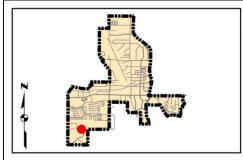
Kimley-Horn and Associates, Inc. Project Description for Unsignalized Intersection Priority: 9

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: 305 Spring Valley Rd Intersection of Spring Valley Rd and driveway (Lat. 32.9398; Long. -96.8500) Town: Addison

TXDOT 531 CURB RAMPS 0 EA \$ 1,500.00 \$ TXDOT 5003-6002 RETROFIT DET WARN SURF (CAST IN PLACE) 0 SF \$ 50.00 \$ TXDOT 104-6015 REMOVING CONC (SIDEWALKS) 5 SY \$ 9.00 \$ 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 0 LS \$ 2,000.00 \$ FIX CURB RAMP TRANSITION 0 LS \$ 5,000.00 \$ REMOVE TEMPORARY OBSTRUCTION 0 LS \$ 5,000.00 \$ FIX CURB RAMP COUNTER SLOPE 0 LS \$ 2,000.00 \$ FIX CURB RAMP COUNTER SLOPE 0 LS \$ 2,000.00 <td< th=""><th>Item No.</th><th>Item Description</th><th>Quantity</th><th>Unit</th><th>Unit Price</th><th>Item Cost</th></td<>	Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TXDOT 531-6001 CONC SIDEWALKS (4") 6 SY \$ 45.00 \$ 270 TXDOT 531 CURB RAMPS 0 EA \$ 1,500.00 \$ TXDOT 5003-6002 RETROFIT DET WARN SURF (CAST IN PLACE) 0 SF \$ 50.00 \$ TXDOT 104-6015 REMOVING CONC (SIDEWALKS) 5 SY \$ 9.00 \$ 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 CURB RAMP TRANSITION 0 LS \$ 2,000.00 \$ FIX CURB RAMP TRANSITION 0 LS \$ 2,000.00 \$ REMOVE TEMPORARY OBSTRUCTION 0 LS \$ 5,000.00 \$ FIX CURB RAMP COUNTER SLOPE 0 LS \$ 5,000.00 \$ FIX CURB RAMP COUNTER SLOPE 0 LS \$ 5,000.00 <td>TxDOT 110-6001</td> <td>EXCAVATION (ROADWAY)</td> <td>0</td> <td>CY</td> <td>\$ 10.00</td> <td>\$ -</td>	TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	\$ 10.00	\$ -
TXDOT 531 CURB RAMPS 0 EA \$ 1,500.00 \$ TXDOT 5003-6002 RETROFIT DET WARN SURF (CAST IN PLACE) 0 SF \$ 50.00 \$ TXDOT 104-6015 REMOVING CONC (SIDEWALKS) 5 SY \$ 9.00 \$ 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 0 LS \$ 2,000.00 \$ MEDIAN NOSE MODIFICATION 0 LS \$ 5,000.00 \$ REMOVE TEMPORARY OBSTRUCTION 0 LS \$ 5,000.00 \$ FIX CURB RAMP COUNTER SLOPE 0 LS \$ 2,000.00 \$ Basis for Cost Projection Engineering: (% +/-) 20% \$ 342	TxDOT 529-6002	CONC CURB (TY II)	0	LF	\$ 15.00	\$ -
TxDOT 5003-6002 RETROFIT DET WARN SURF (CAST IN PLACE) 0 SF \$ 50.00 \$ TxDOT 104-6015 REMOVING CONC (SIDEWALKS) 5 SY \$ 9.00 \$ 45 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 \$ 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 0 LS \$ 2,000.00 \$ MEDIAN NOSE MODIFICATION 0 LS \$ 5,000.00 \$ REMOVE TEMPORARY OBSTRUCTION 0 LS \$ 5,000.00 \$ FIX CURB RAMP COUNTER SLOPE 0 LS \$ 2,000.00 \$ Basis for Cost Projection Subtotal: \$ 315 Diangle of the projection Contingency: (% +/-) 20% \$ 342 Preliminary Design Preliminary Design Contingency: (% +/-) 20% \$ 342 Diangle of the projection Contingency: (% +/-) 20% \$ 342 Diangle of the projection Contingency: (% +/-) 20% \$ 342 Diangle of the projection Contingency: (% +/-) 20% \$ 342 Diangle of the projection Contingency: (% +/-) 20% \$ 342 Diangle of the projection Contingency: (% +/-) 20% \$ 342 Diangle of the projection Contingency: (% +/-) 20% \$ 342 Diangle of the projection Contingency: (% +/-) 20% \$ 342 Diangle of the projection Contingency: (% +/-) 20% \$ 342 Diangle of the projection Contingency: (% +/-) 20% \$ 342 Diangle of the projection Contingency: (% +/-) 20% \$ 342 Diangle of the projection Contingency: (% +/-) 20% \$ 342 Diangle of the projection Contingency: (% +/-) 20% \$ 342 Diangle of the projection Contingency: (% +/-) 20% \$ 342 Diangle of the projection Contingency: (% +/-) 20% \$ 342 Diangle of the projection Contingency: (% +/-) 20% \$ 342 Diangle of the projection Contingency: (% +/-) 20% \$ 342 Diangle of the projection Conti	TxDOT 531-6001	CONC SIDEWALKS (4")	6	SY	\$ 45.00	\$ 270.00
TXDOT 104-6015 REMOVING CONC (SIDEWALKS) 5 SY \$ 9.00 \$ 45	TxDOT 531	CURB RAMPS	0	EA	\$ 1,500.00	\$ -
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 0 LS \$ 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 \$ 2,000.00 \$ Basis for Cost Projection Subtotal: \$ 315 Ø No Design Completed Engineering: (% +/-) 20% \$ 342 Preliminary Design Contingency: (% +/-) 20% \$ 342	TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	\$ 50.00	\$ -
TXDOT 666/678 REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD) 0	TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	5	SY	\$ 9.00	\$ 45.00
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Basis for Cost Projection Subtotal: \$ 315 ☑ No Design Completed Engineering: (% +/-) 20% \$ 342 ☐ Preliminary Design Contingency: (% +/-) 20% \$ 342		REMOVE TEMPORARY OBSTRUCTION	0	LS		.i
 ✓ No Design Completed ✓ Preliminary Design Engineering: (% +/-) 20% \$ 342 Contingency: (% +/-) 20% \$ 342 			0	LS		
☐ Preliminary Design Contingency: (% +/-) 20% \$ 342	Basis for Cost Proje					
				Cont		
☐ Final Design Estimated Project Cost: \$ 1,000		☐ Final Design			Estimated Project Cost:	\$ 1,000.00

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 a				s and possible	and possible solutions provided in driveway shapefile (TRPEDDRV)		
	, u.	pai		o ana poconono	columnic provided in dividual chapeline (1111 252111)		
Path of travel cross slope is greater than 5% for free-flow approaches	l l						
Crosswalk width is less than 6'							
Crosswalk striping condition							

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Corts Barra Januar		Ramp	ID ('z' or 'i' in ramp label indicates no	Dansible Calutions
Curb Ramp Issues			existing ramp)	Possible Solutions
	3A	4A		
Curb ramp does not exist and is needed	 			
Curb ramp does not land in crosswalk	ļ			
No 4' x 4' clear space at base of curb ramp	<u> </u>			
Curbed side is not 90° or has traversable adjacent surface	<u> </u>			
Flare cross slope is greater than 10%	<u> </u>			
Curb ramp running slope is greater than 8.3%	<u> </u>			
Blended transition running slope is greater than 5%				
Cut-thru ramp running slope is greater than 5%				
Curb ramp cross slope is greater than 2%	<u> </u>			
Cut-thru ramp cross slope is greater than 2%	<u> </u>			
Curb ramp width is less than 48"				
Cut-thru ramp width is less than 60"	<u> </u>			
Permanent obstruction (>0.25") in curb ramp/landing/flares				
Temporary obstruction (>0.25") in curb ramp/landing/flares	<u> </u>			
No textured surface at base of curb ramp	<u> </u>			
No color contrast at base of curb ramp	Ĺ			
Landing area does not exist and is needed	<u> </u>			
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"	<u> </u>			
Counter slope of the gutter or street at the foot of the curb ramp is				
greater than 5%	l			
Ponding occurs at base of curb ramp				

Photographs







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