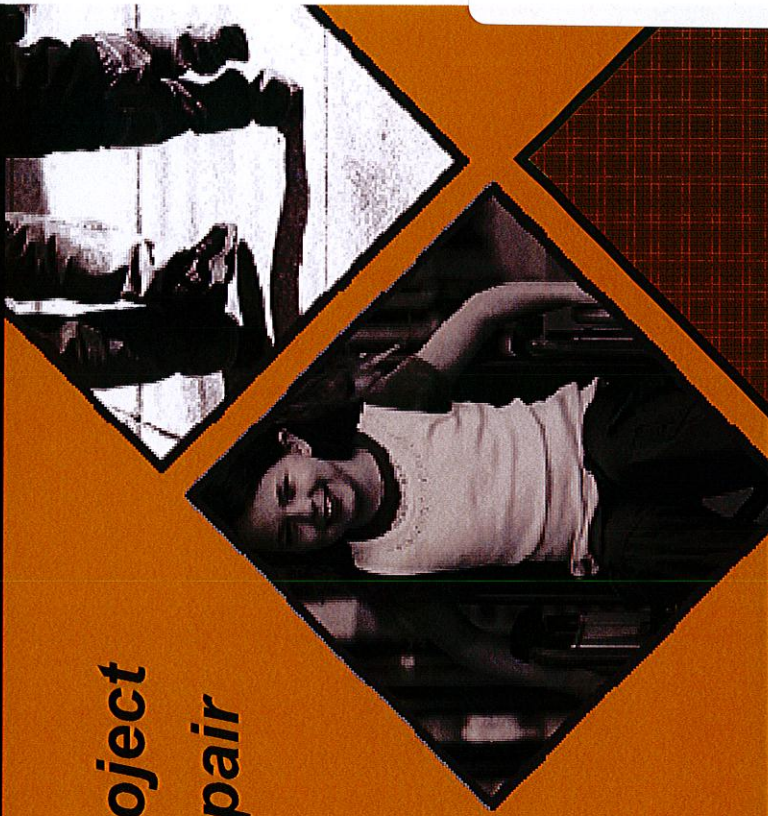




City of Calistoga – “Pilot” Project Sidewalk ADA Trip Hazard Repair Executive Summary



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Presented to: Dan Takasugi, Public Works Director
Pilot Sidewalk Repair Project: July 14, 2011

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PROJECT AREA

This pilot project included removing trip hazards in the downtown highlighted areas along Washington street around the Community Center and the Sharpsteen Museum. The specifications for the work being performed were to repair specifically designated locations in the area ranging from 1/2" in height to 1 1/2" inches in height.



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BENEFITS RECEIVED

Precision Concrete Cutting uses proprietary and patented cutting technology to repair sidewalk trip hazards in accordance with the ADA.

Our work is guaranteed to offer the following benefits:

- **Cost Savings** – Remove trip hazards at a fraction of the cost of other methods.
- **ADA Compliance** – Approved and compliant with ADA standards.
- **Clean** – No mess left behind. No resident complaints. No scarring or damaging of the concrete.
- **Safety** – Decrease liability on your pedestrian walkways while increasing safety.
- **Detailed Reporting** – Invoices show measurements, location, and cost for each hazard.
- **Low Impact** – Average removal time is less than 20 minutes; no sidewalk closures.
- **Full Service Contractor** – GPS mapping. Consulting on “Sidewalk Maintenance Program”.





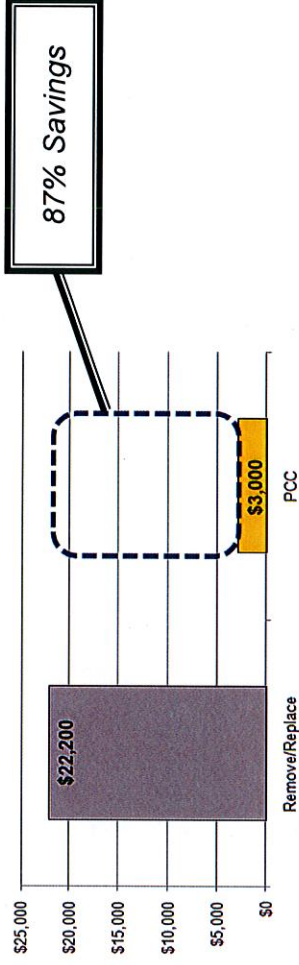
COST SAVINGS

By selecting PCC to repair sidewalks, the Public Works Department saved the City of Calistoga an estimated **\$19,200**, or **87%**, compared to traditional removal and replacement ("R&R") of the concrete. Based on an average panel size of 5 ft. x 8 ft. and an estimated replacement cost of \$15.00 per square foot, the cost to remove and replace 37 trip hazards (approx. 1,480 total square feet) would have been \$22,200, not including curb & gutter or the intangible costs of shutting down the sidewalks for several days or weeks to complete the work required for R&R.

This replacement estimate takes into account:

- Cost of concrete and delivery
- Labor to break up and remove existing old/damaged concrete
- Labor to pour, form, level, finish, float & cut control joints
- Fuel for multiple site visits to repair or break-up, remove, pour, remove forms, and restore adjacent items
- Equipment such as a backhoe, vehicle to transport backhoe, utility vehicle, and dump truck to remove debris
- Miscellaneous materials to prepare concrete

Cost Savings



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ENVIRONMENTAL SAVINGS

ENVIRONMENTAL IMPACT: As a member of the U.S. Green Building Council (USGBC) we are proud of the fact that we reduce the impact to landfills and the environment as a result of our service.

Example: Removing and replacing 100 panels would result in approximately 112,000 pounds or 56 tons of concrete being removed (average panel weight of 1820 pounds.)

Using Precision Concrete Cutting (PCC) for 100 trip hazards results in 0.3 tons of concrete removed and recycled, approximately 141 gallons of gasoline saved, and a reduction of 1.3 metric tons of Co₂.

For this particular project, removing & replacing 37 panels would have resulted in 21.0 tons of wasted concrete. By using PCC, only 185 lbs (0.1 tons) of concrete were removed and recycled. The City of Calistoga also saved an estimated 43 gallons of gasoline and prevented the release of 0.4 metric tons of Carbon Dioxide gas.



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WHY WE DON'T GRIND

- Grinding often damages the concrete (breaks edges, knocks out aggregate, scars adjacent panels, and creates micro cracks).
- Often unsightly (leaves a rough, uneven scarring)
- Doesn't comply with the ADA slope requirements
- Has no cost advantage
- Unable to remove hazards next to objects
- Hard to use on small trip hazards (under 3/8") and larger trip hazards (over 1 inch)
- Very slow process and generates lots of dust



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PRECISION CONCRETE CUTTING REPAIRS



Before



After



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