**Kimley-Horn and Associates, Inc.** **Priority: 2**
**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 :** | **Quorum Dr** | **GPS ID: 90061** |
| **Project Name:** | **Intersection of Quorum Dr and midblock crossing (Lat. 32.9508; Long. -96.8251)** | |
| **Town:** | **Addison** | |

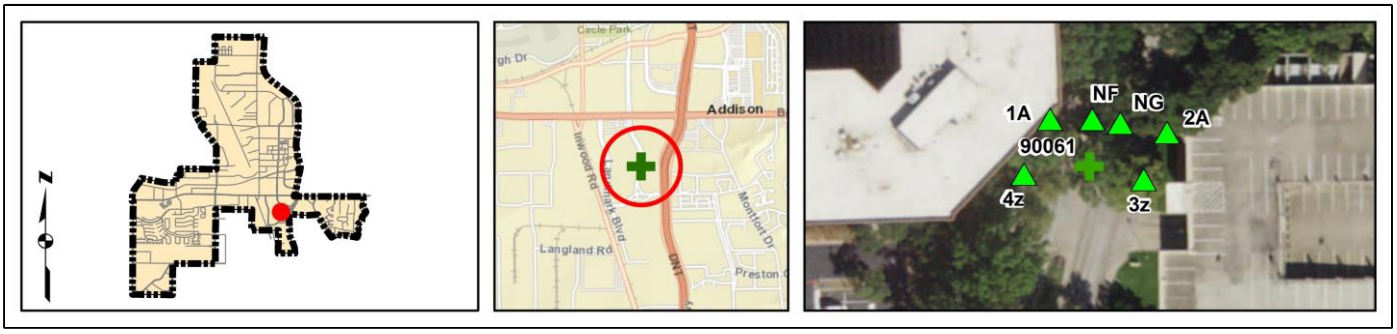
| Item No. | Item Description | Quantity | Unit | Unit Price | Item Cost |
|---|---|---|---|---|---|
| TxDOT 110-6001 | EXCAVATION (ROADWAY) | 0 | CY | $ 10.00 | $ - |
| TxDOT 529-6002 | CONC CURB (TY II) | 0 | LF | $ 15.00 | $ - |
| TxDOT 531-6001 | CONC SIDEWALKS (4") | 3 | SY | $ 45.00 | $ 135.00 |
| TxDOT 531 | CURB RAMPS | 3 | EA | $ 1,500.00 | $ 4,500.00 |
| TxDOT 5003-6002 | RETROFIT DET WARN SURF (CAST IN PLACE) | 0 | SF | $ 50.00 | $ - |
| TxDOT 104-6015 | REMOVING CONC (SIDEWALKS) | 55 | SY | $ 9.00 | $ 495.00 |
| 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) | 94 | LF | $ 8.50 | $ 799.00 |
| --- | REPAVE ROADWAY | 1 | LS | $ 5,000.00 | $ 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

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

| | | |
|---|---|---|
| Subtotal: | | $ 10,929.00 |
| Engineering: (% +/-) | 20% | $ 2,535.50 |
| Contingency: (% +/-) | 20% | $ 2,535.50 |
| **Estimated Project Cost:** | | **$ 16,000.00** |

**Project Location**




**Field Observations**

| Intersection Issues | Crosswalk N | E | S | W | Possible Solutions |
|---|---|---|---|---|---|
| Path of travel pavement condition | Poor | N/A | N/A | N/A | Repave roadway and install crosswalk pavement markings |
| Path of travel running slope is greater than 5% | | N/A | N/A | 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 | N/A | N/A | |
| Crosswalk width is less than 6' | | N/A | N/A | N/A | |
| Crosswalk striping condition | Good | N/A | N/A | N/A | |

| Curb Ramp Issues | Curb Ramp ID ('z' or 'i' in ramp label indicates no existing ramp) NF | NG | 1A | 2A | 3z | 4z | Possible Solutions |
|---|---|---|---|---|---|---|---|
| Curb ramp does not exist and is needed | X | X | | | | | Remove 2 Type A ramps & Install cut-thru |
| 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% | | | | | | | |
| 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 | X | | | | |
| Cut-thru ramp cross slope is greater than 2% | | | | | | | |
| Curb ramp width is less than 48" | | | | | | | |
| Cut-thru ramp width is less than 60" | | | | | | | |
| Permanent obstruction (>0.25") in curb ramp/landing/flares | X | | | | | | |
| Temporary obstruction (>0.25") in curb ramp/landing/flares | | | | | | | |
| No textured surface at base of curb ramp | | | | | | | |
| 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 | X | X | | | Remove and replace landing area |
| Curb ramp transition onto roadway is greater than 0.25" | | | | | | | |
| 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 | | | | | | | |

Ramp North F

Ramp North G

Ramp 1A

Ramp 2A

Corner 3 No Ramp (3*z*)

Corner 4 No Ramp (4*z*)

**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 90061 Intersection of Quorum Dr and midblock crossing (Lat. 32.9508; Long. -96.8251)**