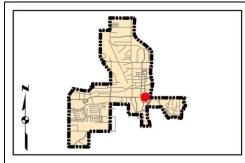
Kimley-Horn and Associates, Inc. Project Description for Unsignalized Intersection Priority: 2

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

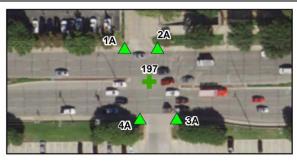
Corridor : Project Name: GPS ID: 197 Belt Line Rd Intersection of Belt Line Rd and driveway (Lat. 32.9540; Long. -96.8243) Town: Addison

Item No.	Item Description	Quantity	Unit	Unit Pr	ice	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)	38	SY	\$	9.00 \$	342.00
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	<u>0</u>	LS	\$	500.00 \$	-
	FIX CURB RAMP COUNTER SLOPE	0	LS	\$	2,000.00 \$	-
Basis for Cost Proje					Subtotal: \$	10,342.00
	☑ No Design Completed			ngineering: (% +/-)	20% \$	2,329.00
	☐ Preliminary Design			Contingency: (% +/-)	20% \$	2,329.00
	☐ Final Design			Estimated Pro	ect Cost: \$	15,000.00

Project Location







Field Observations

Intersection Issues		Cros	swalk		Possible Solutions		
intersection issues	N	N E S		W	Possible 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 (TRPEDDF				solutions provided in driveway shapefile (TRPEDDRV)		
	, u.	pai		o ana poconono	columnia provided in dividual chapolile (1111 252111)		
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		Ramp			n ramp label indicates no	
				existing	g ramp)	Possible Solutions
	1A	2A	3A	4A		
Curb ramp does not exist and is needed						
Curb ramp does not land in crosswalk	<u> </u>		İ	İ		
No 4' x 4' clear space at base of curb ramp	<u> </u>		İ			
Curbed side is not 90° or has traversable adjacent surface						
Flare cross slope is greater than 10%	Х	Χ	Χ	Х		
Curb ramp running slope is greater than 8.3%	Χ	Х		Х		
Blended transition running slope is greater than 5%						
Cut-thru ramp running slope is greater than 5%	l					Remove and replace curb ramp
Curb ramp cross slope is greater than 2%	Χ	Х	Х	Х		Tremove and replace curb famp
Cut-thru ramp cross slope is greater than 2%						
Curb ramp width is less than 48"	l	Х				
Cut-thru ramp width is less than 60"						
Permanent obstruction (>0.25") in curb ramp/landing/flares	1		Χ			
Temporary obstruction (>0.25") in curb ramp/landing/flares	<u> </u>		<u> </u>	<u> </u>		
No textured surface at base of curb ramp	X	X	Х	Х		For intersection, commercial driveway, and park ramps, install
No color contrast at base of curb ramp	X	X	Х	Х		color truncated domes
Landing area does not exist and is needed	. <u></u>		ļ <u>.</u>	ļ		
Landing area is less than 5' x 5' or slopes greater than 2%	X	X	X	<u> </u>		Remove and replace landing area
Curb ramp transition onto roadway is greater than 0.25"	X		<u> </u>	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>		<u> </u>	<u> </u>		
Ponding occurs at base of curb ramp		Χ	i			Fix ponding

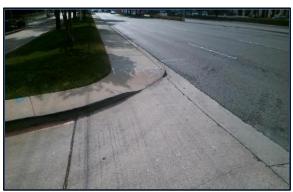
Photographs



Ramp 1A



Ramp 3A



Ramp 2A



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