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

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 :	**Airport Pkwy**	**GPS ID: 90079**
Project Name:	**Intersection of Airport Pkwy and driveway (Lat. 32.9659; Long. -96.8241)**	
Town:	**Addison**	

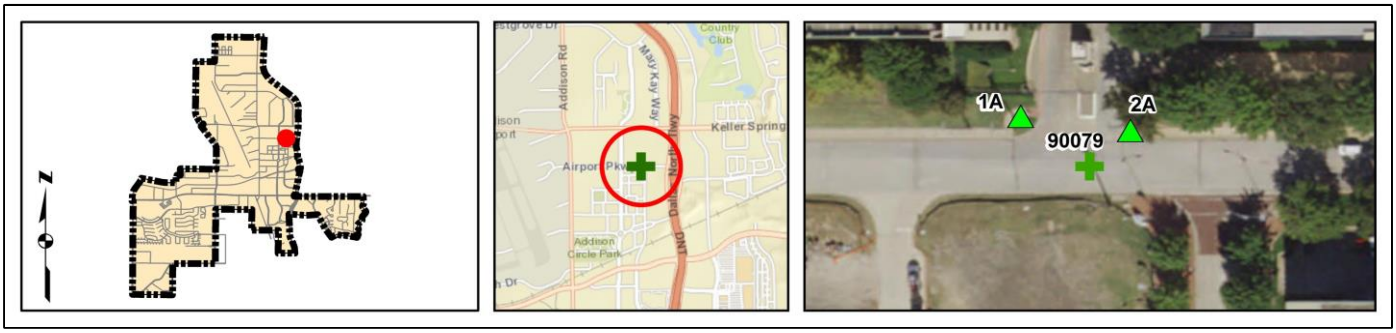
Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	$ 10.00	$ -
TxDOT 529-6002	CONC CURB (TY II)	0	LF	$ 15.00	$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	0	SY	$ 45.00	$ -
TxDOT 531	CURB RAMPS	2	EA	$ 1,500.00	$ 3,000.00
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	$ 50.00	$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	21	SY	$ 9.00	$ 189.00
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	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 Projection

- ☑ No Design Completed
- ❑ Preliminary Design
- ❑ Final Design

Subtotal:		$ 7,189.00
Engineering: (% +/-)	20%	$ 1,905.50
Contingency: (% +/-)	20%	$ 1,905.50
Estimated Project Cost:		**$ 11,000.00**

Project Location

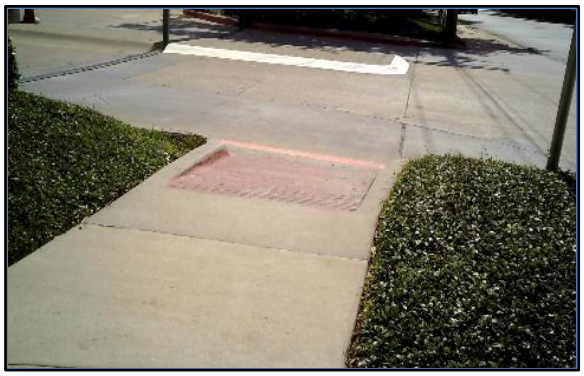


Field Observations

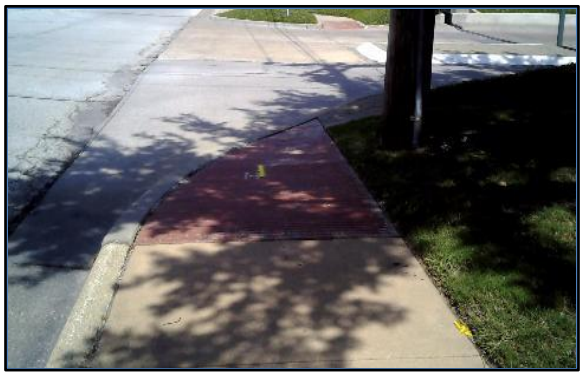
Intersection Issues	Crosswalk N	E	S	W	Possible Solutions
Path of travel pavement condition					All driveway path of travel issues and possible solutions provided in driveway shapefile (TRPEDDRV)
Path of travel running slope is greater than 5%					
Path of travel cross slope is greater than 2% for stop control approaches					
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	Curb Ramp ID ('z' or 'i' in ramp label indicates no existing ramp) 1A	2A	Possible Solutions
Curb ramp does not exist and is needed			
Curb ramp does not land in crosswalk			
No 4' x 4' clear space at base of curb ramp			
Curbed side is not 90° or has traversable adjacent surface			Remove and replace curb ramp
Flare cross slope is greater than 10%			
Curb ramp running slope is greater than 8.3%	X		
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%		X	
Cut-thru ramp cross slope is greater than 2%			
Curb ramp width is less than 48"		X	
Cut-thru ramp width is less than 60"			
Permanent obstruction (>0.25") in curb ramp/landing/flares			
Temporary obstruction (>0.25") in curb ramp/landing/flares			
No textured surface at base of curb ramp	X	X	For intersection, commercial driveway, and park ramps, install
No color contrast at base of curb ramp			
Landing area does not exist and is needed			
Landing area is less than 5' x 5' or slopes greater than 2%	X	X	Remove and replace landing area
Curb ramp transition onto roadway is greater than 0.25"	X	X	Fix curb ramp transition
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%			
Ponding occurs at base of curb ramp			

Kimley-Horn and Associates, Inc.	Intersection of Airport Pkwy and driveway (Lat. 32.9659; Long. -96.8241)
Photographs	GPS ID: 90079



Ramp 1A



Ramp 2A

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

End of Project Description for Project 90079 Intersection of Airport Pkwy and driveway (Lat. 32.9659; Long. -96.8241)