Kimley-Horn and Associates, Inc. **Priority: 5**
Project Description for Unsignalized Intersection

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 :	**Addison Cir**	**GPS ID: 136**
Project Name:	**Intersection of Addison Cir and Dallas Pkwy**	
Town:	**Addison**	

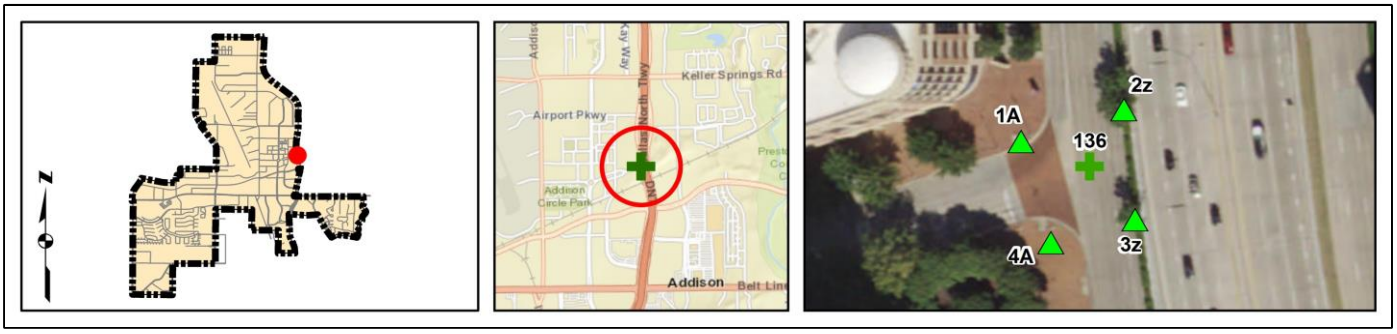
Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	$ 10.00	$ -
TxDOT 529-6002	CONC CURB (TY II)	0	LF	$ 15.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	12	SY	$ 45.00	$ 540.00
TxDOT 531	CURB RAMPS	2	EA	$ 1,500.00	$ 3,000.00
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	$ 50.00	$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	29	SY	$ 9.00	$ 261.00
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)	312	LF	$ 8.50	$ 2,652.00
---	REPAVE ROADWAY	3	LS	$ 5,000.00	$ 15,000.00
---	FIX PONDING	0	LS	$ 2,000.00	$ -
---	FIX CURB RAMP TRANSITION	2	LS	$ 2,000.00	$ 4,000.00
---	MEDIAN NOSE MODIFICATION	0	LS	$ 5,000.00	$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	$ 500.00	$ -
---	FIX CURB RAMP COUNTER SLOPE	0	LS	$ 2,000.00	$ -

Basis for Cost Projection

- ☑ No Design Completed
- ❑ Preliminary Design
- ❑ Final Design

Subtotal:		$ 25,453.00
Engineering: (% +/-)	20%	$ 5,273.50
Contingency: (% +/-)	20%	$ 5,273.50
Estimated Project Cost:		**$ 36,000.00**

Project Location



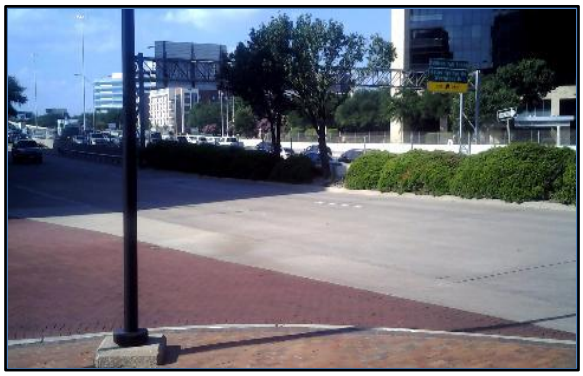
Field Observations

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

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

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 accomm

Ramp 1A



Corner 2 No Ramp (2z)

Corner 3 No Ramp (3z)

Ramp 4A

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

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

End of Project Description for Project 136 Intersection of Addison Cir and Dallas Pkwy