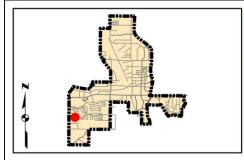
Kimley-Horn and Associates, Inc. Project Description for Unsignalized Intersection Priority: 6

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

Woodshadow Ln Intersection of Woodshadow Ln and driveway (Lat. 32.9448; Long. -96.8531) Corridor : Project Name: GPS ID: 90053 Town: Addison

TXDOT 110-6001 EXCAVATION (ROADWAY) 0 CY S TXDOT 529-6002 CONC CURB (TY II) 0 LF S TXDOT 531-6001 CONC SIDEWALKS (4") 0 SY S TXDOT 531 CURB RAMPS 4 EA TXDOT 5003-6002 RETROFIT DET WARN SURF (CAST IN PLACE) 0 SF S TXDOT 104-6015 REMOVING CONC (SIDEWALKS) 0 SY S TXDOT 6677 ELIM EXT PAVE MRK & MRKS 0 LF S TXDOT 66678 REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD) 0 LF S REPAVE ROADWAY 0 LS S	\$ 10.00 \$ 15.00 \$ 45.00 \$ 1,500.00	
TxDOT 531-6001 CONC SIDEWALKS (4") 0 SY S TxDOT 531 CURB RAMPS 4 EA S TxDOT 5003-6002 RETROFIT DET WARN SURF (CAST IN PLACE) 0 SF S TxDOT 104-6015 REMOVING CONC (SIDEWALKS) 0 SY S TxDOT 677 ELIM EXT PAVE MRK & MRKS 0 LF S TxDOT 666/678 REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD) 0 LF S	\$ 45.00	\$ - \$ -
TXDOT 531 CURB RAMPS 4 EA \$ TXDOT 5003-6002 RETROFIT DET WARN SURF (CAST IN PLACE) 0 SF \$ TXDOT 104-6015 REMOVING CONC (SIDEWALKS) 0 SY \$ TXDOT 677 ELIM EXT PAVE MRK & MRKS 0 LF \$ TXDOT 666/678 REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD) 0 LF \$	··	\$ -
TxDOT 5003-6002 RETROFIT DET WARN SURF (CAST IN PLACE) 0 SF \$ TxDOT 104-6015 REMOVING CONC (SIDEWALKS) 0 SY \$ TxDOT 677 ELIM EXT PAVE MRK & MRKS 0 LF \$ TxDOT 666/678 REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD) 0 LF \$	\$ 1,500,00	Ψ
TxDOT 104-6015 REMOVING CONC (SIDEWALKS) 0 SY \$ TxDOT 677 ELIM EXT PAVE MRK & MRKS 0 LF \$ TxDOT 666/678 REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD) 0 LF \$	1,500.00	\$ 6,000.00
TxDOT 677 ELIM EXT PAVE MRK & MRKS 0 LF \$ TxDOT 666/678 REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD) 0 LF \$	\$ 50.00	\$ -
TxDOT 666/678 REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD) 0 LF \$	\$ 9.00	\$ -
	\$ 2.80	\$ -
REPAVE ROADWAY 0 IS S	\$ 8.50	\$ -
THE THE TRAINING TO THE TRAINING THE TRA	\$ 5,000.00	\$ -
FIX PONDING 0 LS \$	\$ 2,000.00	\$ -
FIX CURB RAMP TRANSITION 0 LS S	\$ 2,000.00	
MEDIAN NOSE MODIFICATION 0 LS S	\$ 5,000.00	
REMOVE TEMPORARY OBSTRUCTION 0 LS \$	\$ 500.00	
FIX CURB RAMP COUNTER SLOPE 0 LS S	\$ 2,000.00	
Basis for Cost Projection	Subtotal:	\$ 6,000.00
☑ No Design Completed Engineerin		
□ Preliminary Design Contingend		
☐ Final Design Es	stimated Project Cost:	\$ 9,000.00

Project Location







Field Observations

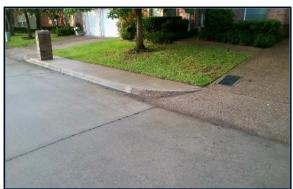
Intersection Issues		Cros	swalk		Possible Solutions
intersection issues	N	E	S	W	Fossible Solutions
Path of travel pavement condition					
Path of travel running slope is greater than 5%					
Path of travel cross slope is greater than 2% for stop control					
approaches	All dr	iveway path o	f travel issue	s and possible	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 ID ('z' or 'i' in ramp label indicates no						
Curb Ramp Issues				existing ramp)	Possible Solutions		
•	1 <i>z</i>	2z	3 <i>z</i>	4z			
Curb ramp does not exist and is needed	X	X	Х	X	Install curb ramp; if median improvement, see sha		
Curb ramp does not land in crosswalk		İ	İ				
No 4' x 4' clear space at base of curb ramp		ļ	1				
Curbed side is not 90° or has traversable adjacent surface							
Flare cross slope is greater than 10%		į					
Curb ramp running slope is greater than 8.3%			T				
Blended transition running slope is greater than 5%			T				
Cut-thru ramp running slope is greater than 5%	1		1				
Curb ramp cross slope is greater than 2%	- [Ţ				
Cut-thru ramp cross slope is greater than 2%							
Curb ramp width is less than 48"	- i	i	T				
Cut-thru ramp width is less than 60"	- [Ţ				
Permanent obstruction (>0.25") in curb ramp/landing/flares		¦		†			
Temporary obstruction (>0.25") in curb ramp/landing/flares		ļ]				
No textured surface at base of curb ramp							
No color contrast at base of curb ramp		i	I				
Landing area does not exist and is needed		ļ					
Landing area is less than 5' x 5' or slopes greater than 2%			.]				
Curb ramp transition onto roadway is greater than 0.25"		<u> </u>	<u>. </u>	<u> </u>			
Counter slope of the gutter or street at the foot of the curb ramp is			1				
greater than 5%		į					
Ponding occurs at base of curb ramp	<u> </u>	;	†	-			

Photographs



Corner 1 No Ramp (1z)



Corner 3 No Ramp (3z)



Corner 2 No Ramp (2z)



Corner 4 No Ramp (4z)

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