

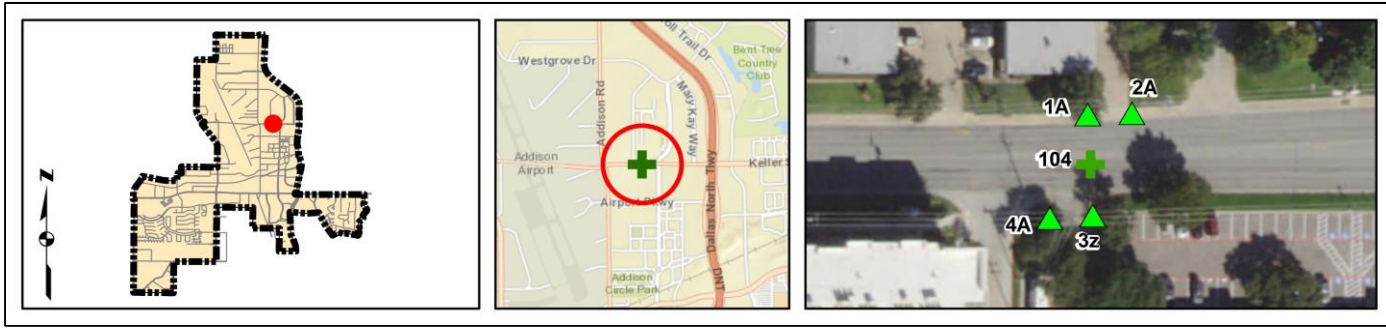
Client: Town of Addison Date: 1/2/18
 Program: ADA Self-Evaluation and Transition Plan Prepared By: CMP
 KHA No.: 063543021 Checked By: EPE

Corridor : Keller Springs Rd GPS ID: 104
 Project Name: Intersection of Keller Springs Rd and driveway (Lat. 32.9686; Long. -96.8270)
 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") | 0 | SY | \$ 45.00 | \$ - |
| TxDOT 531 | CURB RAMPS | 4 | EA | \$ 1,500.00 | \$ 6,000.00 |
| TxDOT 5003-6002 | RETROFIT DET WARN SURF (CAST IN PLACE) | 0 | SF | \$ 50.00 | \$ - |
| TxDOT 104-6015 | REMOVING CONC (SIDEWALKS) | 26 | SY | \$ 9.00 | \$ 234.00 |
| 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) | 0 | LF | \$ 8.50 | \$ - |
| --- | REPAVE ROADWAY | 0 | LS | \$ 5,000.00 | \$ - |
| --- | FIX PONDING | 0 | LS | \$ 2,000.00 | \$ - |
| --- | FIX CURB RAMP TRANSITION | 0 | LS | \$ 2,000.00 | \$ - |
| --- | MEDIAN NOSE MODIFICATION | 0 | LS | \$ 5,000.00 | \$ - |
| --- | REMOVE TEMPORARY OBSTRUCTION | 0 | LS | \$ 500.00 | \$ - |
| --- | FIX CURB RAMP COUNTER SLOPE | 1 | LS | \$ 2,000.00 | \$ 2,000.00 |

| | | | |
|---|--|--------------------------------|---------------------|
| Basis for Cost Projection | | Subtotal: \$ | 8,234.00 |
| <input checked="" type="checkbox"/> No Design Completed | | Engineering: (% +/-) | 20% \$ 1,883.00 |
| <input type="checkbox"/> Preliminary Design | | Contingency: (% +/-) | 20% \$ 1,883.00 |
| <input type="checkbox"/> Final Design | | Estimated Project Cost: | \$ 12,000.00 |

Project Location



Field Observations

| Intersection Issues | Crosswalk | | | | Possible Solutions |
|---|-----------|---|---|---|---|
| | N | E | S | W | |
| Path of travel pavement condition | | | | | All driveway path of travel issues and possible solutions provided in driveway shapefile (TRPEDDRV) |
| Path of travel running slope is greater than 5% | | | | | |
| Path of travel cross slope is greater than 2% for stop control approaches | | | | | |
| Path of travel cross slope is greater than 5% for free-flow approaches | | | | | |
| Crosswalk width is less than 6' | | | | | |
| Crosswalk striping condition | | | | | |

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



Ramp 1A



Ramp 2A



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