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

Brookwood Ln Intersection of Brookwood Ln and Camelot Ct Corridor : Project Name: GPS ID: 291 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
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)	205	LF	\$ 8.50	\$ 1,742.50
	REPAVE ROADWAY	2	LS	\$ 5,000.00	\$ 10,000.00
	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	<u>0</u>	ĻS	\$ 500.00	\$ -
	FIX CURB RAMP COUNTER SLOPE	0	LS	\$ 2,000.00	\$ -

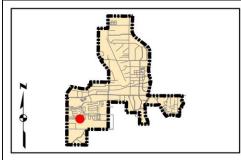
Basis for Cost Projection

Mo Design Completed
Preliminary Design

☐ Final Design

Subtotal: \$
20% \$
20% \$ 22,314.50 4,842.75 Engineering: (% +/-) Contingency: (% +/-) 4,842.75 Estimated Project Cost: 32,000.00

Project Location







Field Observations

Intersection Issues		Cros	swalk		Possible Solutions	
		N E		W	rossible Solutions	
Path of travel pavement condition	N/A	Good	Poor	Poor	Repave roadway and install crosswalk pavement markings	
Path of travel running slope is greater than 5%	N/A					
Path of travel cross slope is greater than 2% for stop control	N/A	N/A		N/A		
approaches			<u> </u>			
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		
Crosswalk striping condition		None	None	None	Install crosswalk pavement markings	

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



Corner 1 No Ramp (1z)



Ramp 3A



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