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

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: GPS ID: 193 Belt Line Rd Intersection of Belt Line Rd and driveway (Lat. 32.9540; Long. -96.8269) 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")	6	SY	\$ 45.00	\$ 270.00
TxDOT 531	CURB RAMPS	3	EA	\$ 1,500.00	\$ 4,500.00
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	\$ 50.00	\$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	35	SY	\$ 9.00	\$ 315.00
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	1	LS	\$ 2,000.00	\$ 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	1	LS	\$ 500.00	\$ 500.00
	FIX CURB RAMP COUNTER SLOPE	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

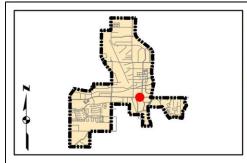
Mo Design Completed

Preliminary Design

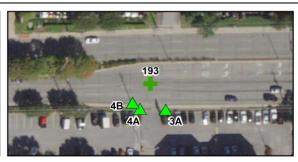
☐ Final Design

Subtotal: 9,585.00 20% \$ 20% \$ Engineering: (% +/-) 2,207.50 Contingency: (% +/-) 2,207.50 Estimated Project Cost: 14,000.00

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 dr	iveway path c	of travel issue	es and possible	solutions provided in driveway shapefile (TRPEDDRV)
Path of travel cross slope is greater than 5% for free-flow approaches. Crosswalk width is less than 6' Crosswalk striping condition					

	Curb Ramp ID ('z' or 'i' in ramp label indicates no						
Curb Ramp Issues		rtuin	,	existing ramp)	Possible Solutions		
Cura Manip 186866	3A	4A	4B	omoung ramp)	r cooleie colument		
Curb ramp does not exist and is needed			i				
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%	Х						
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	Χ		Tremove and replace curb famp		
Cut-thru ramp cross slope is greater than 2%							
Curb ramp width is less than 48"	X	Χ	Χ				
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			Х		Remove temporary obstruction For intersection, commercial driveway, and park ramps, install		
No textured surface at base of curb ramp	X	Х	Х		For intersection, commercial driveway, and park ramps, install		
No color contrast at base of curb ramp			<u> </u>				
Landing area does not exist and is needed		İ	ļ				
Landing area is less than 5' x 5' or slopes greater than 2%	X	Х	Х		Remove and replace landing area		
Curb ramp transition onto roadway is greater than 0.25"			ļ		Fix curb ramp transition		
Counter slope of the gutter or street at the foot of the curb ramp is							
greater than 5%			<u> </u>				
Ponding occurs at base of curb ramp			[Fix ponding		

Photographs



Ramp 3A



Ramp 4B



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