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

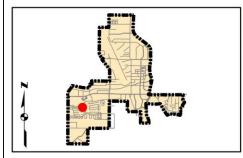
Client: Town of Addison Date: 1/2/18 Program: ADA Self-Evaluation and Transition Plan Prepared By: CMP KHA No.: 063543021 Checked By: EPE

GPS ID: 243 Corridor : Project Name: Proton Rd Intersection of Proton Dr and Ridgelake Ct 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)	10	SF	\$	50.00	\$	500.00
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	8	SY	\$	9.00	\$	72.00
	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	0	LS	\$	5,000.00	\$	-
	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 Proje				Subtotal:		13,224.00	
	✓ No Design Completed		Engineering:			2,888.00	
	□ Preliminary Design		Contingency:		*	2,888.00	
	☐ Final Design		Estim	ated Project Cost:	\$	19,000.00	

☐ Final Design

## Project Location







## Field Observations

Intersection Issues		Cros	swalk		Possible Solutions	
		E S		W	Possible Solutions	
Path of travel pavement condition	Good	N/A	Good	Good		
Path of travel running slope is greater than 5%		N/A				
Path of travel cross slope is greater than 2% for stop control approaches	N/A	N/A	N/A			
Path of travel cross slope is greater than 5% for free-flow approaches		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		N/A	None	None	Thistail crosswark pavement markings	

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



Ramp 1A



Corner 3 No Ramp (3z)



Corner 2 No Ramp (2z)



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