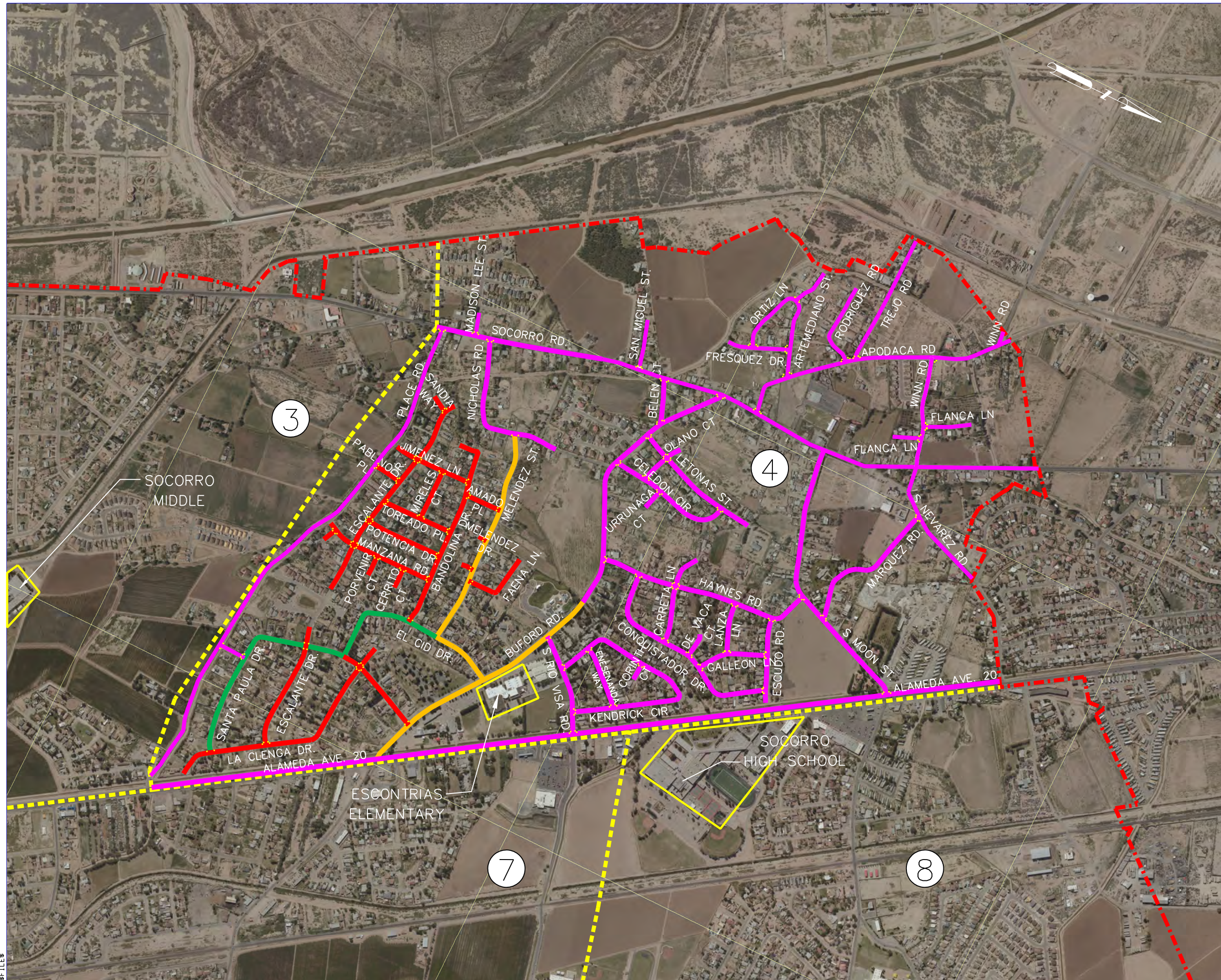
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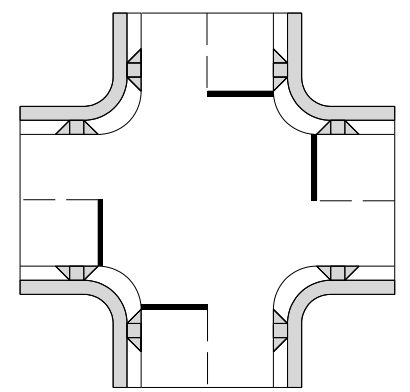
MASTER PLAN SIDEWALK
SECTION 3

SCALE: 1"=1000'

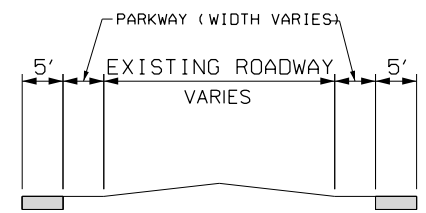
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TYPICAL SIDEWALK AND
ADA RAMPs AT INTERSECTION



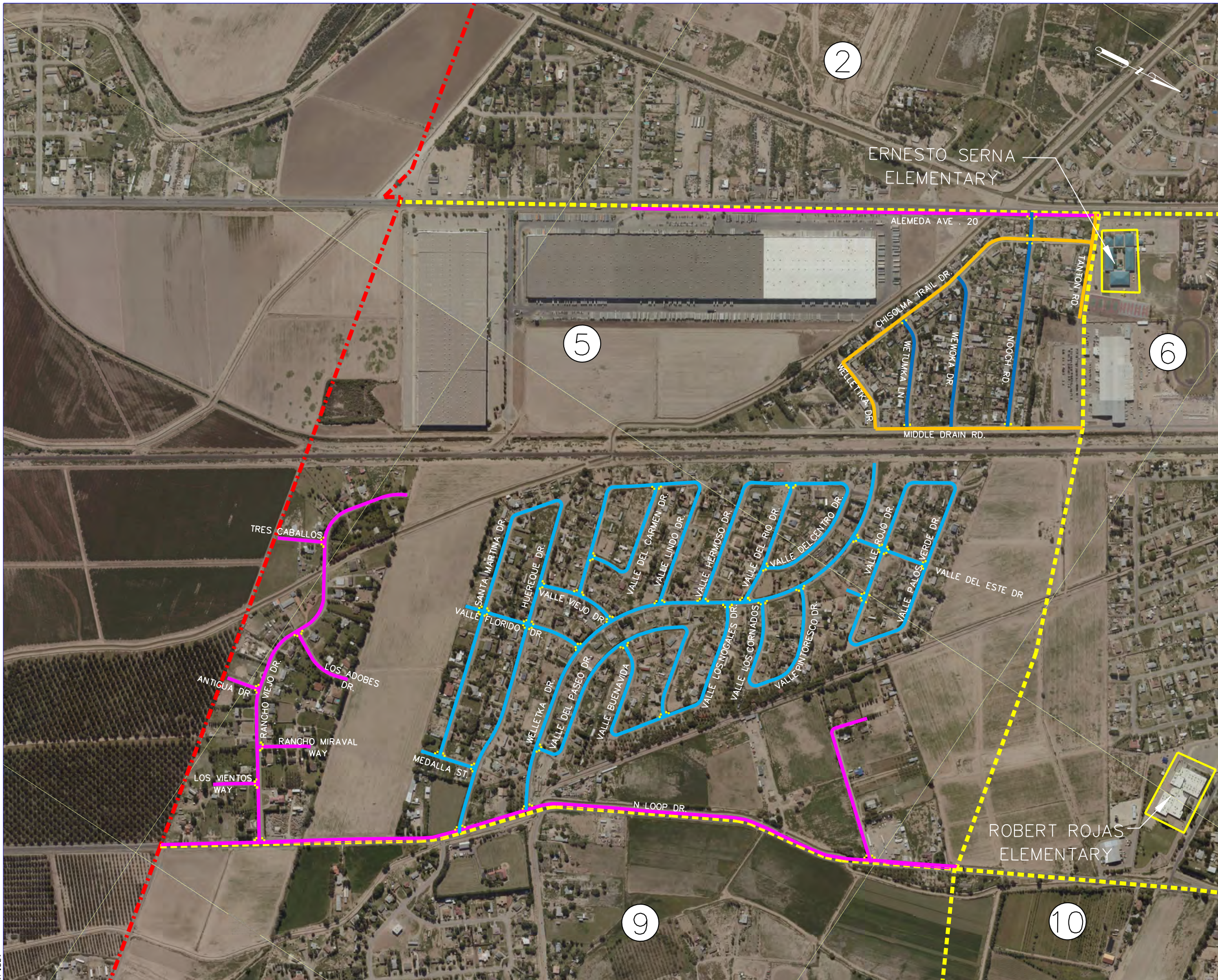
SIDEWALK TYPICAL SECTION

DANNENBAUM

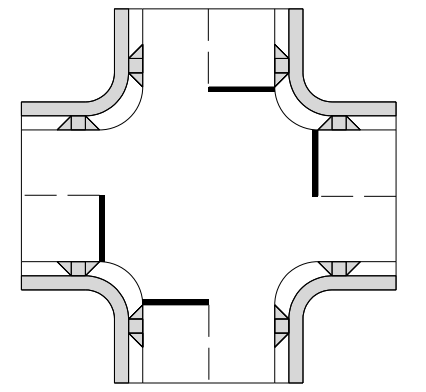
ENGINEERING CORPORATION - EL PASO, LLC
T.B.P.E. FIRM REGISTRATION #14531
10737 GATEWAY BLVD. WEST, STE 112 EL PASO, TX 79935 (915) 629-0401

MASTER PLAN SIDEWALK
SECTION 4

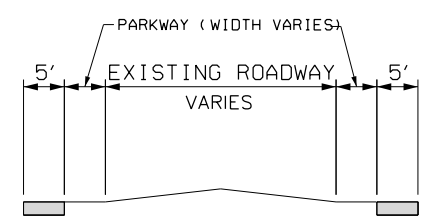
\$TIMES
\$DATES
\$USERS
\$FILES



- LEGEND
- SRTS PHASE I (COMPLETED)
 - SRTS PHASE II (COMPLETED)
 - SRTS PHASE III-A
 - SRTS PHASE III-B
 - SRTS PHASE IV
 - SIDEWALK MASTER PLAN
 - SOCORRO CITY LIMITS
 - SIDEWALK MASTER PLAN
 - PROPOSED ADA RAMP



TYPICAL SIDEWALK AND
ADA RAMP AT INTERSECTION



SIDEWALK TYPICAL SECTION

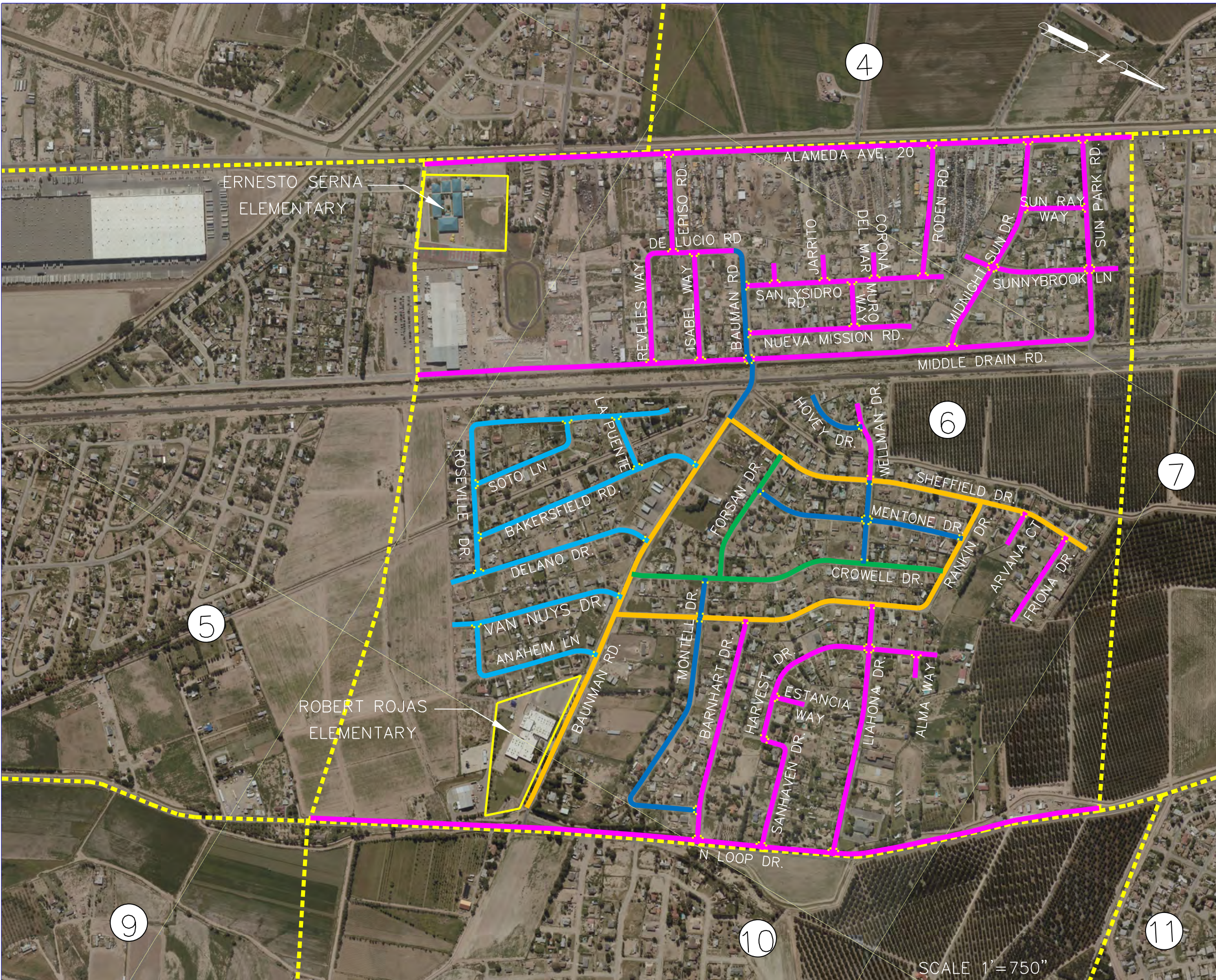


DANNENBAUM

ENGINEERING CORPORATION - EL PASO, LLC
T.B.P.E. FIRM REGISTRATION #14531
10737 GATEWAY BLVD. WEST, STE 112 EL PASO, TX 79935 (915) 629-0401

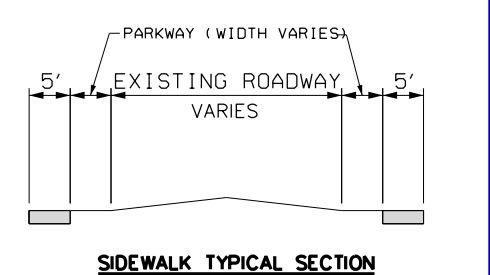
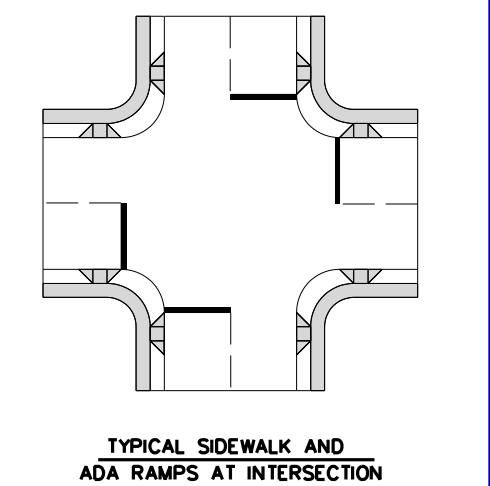
MASTER PLAN SIDEWALK
SECTION 5


\$TIMES
\$DATES
\$USERS
\$FILES



LEGEND

- SRTS PHASE I (COMPLETED)
- SRTS PHASE II (COMPLETED)
- SRTS PHASE III-A
- SRTS PHASE III-B
- SRTS PHASE IV
- SIDEWALK MASTER PLAN
- SOCORRO CITY LIMITS
- SIDEWALK MASTER PLAN
- PROPOSED ADA RAMP



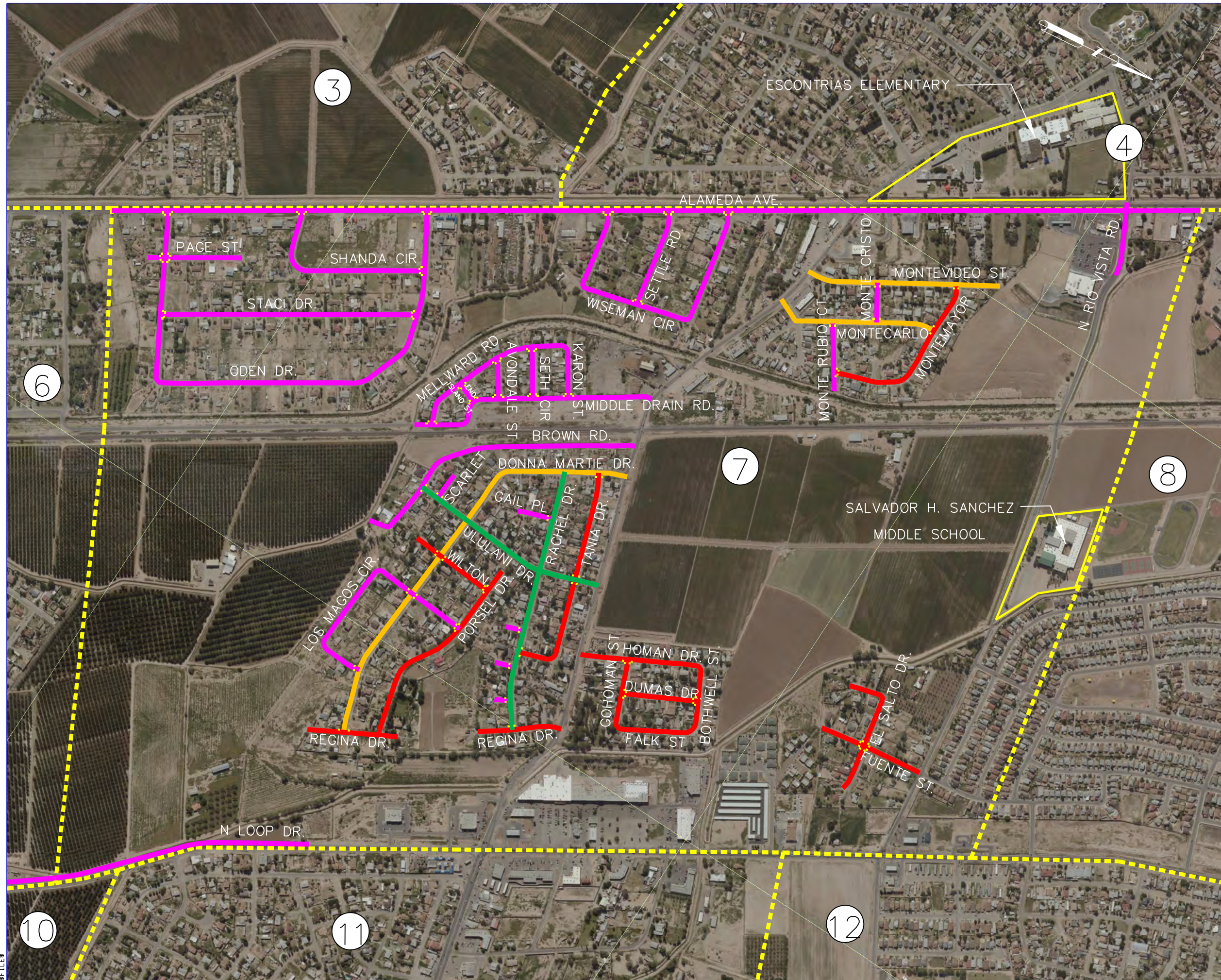

DANNENBAUM
ENGINEERING CORPORATION - EL PASO, LLC
T.B.P.E. FIRM REGISTRATION #14531
10737 GATEWAY BLVD. WEST, STE 112 EL PASO, TX 79935 (915) 629-0401

MASTER PLAN SIDEWALK
SECTION 6

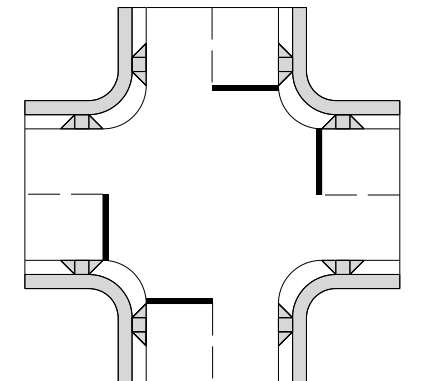
SCALE: 1" = 750'

PAGE 6 OF 12

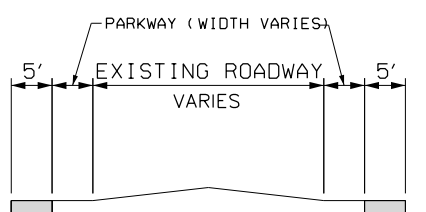
\$TIMES
\$DATES
\$USERS
\$FILES



- LEGEND
- SRTS PHASE I (COMPLETED)
 - SRTS PHASE II (COMPLETED)
 - SRTS PHASE III-A
 - SRTS PHASE III-B
 - SRTS PHASE IV
 - SIDEWALK MASTER PLAN
 - SOCORRO CITY LIMITS
 - SIDEWALK MASTER PLAN
 - PROPOSED ADA RAMP



TYPICAL SIDEWALK AND
ADA RAMPS AT INTERSECTION



SIDEWALK TYPICAL SECTION

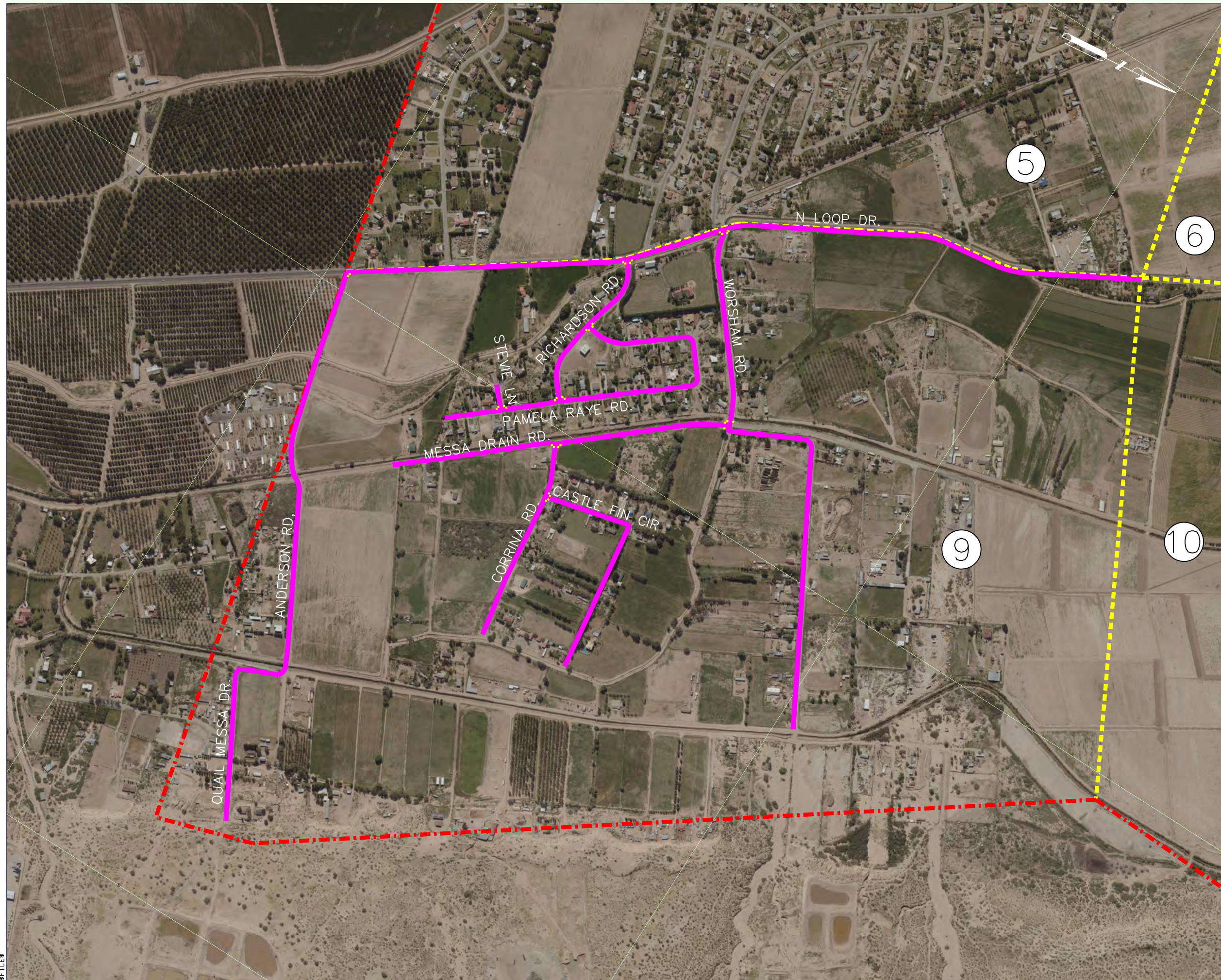


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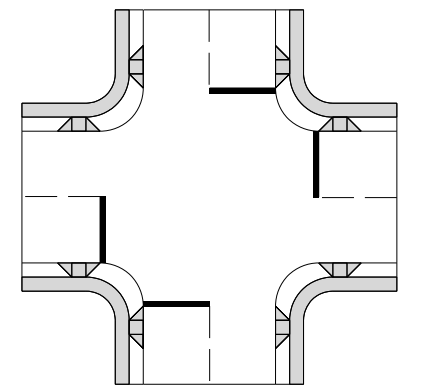
ENGINEERING CORPORATION - EL PASO, LLC
T.B.P.E. FIRM REGISTRATION #14531
10737 GATEWAY BLVD. WEST, STE 112 EL PASO, TX 79935 (915) 629-0401

MASTER PLAN SIDEWALK
SECTION 7

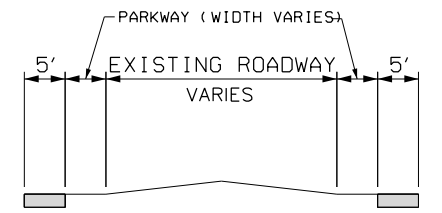
\$TIMES
\$DATES
\$USERS
\$FILES



- LEGEND
- SRTS PHASE I (COMPLETED)
 - SRTS PHASE II (COMPLETED)
 - SRTS PHASE III-A
 - SRTS PHASE III-B
 - SRTS PHASE IV
 - SIDEWALK MASTER PLAN
 - SOCORRO CITY LIMITS
 - SIDEWALK MASTER PLAN
 - PROPOSED ADA RAMP



TYPICAL SIDEWALK AND
ADA RAMPS AT INTERSECTION

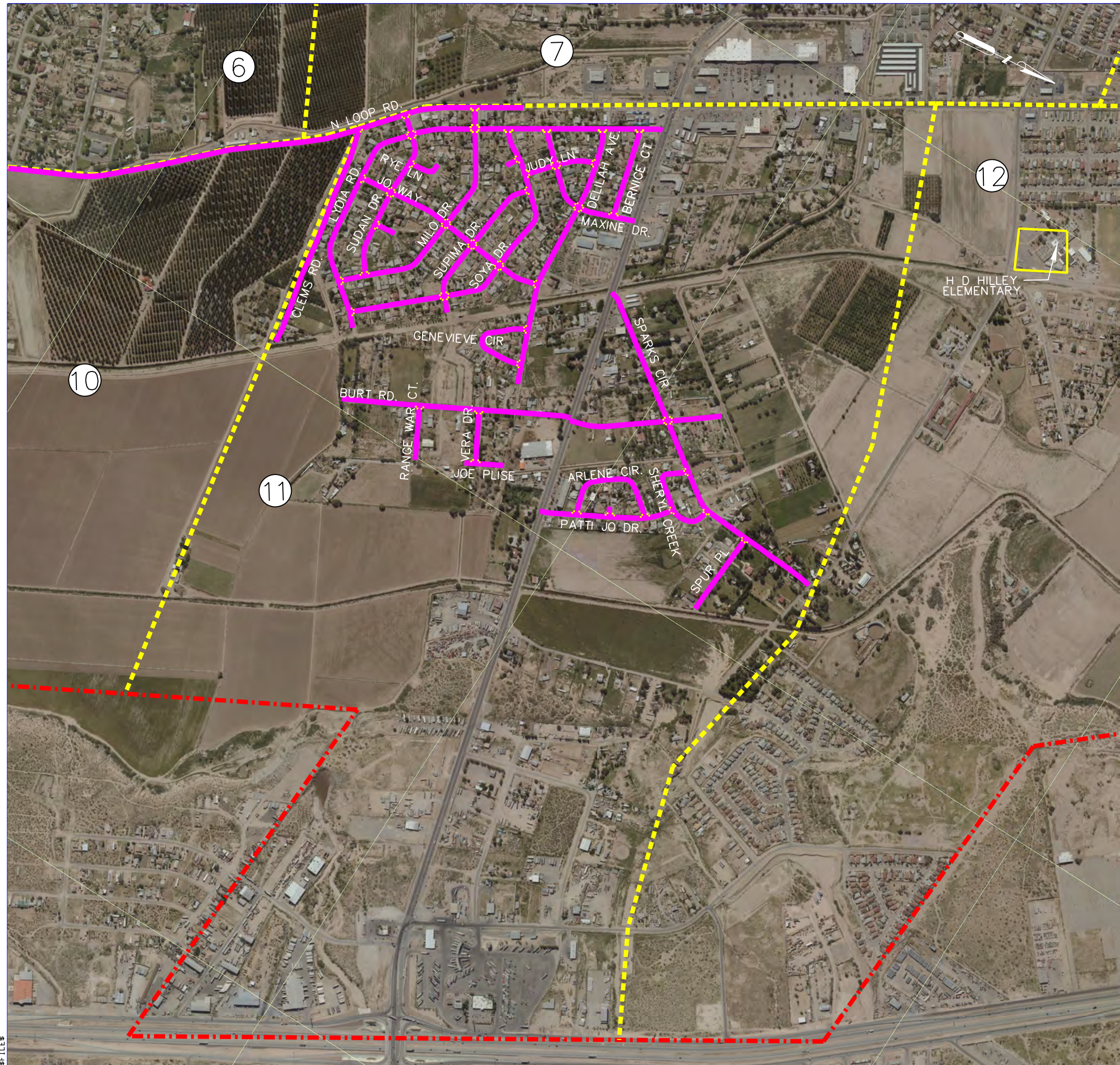


SIDEWALK TYPICAL SECTION

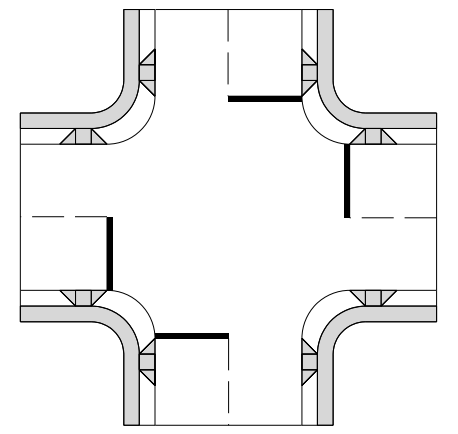
DANNENBAUM
ENGINEERING CORPORATION - EL PASO, LLC
T.B.P.E. FIRM REGISTRATION #14531
10737 GATEWAY BLVD. WEST, STE 112 EL PASO, TX 79935 (915) 629-0401

MASTER PLAN SIDEWALK
SECTION 9

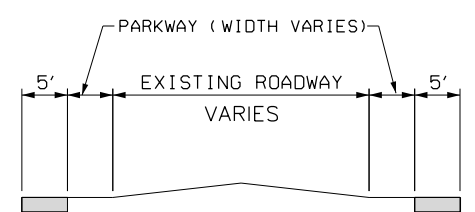
\$TIMES
\$DATES
\$USERS
\$FILES



- LEGEND
- SRTS PHASE I (COMPLETED)
 - SRTS PHASE II (COMPLETED)
 - SRTS PHASE III-A
 - SRTS PHASE III-B
 - SRTS PHASE IV
 - SIDEWALK MASTER PLAN
 - SOCORRO CITY LIMITS
 - SIDEWALK MASTER PLAN
 - PROPOSED ADA RAMP



TYPICAL SIDEWALK AND ADA RAMPS AT INTERSECTION



SIDEWALK TYPICAL SECTION

DANNENBAUM

ENGINEERING CORPORATION - EL PASO, LLC
T.B.P.E. FIRM REGISTRATION #14531
10737 GATEWAY BLVD. WEST, STE 112 EL PASO, TX 79935 (915) 629-0401

MASTER PLAN SIDEWALK
SECTION 11

SCALE: 1"=950'

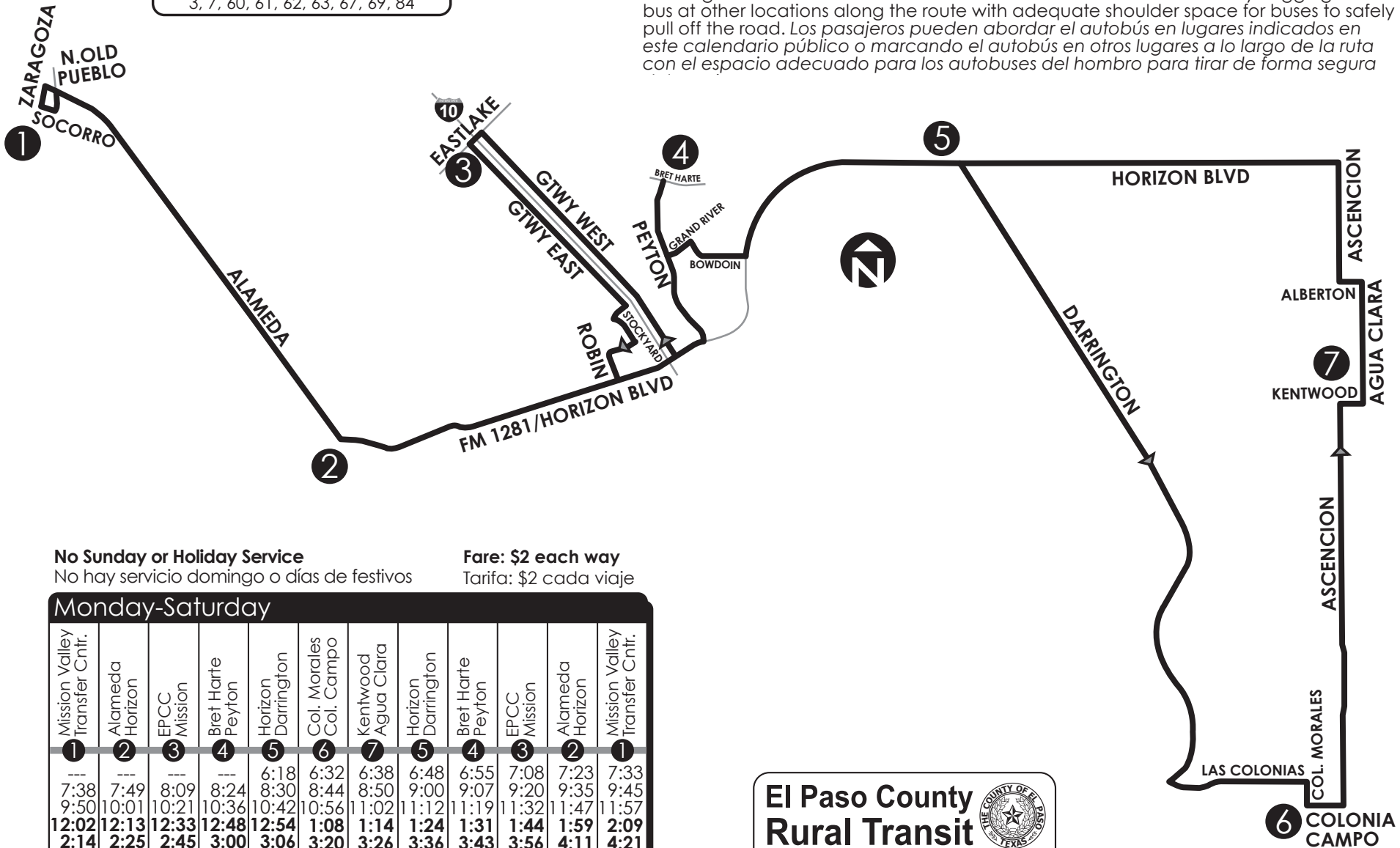
PAGE 11 OF 12

APPENDIX C - Current bus routes for the City of Socorro

COUNTY
30
ROUTE

Horizon City

MISSION VALLEY TRANSFER CENTER
CONNECTING SUN METRO ROUTES
3, 7, 60, 61, 62, 63, 67, 69, 84



Sun Metro transfers are not accepted on County routes and County route transfers are not accepted on Sun Metro routes.
Pases de transbordo de las rutas de Sun Metro no se aceptan en rutas del Condado, y pases de transbordo de las rutas del Condado no se aceptan en rutas de Sun Metro.

Passengers can board the bus at locations listed on this timetable or by flagging the bus at other locations along the route with adequate shoulder space for buses to safely pull off the road. Los pasajeros pueden abordar el autobús en lugares indicados en este calendario público o marcando el autobús en otros lugares a lo largo de la ruta con el espacio adecuado para los autobuses del hombro para tirar de forma segura

No Sunday or Holiday Service

No hay servicio domingo o días de festivos

Fare: \$2 each way

Tarifa: \$2 cada viaje

Monday-Saturday

Mission Valley Transfer Cntr.	Alameda Horizon	EPCC Mission	Bret Harte Peyton	Horizon Darrington	Col. Morales Col. Campo	Kentwood Agua Clara	Horizon Darrington	Bret Harte Peyton	EPCC Mission	Alameda Horizon	Mission Valley Transfer Cntr.
1	2	3	4	5	6	7	5	4	3	2	1
---	---	---	---	6:18	6:32	6:38	6:48	6:55	7:08	7:23	7:33
7:38	7:49	8:09	8:24	8:30	8:44	8:50	9:00	9:07	9:20	9:35	9:45
9:50	10:01	10:21	10:36	10:42	10:56	11:02	11:12	11:19	11:32	11:47	11:57
12:02	12:13	12:33	12:48	12:54	1:08	1:14	1:24	1:31	1:44	1:59	2:09
2:14	2:25	2:45	3:00	3:06	3:20	3:26	3:36	3:43	3:56	4:11	4:21
4:26	4:37	4:57	5:12	5:18	5:32	5:38	5:48	5:55	6:08	6:23	6:33
6:38	6:49	7:09	7:24	7:30	7:44	7:50	8:00	---	---	---	---

El Paso County
Rural Transit



Route & Schedule Info: 533-4731

#30 Horizon

El Paso County
Rural Transit

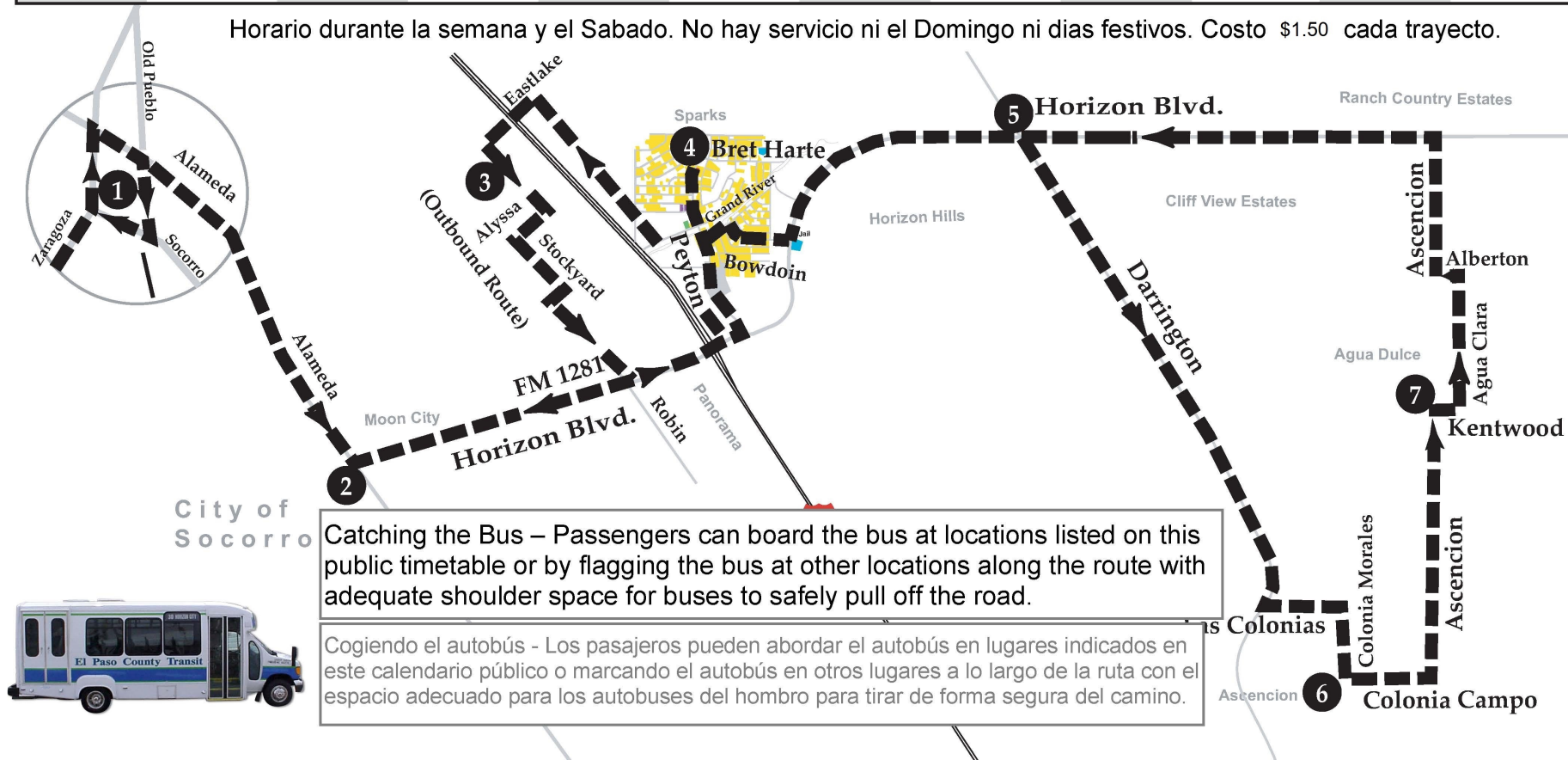


Route & Schedule Info: 533-4731

Effective August 1, 2017 • Weekday & Saturday Schedule • No Sunday or Holiday Service • Fare \$1.50 ea. way, No Change Given

MORNING											
1	2	3	4	5	6	7	5	4	3	2	1
Alameda Zaragoza	Alameda Horizon	EPCC Mission	Bret Harte Peyton	Horizon Darrington	Col. Morales Col. Campo	Kentwood Agua Clara	Horizon Darrington	Bret Harte Peyton	EPCC Mission	Horizon Alameda	Alameda Zaragoza
7:38 am	7:49 am	8:09 am	8:24 am	6:18 am 8:30 am	6:32 am 8:44 am	6:38 am 8:50 am	6:48 am 9:00 am	6:55 am 9:07 am	7:08 am 9:20 am	7:23 am 9:35 am	7:33 am 9:45 am
9:50 am	10:01 am	10:21 am	10:36 am	10:42 am	10:56 am	11:02 am	11:12 am	11:19 am	11:32 am	11:47 am	11:57 am
AFTERNOON											
12:02 pm	12:13 pm	12:33 pm	12:48 pm	12:54 pm	1:08 pm	1:14 pm	1:24 pm	1:31 pm	1:44 pm	1:59 pm	2:09 pm
2:14 pm	2:25 pm	2:45 pm	3:00 pm	3:06 pm	3:20 pm	3:26 pm	3:36 pm	3:43 pm	3:56 pm	4:11 pm	4:21 pm
4:26 pm	4:37 pm	4:57 pm	5:12 pm	5:18 pm	5:32 pm	5:38 pm	5:48 pm	5:55 pm	6:08 pm	6:23 pm	6:33 pm
6:38 pm	6:49 pm	7:09 pm	7:24 pm	7:30 pm	7:44 pm	7:50 pm	8:00 pm				

Horario durante la semana y el Sabado. No hay servicio ni el Domingo ni dias festivos. Costo \$1.50 cada trayecto.



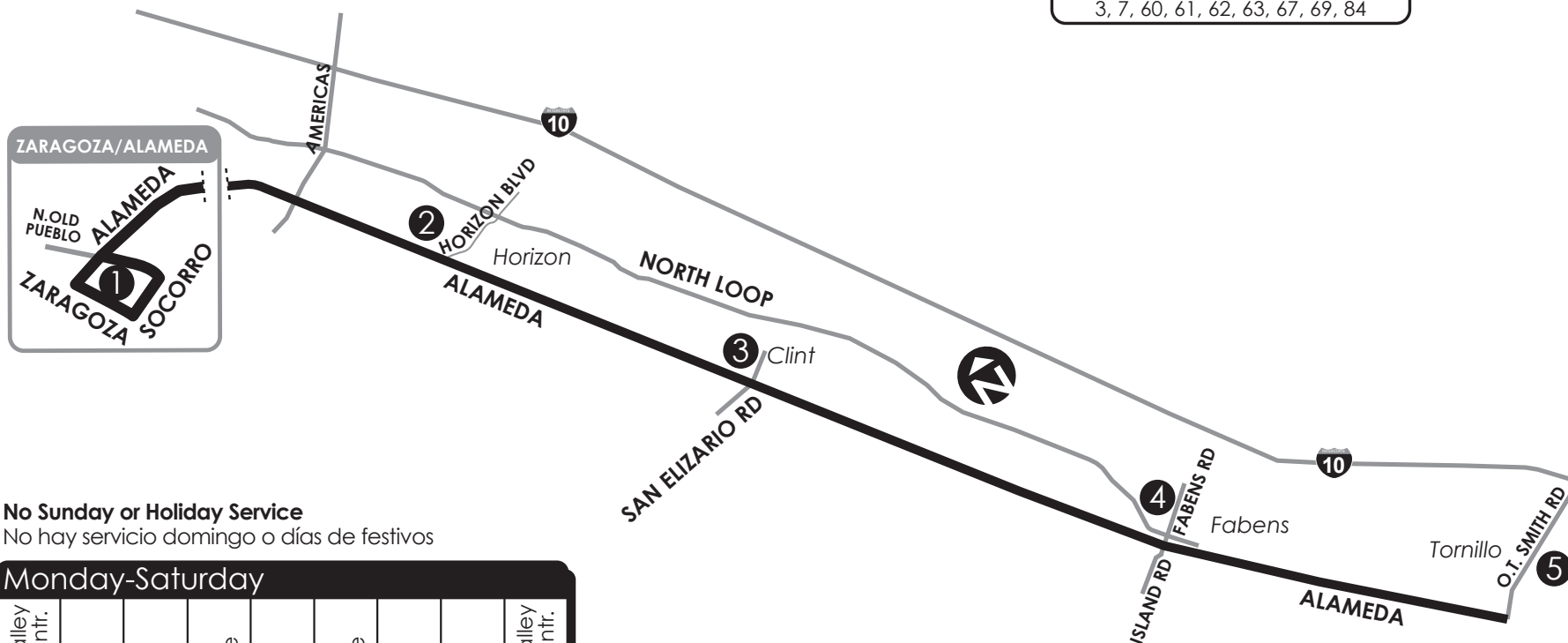
COUNTY
40
ROUTE

Fabens/Tornillo

Sun Metro transfers are not accepted on County routes and
County route transfers are not accepted on Sun Metro routes.

Pases de transbordo de las rutas de Sun Metro no se aceptan en rutas del Condado,
y pases de transbordo de las rutas del Condado no se aceptan en rutas de Sun Metro.

MISSION VALLEY TRANSFER CENTER
CONNECTING SUN METRO ROUTES
3, 7, 60, 61, 62, 63, 67, 69, 84



No Sunday or Holiday Service

No hay servicio domingo o días de festivos

Monday-Saturday

Mission Valley Transfer Cntr.	Alameda Horizon	Alameda Clint	Fabens Big 8 Store	O.T. Smith Wenchos	Fabens Big 8 Store	Alameda Clint	Alameda Horizon	Mission Valley Transfer Cntr.
1	2	3	4	5	4	3	2	1
---	---	---	---	6:43	6:58	7:10	7:19	7:30
7:35	7:45	7:54	8:08	8:22	8:37	8:49	8:58	9:09
9:14	9:24	9:33	9:47	10:01	10:16	10:28	10:37	10:48
10:53	11:03	11:12	11:26	11:40	11:55	12:07	12:16	12:27
12:32	12:42	12:51	1:05	1:19	1:34	1:46	1:55	2:06
2:11	2:31	2:40	2:54	3:08	3:23	3:35	3:44	3:55
4:00	4:10	4:19	4:33	4:47	5:02	5:14	5:23	5:34
5:39	5:49	5:58	6:12	6:26	---	---	---	---

Fare: \$2 each way

Tarifa: \$2 cada viaje

Passengers can board the bus at locations listed on this timetable or by flagging the bus at other locations along the route with adequate shoulder space for buses to safely pull off the road. Los pasajeros pueden abordar el autobús en lugares indicados en este calendario público o marcando el autobús en otros lugares a lo largo de la ruta con el espacio adecuado para los autobuses del hombro para tirar de forma segura

El Paso County
Rural Transit

Route & Schedule Info: 533-4731



#40 Fabens/Tornillo

Effective August 1, 2017
Weekday & Saturday Schedule

No Sunday or Holiday Service

Fare \$1.50 each way

No Change Given

Horario durante la semana y el
sabado. No hay servicio ni el
domingo ni dias festivos. Costo
\$1.50 cada trayecto.

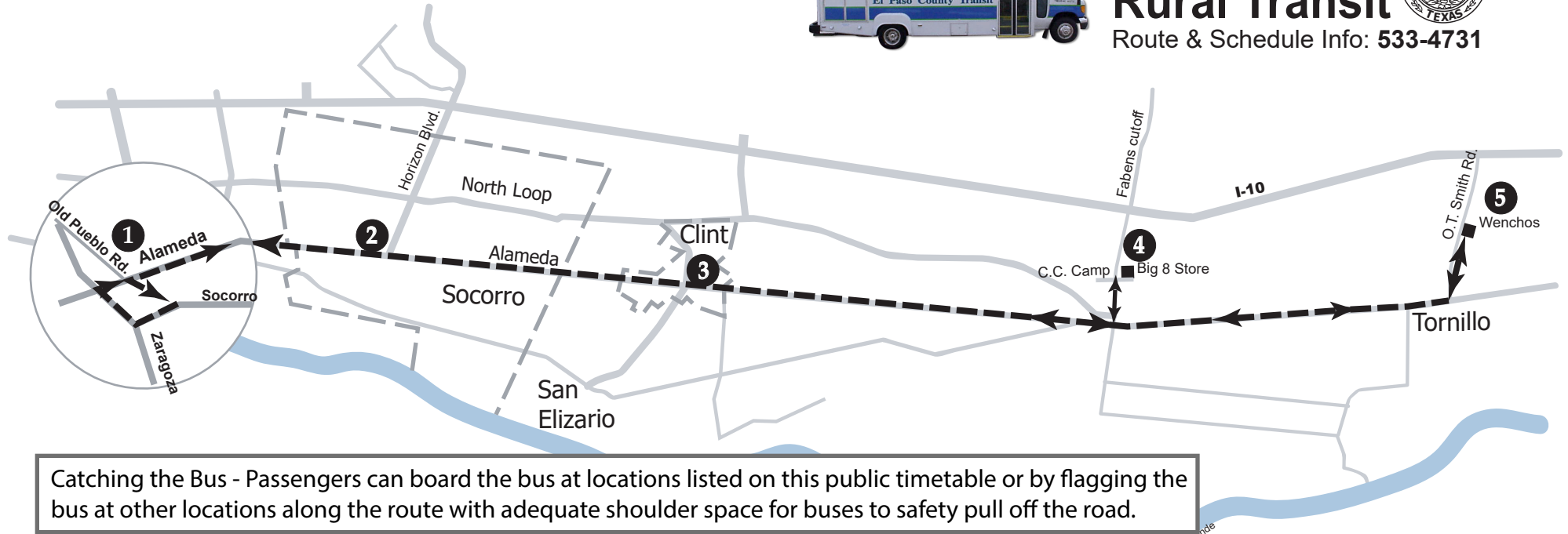
MORNING								
1	2	3	4	5	4	3	2	1
Alameda Zaragoza	Alameda Horizon	Alameda Clint	Fabens Big 8 Store	O.T. Smith Wenchos	Fabens Big 8 Store	Alameda Clint	Alameda Horizon	Alameda Zaragoza
7:35 am	7:45 am	7:54 am	8:08 am	6:43 am	6:58 am	7:10 am	7:19 am	7:30 am
9:14 am	9:24 am	9:33 am	9:47 am	8:22 am	8:37 am	8:49 am	8:58 am	9:09 am
10:53am	11:03am	11:12am	11:26am	10:01 am	10:16 am	10:28 am	10:37 am	10:48 am
				11:40am	11:55am	12:07pm	12:16pm	12:27pm
AFTERNOON								
12:32pm	12:42pm	12:51pm	1:05pm	1:19pm	1:34pm	1:46pm	1:55pm	2:06pm
2:11pm	2:21pm	2:30pm	2:44pm	2:58pm	3:13pm	3:25pm	3:34pm	3:45pm
3:50pm	4:00pm	4:09pm	4:23pm	4:37pm	4:52pm	5:04pm	5:13pm	5:24pm
5:29pm	5:39pm	5:48pm	6:02pm	6:16pm				



**El Paso County
Rural Transit**



Route & Schedule Info: **533-4731**



Catching the Bus - Passengers can board the bus at locations listed on this public timetable or by flagging the bus at other locations along the route with adequate shoulder space for buses to safely pull off the road.

Tomando el autobús - Los pasajeros pueden abordar el autobús en los lugares indicados en este calendario público o marcando el autobús en otros lugares a lo largo de la ruta con el espacio adecuado para los autobuses del hombro para tirar de forma segura del camino.

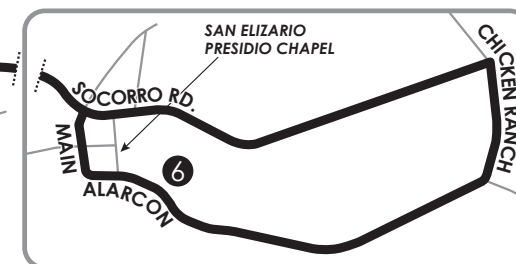
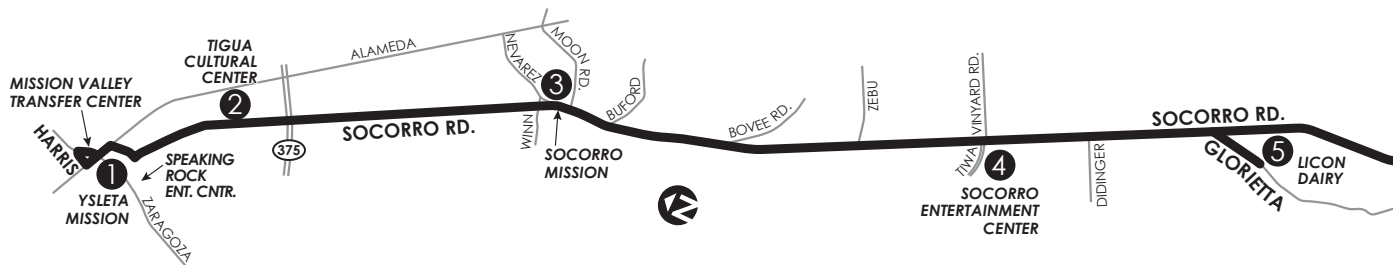
COUNTY 50 ROUTE

Mission Trail

Mission Valley Transfer Center Parking Lot

**El Paso County
Rural Transit**
Route & Schedule Info: **533-4731**

MISSION VALLEY TRANSFER CENTER
CONNECTING SUN METRO ROUTES
3, 7, 60, 61, 62, 63, 67, 69, 84



**This route will also stop
at the following locations:**

OB(Heading East) IB (Heading West)

Mission Valley Term/Ysleta Mission IB/OB

Carl Longuemare Road OB

Old Pueblo IB/OB

Socorro/Caribe IB/OB

Socorro/Jericho IB/OB

Socorro Mission IB/OB

Socorro/Buford IB/OB

Socorro/Bovee IB/OB

Socorro/Zebu IB/OB

Socorro Entertainment Center IB

Socorro/Passmore IB/OB

Socorro/Fray Vargas IB/OB

Licon Dairy IB/OB

Socorro/Thompson IB/OB

Socorro/Herradura IB/OB

Main/Adobe Horseshoe IB

San Elizario Presidio IB

Socorro/Paseo Del Convento OB

Alarcon/Gonzales IB

Alarcon/Medea IB

Alarcon/Beverly Ann IB

13071 Socorro/La Hacienda Apts. OB

Fare: \$5 all day; \$2 each way

Tarifa: \$5 durante todo el dia; \$2 cada trayecto

No service on Easter,

Thanksgiving, Christmas or New Year's Day

Monday - Friday

Mission Valley Transfer Cntr.	Tigua Cultural Center	Socorro Mission	Socorro Ent. Center	Licon Dairy	San Elizario Presidio	Licon Dairy	Socorro Ent. Center	Socorro Mission	Mission Valley Transfer Cntr.
1	2	3	4	5	6	4	3	2	1
8:00	8:04	8:12	8:27	8:39	9:00	9:21	9:33	9:48	9:55
9:00	9:04	9:12	9:27	9:39	10:00	10:21	10:33	10:48	10:55
10:00	10:04	10:12	10:27	10:39	11:00	11:21	11:33	11:48	11:55
11:00	11:04	11:12	11:27	11:39	12:00	12:21	12:33	12:48	12:55
12:00	12:04	12:12	12:27	12:39	1:00	1:21	1:33	1:48	1:55
1:00	1:04	1:12	1:27	1:39	2:00	2:21	2:33	2:48	2:55
2:00	2:04	2:12	2:27	2:39	3:00	3:21	3:33	3:48	3:55
3:00	3:04	3:12	3:27	3:39	4:00	4:21	4:33	4:48	4:55
4:00	4:04	4:12	4:27	4:39	5:00	5:21	5:33	5:48	5:55
5:00	---	5:12	5:27	5:39	6:00	---	---	---	---

Saturday/Sunday/Holiday

Mission Valley Transfer Cntr.	Tigua Cultural Center	Socorro Mission	Socorro Ent. Center	Licon Dairy	San Elizario Presidio	Licon Dairy	Socorro Ent. Center	Socorro Mission	Mission Valley Transfer Cntr.
1	2	3	4	5	6	4	3	2	1
10:00	10:04	10:12	10:27	10:39	11:00	11:21	11:33	11:48	11:55
11:00	11:04	11:12	11:27	11:39	12:00	12:21	12:33	12:48	12:55
12:00	12:04	12:12	12:27	12:39	1:00	1:21	1:33	1:48	1:55
1:00	1:04	1:12	1:27	1:39	2:00	2:21	2:33	2:48	2:55
2:00	2:04	2:12	2:27	2:39	3:00	3:21	3:33	3:48	3:55
3:00	3:04	3:12	3:27	3:39	4:00	4:21	4:33	4:48	4:55
4:00	4:04	4:12	4:27	4:39	5:00	5:21	5:33	5:48	5:55
5:00	---	5:12	5:27	5:39	6:00	---	---	---	---

**Sun Metro transfers are not accepted on County routes and
County route transfers are not accepted on Sun Metro routes.**

Pases de transbordo de las rutas de Sun Metro no se aceptan en rutas del Condado,
y pases de transbordo de las rutas del Condado no se aceptan en rutas de Sun Metro.

#50 MISSION TRAIL

No Service on Easter, Thanksgiving, Christmas and New Years

Fare \$1.50 each way
Costo \$1.50 cada trayecto

Weekday Schedule

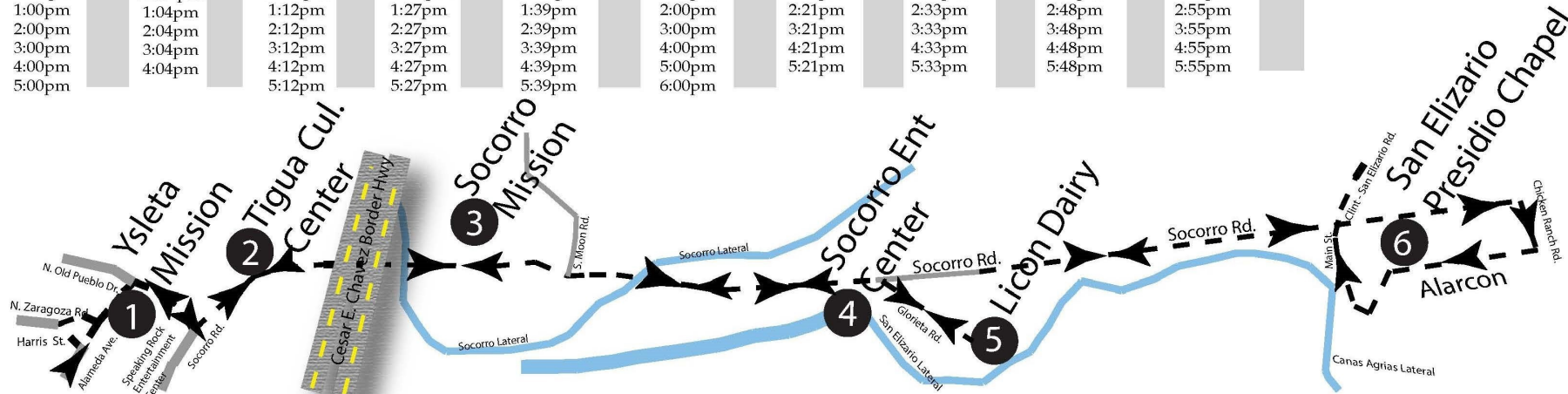
Mission Valley Terminal / Ysleta Mission	Tigua Cul. Center	Socorro Mission	Socorro Ent. Center	Licon Dairy	MORNING (Mañana)	Socorro Ent. Center	Socorro Mission	Mission Valley Terminal / Ysleta Mission
1	2	3	4	5	San Elizario Presidio	6	5	1
8:00am 9:00am 10:00am 11:00am	8:04am 9:04am 10:04am 11:04am	8:12am 9:12am 10:12am 11:12am	8:27am 9:27am 10:27am 11:27am	8:39am 9:39am 10:39am 11:39am	9:00am 10:00am 11:00am 12:00pm	9:33am 10:33am 11:33am 12:33pm	9:48am 10:48am 11:48am 12:48pm	9:55am 10:55am 11:55am 12:55pm
12:00pm 1:00pm 2:00pm 3:00pm 4:00pm 5:00pm	12:04pm 1:04pm 2:04pm 3:04pm 4:04pm	12:12pm 1:12pm 2:12pm 3:12pm 4:12pm 5:12pm	12:27pm 1:27pm 2:27pm 3:27pm 4:27pm 5:27pm	12:39pm 1:39pm 2:39pm 3:39pm 4:39pm 5:39pm	1:00pm 2:00pm 3:00pm 4:00pm 5:00pm 6:00pm	1:33pm 2:33pm 3:33pm 4:33pm 5:33pm	1:48pm 2:48pm 3:48pm 4:48pm 5:48pm	1:55pm 2:55pm 3:55pm 4:55pm 5:55pm

Saturday, Sunday & Holiday Schedule

Mission Valley Terminal / Ysleta Mission	Tigua Cul. Center	Socorro Mission	Socorro Ent. Center	Licon Dairy	MORNING (Mañana)	Socorro Ent. Center	Socorro Mission	Mission Valley Terminal / Ysleta Mission
1	2	3	4	5	San Elizario Presidio	6	5	1
10:00am 11:00am	10:04am 11:04am	10:12am 11:12am	10:27am 11:27am	10:39am 11:39am	11:00am 12:00pm	11:33am 12:33pm	11:48am 12:48pm	11:55am 12:55pm
12:00pm 1:00pm 2:00pm 3:00pm 4:00pm 5:00pm	12:04pm 1:04pm 2:04pm 3:04pm 4:04pm	12:12pm 1:12pm 2:12pm 3:12pm 4:12pm 5:12pm	12:27pm 1:27pm 2:27pm 3:27pm 4:27pm 5:27pm	12:39pm 1:39pm 2:39pm 3:39pm 4:39pm 5:39pm	1:00pm 2:00pm 3:00pm 4:00pm 5:00pm 6:00pm	1:33pm 2:33pm 3:33pm 4:33pm 5:33pm	1:48pm 2:48pm 3:48pm 4:48pm 5:48pm	1:55pm 2:55pm 3:55pm 4:55pm 5:55pm



**El Paso County
Rural Transit**
Effective August 1, 2017



Route & Schedule Info:
Informacion de Ruta y Horario:

915-533-4731



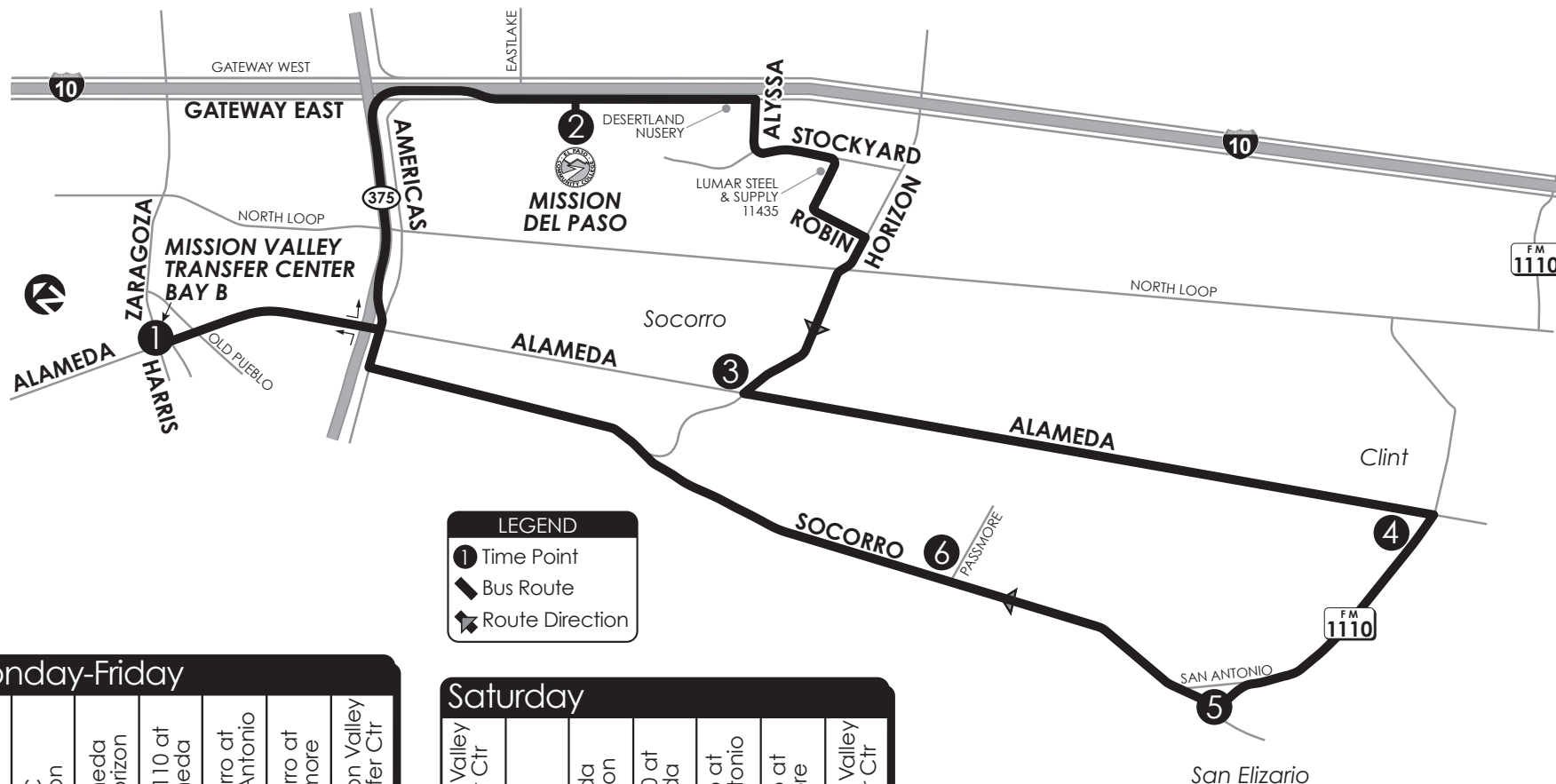
Catching the Bus - Passengers can board the bus at locations listed on this public timetable

Tomando el autobús - Los pasajeros pueden abordar el autobús en lugares indicados en este calendario público

84 EPCC Mission del Paso via Clint & Socorro

Mission Valley Transfer Center Bay B

MISSION VALLEY
TRANSFER CENTER
3, 7, 60, 61, 62, 63, 67,
69, CR 30, CR 40, CR 50



LEGEND

- ① Time Point
- Bus Route
- Route Direction

Monday-Friday

Mission Valley Transfer Ctr	EPCC Mission	Alameda at Horizon	FM 1110 at Alameda	Socorro at San Antonio	Socorro at Passmore	Mission Valley Transfer Ctr
①	②	③	④	⑤	⑥	①
5:48	6:10	6:25	6:39	6:50	6:56	7:17
7:18	7:40	7:55	8:09	8:20	8:26	8:47
8:48	9:10	9:25	9:39	9:50	9:56	10:17
10:18	10:40	10:55	11:09	11:20	11:26	11:47
11:48	12:10	12:25	12:39	12:50	12:56	1:17
1:18	1:40	1:55	2:09	2:20	2:26	2:47
2:48	3:10	3:25	3:39	3:50	3:56	4:17
4:18	4:40	4:55	5:09	5:20	5:26	5:47
5:48	6:10	6:25	6:39	6:50	6:56	7:17

Saturday

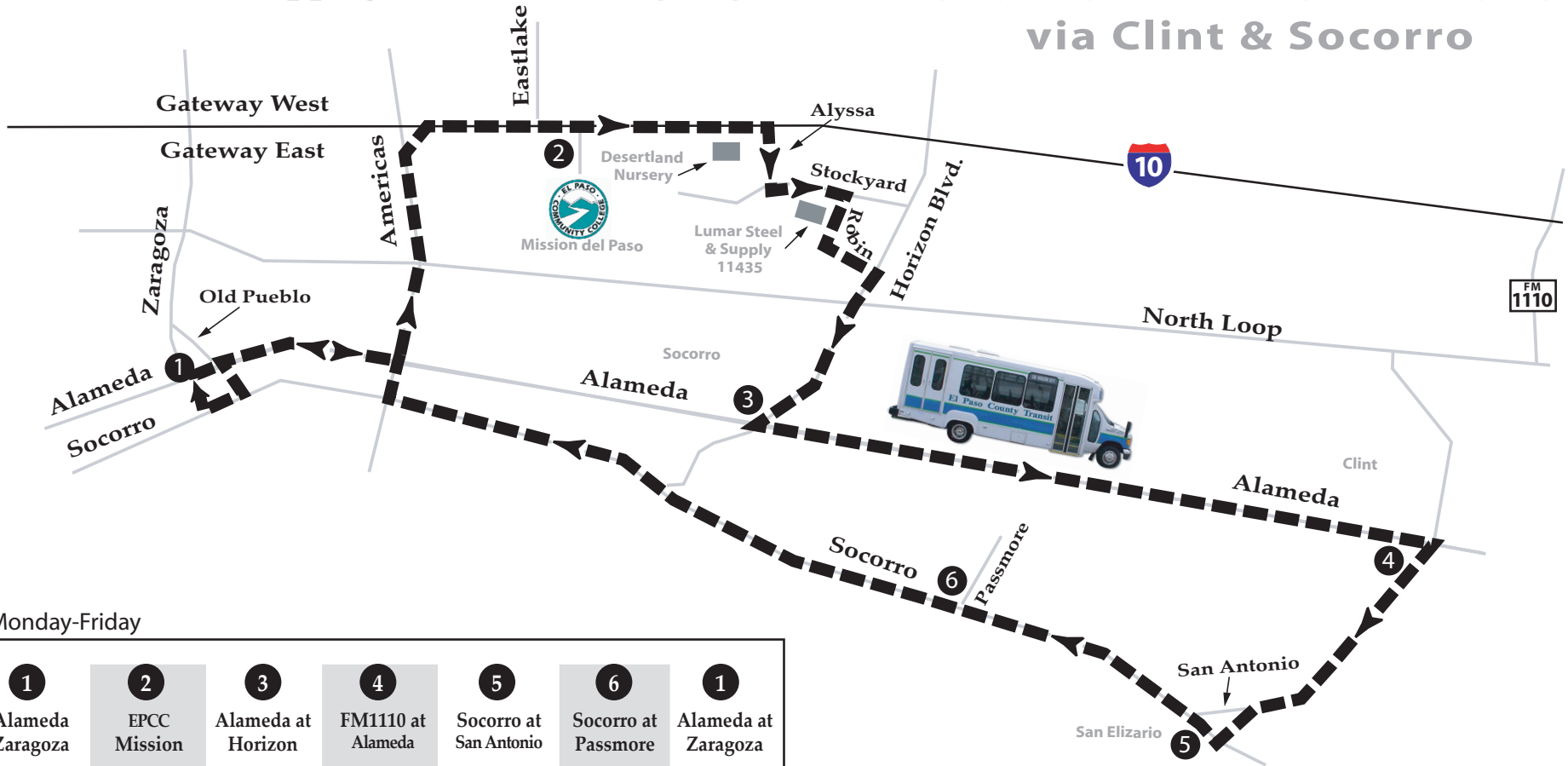
Mission Valley Transfer Ctr	EPCC Mission	Alameda at Horizon	FM 1110 at Alameda	Socorro at San Antonio	Socorro at Passmore	Mission Valley Transfer Ctr
①	②	③	④	⑤	⑥	①
7:18	7:40	7:55	8:09	8:20	8:26	8:47
8:48	9:10	9:25	9:39	9:50	9:56	10:17
10:18	10:40	10:55	11:09	11:20	11:26	11:47
11:48	12:10	12:25	12:39	12:50	12:56	1:17
1:18	1:40	1:55	2:09	2:20	2:26	2:47
2:48	3:10	3:25	3:39	3:50	3:56	4:17
4:18	4:40	4:55	5:09	5:20	5:26	5:47
5:48	6:10	6:25	6:39	6:50	6:56	7:17

NOTE: This route now follows the Sun Metro fare structure. All reduced fares as well as transfers are accepted.

NOTA: Esta ruta seguirá la estructura de Tarifas de Sun Metro. Descuentos y transbordos serán aceptados.

#84 EPCC Mission del Paso

via Clint & Socorro



Monday-Friday

1	2	3	4	5	6	1
Alameda Zaragoza	EPCC Mission	Alameda at Horizon	FM1110 at Alameda	Socorro at San Antonio	Socorro at Passmore	Alameda at Zaragoza
7:21 am	7:40 am	6:25 am	6:39 am	6:50 am	6:56 am	7:16 am
8:51 am	9:10 am	7:55 am	8:09 am	8:20 am	8:26 am	8:46 am
10:21 am	10:40 am	9:25 am	9:39 am	9:50 am	9:56 am	10:16 am
11:51 am	12:10 pm	10:55 am	11:09 am	11:20 am	11:26 am	11:46 am
1:21 pm	1:40 pm	12:25 pm	12:39 pm	12:50 pm	12:56 pm	1:16 pm
2:51 pm	3:10 pm	1:55 pm	2:09 pm	2:20 pm	2:26 pm	2:46 pm
4:21 pm	4:40 pm	3:25 pm	3:39 pm	3:50 pm	3:56 pm	4:16 pm
5:51 pm	6:10 pm	4:55 pm	5:09 pm	5:20 pm	5:26 pm	5:46 pm
		6:25 pm	6:39 pm	6:50 pm	6:56 pm	7:16 pm

Saturday

1	2	3	4	5	6	1
Alameda Zaragoza	EPCC Mission	Alameda at Horizon	FM1110 at Alameda	Socorro at San Antonio	Socorro at Passmore	Alameda at Zaragoza
8:51 am	9:10 am	7:55 am	8:09 am	8:20 am	8:26 am	8:46 am
10:21 am	10:40 am	9:25 am	9:39 am	9:50 am	9:56 am	10:16 am
11:51 am	12:10 pm	10:55 am	11:09 am	11:20 am	11:26 am	11:46 am
1:21 pm	1:40 pm	12:25 pm	12:39 pm	12:50 pm	12:56 pm	1:16 pm
2:51 pm	3:10 pm	1:55 pm	2:09 pm	2:20 pm	2:26 pm	2:46 pm
4:21 pm	4:40 pm	3:25 pm	3:39 pm	3:50 pm	3:56 pm	4:16 pm
		4:55 pm	5:09 pm	5:20 pm	5:26 pm	5:46 pm

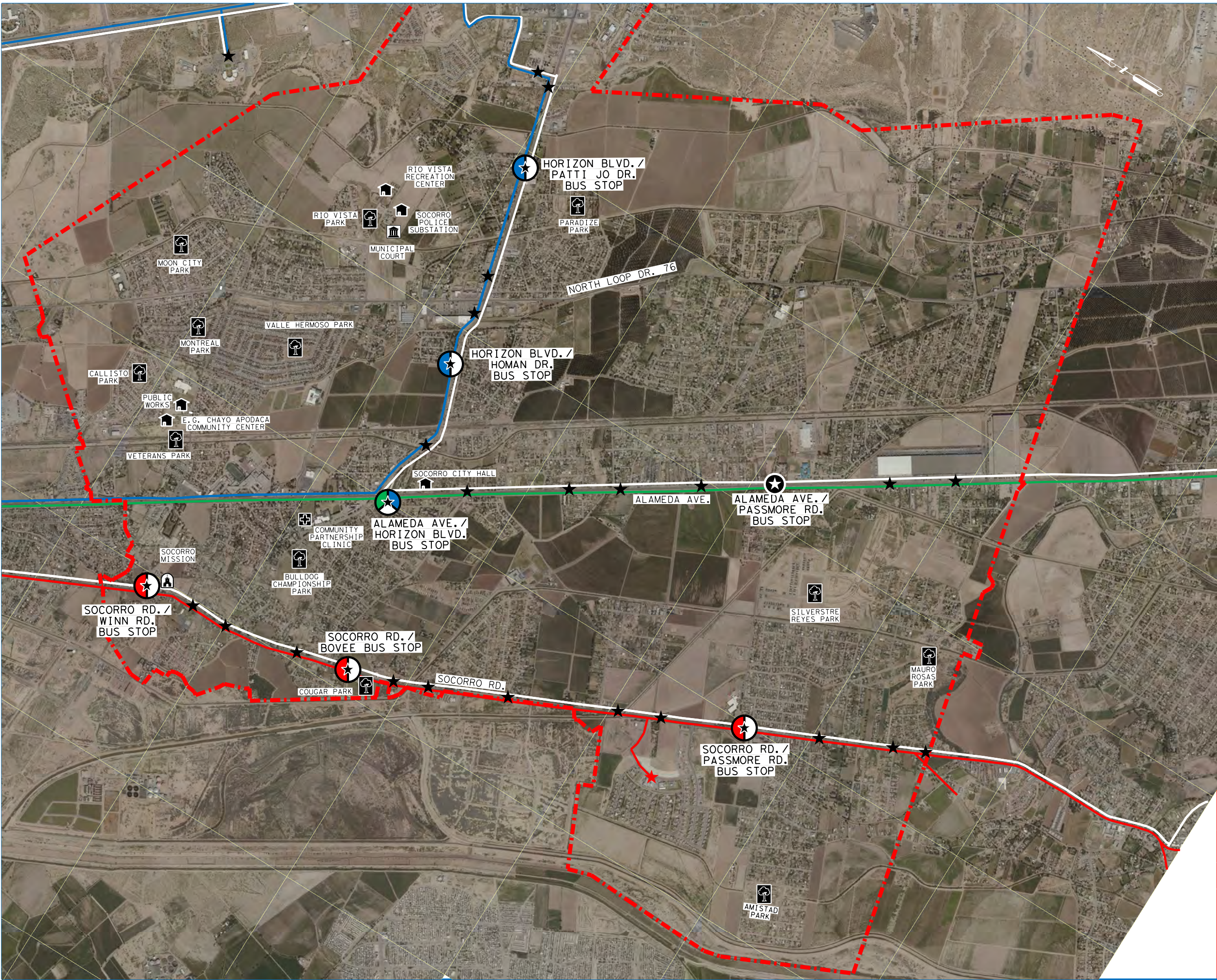
El Paso County Rural Transit
Route & Schedule Info: 533-3333



Effective September 1, 2011
Weekday & Saturday Schedule
No Sunday or Holiday Service
Fare \$1.50 each way

APPENDIX D –
City Bus Routes & Bus Stops Plan Layout and Details

\$TIME\$
\$DATE\$
\$USER\$
\$FILE\$



- LEGEND
- EXISTING SIDEWALK
 - COUNTY BUS ROUTE 30
 - COUNTY BUS ROUTE 40
 - COUNTY BUS ROUTE 50
 - CITY BUS ROUTE 84
 - SOCORRO SECTIONS
 - SOCORRO CITY LIMITS
 - PUBLIC CLINIC
 - PUBLIC PARK
 - RECREATIONAL CENTER/
PUBLIC SERVICE CENTERS
 - MUNICIPAL COURT
 - MISSION TRAIL
 - COUNTY ROUTE 50 LISTED
BUS STOPS
 - BUS STOPS
 - 2-WAY ROUTE USED
BUS STOP
 - ROUTE 84 BUS STOPS
CONSIDERED FOR IMPROVEMENT
 - ROUTE 30 & 84 BUS STOP
CONSIDERED FOR IMPROVEMENT
 - ROUTE 50 & 84 BUS STOP
CONSIDERED FOR IMPROVEMENT
 - ROUTE 84, 30, & 40 BUS STOP
CONSIDERED FOR IMPROVEMENT



DANNENBAUM
ENGINEERING CORPORATION - EL PASO, LLC
T.B.P.E. FIRM REGISTRATION #14531
10737 GATEWAY BLVD. WEST, STE 112 EL PASO, TX 79935 (915) 629-0401

CITY OF SOCORRO
BUS ROUTES & BUS STOPS
TRANSITION PLAN

PROJECT NO.		
18-02		\$XX\$
STATE	CITY	
TEXAS	SOCORRO	
ROADWAY		



EXISTING BUS SIGN



PROPOSED BUS SIGN



COUNTY BUS ROUTE 40



CITY BUS ROUTE 84



PROPOSED BUS STOP AREA



PROPOSED SIDEWALK




EXISTING SIDEWALK



ADA RAMP

ALAMEDA AVE. / PASSMORE RD.
BUS STOP



EXISTING BUS SIGN 

PROPOSED BUS SIGN 

 COUNTY BUS ROUTE 30

 CITY BUS ROUTE 84

 PROPOSED BUS STOP AREA

 PROPOSED SIDEWALK

HORIZON BLVD. / PATTI JO DR.

 EXISTING SIDEWALK



EXISTING BUS SIGN
PROPOSED BUS SIGN



COUNTY BUS ROUTE 40

CITY BUS ROUTE 84



PROPOSED BUS STOP AREA

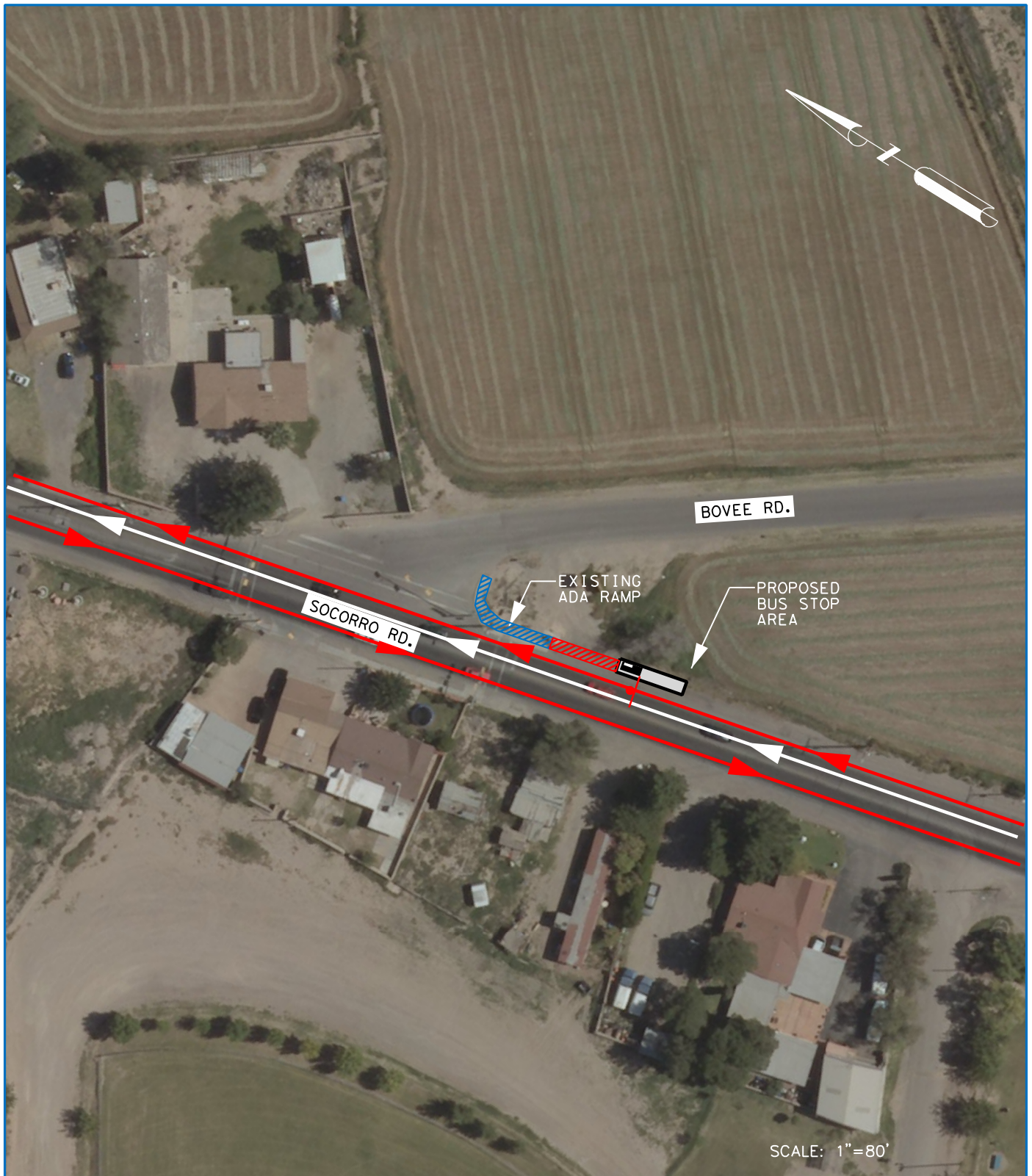



PROPOSED SIDEWALK





EXISTING SIDEWALK


SOCORRO RD. / PASSMORE RD.



EXISTING BUS SIGN 

PROPOSED BUS SIGN 

 COUNTY BUS ROUTE 40

 CITY BUS ROUTE 84

 PROPOSED BUS STOP AREA

 PROPOSED SIDEWALK

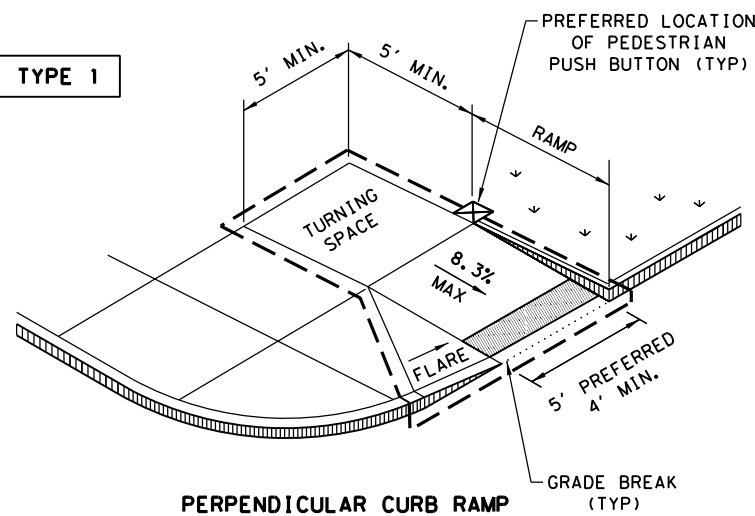
 EXISTING SIDEWALK

SOCORRO RD. / BOVEE RD.

DISCLAIMER: The use of this standard is governed by the "Texas Engineering Practice Act". No warranty of any kind is made by TxDOT for any purpose whatsoever. TxDOT assumes no responsibility for the conversion of this standard to other formats or for incorrect results or damages resulting from its use.

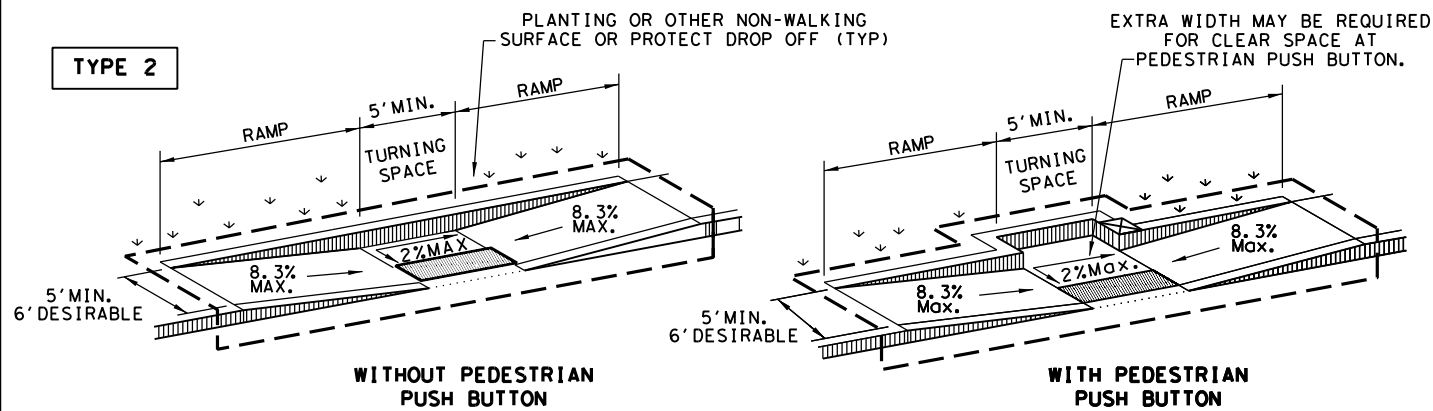
DATE: FILE:

TYPE 1



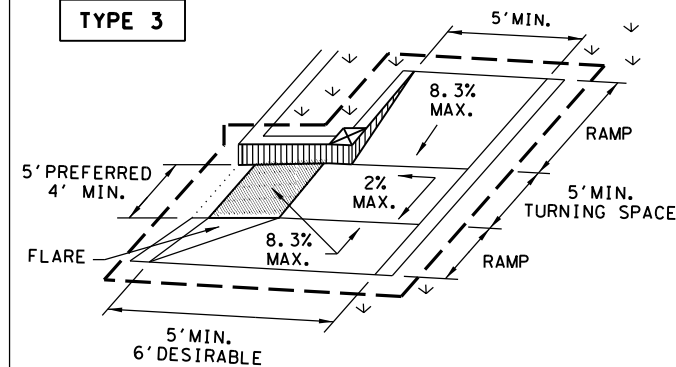
PERPENDICULAR CURB RAMP

TYPE 2

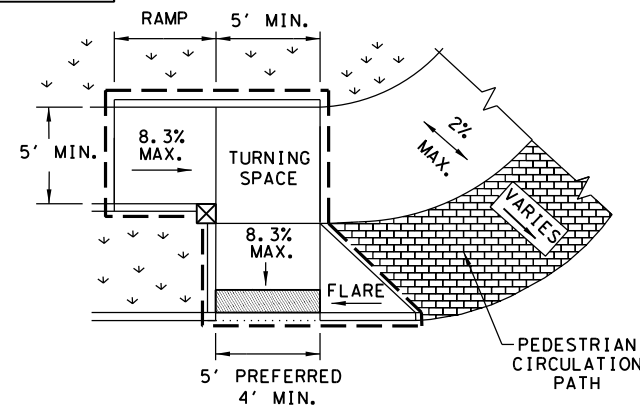


PARALLEL CURB RAMP

TYPE 3

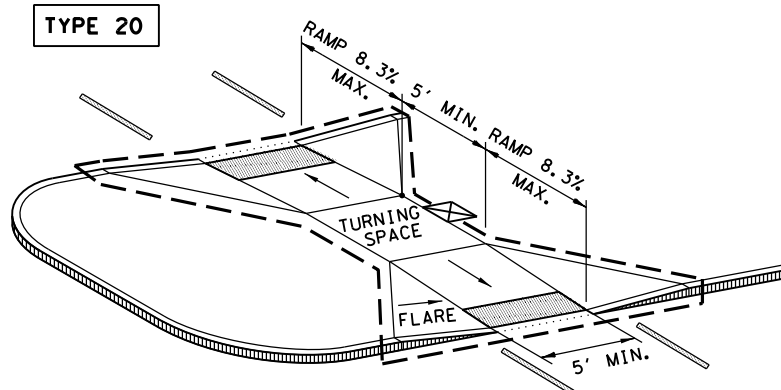


TYPE 6



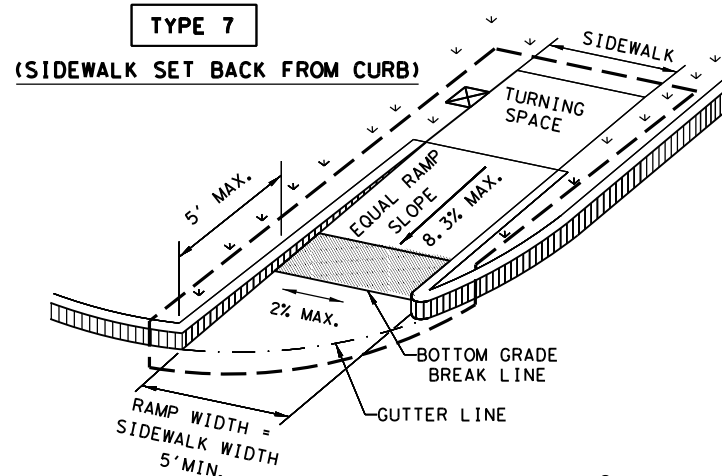
COMBINATION CURB RAMPS

TYPE 20

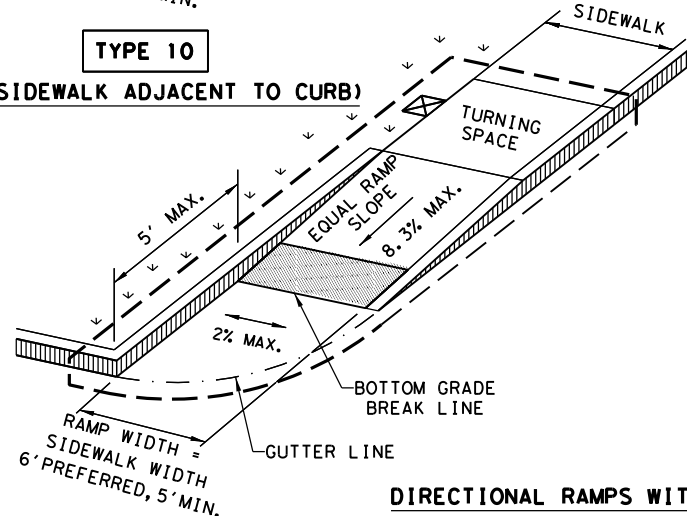


CURB RAMPS AT MEDIAN ISLANDS

TYPE 7

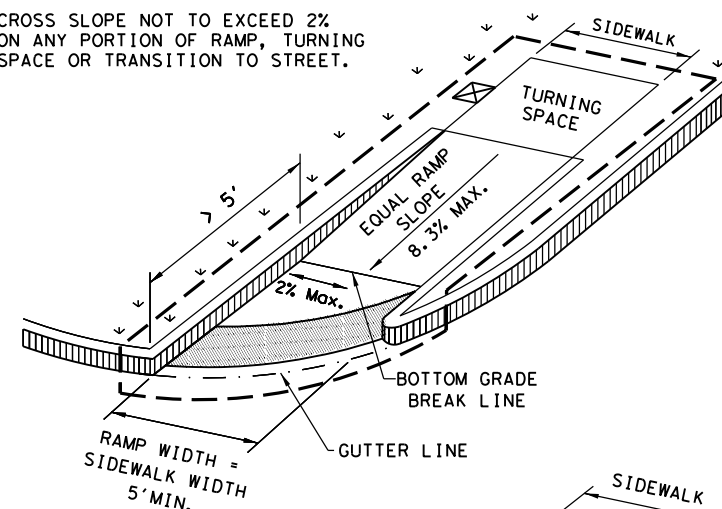


TYPE 10
(SIDEWALK ADJACENT TO CURB)

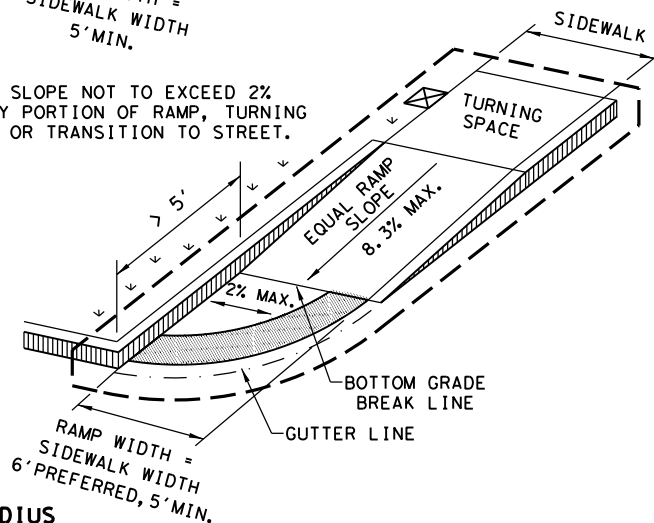


DIRECTIONAL RAMPS WITHIN RADIUS

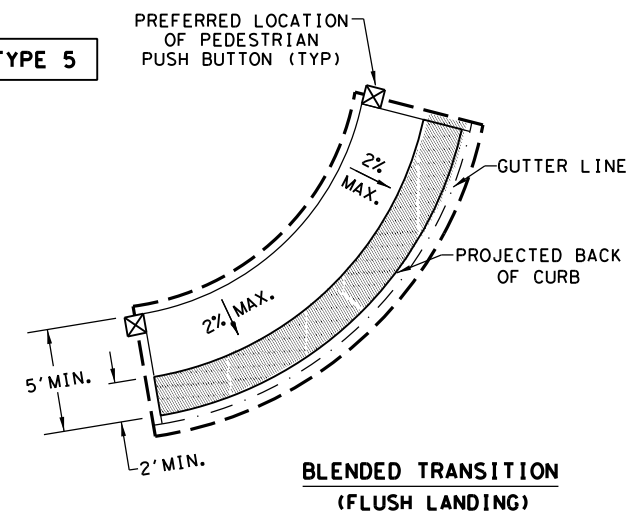
CROSS SLOPE NOT TO EXCEED 2% ON ANY PORTION OF RAMP, TURNING SPACE OR TRANSITION TO STREET.



CROSS SLOPE NOT TO EXCEED 2% ON ANY PORTION OF RAMP, TURNING SPACE OR TRANSITION TO STREET.



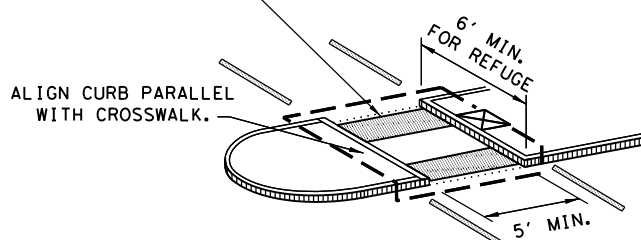
TYPE 5



BLENDED TRANSITION
(FLUSH LANDING)

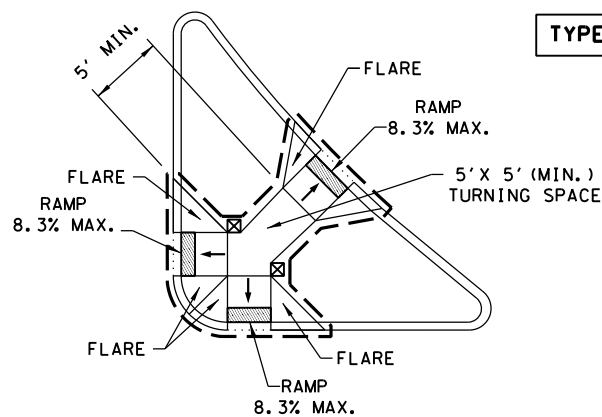
INSTALL DETECTABLE WARNING SURFACE AT EACH END OF THE CUT-THROUGH RAMP WITH A MINIMUM 2' USUAL SIDEWALK SURFACE BETWEEN. IF MEDIAN IS LESS THAN 6' WIDE, ELIMINATE DETECTABLE WARNING SURFACES.

TYPE 21



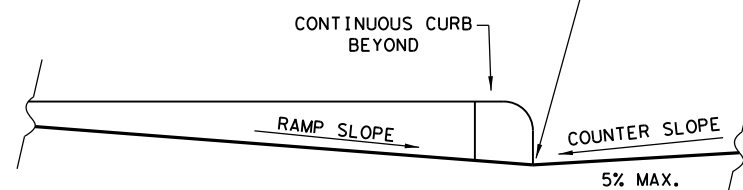
NOTE: CURB DETAILS ARE SHOWN ELSEWHERE IN THE PLANS.

TYPE 22



COMBINATION ISLAND RAMPS

BOTTOM GRADE BREAK OF CURB RAMP WILL NORMALLY BE AT GUTTER LINE. SURFACE SLOPES AT GRADE BREAKS SHALL BE FLUSH.



TYPICAL SECTION OF PERPENDICULAR CURB RAMP AT CONNECTION TO ROADWAY

NOTES / LEGEND:

SEE GENERAL NOTES ON SHEET 2 OF 4 FOR MORE INFORMATION.

DENOTES PLANTING OR NON-WALKING SURFACE NOT PART OF PEDESTRIAN CIRCULATION PATH.



GUTTER LINE



DETECTABLE WARNING SURFACE



GRADE BREAK



DENOTES PREFERRED LOCATION OF PEDESTRIAN PUSH BUTTON IF APPLICABLE.



RAMP LIMITS OF PAYMENT



SHEET 1 OF 4



Design Division Standard

PEDESTRIAN FACILITIES
CURB RAMPS

PED-18

FILE: ped18	DN: TxDOT	DW: VP	CK: KM	CK: PK & JG
© TxDOT: MARCH, 2002	CONT	SECT	JOB	HIGHWAY
REVISED 08, 2005	REVISIONS			
REVISED 06, 2012				
REVISED 01, 2018				
DIST	COUNTY			SHEET NO.

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DATE:
FILE:

GENERAL NOTES

CURB RAMPS

1. Install a curb ramp or blended transition at each pedestrian street crossing.
2. All slopes shown are maximum allowable. Cross slopes of 1.5% and lesser running should be used. Adjust curb ramp length or grade of approach sidewalks as directed.
3. Maximum allowable cross slope on sidewalk and curb ramp surfaces is 2%.
4. The minimum sidewalk width is 5'. Where the sidewalk is adjacent to the back of curb, a 6' sidewalk width is desirable. Where a 5' sidewalk cannot be provided due to site constraints, sidewalk width may be reduced to 4' for short distances. 5'x 5' passing areas at intervals not to exceed 200' are required.
5. Turning Spaces shall be 5'x 5' minimum. Cross slope shall be maximum 2%.
6. Clear space at the bottom of curb ramps shall be a minimum of 4'x 4' wholly contained within the crosswalk and wholly outside the parallel vehicular travel path.
7. Provide flared sides where the pedestrian circulation path crosses the curb ramp. Flared sides shall be sloped at 10% maximum, measured parallel to the curb. Returned curbs may be used only where pedestrians would not normally walk across the ramp, either because the adjacent surface is planted, substantially obstructed, or otherwise protected.
8. Additional information on curb ramp location, design, light reflective value and texture may be found in the latest draft of the Proposed Guidelines for Pedestrian Facilities in the Public Right of Way (PROWAG) as published by the U.S. Architectural and Transportation Barriers Compliance Board (Access Board).
9. To serve as a pedestrian refuge area, the median should be a minimum of 6' wide, measured from back of curbs. Medians should be designed to provide accessible passage over or through them.
10. Small channelization islands, which do not provide a minimum 5'x 5' landing at the top of curb ramps, shall be cut through level with the surface of the street.
11. Crosswalk dimensions, crosswalk markings and stop bar locations shall be as shown elsewhere in the plans. At intersections where crosswalk markings are not required, curb ramps shall align with theoretical crosswalks unless otherwise directed.
12. Provide curb ramps to connect the pedestrian access route at each pedestrian street crossing. Handrails are not required on curb ramps.
13. Curb ramps and landings shall be constructed and paid for in accordance with Item 531 "Sidewalks".
14. Place concrete at a minimum depth of 5" for ramps, flares and landings, unless otherwise directed.
15. Furnish and install No. 3 reinforcing steel bars at 18" o.c. both ways, unless otherwise directed.
16. Provide a smooth transition where the curb ramps connect to the street.
17. Curbs shown on sheet 1 within the limits of payment are considered part of the curb ramp for payment, whether it is concrete curb, gutter, or combined curb and gutter.
18. Existing features that comply with applicable standards may remain in place unless otherwise shown on the plans.

DETECTABLE WARNING MATERIAL

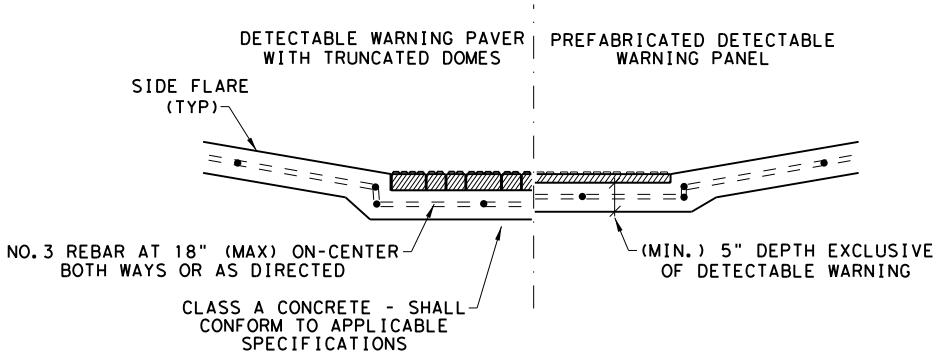
19. Curb ramps must contain a detectable warning surface that consists of raised truncated domes complying with PROWAG. The surface must contrast visually with adjoining surfaces, including side flares. Furnish and install an approved cast-in-place dark brown or dark red detectable warning surface material adjacent to uncolored concrete, unless specified elsewhere in the plans.
20. Detectable Warning Materials must meet TxDOT Departmental Materials Specification DMS 4350 and be listed on the Material Producer List. Install products in accordance with manufacturer's specifications.
21. Detectable warning surfaces must be firm, stable and slip resistant.
22. Detectable warning surfaces shall be a minimum of 24 inches in depth in the direction of pedestrian travel, and extend the full width of the curb ramp or landing where the pedestrian access route enters the street.
23. Detectable warning surfaces shall be located so that the edge nearest the curb line is at the back of curb and neither end of that edge is greater than 5 feet from the back of curb. Detectable warning surfaces may be curved along the corner radius.
24. Shaded areas on Sheet 1 of 4 indicate the approximate location for the detectable warning surface for each curb ramp type.

DETECTABLE WARNING PAVERS (IF USED)

25. Furnish detectable warning paver units meeting all requirements of ASTM C-936, C-33. Lay in a two by two unit basket weave pattern or as directed.
26. Lay full-size units first followed by closure units consisting of at least 25 percent (25%) of a full unit. Cut detectable warning paver units using a power saw.

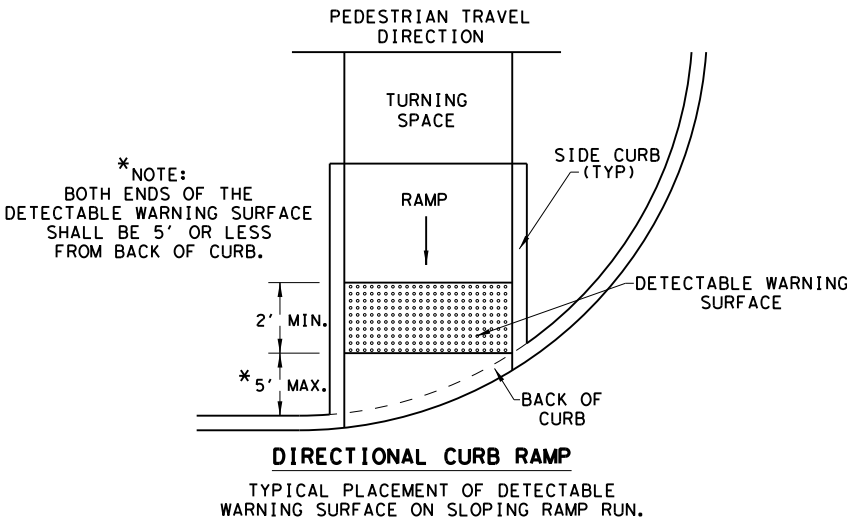
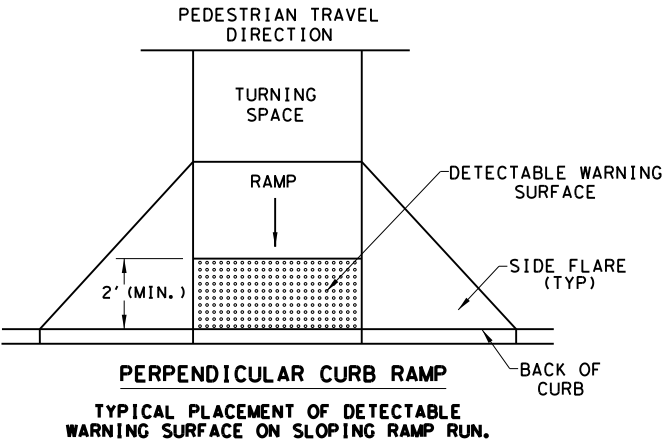
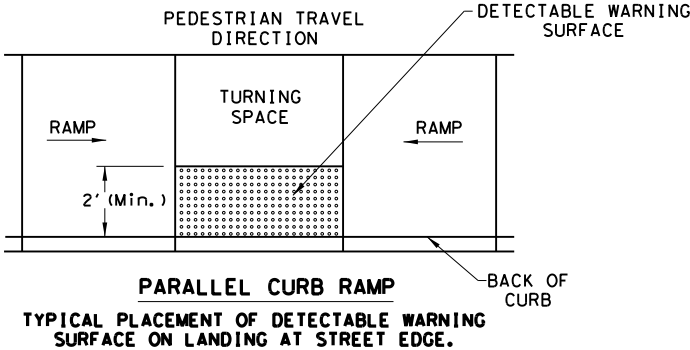
SIDEWALKS

27. Provide clear ground space at operable parts, including pedestrian push buttons. Operable parts shall be placed within unobstructed reach range specified in PROWAG section R406.
28. Place traffic signal or illumination poles, ground boxes, controller boxes, signs, drainage facilities and other items so as not to obstruct the pedestrian access route or clear ground space.
29. Street grades and cross slopes shall be as shown elsewhere in the plans.
30. Changes in level greater than 1/4 inch are not permitted.
31. The least possible grade should be used to maximize accessibility. The running slope of sidewalks and crosswalks within the public right of way may follow the grade of the parallel roadway. Where a continuous grade greater than five percent (5%) must be provided, handrails may be desirable to improve accessibility. Handrails may also be needed to protect pedestrians from potentially hazardous conditions. If provided, handrails shall comply with PROWAG R409.
32. Handrail extensions shall not protrude into the usable landing area or into intersecting pedestrian routes.
33. Driveways and turnouts shall be constructed and paid for in accordance with Item "Intersections, Driveways and Turnouts". Sidewalks shall be constructed and paid for in accordance with Item, "Sidewalks".
34. Sidewalk details are shown elsewhere in the plans.



SECTION VIEW DETAIL
CURB RAMP AT DETECTIBLE WARNINGS

DETECTABLE WARNING SURFACE DETAILS



SHEET 2 OF 4



Design
Division
Standard

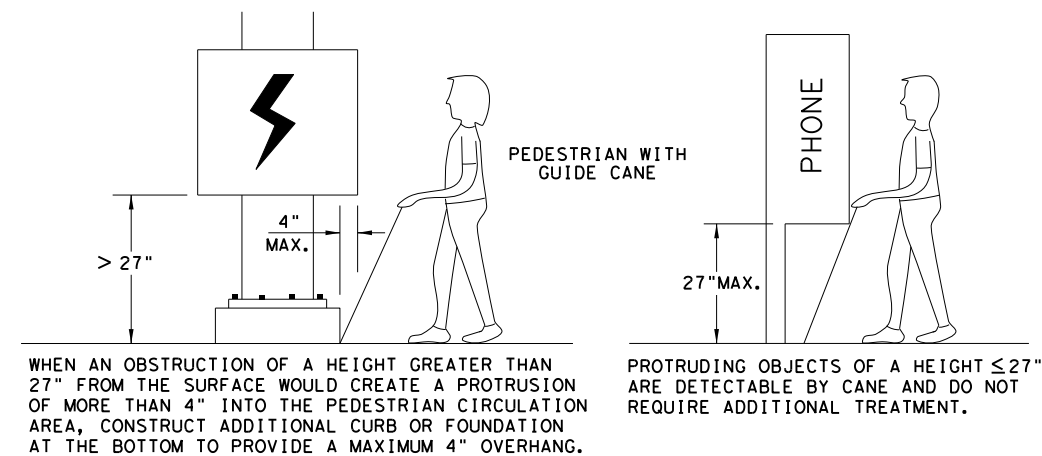
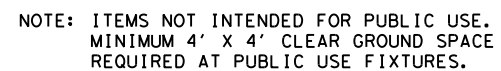
PEDESTRIAN FACILITIES
CURB RAMPS

PED-18

FILE: ped18	DN: TxDOT	DW: VP	CK: KM	CK: PK & JG
© TxDOT: MARCH, 2002	CONT	SECT	JOB	HIGHWAY
REVISIONS				
REVISED 08, 2005				
REVISED 06, 2012				
REVISED 01, 2018				
	DIST		COUNTY	SHEET NO.

DATE:
FILE:

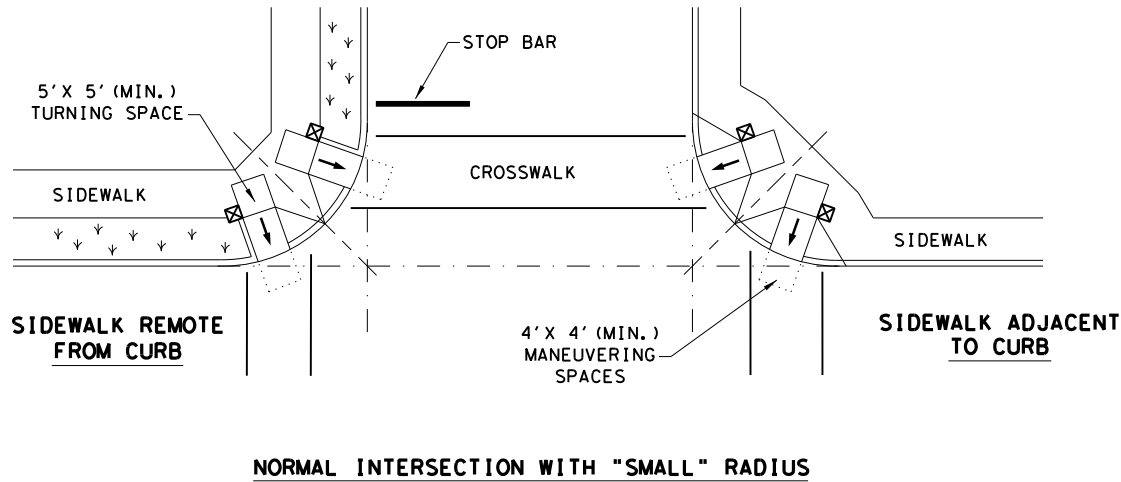
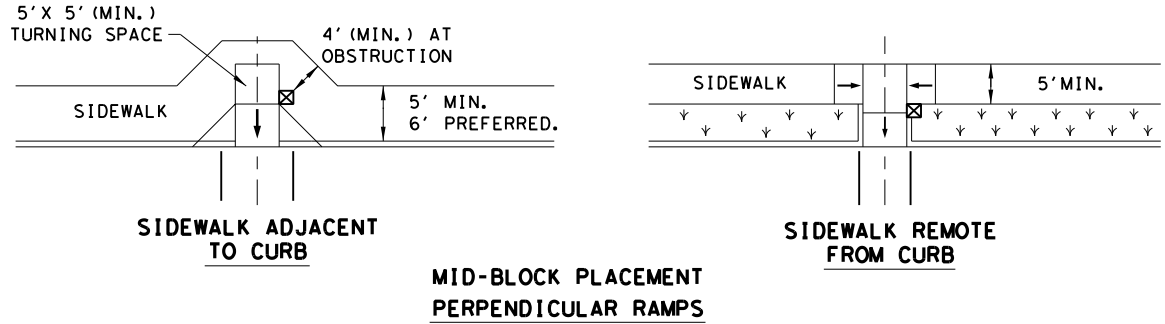
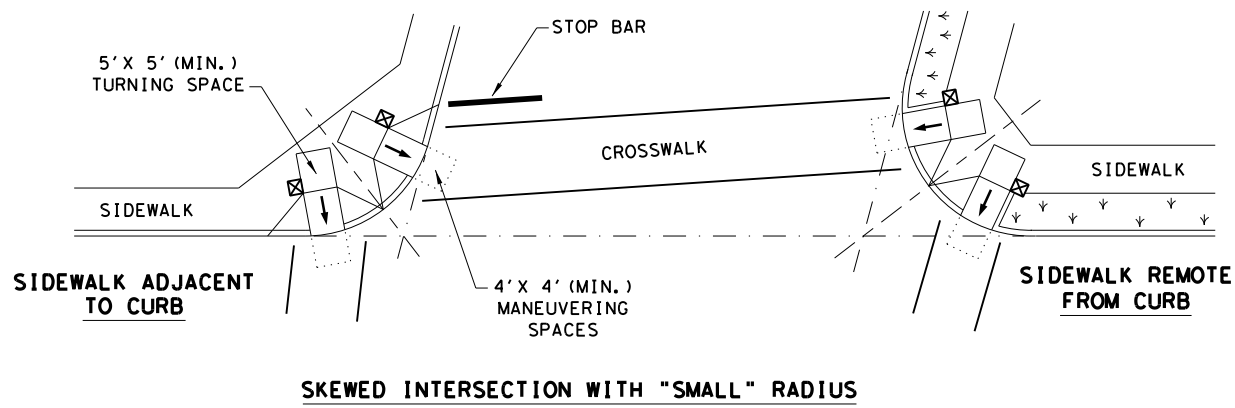
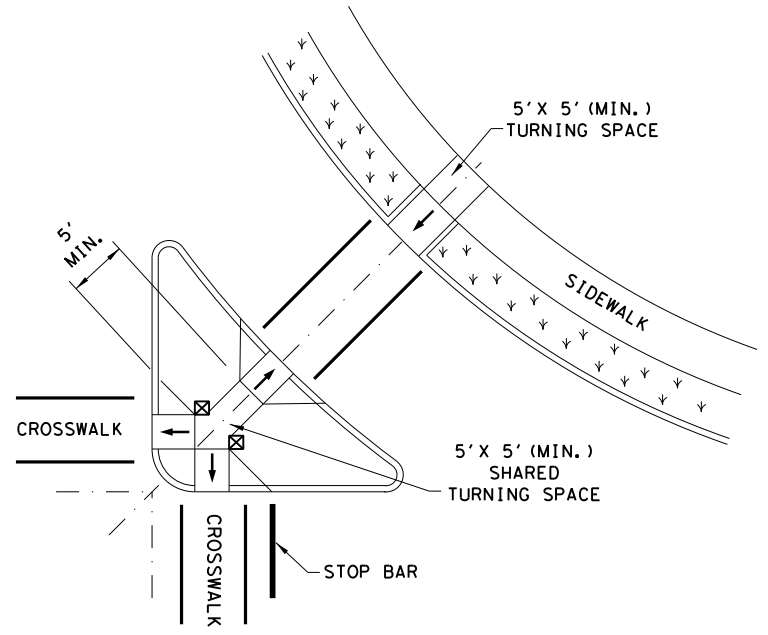
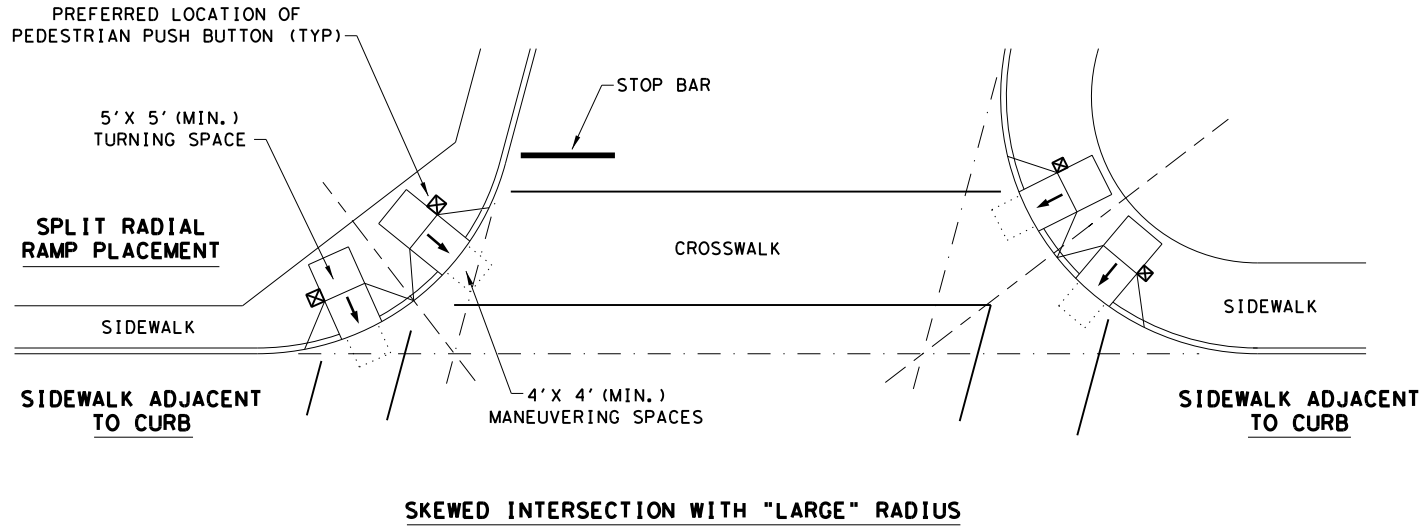
* * IF CURB HEIGHT IS GREATER THAN 6 INCHES, USE GRADE LESS THAN OR EQUAL TO 5%. HANDRAIL AND DETECTABLE WARNING ARE NOT REQUIRED.



FILE: ped18	DN: TxDOT	DW: VP	CK: KM	CK: PK & JG
Ⓢ TxDOT: MARCH, 2002	CONT	SECT	JOB	HIGHWAY
REVIEWS				
REVISED 08, 2005				
REVISED 06, 2012				
REVISED 01, 2018				
	DIST	COUNTY	SHEET NO.	

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TYPICAL CROSSING LAYOUTS
SEE SHEET 1 OF 4 FOR DETAILS AND DIMENSIONS



LEGEND:

SHOWS DOWNWARD SLOPE.




DENOTES PREFERRED LOCATION OF PEDESTRIAN PUSH BUTTON (IF APPLICABLE).



DENOTES PLANTING OR NON-WALKING SURFACE NOT PART OF PEDESTRIAN CIRCULATION PATH.



SHEET 4 OF 4



Texas Department of Transportation

Design Division Standard

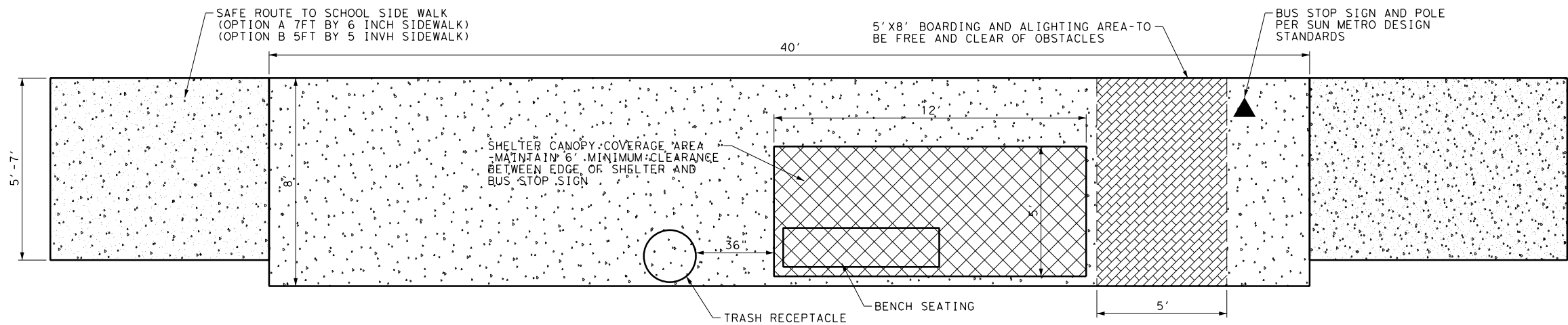
PEDESTRIAN FACILITIES
CURB RAMPS

PED-18

FILE: ped18	DN: TxDOT	DW: VP	CK: KM	CK: PK & JG
© TxDOT: MARCH, 2002	CONT	SECT	JOB	HIGHWAY
REVISED 08, 2005	DIST	COUNTY	SHEET NO.	
REVISED 06, 2012				
REVISED 01, 2018				

DATE:
FILE:

APPENDIX E – Bus Stop Shelter Details



DANNENBAUM

ENGINEERING CORPORATION - EL PASO, LLC
T.B.P.E. FIRM REGISTRATION #14531
10737 GATEWAY BLVD. WEST, STE 112 EL PASO, TX 79935 (915) 629-0401

**SUN METRO
BUS STOP SHELTER
DETAILS**

\$TIME\$
\$DATE\$
\$USER\$
\$FILE\$

		\$XX\$





google transit + sunmetro

get from
POINT

to
POINT

now at sunmetro.net

make el paso shine
haga brillar a el paso

protect your shelter
your property
your community
report vandalism

proteja su refugio
su propiedad
su comunidad
reporte vandalismo

522.3333

Report Vandalism

1. Report the incident to the police or the transit authority.

2. Provide as much information as possible, including the location, time, and description of the incident.

3. If possible, take photos of the damage.

4. Contact the transit authority's customer service for more information.



for more
information
533-3333



APPENDIX F - Sheltered Bus Stops Stations Plan Estimates

CITY OF SOCORRO TRANSITION PLAN BUS STOPS 7/17/2019					
HORIZON BLVD. / PATTI JO					
Item No.	Item Description	UNITS	QUANTITY	Unit Cost	Total
1	PREP ROW	SY	0	\$ 50.00	\$ -
2	BUS SHELTER STATION	EA	1	\$ 20,000.00	\$ 20,000.00
3	CONCRETE PAD	SY	35.56	\$ 80.00	\$ 2,844.80
4	CONCRETE SIDEWALK	SY	0	\$ 40.00	\$ -
5	CURB RAMPS	EA	0	\$ 1,200.00	\$ -
HORIZON BLVD. / PATTI JO					\$ 22,844.80
HORIZON BLVD. / HOMAN DR.					
Item No.	Item Description	UNITS	QUANTITY	Unit Cost	Total
1	PREP ROW	SY	0	\$ 50.00	\$ -
2	BUS SHELTER STATION	EA	1	\$ 20,000.00	\$ 20,000.00
3	CONCRETE PAD	SY	35.56	\$ 80.00	\$ 2,844.80
4	CONCRETE SIDEWALK	SY	0	\$ 40.00	\$ -
5	CURB RAMPS	EA	0	\$ 1,200.00	\$ -
HORIZON BLVD. / HOMAN DR.					\$ 22,844.80
ALAMEDA AVE./HORIZON BLVD.					
Item No.	Item Description	UNITS	QUANTITY	Unit Cost	Total
1	PREP ROW	SY		\$ 50.00	\$ -
2	BUS SHELTER STATION	EA	2	\$ 20,000.00	\$ 40,000.00
3	CONCRETE PAD	SY	71.11	\$ 80.00	\$ 5,688.80
4	CONCRETE SIDEWALK	SY	183.56	\$ 40.00	\$ 7,342.40
5	CURB RAMPS	EA	0	\$ 1,200.00	\$ -
ALAMEDA AVE./HORIZON BLVD.					\$ 53,031.20
ALAMEDA AVE. /PASSMORE RD.					
Item No.	Item Description	UNITS	QUANTITY	Unit Cost	Total
1	PREP ROW	SY		\$ 50.00	\$ -
2	BUS SHELTER STATION	EA	1	\$ 20,000.00	\$ 20,000.00
3	CONCRETE PAD	SY	35.56	\$ 80.00	\$ 2,844.80
4	CONCRETE SIDEWALK	SY	74.67	\$ 40.00	\$ 2,986.80
5	CURB RAMPS	EA	3	\$ 1,200.00	\$ 3,600.00
ALAMEDA AVE. /PASSMORE RD.					\$ 29,431.60
SOCORRO RD. /PASSMORE RD.					
Item No.	Item Description	UNITS	QUANTITY	Unit Cost	Total
1	PREP ROW	SY		\$ 50.00	\$ -
2	BUS SHELTER STATION	EA	1	\$ 20,000.00	\$ 20,000.00
3	CONCRETE PAD	SY	35.56	\$ 80.00	\$ 2,844.80
4	CONCRETE SIDEWALK	SY	264.44	\$ 40.00	\$ 10,577.60
5	CURB RAMPS	EA	0	\$ 1,200.00	\$ -
SOCORRO RD. /PASSMORE RD.					\$ 33,422.40
SOCORRO RD. / BOVEE					
Item No.	Item Description	UNITS	QUANTITY	Unit Cost	Total
1	PREP ROW	SY		\$ 50.00	\$ -
2	BUS SHELTER STATION	EA	1	\$ 20,000.00	\$ 20,000.00
3	CONCRETE PAD	SY	35.56	\$ 80.00	\$ 2,844.80
4	CONCRETE SIDEWALK	SY	31.11	\$ 40.00	\$ 1,244.40
5	CURB RAMPS	EA	0	\$ 1,200.00	\$ -
SOCORRO RD. / BOVEE					\$ 24,089.20
SOCORRO RD. / WINN RD.					
Item No.	Item Description	UNITS	QUANTITY	Unit Cost	Total
1	PREP ROW	SY		\$ 50.00	\$ -
2	BUS SHELTER STATION	EA	1	\$ 20,000.00	\$ 20,000.00
3	CONCRETE PAD	SY	35.56	\$ 80.00	\$ 2,844.80
4	CONCRETE SIDEWALK	SY	166.44	\$ 40.00	\$ 6,657.60
5	CURB RAMPS	EA	0	\$ 1,200.00	\$ -
SOCORRO RD. / WINN RD.					\$ 29,502.40
Construction Subtotal					\$ 215,166.40
	SURVEYING	LS	3.00%	\$	6,454.99
	CONSTRUCTION MOBILIZATION	LS	5.00%	\$	10,758.32
	SWP3 (Storm Water Pollution Prevention Plan)	LS	5.00%	\$	10,758.32
	CONTINGENCY	LS	15.00%	\$	32,274.96
VALLE DEL SOL CONSTRUCTION TOTAL =					\$ 275,412.99

APPENDIX G - City Subdivision Transition Plan Layouts

\$TIME\$
\$DATE\$
\$USER\$
\$FILE\$



LEGEND

- REMOVE AND REPLACE CURB RAMP WITH TYPE 1 ADA CURB RAMP
- "SAFE HARBORED" RAMPS
- DIVISIONS WITH EXISTING SIDEWALKS
- SOCORRO CITY LIMIT

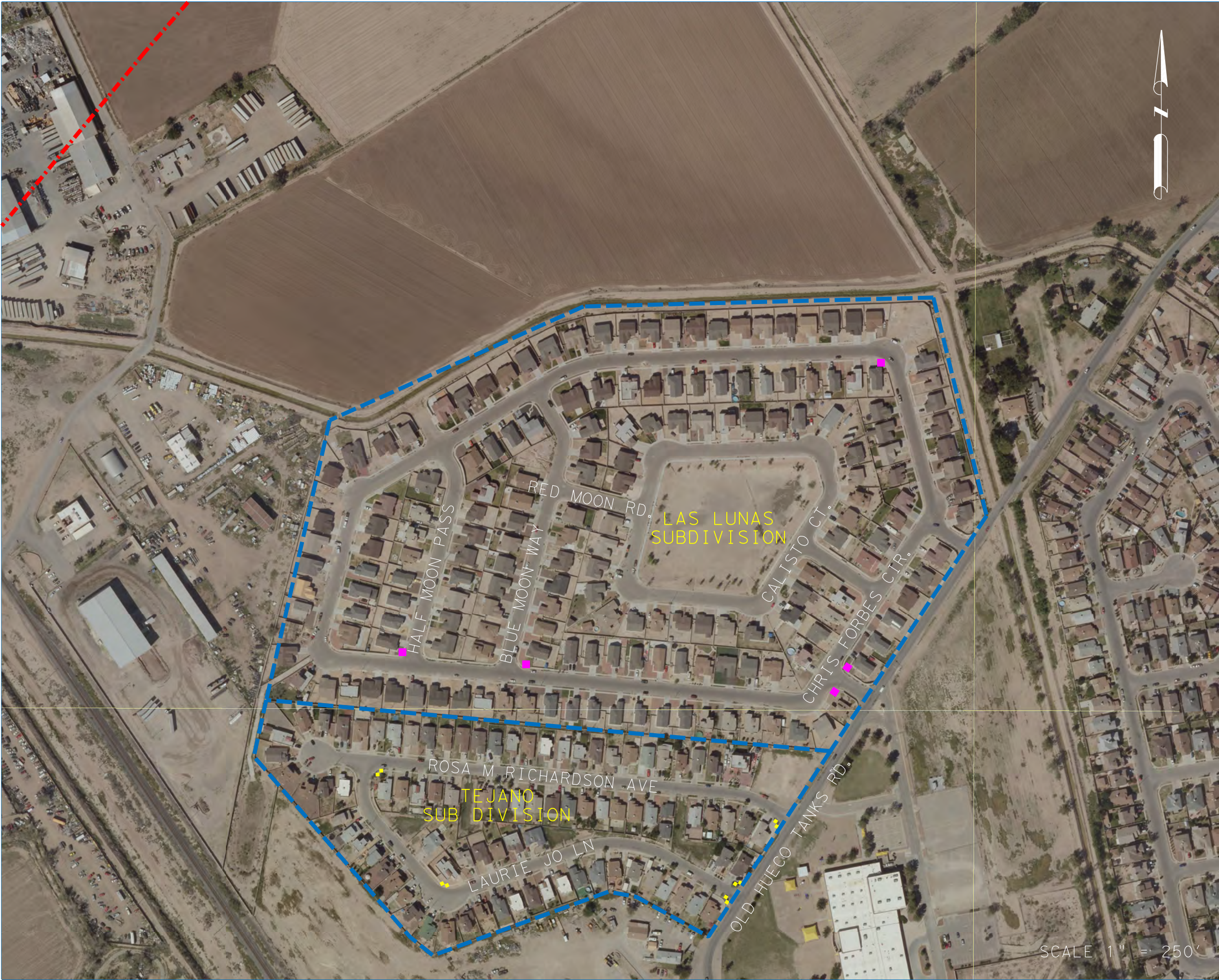
DANNENBAUM
ENGINEERING CORPORATION - EL PASO, LLC
T.B.P.E. FIRM REGISTRATION #14531
10737 GATEWAY BLVD. WEST, STE 112 EL PASO, TX 79935 (915) 629-0401

TRANSITION
PLAN LAYOUT 01

	\$XX\$

SCALE 1" = 500'

\$TIMES
\$DATES
\$USERS
\$FILES



LEGEND

- REMOVE AND REPLACE CURB RAMP WITH TYPE 1 ADA CURB RAMP
- "SAFE HARBORED" RAMPS
- DIVISIONS WITH EXISTING SIDEWALKS
- SOCORRO CITY LIMIT

DANNENBAUM
ENGINEERING CORPORATION - EL PASO, LLC
T.B.P.E. FIRM REGISTRATION #14531
10737 GATEWAY BLVD. WEST, STE 112 EL PASO, TX 79935 (915) 629-0401

TRANSITION
PLAN LAYOUT 02

	\$XX\$

\$TIMES
\$DATES
\$USERS
\$FILES



LEGEND

REMOVE AND REPLACE CURB RAMP WITH TYPE 1 ADA CURB RAMP

"SAFE HARBORED" RAMPS

DIVISIONS WITH EXISTING SIDEWALKS

SOCORRO CITY LIMIT

DANNENBAUM

ENGINEERING CORPORATION - EL PASO, LLC
T.B.P.E. FIRM REGISTRATION #14531
10737 GATEWAY BLVD. WEST, STE 112 EL PASO, TX 79935 (915) 629-0401

TRANSITION
PLAN LAYOUT 03

	\$XX\$

SCALE 1" = 250'

\$TIME\$
\$DATE\$
\$USER\$
\$FILE\$



SCALE 1" = 500'

LEGEND

REMOVE AND REPLACE CURB RAMP WITH TYPE 1 ADA CURB RAMP

"SAFE HARBORED" RAMPS

DIVISIONS WITH EXISTING SIDEWALKS

SOCORRO CITY LIMIT

DANNENBAUM

ENGINEERING CORPORATION - EL PASO, LLC
T.B.P.E. FIRM REGISTRATION #14531
10737 GATEWAY BLVD. WEST, STE 112 EL PASO, TX 79935 (915) 629-0401

TRANSITION
PLAN LAYOUT 04

	\$XX\$

\$TIMES
\$DATES
\$USERS
\$FILES



LEGEND

- REMOVE AND REPLACE CURB RAMP WITH TYPE 1 ADA CURB RAMP
- "SAFE HARBORED" RAMPS
- DIVISIONS WITH EXISTING SIDEWALKS
- SOCORRO CITY LIMIT

DANNENBAUM
ENGINEERING CORPORATION - EL PASO, LLC
T.B.P.E. FIRM REGISTRATION #14531
10737 GATEWAY BLVD. WEST, STE 112 EL PASO, TX 79935 (915) 629-0401

TRANSITION
PLAN LAYOUT 05

	\$XX\$

APPENDIX H - Subdivisions' Transition Plan Construction Estimates

CITY OF SOCORRO
TRANSITION PLAN
SUMMARY OF ESTIMATED COST
7/17/2019

Valle Hermoso Subdivision	\$ 60,373.76
Los Robles Del Valle Subvision	\$ 12,073.60
Valle Del Sol Subdivision	\$ 342,115.20
Tejano Subdivision	\$ 22,136.96
Cielo Azul Subdivision	\$ 32,199.68
Valley Ridge 01 Subdivision	\$ 41,201.92
Valley Ridge 02 Subdivision	\$ 28,174.08
Marina Subdivision	\$ 40,249.60
Villa Del Valle Subdivision	\$ 4,024.96
Sombra De Misiones Subdivision	\$ 28,174.08
BUS STOPS	\$ 275,412.99

CONSTRUCTION TOTAL:	\$ 886,136.83
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**CITY OF SOCORRO
TRANSITION PLAN
VALLE HERMOSILLO SUBDIVISION
7/17/2019**

MONTREAL CIRCLE

Item No.	Item Description	UNITS	QUANTITY	Unit Cost	Total
1	REMOVE CONCRETE	SY	163.78	\$ 50.00	\$ 8,189.00
2	TYPE 1 CURB RAMP	EA	22	\$ 1,200.00	\$ 26,400.00
3	TYPE 7 CURB RAMP	EA	0	\$ 2,500.00	\$ -
4	0	0		\$ -	\$ -
5	0	0		\$ -	\$ -
MONTREAL CIRCLE					\$ 34,589.00

SANTORINI CT.

Item No.	Item Description	UNITS	QUANTITY	Unit Cost	Total
1	REMOVE CONCRETE	SY	14.89	\$ 50.00	\$ 744.50
2	TYPE 1 CURB RAMP	EA	2	\$ 1,200.00	\$ 2,400.00
3	TYPE 7 CURB RAMP	EA	0	\$ 2,500.00	\$ -
4	0	0	0	\$ -	\$ -
5	0	0	0	\$ -	\$ -
SANTORINI CT.					\$ 3,144.50

EPHESUS DR.





Item No.	Item Description	UNITS	QUANTITY	Unit Cost	Total
1	REMOVE CONCRETE	SY	14.89	\$ 50.00	\$ 744.50
2	TYPE 1 CURB RAMP	EA	2	\$ 1,200.00	\$ 2,400.00
3	TYPE 7 CURB RAMP	EA	0	\$ 2,500.00	\$ -
4	0	0	0	\$ -	\$ -
5	0	0	0	\$ -	\$ -
EPHESUS DR.					\$ 3,144.50

WISCONSIN CT.

Item No.	Item Description	UNITS	QUANTITY	Unit Cost	Total
1	REMOVE CONCRETE	SY	14.89	\$ 50.00	\$ 744.50
2	TYPE 1 CURB RAMP	EA	2	\$ 1,200.00	\$ 2,400.00
3	TYPE 7 CURB RAMP	EA	0	\$ 2,500.00	\$ -
4	0	0	0	\$ -	\$ -
5	0	0	0	\$ -	\$ -
WISCONSIN CT.					\$ 3,144.50

MINESOTA CT.

Item No.	Item Description	UNITS	QUANTITY	Unit Cost	Total
1	REMOVE CONCRETE	SY	14.89	\$ 50.00	\$ 744.50
2	TYPE 1 CURB RAMP	EA	2	\$ 1,200.00	\$ 2,400.00
3	TYPE 7 CURB RAMP	EA	0	\$ 2,500.00	\$ -
4	0	0	0	\$ -	\$ -
5	0	0	0	\$ -	\$ -
MINESOTA CT.					\$ 3,144.50

Construction Subtotal					\$	47,167.00
	SURVEYING		LS	3.00%	\$	1,415.01
	CONSTRUCTION MOBILIZATION		LS	5.00%	\$	2,358.35
	SWP3 (Storm Water Pollution Prevention Plan)		LS	5.00%	\$	2,358.35
	CONTINGENCY		LS	15.00%	\$	7,075.05
VALLE DEL SOL CONSTRUCTION TOTAL =					\$	60,373.76

**CITY OF SOCORRO
TRANSITION PLAN
LOS ROBLES DEL VALLE SUBDIVISION
7/17/2019**

LOS ROBLES

Item No.	Item Description	UNITS	QUANTITY	Unit Cost	Total
1	REMOVE CONCRETE	SY	22.33	\$ 50.00	\$ 1,116.50
2	TYPE 1 CURB RAMP	EA	3	\$ 1,200.00	\$ 3,600.00
3	TYPE 7 CURB RAMP	EA	0	\$ 2,500.00	\$ -
4	0	0	0	\$ -	\$ -
5	0	0	0	\$ -	\$ -
				LOS ROBLES	\$ 4,716.50

KIRKLAND ST.

Item No.	Item Description	UNITS	QUANTITY	Unit Cost	Total
1	REMOVE CONCRETE	SY	7.44	\$ 50.00	\$ 372.00
2	TYPE 1 CURB RAMP	EA	1	\$ 1,200.00	\$ 1,200.00
3	TYPE 7 CURB RAMP	EA	0	\$ 2,500.00	\$ -
4	0	0	0	\$ -	\$ -
5	0	0		\$ -	\$ -
				KIRKLAND ST.	\$ 1,572.00


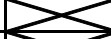


ETYLHART ST,

Item No.	Item Description	UNITS	QUANTITY	Unit Cost	Total
1	REMOVE CONCRETE	SY	7.44	\$ 50.00	\$ 372.00
2	TYPE 1 CURB RAMP	EA	1	\$ 1,200.00	\$ 1,200.00
3	TYPE 7 CURB RAMP	EA	0	\$ 2,500.00	\$ -
4	0	0	0	\$ -	\$ -
5	0	0	0	\$ -	\$ -
				ETYLHART ST,	\$ 1,572.00

AAKER ST.

Item No.	Item Description	UNITS	QUANTITY	Unit Cost	Total
1	REMOVE CONCRETE	SY	7.44	\$ 50.00	\$ 372.00
2	TYPE 1 CURB RAMP	EA	1	\$ 1,200.00	\$ 1,200.00
3	TYPE 7 CURB RAMP	EA	0	\$ 2,500.00	\$ -
4	0	0	0	\$ -	\$ -
5	0	0	0	\$ -	\$ -
				AAKER ST.	\$ 1,572.00

Construction Subtotal \$ 9,432.50

	SURVEYING		LS	3.00%	\$ 282.98
	CONSTRUCTION MOBILIZATION		LS	5.00%	\$ 471.63
	SWP3 (Storm Water Pollution Prevention Plan)		LS	5.00%	\$ 471.63
	CONTINGENCY		LS	15.00%	\$ 1,414.88

VALLE DEL SOL CONSTRUCTION TOTAL = \$ 12,073.60

CITY OF SOCORRO TRANSITION PLAN VALLE DEL SOL SUBDIVISION 7/17/2019					
VALLE CALIDO DR.					
Item No.	Item Description	UNITS	QUANTITY	Unit Cost	Total
1	REMOVE CONCRETE	SY	81.89	\$ 50.00	\$ 4,094.50
2	TYPE 1 CURB RAMP	EA	11	\$ 1,200.00	\$ 13,200.00
3	TYPE 7 CURB RAMP	EA	0	\$ 2,500.00	\$ -
4	0	0	0	\$ -	\$ -
5	0	0	0	\$ -	\$ -
VALLE CALIDO DR.					\$ 17,294.50
VALLE RUBIO DR.					
Item No.	Item Description	UNITS	QUANTITY	Unit Cost	Total
1	REMOVE CONCRETE	SY	14.89	\$ 50.00	\$ 744.50
2	TYPE 1 CURB RAMP	EA	2	\$ 1,200.00	\$ 2,400.00
3	TYPE 7 CURB RAMP	EA	0	\$ 2,500.00	\$ -
4	0	0	0	\$ -	\$ -
5	0	0	0	\$ -	\$ -
VALLE RUBIO DR.					\$ 3,144.50
VALLE KOKI DR.					
Item No.	Item Description	UNITS	QUANTITY	Unit Cost	Total
1	REMOVE CONCRETE	SY	89.33	\$ 50.00	\$ 4,466.50
2	TYPE 1 CURB RAMP	EA	12	\$ 1,200.00	\$ 14,400.00
3	TYPE 7 CURB RAMP	EA	0	\$ 2,500.00	\$ -
4	0	0	0	\$ -	\$ -
5	0	0	0	\$ -	\$ -
VALLE KOKI DR.					\$ 18,866.50
VALLE TILA					
Item No.	Item Description	UNITS	QUANTITY	Unit Cost	Total
1	REMOVE CONCRETE	SY	29.78	\$ 50.00	\$ 1,489.00
2	TYPE 1 CURB RAMP	EA	4	\$ 1,200.00	\$ 4,800.00
3	TYPE 7 CURB RAMP	EA	0	\$ 2,500.00	\$ -
4	0	0	0	\$ -	\$ -
5	0	0	0	\$ -	\$ -
VALLE TILA					\$ 6,289.00
VALLE RICO DR.					
Item No.	Item Description	UNITS	QUANTITY	Unit Cost	Total
1	REMOVE CONCRETE	SY	208.44	\$ 50.00	\$ 10,422.00
2	TYPE 1 CURB RAMP	EA	28	\$ 1,200.00	\$ 33,600.00
3	TYPE 7 CURB RAMP	EA	0	\$ 2,500.00	\$ -
4	0	0	0	\$ -	\$ -
5	0	0	0	\$ -	\$ -
VALLE RICO DR.					\$ 44,022.00
VALLE SUAVE DR.					
Item No.	Item Description	UNITS	QUANTITY	Unit Cost	Total
1	REMOVE CONCRETE	SY	111.67	\$ 50.00	\$ 5,583.50
2	TYPE 1 CURB RAMP	EA	15	\$ 1,200.00	\$ 18,000.00
3	TYPE 7 CURB RAMP	EA	0	\$ 2,500.00	\$ -
4	0	0	0	\$ -	\$ -
5	0	0	0	\$ -	\$ -
VALLE SUAVE DR.					\$ 23,583.50
VALLE DEL MAR DR.					
Item No.	Item Description	UNITS	QUANTITY	Unit Cost	Total
1	REMOVE CONCRETE	SY	81.89	\$ 50.00	\$ 4,094.50
2	TYPE 1 CURB RAMP	EA	11	\$ 1,200.00	\$ 13,200.00
3	TYPE 7 CURB RAMP	EA	0	\$ 2,500.00	\$ -
4	0	0	0	\$ -	\$ -
5	0	0	0	\$ -	\$ -
VALLE DEL MAR DR.					\$ 17,294.50
FALLE FERTI DR.					
Item No.	Item Description	UNITS	QUANTITY	Unit Cost	Total
1	REMOVE CONCRETE	SY	208.44	\$ 50.00	\$ 10,422.00
2	TYPE 1 CURB RAMP	EA	28	\$ 1,200.00	\$ 33,600.00
3	TYPE 7 CURB RAMP	EA	0	\$ 2,500.00	\$ -
4	0	0	0	\$ -	\$ -
5	0	0	0	\$ -	\$ -
FALLE FERTI DR.					\$ 44,022.00

CITY OF SOCORRO TRANSITION PLAN VALLE DEL SOL SUBDIVISION 7/17/2019					
VALLE LISO					
Item No.	Item Description	UNITS	QUANTITY	Unit Cost	Total
1	REMOVE CONCRETE	SY	14.89	\$ 50.00	\$ 744.50
2	TYPE 1 CURB RAMP	EA	2	\$ 1,200.00	\$ 2,400.00
3	TYPE 7 CURB RAMP	EA	0	\$ 2,500.00	\$ -
4	0	0	0	\$ -	\$ -
5	0	0	0	\$ -	\$ -
VALLE LISO					\$ 3,144.50
VALLE DE ORO DR.					
Item No.	Item Description	UNITS	QUANTITY	Unit Cost	Total
1	REMOVE CONCRETE	SY	104.22	\$ 50.00	\$ 5,211.00
2	TYPE 1 CURB RAMP	EA	14	\$ 1,200.00	\$ 16,800.00
3	TYPE 7 CURB RAMP	EA	0	\$ 2,500.00	\$ -
4	0	0	0	\$ -	\$ -
5	0	0	0	\$ -	\$ -
VALLE DE ORO DR.					\$ 22,011.00
VALLE BLANCO DR.					
Item No.	Item Description	UNITS	QUANTITY	Unit Cost	Total
1	REMOVE CONCRETE	SY	89.33	\$ 50.00	\$ 4,466.50
2	TYPE 1 CURB RAMP	EA	12	\$ 1,200.00	\$ 14,400.00
3	TYPE 7 CURB RAMP	EA	0	\$ 2,500.00	\$ -
4	0	0	0	\$ -	\$ -
5	0	0	0	\$ -	\$ -
VALLE BLANCO DR.					\$ 18,866.50
VALLE CROMO					
Item No.	Item Description	UNITS	QUANTITY	Unit Cost	Total
1	REMOVE CONCRETE	SY	14.89	\$ 50.00	\$ 744.50
2	TYPE 1 CURB RAMP	EA	2	\$ 1,200.00	\$ 2,400.00
3	TYPE 7 CURB RAMP	EA	0	\$ 2,500.00	\$ -
4	0	0	0	\$ -	\$ -
5	0	0	0	\$ -	\$ -
VALLE CROMO					\$ 3,144.50
VALLE AZUL DR.					
Item No.	Item Description	UNITS	QUANTITY	Unit Cost	Total
1	REMOVE CONCRETE	SY	89.33	\$ 50.00	\$ 4,466.50
2	TYPE 1 CURB RAMP	EA	12	\$ 1,200.00	\$ 14,400.00
3	TYPE 7 CURB RAMP	EA	0	\$ 2,500.00	\$ -
4	0	0	0	\$ -	\$ -
5	0	0	0	\$ -	\$ -
VALLE AZUL DR.					\$ 18,866.50
VALLE NEGRO					
Item No.	Item Description	UNITS	QUANTITY	Unit Cost	Total
1	REMOVE CONCRETE	SY	111.67	\$ 50.00	\$ 5,583.50
2	TYPE 1 CURB RAMP	EA	15	\$ 1,200.00	\$ 18,000.00
3	TYPE 7 CURB RAMP	EA	0	\$ 2,500.00	\$ -
4	0	0	0	\$ -	\$ -
5	0	0	0	\$ -	\$ -
VALLE NEGRO					\$ 23,583.50
VALLE PLATA WAY					
Item No.	Item Description	UNITS	QUANTITY	Unit Cost	Total
1	REMOVE CONCRETE	SY	14.89	\$ 50.00	\$ 744.50
2	TYPE 1 CURB RAMP	EA	2	\$ 1,200.00	\$ 2,400.00
3	TYPE 7 CURB RAMP	EA	0	\$ 2,500.00	\$ -
4	0	0	0	\$ -	\$ -
5	0	0	0	\$ -	\$ -
VALLE PLATA WAY					\$ 3,144.50
Construction Subtotal					\$ 267,277.50
	SURVEYING		LS	3.00%	\$ 8,018.33
	CONSTRUCTION MOBILIZATION		LS	5.00%	\$ 13,363.88
	SWP3 (Storm Water Pollution Prevention Plan)		LS	5.00%	\$ 13,363.88
	CONTINGENCY		LS	15.00%	\$ 40,091.63
VALLE DEL SOL CONSTRUCTION TOTAL =					\$ 342,115.20





**CITY OF SOCORRO
TRANSITION PLAN
LAS LUNAS SUBDIVISION
7/17/2019**

OLD HUECO TANKS RD.

Item No.	Item Description	UNITS	QUANTITY	Unit Cost	Total
1	REMOVE CONCRETE	SY		\$ 50.00	\$ -
2	TYPE 1 CURB RAMP	EA		\$ 1,200.00	\$ -
3	TYPE 7 CURB RAMP	EA	0	\$ 2,500.00	\$ -
4	0	0	0	\$ -	\$ -
5	0	0	0	\$ -	\$ -
				OLD HUECO TANKS RD.	\$ -

FULL MOON WAY

Item No.	Item Description	UNITS	QUANTITY	Unit Cost	Total
1	REMOVE CONCRETE	SY		\$ 50.00	\$ -
2	TYPE 1 CURB RAMP	EA		\$ 1,200.00	\$ -
3	TYPE 7 CURB RAMP	EA		\$ 2,500.00	\$ -
4	0	0		\$ -	\$ -
5	0	0	0	\$ -	\$ -
				FULL MOON WAY	\$ -

				Construction Subtotal	\$ -
	SURVEYING		LS	3.00%	\$ -
	CONSTRUCTION MOBILIZATION		LS	5.00%	\$ -
	SWP3 (Storm Water Pollution Prevention Plan)		LS	5.00%	\$ -
	CONTINGENCY		LS	15.00%	\$ -
CIELO AZUL CONSTRUCTION TOTAL =					\$ -

CITY OF SOCORRO
TRANSITION PLAN
 TEJANO SUBDIVISION
 7/17/2019

ROSA M RICHARDSON AVE.


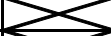


Item No.	Item Description	UNITS	QUANTITY	Unit Cost	Total
1	REMOVE CONCRETE	SY	14.89	\$ 50.00	\$ 744.50
2	TYPE 1 CURB RAMP	EA	2	\$ 1,200.00	\$ 2,400.00
3	TYPE 7 CURB RAMP	EA	0	\$ 2,500.00	\$ -
4	0	0	0	\$ -	\$ -
5	0	0	0	\$ -	\$ -
ROSA M RICHARDSON AVE.					\$ 3,144.50

OLD HUECO TANK RD.

Item No.	Item Description	UNITS	QUANTITY	Unit Cost	Total
1	REMOVE CONCRETE	SY	29.78	\$ 50.00	\$ 1,489.00
2	TYPE 1 CURB RAMP	EA	4	\$ 1,200.00	\$ 4,800.00
3	TYPE 7 CURB RAMP	EA	0	\$ 2,500.00	\$ -
4	0	0	0	\$ -	\$ -
5	0	0	0	\$ -	\$ -
OLD HUECO TANK RD.					\$ 6,289.00

CAURIE JO LN.

Item No.	Item Description	UNITS	QUANTITY	Unit Cost	Total
1	REMOVE CONCRETE	SY	37.22	\$ 50.00	\$ 1,861.00
2	TYPE 1 CURB RAMP	EA	5	\$ 1,200.00	\$ 6,000.00
3	TYPE 7 CURB RAMP	EA	0	\$ 2,500.00	\$ -
4	0	0	0	\$ -	\$ -
5	0	0	0	\$ -	\$ -
CAURIE JO LN.					\$ 7,861.00

Construction Subtotal					\$	17,294.50
	SURVEYING		LS	3.00%	\$	518.84
	CONSTRUCTION MOBILIZATION		LS	5.00%	\$	864.73
	SWP3 (Storm Water Pollution Prevention Plan)		LS	5.00%	\$	864.73
	CONTINGENCY		LS	15.00%	\$	2,594.18
VALLE DEL SOL CONSTRUCTION TOTAL =					\$	22,136.96

**CITY OF SOCORRO
TRANSITION PLAN
CIELO AZUL SUBDIVISION
7/17/2019**

CIELO AZUL DR.





Item No.	Item Description	UNITS	QUANTITY	Unit Cost	Total
1	REMOVE CONCRETE	SY	44.67	\$ 50.00	\$ 2,233.50
2	TYPE 1 CURB RAMP	EA	6	\$ 1,200.00	\$ 7,200.00
3	TYPE 7 CURB RAMP	EA	0	\$ 2,500.00	\$ -
4	0	0	0	\$ -	\$ -
5	0	0	0	\$ -	\$ -
				CIELO AZUL DR. \$	9,433.50

CIELO LNDO DR.

Item No.	Item Description	UNITS	QUANTITY	Unit Cost	Total
1	REMOVE CONCRETE	SY	29.78	\$ 50.00	\$ 1,489.00
2	TYPE 1 CURB RAMP	EA	4	\$ 1,200.00	\$ 4,800.00
3	TYPE 7 CURB RAMP	EA	0	\$ 2,500.00	\$ -
4	0	0	0	\$ -	\$ -
5	0	0	0	\$ -	\$ -
				CIELO LNDO DR. \$	6,289.00

CIELO MISTICO DR.

Item No.	Item Description	UNITS	QUANTITY	Unit Cost	Total
1	REMOVE CONCRETE	SY	44.67	\$ 50.00	\$ 2,233.50
2	TYPE 1 CURB RAMP	EA	6	\$ 1,200.00	\$ 7,200.00
3	TYPE 7 CURB RAMP	EA	0	\$ 2,500.00	\$ -
4	0	0	0	\$ -	\$ -
5	0	0	0	\$ -	\$ -
				CIELO MISTICO DR. \$	9,433.50

				Construction Subtotal	\$ 25,156.00
	SURVEYING		LS	3.00%	\$ 754.68
	CONSTRUCTION MOBILIZATION		LS	5.00%	\$ 1,257.80
	SWP3 (Storm Water Pollution Prevention Plan)		LS	5.00%	\$ 1,257.80
	CONTINGENCY		LS	15.00%	\$ 3,773.40
				CIELO AZUL CONSTRUCTION TOTAL =	\$ 32,199.68

**CITY OF SOCORRO
TRANSITION PLAN
VALLE RIDGE 01 SUBDIVISION
7/17/2019**

VALLE RIDGE DR.





Item No.	Item Description	UNITS	QUANTITY	Unit Cost	Total
1	REMOVE CONCRETE	SY	44.67	\$ 50.00	\$ 2,233.50
2	TYPE 1 CURB RAMP	EA	6	\$ 1,200.00	\$ 7,200.00
3	TYPE 7 CURB RAMP	EA	0	\$ 2,500.00	\$ -
4	0	0	0	\$ -	\$ -
5	0	0	0	\$ -	\$ -
VALLE RIDGE DR.					\$ 9,433.50

VALLEY DALE RD.

Item No.	Item Description	UNITS	QUANTITY	Unit Cost	Total
1	REMOVE CONCRETE	SY	44.67	\$ 50.00	\$ 2,233.50
2	TYPE 1 CURB RAMP	EA	4	\$ 1,200.00	\$ 4,800.00
3	TYPE 7 CURB RAMP	EA	0	\$ 2,500.00	\$ -
4	0	0	0	\$ -	\$ -
5	0	0	0	\$ -	\$ -
VALLEY DALE RD.					\$ 7,033.50

SPRING VALLEY CIR.

Item No.	Item Description	UNITS	QUANTITY	Unit Cost	Total
1	REMOVE CONCRETE	SY	74.44	\$ 50.00	\$ 3,722.00
2	TYPE 1 CURB RAMP	EA	10	\$ 1,200.00	\$ 12,000.00
3	TYPE 7 CURB RAMP	EA	0	\$ 2,500.00	\$ -
4	0	0	0	\$ -	\$ -
5	0	0	0	\$ -	\$ -
SPRING VALLEY CIR.					\$ 15,722.00

Construction Subtotal				\$	32,189.00
	SURVEYING		LS	3.00%	\$ 965.67
	CONSTRUCTION MOBILIZATION		LS	5.00%	\$ 1,609.45
	SWP3 (Storm Water Pollution Prevention Plan)		LS	5.00%	\$ 1,609.45
	CONTINGENCY		LS	15.00%	\$ 4,828.35
VALLE DEL SOL CONSTRUCTION TOTAL =					\$ 41,201.92

**CITY OF SOCORRO
TRANSITION PLAN
VALLE RIDGE 02 SUBDIVISION
7/17/2019**

VALLE RIDGE DR.

Item No.	Item Description	UNITS	QUANTITY	Unit Cost	Total
1	REMOVE CONCRETE	SY	29.78	\$ 50.00	\$ 1,489.00
2	TYPE 1 CURB RAMP	EA	4	\$ 1,200.00	\$ 4,800.00
3	TYPE 7 CURB RAMP	EA	0	\$ 2,500.00	\$ -
4	0	0	0	\$ -	\$ -
5	0	0	0	\$ -	\$ -
				VALLE RIDGE DR.	\$ 6,289.00

THUNDER RD.





Item No.	Item Description	UNITS	QUANTITY	Unit Cost	Total
1	REMOVE CONCRETE	SY	22.33	\$ 50.00	\$ 1,116.50
2	TYPE 1 CURB RAMP	EA	3	\$ 1,200.00	\$ 3,600.00
3	TYPE 7 CURB RAMP	EA	0	\$ 2,500.00	\$ -
4	0	0	0	\$ -	\$ -
5	0	0	0	\$ -	\$ -
				THUNDER RD.	\$ 4,716.50

SHADY VALLEY DR.

Item No.	Item Description	UNITS	QUANTITY	Unit Cost	Total
1	REMOVE CONCRETE	SY	37.22	\$ 50.00	\$ 1,861.00
2	TYPE 1 CURB RAMP	EA	5	\$ 1,200.00	\$ 6,000.00
3	TYPE 7 CURB RAMP	EA	0	\$ 2,500.00	\$ -
4	0	0	0	\$ -	\$ -
5	0	0	0	\$ -	\$ -
				SHADY VALLEY DR.	\$ 7,861.00

MILL VALLEY RD.

Item No.	Item Description	UNITS	QUANTITY	Unit Cost	Total
1	REMOVE CONCRETE	SY	14.89	\$ 50.00	\$ 744.50
2	TYPE 1 CURB RAMP	EA	2	\$ 1,200.00	\$ 2,400.00
3	TYPE 7 CURB RAMP	EA		\$ 2,500.00	\$ -
4	0	0		\$ -	\$ -
5	0	0		\$ -	\$ -
				MILL VALLEY RD.	\$ 3,144.50

				Construction Subtotal	\$ 22,011.00
	SURVEYING		LS	3.00%	\$ 660.33
	CONSTRUCTION MOBILIZATION		LS	5.00%	\$ 1,100.55
	SWP3 (Storm Water Pollution Prevention Plan)		LS	5.00%	\$ 1,100.55
	CONTINGENCY		LS	15.00%	\$ 3,301.65
				VALLE DEL SOL CONSTRUCTION TOTAL =	\$ 28,174.08

**CITY OF SOCORRO
TRANSITION PLAN
MARINA SUBDIVISION
7/17/2019**

ESCALANTE DR.

Item No.	Item Description	UNITS	QUANTITY	Unit Cost	Total
1	REMOVE CONCRETE	SY	44.67	\$ 50.00	\$ 2,233.50
2	TYPE 1 CURB RAMP	EA	6	\$ 1,200.00	\$ 7,200.00
3	TYPE 7 CURB RAMP	EA	0	\$ 2,500.00	\$ -
4	0	0	0	\$ -	\$ -
5	0	0	0	\$ -	\$ -
ESCALANTE DR. \$					9,433.50

LORETTA ST.





Item No.	Item Description	UNITS	QUANTITY	Unit Cost	Total
1	REMOVE CONCRETE	SY	29.78	\$ 50.00	\$ 1,489.00
2	TYPE 1 CURB RAMP	EA	4	\$ 1,200.00	\$ 4,800.00
3	TYPE 7 CURB RAMP	EA	0	\$ 2,500.00	\$ -
4	0	0	0	\$ -	\$ -
5	0	0	0	\$ -	\$ -
LORETTA ST. \$					6,289.00

AMAR LN.

Item No.	Item Description	UNITS	QUANTITY	Unit Cost	Total
1	REMOVE CONCRETE	SY	29.78	\$ 50.00	\$ 1,489.00
2	TYPE 1 CURB RAMP	EA	4	\$ 1,200.00	\$ 4,800.00
3	TYPE 7 CURB RAMP	EA	0	\$ 2,500.00	\$ -
4	0	0	0	\$ -	\$ -
5	0	0	0	\$ -	\$ -
AMAR LN. \$					6,289.00

ELLEN SUE ST.





Item No.	Item Description	UNITS	QUANTITY	Unit Cost	Total
1	REMOVE CONCRETE	SY	44.67	\$ 50.00	\$ 2,233.50
2	TYPE 1 CURB RAMP	EA	6	\$ 1,200.00	\$ 7,200.00
3	TYPE 7 CURB RAMP	EA	0	\$ 2,500.00	\$ -
4	0	0	0	\$ -	\$ -
5	0	0	0	\$ -	\$ -
ELLEN SUE ST. \$					9,433.50

Construction Subtotal \$					31,445.00
	SURVEYING		LS	3.00%	\$ 943.35
	CONSTRUCTION MOBILIZATION		LS	5.00%	\$ 1,572.25
	SWP3 (Storm Water Pollution Prevention Plan)		LS	5.00%	\$ 1,572.25
	CONTINGENCY		LS	15.00%	\$ 4,716.75
VALLE DEL SOL CONSTRUCTION TOTAL = \$					40,249.60

CITY OF SOCORRO
TRANSITION PLAN
VILLA DEL VALLE 01 SUBDIVISION
7/17/2019

PVT. JUAN GARCIA

Item No.	Item Description	UNITS	QUANTITY	Unit Cost	Total
1	REMOVE CONCRETE	SY	14.89	\$ 50.00	\$ 744.50
2	TYPE 1 CURB RAMP	EA	2	\$ 1,200.00	\$ 2,400.00
3	TYPE 7 CURB RAMP	EA		\$ 2,500.00	\$ -
4	0	0		\$ -	\$ -
5	0	0		\$ -	\$ -
PVT. JUAN GARCIA					\$ 3,144.50

Construction Subtotal					\$ 3,144.50
	SURVEYING		LS	3.00%	\$ 94.34
	CONSTRUCTION MOBILIZATION		LS	5.00%	\$ 157.23
	SWP3 (Storm Water Pollution Prevention Plan)		LS	5.00%	\$ 157.23
	CONTINGENCY		LS	15.00%	\$ 471.68
VALLE DEL SOL CONSTRUCTION TOTAL =					\$ 4,024.96

CITY OF SOCORRO
TRANSITION PLAN
SOMBRA DE MISIONES SUBDIVISION
7/17/2019

MADISON LEE DR.

Item No.	Item Description	UNITS	QUANTITY	Unit Cost	Total
1	REMOVE CONCRETE	SY	59.56	\$ 50.00	\$ 2,978.00
2	TYPE 1 CURB RAMP	EA	8	\$ 1,200.00	\$ 9,600.00
3	TYPE 7 CURB RAMP	EA	0	\$ 2,500.00	\$ -
4	0	0	0	\$ -	\$ -
5	0	0	0	\$ -	\$ -
				MADISON LEE DR.	\$ 12,578.00

MACKENZIE ANN

Item No.	Item Description	UNITS	QUANTITY	Unit Cost	Total
1	REMOVE CONCRETE	SY	7.44	\$ 50.00	\$ 372.00
2	TYPE 1 CURB RAMP	EA	1	\$ 1,200.00	\$ 1,200.00
3	TYPE 7 CURB RAMP	EA	0	\$ 2,500.00	\$ -
4	0	0	0	\$ -	\$ -
5	0	0	0	\$ -	\$ -
				MACKENZIE ANN	\$ 1,572.00

BAIN PL.





Item No.	Item Description	UNITS	QUANTITY	Unit Cost	Total
1	REMOVE CONCRETE	SY	7.44	\$ 50.00	\$ 372.00
2	TYPE 1 CURB RAMP	EA	1	\$ 1,200.00	\$ 1,200.00
3	TYPE 7 CURB RAMP	EA	0	\$ 2,500.00	\$ -
4	0	0	0	\$ -	\$ -
5	0	0	0	\$ -	\$ -
				BAIN PL.	\$ 1,572.00

CARTER SCOTT PL.

Item No.	Item Description	UNITS	QUANTITY	Unit Cost	Total
1	REMOVE CONCRETE	SY	14.89	\$ 50.00	\$ 744.50
2	TYPE 1 CURB RAMP	EA	2	\$ 1,200.00	\$ 2,400.00
3	TYPE 7 CURB RAMP	EA		\$ 2,500.00	\$ -
4	0	0		\$ -	\$ -
5	0	0		\$ -	\$ -
				CARTER SCOTT PL.	\$ 3,144.50

BROOKE LAUREN

Item No.	Item Description	UNITS	QUANTITY	Unit Cost	Total
1	REMOVE CONCRETE	SY	14.89	\$ 50.00	\$ 744.50
2	TYPE 1 CURB RAMP	EA	2	\$ 1,200.00	\$ 2,400.00
3	TYPE 7 CURB RAMP	EA		\$ 2,500.00	\$ -
4	0	0		\$ -	\$ -
5	0	0		\$ -	\$ -
				BROOKE LAUREN	\$ 3,144.50

		Construction Subtotal		\$ 22,011.00	
	SURVEYING		LS	3.00%	\$ 660.33
	CONSTRUCTION MOBILIZATION		LS	5.00%	\$ 1,100.55
	SWP3 (Storm Water Pollution Prevention Plan)		LS	5.00%	\$ 1,100.55
	CONTINGENCY		LS	15.00%	\$ 3,301.65
VALLE DEL SOL CONSTRUCTION TOTAL =				\$ 28,174.08	

CITY OF SOCORRO
TRANSITION PLAN
LAS ESTANCIAS SUBDIVISION
7/17/2019

CANDELARIA CT

Item No.	Item Description	UNITS	QUANTITY	Unit Cost	Total
1	REMOVE CONCRETE	SY		\$ 50.00	\$ -
2	TYPE 1 CURB RAMP	EA		\$ 1,200.00	\$ -
3	TYPE 7 CURB RAMP	EA	0	\$ 2,500.00	\$ -
4	0	0	0	\$ -	\$ -
5	0	0	0	\$ -	\$ -
CANDELARIA CT					\$ -





ESTANCIA CLARA LN.

Item No.	Item Description	UNITS	QUANTITY	Unit Cost	Total
1	REMOVE CONCRETE	SY		\$ 50.00	\$ -
2	TYPE 1 CURB RAMP	EA		\$ 1,200.00	\$ -
3	TYPE 7 CURB RAMP	EA	0	\$ 2,500.00	\$ -
4	0	0	0	\$ -	\$ -
5	0	0	0	\$ -	\$ -
ESTANCIA CLARA LN.					\$ -

ESCONDIDO PL.

Item No.	Item Description	UNITS	QUANTITY	Unit Cost	Total
1	REMOVE CONCRETE	SY		\$ 50.00	\$ -
2	TYPE 1 CURB RAMP	EA		\$ 1,200.00	\$ -
3	TYPE 7 CURB RAMP	EA		\$ 2,500.00	\$ -
4	0	0		\$ -	\$ -
5	0	0		\$ -	\$ -
ESCONDIDO PL.					\$ -

Construction Subtotal **\$ -**

	SURVEYING		LS	3.00%	\$ -
	CONSTRUCTION MOBILIZATION		LS	5.00%	\$ -
	SWP3 (Storm Water Pollution Prevention Plan)		LS	5.00%	\$ -
	CONTINGENCY		LS	15.00%	\$ -

VALLE DEL SOL CONSTRUCTION TOTAL = \$ -

