Kimley-Horn and Associates, Inc. Project Description for Unsignalized Intersection Priority: 2

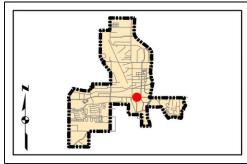
Client: Town of Addison Date: 1/2/18 Program: ADA Self-Evaluation and Transition Plan Prepared By: CMP KHA No.: 063543021 Checked By: EPE

Corridor : Project Name: Town: Belt Line Rd GPS ID: 191 Intersection of Belt Line Rd and driveway (Lat. 32.9540; Long. -96.8277) Addison

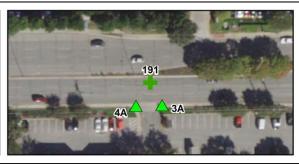
Item No.	Item Description	Quantity	Unit	L	Init Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	\$	10.00	\$ -
TxDOT 529-6002	CONC CURB (TY II)	0	LF	\$	15.00	\$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	6	SY	\$	45.00	\$ 270.00
TxDOT 531	CURB RAMPS	2	EA	\$	1,500.00	\$ 3,000.00
	RETROFIT DET WARN SURF (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)	0	LF	\$	8.50	\$ -
	REPAVE ROADWAY	0	LS	\$	5,000.00	\$ -
	FIX PONDING	0	LS	\$	2,000.00	\$ -
	FIX CURB RAMP TRANSITION	1	LS	\$	2,000.00	\$ 2,000.00
	MEDIAN NOSE MODIFICATION	0	LS	\$	5,000.00	\$ -
	REMOVE TEMPORARY OBSTRUCTION	0	LS	\$	500.00	
	FIX CURB RAMP COUNTER SLOPE	0	LS	<u> </u>	2,000.00	
Basis for Cost Proje					Subtotal:	\$ 5,495.00
	✓ No Design Completed			Engineering: (% -		\$ 1,252.50
	☐ Preliminary Design			Contingency: (% -		,
	☐ Final Design		<u> </u>	Estimate	d Project Cost:	\$ 8,000.00

	Subtotal:	\$ 5,495.00
Engineering: (% +/-)	20%	\$ 1,252.50
Contingency: (% +/-)	20%	\$ 1,252.50
Estimated Pro	\$ 8,000.00	

Project Location







Field Observations

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

	Curk	Ramn	ID ('z' or 'i' in ramp label indicates no			
Curb Ramp Issues		, ramp	existing ramp)	Possible Solutions		
Cuib Namp 199499	ЗА	4A	omouning ramp)	i dodibio odialicilo		
Curb ramp does not exist and is needed	T					
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		Х				
Flare cross slope is greater than 10%	X					
Curb ramp running slope is greater than 8.3%	Х					
Blended transition running slope is greater than 5%						
Cut-thru ramp running slope is greater than 5%				Remove and replace curb ramp		
Curb ramp cross slope is greater than 2%		Х	Tromove and replace outs famp	Remove and replace curb ramp		
Cut-thru ramp cross slope is greater than 2%						
Curb ramp width is less than 48"	X	Χ				
Cut-thru ramp width is less than 60"	T					
Permanent obstruction (>0.25") in curb ramp/landing/flares	<u> </u>	Х				
Temporary obstruction (>0.25") in curb ramp/landing/flares	_ <u>i</u>	<u> </u>				
No textured surface at base of curb ramp	X	Χ		For intersection, commercial driveway, and park ramps, install		
No color contrast at base of curb ramp	X	Х		color truncated domes		
Landing area does not exist and is needed						
Landing area is less than 5' x 5' or slopes greater than 2%	X	Х		Remove and replace landing area		
Curb ramp transition onto roadway is greater than 0.25"		Х		Fix curb ramp transition		
Counter slope of the gutter or street at the foot of the curb ramp is	İ					
greater than 5%		<u> </u>				
Ponding occurs at base of curb ramp	T					

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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