

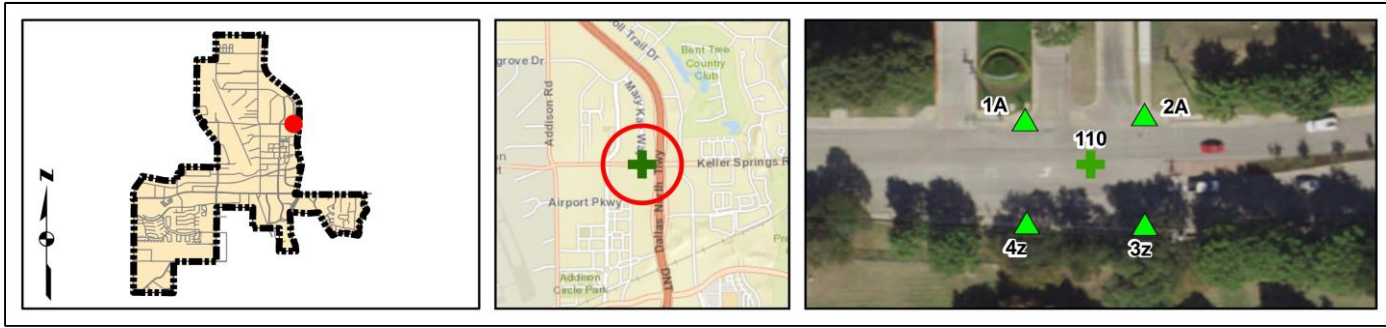
Client: Town of Addison Date: 1/2/18
 Program: ADA Self-Evaluation and Transition Plan Prepared By: CMP
 KHA No.: 063543021 Checked By: EPE

Corridor : Keller Springs Rd GPS ID: 110
 Project Name: Intersection of Keller Springs Rd and Mary Kay Way
 Town: Addison

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	\$ 10.00	\$ -
TxDOT 529-6002	CONC CURB (TY II)	0	LF	\$ 15.00	\$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	7	SY	\$ 45.00	\$ 315.00
TxDOT 531	CURB RAMPS	6	EA	\$ 1,500.00	\$ 9,000.00
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	\$ 50.00	\$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	25	SY	\$ 9.00	\$ 225.00
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	\$ 2.80	\$ -
TxDOT 666/678	REFL PAV MRK PREP TY I & TY II (W) 24"(SLD)	412	LF	\$ 8.50	\$ 3,502.00
---	REPAVE ROADWAY	2	LS	\$ 5,000.00	\$ 10,000.00
---	FIX PONDING	0	LS	\$ 2,000.00	\$ -
---	FIX CURB RAMP TRANSITION	2	LS	\$ 2,000.00	\$ 4,000.00
---	MEDIAN NOSE MODIFICATION	0	LS	\$ 5,000.00	\$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	\$ 500.00	\$ -
---	FIX CURB RAMP COUNTER SLOPE	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection				Subtotal: \$	27,042.00
<input checked="" type="checkbox"/>	No Design Completed	Engineering: (% +/-)	20%	\$	5,479.00
<input type="checkbox"/>	Preliminary Design	Contingency: (% +/-)	20%	\$	5,479.00
<input type="checkbox"/>	Final Design	Estimated Project Cost:		\$	38,000.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Possible Solutions
	N	E	S	W	
Path of travel pavement condition	Poor	Good	N/A	Dangerous	Repave roadway and install crosswalk pavement markings
Path of travel running slope is greater than 5%			N/A	X	
Path of travel cross slope is greater than 2% for stop control approaches		N/A	N/A	N/A	
Path of travel cross slope is greater than 5% for free-flow approaches	N/A		N/A		
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	Install crosswalk pavement markings
Crosswalk striping condition	None	None	N/A	None	

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)				Possible Solutions
	1A	2A	3z	4z	
Curb ramp does not exist and is needed			X	X	Install curb ramp; if median improvement, see shapefile
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp		X			Remove and replace crosswalk pavement markings
Curbed side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%					Remove and replace curb ramp
Curb ramp running slope is greater than 8.3%					
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%	X				
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"					
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25') in curb ramp/landing/flares	X				
Temporary obstruction (>0.25') in curb ramp/landing/flares					
No textured surface at base of curb ramp	X	X			For intersection, commercial driveway, and park ramps, install color truncated domes
No color contrast at base of curb ramp	X	X			
Landing area does not exist and is needed		X			
Landing area is less than 5' x 5' or slopes greater than 2%	X	X			
Curb ramp transition onto roadway is greater than 0.25'	X	X			Install landing area
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					Remove and replace landing area
Ponding occurs at base of curb ramp					Fix curb ramp transition

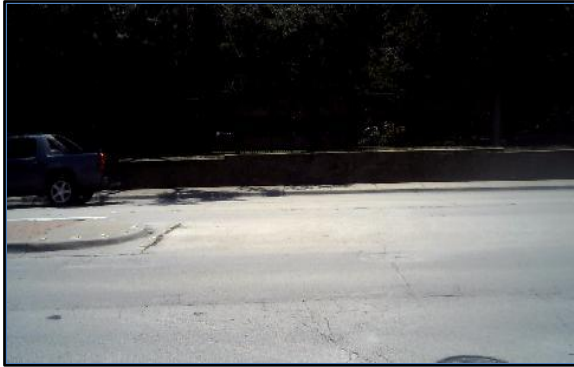
Comment: Existing sidewalk, curb ramp, and/or striping configurations permit pedestrians to cross the major street. An Engineering study is needed to confirm crossing should be accom



Ramp 1A



Ramp 2A



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

Opinion of Probable Construction Cost Disclaimer:

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

Project Location Map Sources:

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